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Initial Study/Negative Declaration

# **Draft Update to the 2024 Napa Countywide Airport Land Use Compatibility Plan (ALUCP)**

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**JUNE 2024**

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# Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AIA	Airport Influence Area
CEQA	California Environmental Quality Act
du/ac	Dwelling units per acre
IS	Initial Study
ND	Negative Declaration

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# 1 Introduction

## 1.1 Purpose of Document

The update to the Napa Countywide (County) Airport Land Use Compatibility Plan (ALUCP) has been prepared by the Napa County Engineering and Conservation Division, acting in capacity of staff the County's Airport Land Use Commission (ALUC). The 2024 ALUCP applies to lands around the two public-use airports in the county: the Angwin Airport (Parrett Field) and the Napa County Airport. This initial study (IS) was prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the policies and criteria proposed in the 2024 ALUCP would result in significant environmental impacts .

The purpose of the ALUCP is “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses (Pub. Res. Code § 21000 et seq.).” The intent of the ALUCP is to discourage the expansion or introduction of incompatible land uses within an airport’s area of influence. ALUCPs are reviewed to ensure consistency with existing general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies. Specifically, the plan addresses noise, safety, airspace protection, and overflight notification zones .

## 1.2 Document Format

The IS includes seven sections:

**Introduction.** The Introduction provides an overview of the project and states the project purpose. It includes an overview of the role of the Napa County Airport Land Use Commission and describes the CEQA process as it pertains to the ALUCP.

**Environmental Setting.** The Environmental Setting section describes the ALUCP region and relevant information regarding public County airports and surrounding areas.

**Project Description.** This section summarizes information contained in the ALUCP.

**Analysis of Potentially Displaced Development.** This section discusses the policies and criteria of the ALUCP which may displace potential future development should the Draft document be adopted and implemented.

**Environmental Factors Potentially Affected.** This section contains the CEQA environmental analysis checklist and rationale for determining impacts.

**Determination.** This section contains ALUC's official determination that, as demonstrated in this IS, the proposed 2024 ALUCP would not have a significant effect on the environment.

**List of Preparers.** This section lists the individuals responsible for preparing the IS.

## 1.3 ALUCP Statutory Framework

The State Aeronautics Act (Pub. Util. Code, § 21670 et seq.) was amended in 1967 to require the establishment of airport land use commissions in counties with one or more airports serving the general public. Section 21670 of the Public Utilities Code outlines the goals and purpose behind this requirement, and describes the extent to which the statute applies:

*A1. It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.*

*A2. It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.*

*B. In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline but is operated for the benefit of the general public, shall establish an airport land use commission.*

In summary, the ALUC statutory mandate was enacted to inform future land use planning efforts and minimize incompatible land uses in proposed developments. The mandate seeks to protect the general public from hazards due to noise and flight, as well as inadequate safety measures and airspace protection. The statue empowers ALUCs to enact restrictions and specifications for future development surrounding the height of objects in airport vicinity (both naturally occurring and man-made structures), noise standards for the relevant airport vicinity, and other development features to prevent undue public health risk. However, ALUCs, and the ALUCP, have no authority over current land uses, nor do they hold authority over airport operations (Pub. Util. Code §§ 21674 (a) and (e)).

## 1.4 Airport Land Use Commission for Napa County

The Napa County ALUC was established in the 1970s (at that time consisting of the Planning Commission and Airport Advisory Committee). The Napa County ALUC operates under the “Designated Body” format described by the ALUC statutes (Pub. Util. Code § 21670.1(a)). The ALUC is comprised of the five (5) Napa County Planning Commissioners and two (2) at-large members with aviation expertise, appointed by the Board of Supervisors.

The Napa County ALUC is tasked with approving and guiding the development and implementation of the ALUCP. The ALUC also reviews regulations and policies of airport operators and local agencies to ensure compliance with the adopted ALUCP. Specifically, this involves collaborating with local agencies to ensure future development is compatible with the land uses articulated in the ALUCP. According to statue, the ALUC is tasked with “planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare” (Pub. Util. Code, § 21674(b)).

However, the ALUC is limited in its authority under the following statutes:

1. ALUCs do not hold authority over existing land uses. This restriction on authority exists regardless of whether such land uses are compatible with the activities and operations of the airport (Pub. Util. Code, § 21670 (a)(2) and § 21674(a));
2. ALUCs do not have authority over airport operations (Pub. Util. Code, § 21674(e)). However, ALUCs do hold authority over the development of land for non-aviation related purposes.
3. ALUCs do not hold authority over federal lands controlled by any federal agency or by Federally-recognized American Indian tribes.

Local agencies overseeing land within an Airport Influence Area, or AIA, are required to ensure their general plan is consistent with the ALUCP. However, the ALUC's determination may be overruled by a two-thirds majority vote by a local governing body, if findings are consistent with the criteria set forth in Article 3.5 of the State Aeronautics Act (Pub. Util. Code, §§ 21675.1(d), 21676, 21676.5(a)). However, ALUC statutes indicate that if a local agency other than the airport owner overrules the ALUC, the agency owning and operating the airport "shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the local agency's decision to overrule (Public Utilities Code Sections 21678 and 21675.1(f).).

Once adopted by the Napa County ALUC, the ALUCP will serve as the guiding document under which the ALUC enacts its authority to review proposed land use development within airport vicinity. This 2024 Napa Countywide Airport Land Use Compatibility Plan (ALUCP) will update and entirely replace the ALUCP adopted by the Napa County Airport Land Use Commission (ALUC) in April 1991 and most recently amended in December 1999.

## 1.5 CEQA Compliance

The California Environmental Quality Act (CEQA) applies to projects carried out, funded or approved by state or local government agencies (Pub. Res. Code § 21000 et seq.). CEQA requires that all potential environmental impacts of a proposed discretionary project be analyzed prior to its implementation. Under CEQA, adoption of local land use planning documents, including ALUCPs, are considered proposed discretionary projects.<sup>1</sup>

The CEQA Guidelines state that the "Lead Agency" is "the public agency which has the principal responsibility for carrying out or approving a project (14 Cal. Code Regs. § 15367)." Therefore, the ALUC is the lead agency responsible for compliance with CEQA for the proposed project.

This IS contains the information required under Section 15063 of the CEQA Guidelines (14 Cal. Code Regs. § 15063). The required contents include a project description, identification of the environmental setting, a checklist identifying potential environmental effects, plans and other land use controls, and a list of all persons associated with the preparation of the IS.

As described in this IS, there is no substantial evidence in the record that the proposed 2024 ALUCP would result in a significant effect on the environment. Therefore, the County proposes the adoption of a Negative Declaration (ND).

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<sup>1</sup> *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2007) 41 Cal.4th 372

## 1.6 Public Review Process

The IS and proposed ND will be circulated for public review for a period of 30 days, pursuant to CEQA Guidelines Section 15073(a). The ALUC will provide public notice at the beginning of the public review period.

Comments shall be submitted by the deadline established in the Notice of Intent to Adopt a Negative Declaration circulated by the ALUC. The Notice of Intent also includes the contact information for submitting comments, and where the IS and supporting documents, including the proposed 2024 ALUCP, can be reviewed.

Following the close of the 30-day review period, the ALUC will consider the IS/ND and all comments regarding environmental issues. At the scheduled public hearing, date yet uncertain, the ALUC shall adopt the proposed ND if it finds that there is no substantial evidence that the 2024 ALUCP would have a significant effect on the environment. The ALUC shall consider approval of the proposed 2024 ALUCP following adoption of the ND.

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## 2 Environmental Setting

### 2.1 Airport Background and Airport Master Plans

The 2024 Napa Countywide ALUCP applies to lands around the two public-used airports in the county: the Napa County Airport, and the Angwin Airport–Parrett Field. Napa County Airport is a public-use reliever airport, whereas Angwin Airport – Parrett Field is a public-use, privately-owned airport. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been considered in the preparation of this ALUCP. The airport plan status differs for each airport in Napa County.

#### **Angwin Airport – Parrett Field**

Angwin Airport – Parrett Field is a privately owned, public-use general aviation facility owned and operated by Pacific Union College (college), located one nautical mile from the business district of Angwin, CA in central Napa County. Angwin Airport– Parrett Field does not have a formal master plan. However, Napa County completed a Master Plan Feasibility and Alternate Site Selection Study—Angwin Airport/Parrett Field in 2010 that addressed whether the existing airport would meet long-term general aviation needs in the upper Napa Valley and included the development of an Airport Layout Plan (ALP) in late 2009. The college acknowledged in an April 21, 2023, letter that the 2009 ALP is an accurate representation of the airport's existing conditions. Furthermore, although the college has no existing plans for future development, they concurred that the ultimate conditions shown on the ALP can serve as the basis for the Napa Countywide ALUCP future conditions. This ALP was accepted by the Caltrans Division of Aeronautics in November 2023 as the basis of this Angwin Airport – Parrett Field Land Use Compatibility Plan. The information contained in the 2009 ALP and supplemental data provided by airport personnel serve as the foundation for this ALUCP. The 2009 ALP calls for increasing the runway length from the current 3,217 feet to 4,317 feet by adding to the Runway 16 (south) end and moving the runway threshold on the Runway 34 end. It also calls for increasing the runway width from 50 to 75 feet. This runway design change directly affects the airport's compatibility zone boundaries.

#### **Napa County Airport**

Napa County Airport is a general aviation facility owned and operated by Napa County. The Airport is located south of the City of Napa, and northwest of the City of American Canyon, less than two miles from the Napa River. The County of Napa adopted a master plan for Napa County Airport in March 2007. Since publication of the master plan, updates have been made to the ALP drawing to reflect recent and newly proposed construction projects. The current ALP was approved by the Federal Aviation Administration (FAA) in May 2016. The information contained on the 2016 ALP, together with supplemental information provided in the 2007 Master Plan and by airport personnel, form the foundation for this Airport Land Use Compatibility Plan (ALUCP) for Napa County Airport. The 2016 ALP was approved by the Caltrans Division of Aeronautics for compatibility planning purposes in November 2023.

### 2.2 Project Sites and Surrounding Uses

As discussed, the two public-used airports in the county are the Napa County Airport, and the Angwin Airport–Parrett Field. The Airport Influence Area (AIA) for each of the airports, as defined herein, extends roughly 1.5 to 4 miles

from the airport runways. These influence areas encompass lands within three local government jurisdictions in Napa County: Napa County, City of Napa, and City of American Canyon. These three local government jurisdictions— together with, any city, special district, school district, or community college district in Napa County that exists or may be established or expanded into any of the two Airport Influence Areas defined by this ALUCP—are subject to the provisions of the plan. Figure 1 shows the location of Angwin Airport and its AIA. Figure 2 shows the location of Napa County Airport and its AIA.

#### **Angwin Airport: Location**

Angwin Airport-Parrett Field is a 60-acre general aviation facility located adjacent to the unincorporated community of Angwin, approximately 20 miles north of the City of Napa. Owned and operated by Pacific Union College, the airport is open to the public and primarily serves Angwin and surrounding areas in central and northern Napa County. The airport is situated on Howell Mountain at an elevation of 1,875 feet mean sea level, with Napa Valley to the west and Pope Valley to the east. Ground elevations in most of the airport vicinity are lower than the airport elevation except to the northwest where a mountain ridge, approximately four miles to the northwest, reaches nearly 1,000 feet above the airport elevation.

#### **Angwin: Surrounding Land Uses**

The community of Angwin, including the Pacific Union College, to the west comprises the major area of development near Angwin Airport-Parrett Field. The areas to the north and east have scattered vineyards but are mostly undeveloped and heavily wooded land. To the south are vineyards and scattered residential land uses. County of Napa land use plans show additional residential uses and some future nonresidential areas west of the airport. Planned land uses reflect existing land use patterns. Figure 3 illustrates planned land use designations as reflected in the 2008 General Plan for Napa County.

#### **Napa County Airport: Location**

Napa County Airport is an 820-acre public, regional aviation facility serving Napa Valley and surrounding areas in the northern San Francisco Bay Area. The airport is owned and operated by the County of Napa and is located in Napa Valley, which is approximately 50 miles northeast of San Francisco, California. The airport is situated approximately 5 miles south of the City of Napa city center and two miles north of the American Canyon city center.

#### **Napa County Airport: Surrounding Land Uses**

Napa County Airport is situated in southern Napa County between the Cities of Napa and American Canyon. The airport was once surrounded by little other than agricultural and wetlands; however, over the last 30 years extensive light industrial, warehousing, and business park uses have been developed east of the airport along Highway 29. Today, surrounding lands contain a mixture of agricultural and wetlands to the west and southwest and industrial land uses to the north, east, and southeast. Within the City of Napa to the north and northwest, land use designations include agricultural, hospitality commercial, business park, and the Napa Pipe Mixed-Use Planned Development (north of Highway 29). Planned land uses reflect existing land use patterns. The City of American Canyon, which was incorporated in 1992, has experienced more industrial development immediately south of the airport. Vacant land remains available for industrial development in this area. The nearest residential uses are approximately two miles south of the airport property. Figure 4A and Figure 4B illustrate planned land use designations as reflected in the 2008 General Plan for Napa County, and the 2022 General Plan for the City of Napa and the 1994 General Plan for the City of American Canyon, respectively.

The airport has few documented noise complaints (see Draft ALUCP Chapter 6). The complaints that do occur are generally to the west in unincorporated Napa County along Milton Road. This area is subject to frequent overflight by aircraft operating southwest of the airfield. Noise complaints also occur to the north within the City of Napa and appear to result from times when the traffic pattern extends farther from the airport because of high traffic volume, or perhaps from aircraft on a low-altitude circling approach to Runway 19R. Nearby uses remain largely compatible with airport activities.

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## 3 Project Description

The proposed project for the purposes of this Initial Study is the 2024 Napa Countywide Airport Land Use Compatibility Plan (ALUCP) update. A draft of the ALUCP will be circulated for public review concurrent with the circulation of this Initial Study. Section 1.6 provides additional information as to where to view the Draft ALUCP and how to issue a public comment. The Draft ALUCP is incorporated by reference into this Initial Study.

### 3.1 Project Objectives

The 2024 ALUCP applies to lands around the two public-used airports in the county: the Napa County Airport, and the Angwin Airport–Parrett Field. Napa County Airport is a public-use reliever airport, whereas Angwin Airport – Parrett Field is a public-use, privately-owned airport. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been considered in the preparation of this ALUCP. The 2024 ALUCP includes the following project objectives:

1. To maintain the viability of the Airport by safeguarding it from further encroachment by incompatible land uses that limit its ability to meet its functions and purpose.
2. To protect the wellbeing of the general public and lands around the Airport by ensuring a development pattern that is compatible with airport operations and limits, to the extent practicable, the noise and other adverse impacts experienced by the community.
3. To prevent development that will adversely impact the quantity and quality of navigable airspace in the Airport environs.
4. To provide guidelines for local land uses agencies as to which land uses are compatible within the Airport influence areas.

### 3.2 Draft Airport Land Use Compatibility Plan

This 2024 ALUCP updates and entirely replaces the ALUCP adopted by the Napa County Airport Land Use Commission (ALUC) in April 1991 and amended in December 1999. This 2024 ALUCP applies to lands around the two public-used airports in the county:

- Angwin Airport – Parrett Field
- Napa County Airport

The need for the comprehensive update arose primarily because of a desire to bring the plan up to current standards, reflect current airport layout plans (ALPs), and address stakeholder needs.

In addition to these two airports, the 1999 ALUCP also contained compatibility policies for areas around the Calistoga Gliderport. This facility has since ceased to exist, thus none of the policies contained in the 1999 ALUCP remain in effect for that facility and this document also does not apply to it.

As adopted by the ALUC, the basic function of this ALUCP is to promote compatibility between the two airports and future land use development in their surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport. Additionally, the ALUCP serves as a tool for use by the ALUC in fulfilling its duty to review plans, regulations and Major Land Use Actions of local agencies for consistency with the ALUCP criteria. Airport development plans, including plans for any new heliport or vertiport anywhere in the county, are also subject to review by the ALUC. However, neither this ALUCP nor the ALUC have authority over existing land uses or over the operation of the airports.

The geographic extent of the ALUCP compatibility policy and criteria applicability is limited to the Airport Influence Area (AIA). The AIA of each airport is shown in Figure 1 and Figure 2, and includes area within the jurisdictions of Napa County, City of Napa, and the City of American Canyon. The AIA is discussed in Draft ALUCP Policy 2.3, Geographic Scope. The AIA consists of a single-review area comprised of four compatibility factors in a composite manner: areas contained within the noise contours, safety zones, within the Airport's airspace surfaces as defined by 14 CFR Part 77, and the overflight notification area.

The 2024 ALUCP was prepared using the Handbook produced by the California Department of Transportation (Caltrans), Division of Aeronautics in the latest version of the California Airport Land Use Planning Handbook (Caltrans 2011).

The ALUCP presents policy, both general and specific, to guide regulation and implementation. Policies are to be utilized by the ALUC, local agencies, and others, to implement related outcomes of the ALUCP. Specific policies in the ALUCP focus on four compatibility factors. These factors include:

**Noise** – The aircraft noise policies promote the goals of the California Airport Noise Standards (Cal. Code Regs., tit. 21, § 5000 et seq.) and the California Noise Insulation Standards (25 Cal. Admin Code § 1092) by avoiding the establishment of noise-sensitive land uses in areas around the Airport that experience significant levels of aircraft noise.

**Safety** – The safety policies minimize the potential number of future residents and land use occupants that could experience hazards related to aircraft operations.

**Airspace Protection** – The airspace protection policies ensure the safe, orderly operation of the airspace surrounding the Airport and prevent potential hazards to aircrafts in flight. These policies optimize the navigable airspace around the airport consistent with 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), and other relevant regulations.

**Overflight Notification** – The overflight notification policies dictate when certain disclosures, such as real estate disclosure notices, are required pursuant to state law (Bus. and Prof. Code, § 11010 and Civ. Code, §§ 1102.6 and 1103.4). Overflight notification policies identify areas where flights into and out of the airport occur frequently and at a low altitude, which could be noticeable to sensitive residents.

As previously stated, ALUCPs have no authority over areas “already devoted to incompatible uses.” The common interpretation of this clause is that ALUCPs have no jurisdiction over existing land uses even if those uses are incompatible with airport activities. An ALUCP cannot, for example, require that an existing incompatible use be converted to something compatible.

# 4 Analysis of Potentially Displaced Development

## 4.1 Introduction to Development Displacement Analysis

The adoption of an ALUCP may change, or restrict, future land uses in some areas, based on airport compatibility factors. Currently permissible land uses may become incompatible and “displace” development proposed in approved planning documents, such as the General Plan and Zoning Ordinance. To determine if the 2024 ALUCP will cause displacement, land uses were analyzed for potential displacement based on proposed policy changes in the ALUCP. An analysis of potential displacement is presented in this chapter.

Again, it is important to note that the 2024 ALUCP may only restrict future development opportunities and does not impact existing land uses. Thus, there is no potential for the displacement of existing land uses due to the adoption of the 2024 ALUCP.

Note that the term “zone” as used in the displacement analysis refers to both compatibility zones described in the existing and proposed ALUCP, and to land use zoning districts per the zoning ordinances of the County, the City of Napa, and the City of American Canyon. Therefore, the discussion below differentiates between City/County zoning (zone, zoning district or zoning “classification”), the adopted compatibility zones (1999 ALUCP) and the Draft compatibility zones (proposed 2024 ALUCP).

## 4.2 Displacement Analysis: Angwin Airport-Parrett Field

A displacement analysis was conducted for the Angwin Airport-Parrett Field Airport Influence Area. This analysis estimates the number of displaced units under the adoption of the 2024 ALUCP by comparing land use compatibility in the adopted 1999 ALUCP against the Draft 2024 ALUCP. Development potential is based on the general plan land use classification and zoning districts, taking into consideration factors that may limit residential density and non-residential intensity to less than the theoretical maximum. Draft Zones A through D2 of the Angwin Airport-Parrett Field were analyzed for displacement within each compatibility zone. Draft Zone E was not analyzed because this zone has no development limits. In summary, none of the County zones experienced a net displacement, as all potential displacement was offset by expansions in allowed land uses within each respective zone.

The Angwin AIA includes County General Plan land use classifications Urban Residential, Rural Residential, Public-Institutional, Agriculture Watershed and Open Space, and Agricultural Resource (see Figure 3). County zoning districts associated with these general plan land use classifications include Airport Compatibility Combination, Agricultural Watershed, Agricultural Watershed: Airport Compatibility Combination, Planned Development: Airport Compatibility Combination, and Planned Development: Affordable Housing Combination: Airport Compatibility Combination

Displacement analysis by each respective County zoning code is outlined below.

#### 4.2.1 Residential Displacement within Angwin Airport-Parrett Field Airport Influence Area by Napa County Zoning Classification

**Airport Compatibility Combination (AV:AC):** There is no significant residential displacement in the Airport Compatibility Combination (AV:AC) Zone because this zone does not allow for residential uses by right (Napa County 1999).

**Agricultural Watershed (AW):** Overall, there is no significant displacement to AW zoned land. There is no AW-zoned acreage in Draft Zones A and B so there is no residential displacement in these zones. In other compatibility zones within the AW zoning district, residential uses that are currently allowed by right would continue under proposed ALUCP Policy 2.7.4.

There are 59.37 acres of land that were in Zones C-D of the 1999 Adopted ALUCP that are outside of the Draft 2024 ALUCP AIA. Parcels in this area would no longer be restricted by the Adopted ALUCP and therefore have a negative displacement of 12 units per parcel. Because of the common parcels across the AW zone and the AW:AC zone, the displacement for both zones is analyzed jointly below.

**Agricultural Watershed: Airport Compatibility Combination (AW:AC):** This area is entirely covered by an Airport Overlay District which does not allow residential land uses in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residence which are considered allowed by right. Therefore, there is only potential for residential displacement in Draft Zone A and farmworker housing displacement in Zones A and B where land is outside adopted Zones A-D. In other zones, uses are allowed by right. There is no significant displacement in Draft Zones C-D2.

There are 20.6 acres (across five parcels) zoned AW:AC within Draft Zone A. Draft Zone A is entirely within Overlay District which does not allow residential in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residences on agricultural parcels. Therefore, maximum displacement is one (1) single-family residence per parcel. There are five AW:AC-zoned parcels within Draft Zone A. However, each of the five parcels are partially outside Draft Zone A, and a single-family residence could be built outside the Draft Zone A-portion of each respective parcel. Additionally, per Napa County's Measure J, these parcels cannot be further divided. Thus, there is no significant displacement within this draft zone. The five parcels that overlap Draft Zone A are as follows: 024-080-048, 024-080-049, 024-080-050, 024-080-051, 024-080-053.

There are 192.05 acres zoned AW:AC in Draft Zone B. All acreage is within Airport Overlay District which does not allow residential development in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residences on agricultural parcels. Approximately 169.02 acres of Draft Zone B are within Adopted Zones A-D. The Draft 2024 ALUCP and the Adopted 1999 ALUCP both allow for single-family residential development by right on agricultural parcels in this zone. Thus, there is no significant displacement in this 169.02-acre section of Draft Zone B,

Additionally, there are 80.76 acres of land that were in Zones C-D of the 1999 ALUCP that are outside of the Draft 2024 ALUCP AIA. Parcels in this area would no longer be restricted by the Adopted ALUCP and therefore have a negative displacement of 12 units per parcel. Because of the common parcels across the AW:AC zone and the AW zone, the displacement for these two zones and summed and considered jointly. Across both AW:AC and AW, there are 22 affected parcels for a total displacement of -264 units in this area.

There are 23.03 acres in Draft Zone B zoned AW:AC within adopted Zone F and outside adopted ALUCP AIA. These acres allow single family units on legal lots under Policy 2.7.4, Development by Right, but are subject to displacement of up to 12 units per lot for farmworker housing. In total, 108 units are displaced across 9 parcels. However, this displacement is mitigated because farmworker housing could be located on acreage outside of Draft Zone B. Additionally, the compatibility criteria allow up to 20 du/acre in Draft Zone D2 resulting in 4,213 potential units that would offset displacement in Draft Zone B. Affected APNS include 018-120-018, 024-080-019, -025, -026, -049, -051, 024-300-015, -077, and 024-360-005.

In summary, adoption of the 2024 Draft ALUCP would allow for 4,213 additional units, compared to the 1999 Adopted ALUCP. Furthermore, lands previously included in adopted Zones C and D are no longer restricted under the 2024 ALUCP, as they fall outside the new AIA. This results in an additional 264 units allowed, resulting in a total of 4,477 units in the AW and AW:AC zones. This addition of 4,477 units completely offsets the displacement of 108 units in Draft Zone B. Under the 2024 Draft ALUCP, 4,369 residential units will be allowed in the AW:AC and AW zones.

**Planned Development: Airport Compatibility Combination (PD:AC):** This zone is subject to ALUCP and a use permit. All land within this zone is under the jurisdiction of the Pacific Union College (the College). The College has no planned development within Draft Zone A. Existing planned development within Draft Zones B and C is included within a special exception area (Policy 4.3.2) that allows development in accordance with the College's Master Plan. Allowed development in Draft Zone D2 is consistent with Pacific Union College Master Plan. In summary, adoption of the 2024 ALUCP will not result in displacement in the PD:AC zone.

**Planned Development: Affordable Housing Combination: Airport Compatibility Combination (PD:AH:AC):** This 44.5-acre area is identified in the 2014 Housing Element as Angwin Site B covering parcels 024-080-035, -036, and portions of 024-080-033, -028, and 024-300-027 (current parcels are 024-080-028, -035, -036, -048, and 024-300-077). Appendix H-36 of the Napa County General Plan 2014 Housing Element indicates a density of 12 du/ac, but shows a realistic yield of 77 units across 44.5 acres (averaging 1.73 du/acre).

Additionally, the Draft Zone D2 allows up to 20 du/ac for the 29.07 acres resulting in a potential of up to 581 units, which would offset the displacement in Angwin Site B. In summary, the 2024 ALUCP will allow for 581 additional units zoned PD:AH:AC, which will completely offset potential displacement.

#### 4.2.2 Non-residential Displacement within Angwin Airport-Parrett Field Airport Influence Area by Napa County Zoning Classification

While there is no significant non-residential displacement within the Angwin Airport AIA, some non-residential land uses may be restricted under the Draft ALUCP. In Draft Zone A, land zoned AW:AC may no longer allow for the following land uses: one single family home per lot, second units, small residential day care (>6 children), small or large (7-12 children) day cares (if no other daycares are within 300'), guest cottages, wineries, antennas, telecoms, small hunting clubs, overnight lodging, RV parks or campgrounds, floating docks, farmworker housing (up to 12 units) quasi-private recreation use, grading/paving contractors. In Draft Zone B, land zoned AW:AC may no longer allow for the following land uses: residential day cares, antennas, or telecoms. Additionally, lands zone PD:AH:AC in Draft Zone B may restrict minor antennas and telecoms. In Draft Zone C, land zoned PD:AH:AC may also restrict minor antennas and telecoms. Additionally, land zoned AW:AC in Draft Zone C could restrict residential day cares, antennas, or telecom. In Draft Zone D1, land zoned AW and AW:AC may no longer allow for residential day cares,

antennas, or telecoms. In Zone D2, land zoned AW and AW:AC may no longer allow for antennas or telecoms. In summary, while no significant non-residential displacement is anticipated under the Draft ALUCP, sensitive land uses, such as day care, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Angwin Airport- Parrot Field AIA.

## 4.3 Displacement Analysis: Napa County Airport

Similarly to the analysis presented in section 4.2, displacement analysis was conducted for the Napa County Airport Influence Area. This analysis estimates the number of displaced units resulting from the adoption of the 2024 ALUCP by comparing land use compatibility in the 1999 ALUCP against the proposed plan. In summary, none of the Napa County, City of American Canyon, and City of Napa zones experienced significant displacement, as all potential displacement was offset by expansions in allowed land uses within each respective zone.

The Napa County Airport AIA includes County General Plan land use classifications Urban Residential, Industrial, Public-Institutional, Napa Pipe Mixed-Used, and Study Area (see Figure 4A). County zoning districts associated with these general plan land use classifications include Airport Compatibility Combination, Agricultural Watershed: Airport Compatibility Combination, Agricultural Watershed, Commercial Limited: Airport Compatibility Overlay, General Industrial: Airport Compatibility Overlay, Industrial: Airport Compatibility Overlay, Industrial Park: Airport Compatibility Overlay, Marine Commercial: Airport Compatibility Overlay, Public Lands: Airport Compatibility Overlay, and Residential Single: Airport Compatibility Overlay.

The Napa County Airport AIA includes City of Napa General Plan land use classifications Hospitality Commercial, Napa Pipe Mixed Use, Light Industrial, Business Park, Public-Serving, Open Space & Parks, Greenbelt, and Agriculture (see Figure 4B). City of Napa zoning districts associated with these general plan land use classifications include Devlin Road Transfer Station, Agricultural Resource, Industrial Park (Areas A, B, and C), Light Industrial, Master Plan - Napa Pipe - Industrial / Business Park, Master Plan- Napa Pipe - Light Industrial, Master Plan - Napa Pipe - Mixed-use Residential – Waterfront, Master Plan, Park or Open Space, and Public-Quasi Public Schools and Health Facilities.

The Napa County Airport AIA includes City of American Canyon General Plan land use classifications Agriculture – Special Study Area, Community Commercial, Neighborhood Commercial, Commercial Recreation, Industrial, Industrial/Commercial Recreation, Commercial Specialty, Open Space, Public, Residential Estate, High Residential, Low Residential, Medium Residential, Southeast Area Specific Plan, Napa County Airport Industrial Area Specific Plan, and Town Center (see Figure 4B). City of American Canyon zoning districts associated with these general plan land use classifications include Community Commercial, Recreation, General Industrial, Light Industrial, Light Industrial: Special Commercial, Open Space, Public, Residential Estate, Specific Plan NCA Industrial Area, and Town Center.

Displacement analysis by each respective County zoning code is outlined below.

### 4.3.1 Residential Displacement within Napa County Airport Influence Area by Napa County Zoning Classification

Most Napa County-zoned acreage within the Drafted Napa County Airport Influence Area is within the Airport Combination District, which does not allow residential uses in Zones A through D of the 1999 Adopted Plan. The

only potential residential displacement is in Draft Zone A and Zones B1, B2, B3 for farmworker housing, where even development by right uses would be restricted (Policy 2.7.4).

**Airport: Airport Compatibility Combination (AV:AC):** There is no significant residential displacement in the Airport Compatibility Combination (AV:AC) Zone because this zone does not allow for residential uses by right.

**Agricultural Watershed: Airport Compatibility Combination (AW:AC):** This area is entirely covered by an Airport Overlay District which does not allow residential land uses in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residence which are considered allowed by right. Therefore, there is only potential for residential displacement in Draft Zone A and farmworker housing displacement in Zones A and B1, B2, and B3 where land is outside adopted Zones A-D. In other zones, uses are allowed by right. There is no significant displacement in Draft Zones C-D2.

Overall, there is no significant displacement within AW-zoned acreage in the Draft Airport Influence Area. There are 20.57 AW:AC-zoned acres (across 1 parcel) within Draft Zone A and Adopted Zone A. Adopted Zones A through D do not allow residential uses except the development of single-family residence which are considered allowed by right. Therefore, maximum displacement is one (1) single-family residence per parcel. However, the AW:AC-zoned parcel is partially outside Draft Zone A, and a single-family residence could be built outside the Draft Zone A-portion of the parcel. Per Napa County's Measure J, this parcel cannot be further divided. Thus, there is no significant displacement within this draft zone. The parcel overlapping Draft Zone A is 058-010-005.

The 185.42 AW:AC-zoned acres in Draft Zone B1 and 177.94 AW:AC-zoned acres in Draft Zone B2 are within adopted Zones A-D, which do not allow residential uses except the development of single-family residences on agricultural parcels. The Draft 2024 ALUCP and the Adopted 1999 ALUCP both allow for single-family residential development by right on agricultural parcels in this zone. Thus, there is no potential displacement in Draft Zones B1-B2.

The 2309.58 AW:AC-zoned acres within Draft Zone B3 are within adopted Zones B-D, which do not allow residential uses except the development of single-family residences on agricultural parcels. The Draft 2024 ALUCP and the Adopted 1999 ALUCP both allow for single-family residential development by right on agricultural parcels in this zone. Thus, there is no displacement for this acreage.

There are 1650.37 AW:AC-zoned acres of Draft Zone B3 that are within Adopted Zone E and outside of Adopted 1999 ALUCP AIA. This zoning classification would allow single family units on legal lots, under Policy 2.7.4, Development by Right, but not the additional 12 units for farmworker housing. Displacement is calculated at 12 units per lot for farmworker housing because this is the housing not allowed under the Draft 2024 ALUCP. The area includes 22 lots; however, five lots are the same APNs as within the AW:AC zone above and 3 are within the Napa Pipe Exception area (Policy 5.3.2). Thus, potential displacement was only calculated for 14 lots for a potential displacement of 168 units. The fourteen affected APNS are as follows: 046-370-029, -031, 046-400-034, -052, -053, -056, -057, 048-010-004, -005, 048-020-006, -009, -010, 057-070-019, and 058-020-001.

However, potential displacement in Draft Zone B3 is offset because farmworker housing could be located on acreage outside of Zone B3 for all but six parcels. Additionally, the compatibility criteria for Draft Zone D2 allows for 20 du/acre, resulting in the addition of 40,499 potential units to offset any farmworker unit displacement. In summary, under the Draft 2024 ALUCP, an addition of 40,259 units within the AW:AC zoning classification.

**Agricultural Watershed (AW):** This area is entirely covered by an Airport Overlay District which does not allow residential land uses in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residence which are considered allowed by right. Therefore, there is only potential for residential displacement in Draft Zone A and farmworker housing displacement in Zones A and B1, B2, and B3 where land is outside adopted Zones A-D. In other zones, uses are allowed by right. There is no significant displacement in Draft Zones C-D2.

There are 686.80 acres zoned AW in Draft Zone B3. 1.79 acres is within Adopted Zone C Airport Overlay District which does not allow residential development in Zones A-D of 1999 Adopted ALUCP except the development of single-family residences on agricultural parcels. The Draft 2024 ALUCP and the Adopted 1999 ALUCP both allow for single-family residential development by right on agricultural parcels. Thus, there is no significant displacement in this portion of Draft Zone B3.

There are 685.01 acres of Draft Zone B3 area that are within adopted Zone E and outside of the adopted ALUCP AIA. These acres allow single family units on legal lots under Policy 2.7.4, Development by Right, but not the additional 12 units for farmworker housing. Displacement is calculated at 12 units per lot for farmworker housing. Within B3, there are six affected parcels for a total displacement of 72 units. The affected parcels are 048-070-004, -005, and 048-100-001, -002, -003, and -004. This displacement could be partially mitigated as the farmworker housing could be located on the parcels outside of Zone B3. Furthermore, much of this area to the southwest of the airport is undevelopable marshland.

**Commercial Limited: Airport Compatibility Overlay (CL:AC):** There is no significant residential displacement in CL:AC-zoned acreage because this zone does not allow residential uses by right.

**General Industrial: Airport Compatibility Overlay (GI:AC):** There is no significant residential displacement in GI:AC acreage because this zone does not allow residential uses by right.

**Industrial: Airport Compatibility Overlay (I:AC):** There is no significant residential displacement in I:AC-zoned acreage because this zone does not allow residential uses by right.

**Industrial Park: Airport Compatibility Overlay (IP:AC):** There is no significant residential displacement in IP:AC-zoned acreage because this zone does not allow residential uses by right.

**Marine Commercial: Airport Compatibility Overlay (MC: AC):** There is no significant residential displacement in MC:AC-zoned acreage because this zone does not allow residential uses by right.

**Public Lands: Airport Compatibility Overlay (PL:AC):** There is no significant residential displacement in MC:AC-zoned acreage because this zone does not allow residential uses by right.

**Residential Single: Airport Compatibility Overlay (RS:AC):** RS:AC-zone acreage within Draft Zone B3 is entirely within Adopted Zones C-D, which do not allow residential uses. Thus, there is no significant displacement in Draft Zone B3. Additionally, there is no significant displacement in Draft Zone D1 because residential uses are allowed under Policy 2.7.4, Development by Right in this area. Furthermore, Draft Zone D2 allows 20 du/acre, which will allow for an additional 1,319 units in this zoning classification.

#### 4.3.2 Residential Displacement within Napa County Airport Influence Area by City of Napa Zoning Classification

**Devlin Road Transfer Station:** There is no significant displacement within Devlin Road Transfer Station acreage because this site is developed as a waste transfer station. The site is not zoned for residential uses.

**City: Agricultural Resource:** All acreage in this zone is in Zones D1 and D2, where allowed residential uses are allowed under Policy 2.7.4, Development by Right. Thus, there is no significant displacement in this zone.

**City: Industrial Park (Area A):** There is no significant displacement within Industrial Park: Area A because this zone does not allow residential uses by right.

**City: Industrial Park (Area B):** There is no significant I displacement within Industrial Park: Area B because this zone does not allow residential uses by right.

**City: Industrial Park (Area C):** There is no significant displacement within Industrial Park: Area C because this zone does not allow residential uses by right.

**City: Light Industrial (IL):** There is no significant I displacement within IL-zoned area because this zone does not allow residential uses by right.

**Master Plan - Napa Pipe - Industrial / Business Park (MP-NP-IBP):** There is no significant residential displacement in MP-NP-IBP-zoned acreage since this area is covered by the Napa Pipe special exception (Policy 5.3.2), which permits all uses allowed under the Development Agreement for Napa Pipe Mixed-Use Master Planned Development.

**Master Plan- Napa Pipe - Light Industrial (MP-NP-IL):** There is no significant residential displacement in MP-NP-IL-zoned acreage since this area is covered by the Napa Pipe special exception, which permits all uses allowed under the Development Agreement for Napa Pipe Mixed-Use Master Planned Development.

**Master Plan - Napa Pipe - Mixed-use Residential - Waterfront (MP-NP-MUR-W):** There is no significant residential displacement in MP-NP-MUR-W-zoned acreage since this area is covered by the Napa Pipe special exception, which permits all uses allowed under the Development Agreement for Napa Pipe Mixed-Use Master Planned Development.

**Master Plan (MP-S):** MP-S-zoned acreage is covered by the Stanly Ranch Master Planned Development, which is entirely built out. Thus, there is no significant residential displacement.

**City: Park or Open Space (POS):** There is no significant displacement within POS-zoned area because this zone does not allow residential uses by right.

**City: Public-Quasi Public Schools and Health Facilities (PQ):** There is no significant displacement within PQ-zoned area because this zone does not allow residential uses by right.

#### 4.3.3 Residential Displacement within Napa County Airport Influence Area by City of American Canyon Zoning Classification

For all American Canyon zoning classifications, permitted and conditionally permitted uses on parcels located within a designated Napa County Airport compatibility zone may be restricted or prohibited. Uses are subject to the requirements of the policies related to airport compatibility in the American Canyon General Plan and the Napa Countywide ALUCP. Restrictions may include the requirement for recordation of overflight or aviation easements.

**Community Commercial (CC):** All CC-zoned acreage is within Draft Zone D2, which allows up to 1 du/5 acres (average density), 4 du/single acre, or 10-20 du/acre (average density). Multi-family housing development in the CC zoning district is subject to General Plan Policy 1.15.1, which states that up to 25% of site can be multi-family housing at a density of 16-20 du/acre. This conditional allowance of multifamily housing is only in conjunction with permitted commercial uses on the ground floor of parcels without Hwy 29 frontage. There is no potential displacement within this zoning classification.

**Recreation (CR):** There is no significant displacement within CR-zoned acreage because single-family residential is allowed by right (Policy 2.7.4).

**General Industrial (GI):** There is no significant displacement within GI-zoned acreage because this zone does not allow residential uses by right.

**Light Industrial (LI):** There is no significant displacement within LI-zoned acreage because this zone does not allow residential uses by right.

**Light Industrial: Special commercial (LI:CS):** There is no significant displacement within LI:CS-zoned acreage because this zone does not allow residential uses by right.

**Open Space (OS):** There is no significant displacement within OS-zoned acreage because this zone does not allow residential uses by right.

**Public (P):** There is no significant displacement within P-zoned acreage because this zone does not allow residential uses by right.

**Residential Estate (RE):** All RE-zoned acreage is in Draft Zones D2, where residential uses are permitted. Thus, there is no significant displacement.

**Specific Plan, NCA Industrial Area (SP-2):** There is no significant displacement within SP-2-zoned acreage because this zone does not allow residential uses by right.

**Town Center (TC):** There is no significant displacement within TC-zoned acreage because this zone does not allow residential uses by right.

#### 4.3.4 Non-residential Displacement within Napa County Airport Influence Area by Napa County Zoning Classification, City

## of Napa Zoning Classification, and City of American Canyon Zoning Classification

While there is no significant non-residential displacement within the Napa County Airport AIA, some non-residential land uses may be restricted under the Draft ALUCP. In Draft Zone B1, land zoned AW:AC by Napa County may no longer allow for the following land uses: residential day care, antennas, telecoms, farmworker housing (up to 12 units), overnight lodging, or RV park or campgrounds. Land in County zones GI:AC and IP:AC may no longer permit the following land uses: antennas, telecoms. In Draft Zone B2, land zoned PL:AC by Napa County may no longer allow for the following land uses: residential day care, antennas, telecoms, farmworker housing (up to 12 units), overnight lodging, or RV park or campgrounds. County zones GI:AC, I:AC, and IP:AC may no longer permit the following land uses: antennas, telecoms. In County zone PL:AC, antennas, telecoms, and governmental offices may become restricted land uses. In Draft Zone B3, land zoned AW:AC by Napa County may no longer allow for small residential day care (<6). In Draft Zone D2, land zoned NP-MUR-WLAC by Napa County may place restrictions on multi-unit housing of at least 20 du/acre and restrict density to a maximum of 700 total residential units. Additionally, County zones NP-IBP-W:AC in Draft Zone D2 may restrict antennas and telecoms.

In Draft Zones B1 and B2, the Devlin Road Transfer Station, an existing land use in the City of Napa, would not be affected by changes to the ALUCP. In Draft Zone B2, land zoned IP-A by the City of Napa may have allowed land uses restricted by ALUCP policies: laboratories, research and development, and public schools. In Draft Zone D2, land zoned for the Napa Pipe mixed-use development is covered by a Master Plan. The Master Plan incorporates airport compatibility policies that would not be affected by the Draft ALUCP. In Draft Zone D2, land zoned by the City of Napa as AR may restrict future development of large employee housing and public schools in this area. Additionally, in Draft Zone D2, public schools may also no longer be permitted in lands zoned PQ and IL by the City of Napa. In Zone D2, future development of laboratories, research and development, and public schools in land zoned IP-A, IP-B, and IP-C by the City of Napa may be restricted under the Draft ALUCP.

In Draft Zone B2, land zoned for General Industrial by the City of American Canyon may restrict the following land uses: drugstores, professional and medical offices, research and development, small-cell antenna facilities, government facilities, public safety facilities, transportation terminals, and utilities.

In summary, some sensitive land uses, such as day care, public schools, research and development/laboratories, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Napa County Airport AIA. However, this land may be used for a variety of non-residential uses that do not require high concentrations of persons. Sufficient non-residential land is available in the City of American Canyon to absorb demand for these more specialized uses. Thus, there would not be a significant impact to land use.

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# 5 Initial Study Checklist

## Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

**Determination (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Signature

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Date

## 5.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### *a – d) Discussion*

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not adversely impact scenic vistas within the AIA, nor does the ALUCP substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There are no scenic highways within the AIA of Angwin Airport. The AIA of Napa County Airport includes two eligible scenic highways: SR 37 and SR 4 (Caltrans 2024). The ALUCP does not substantially degrade the existing visual character or quality of public views of the site and its surroundings in non-urbanized areas. The Draft 2024 ALUCP does not create new source of light or glare that would impact affect daytime or nighttime views.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted

for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to aesthetics resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a - e) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. Agricultural resources are present within the AIA for both the Angwin Airport- Parrett Field and the Napa County Airport (DOC 2024). However, the ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) into non-agricultural uses, nor does it create conflict with existing zoning for agricultural use, or a Williamson Act contract land. The Draft ALUCP would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). Adoption of the Draft ALUCP would not result in the loss of forest land or conversion of forest land to non-forest use. The Draft ALUCP will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to agricultural resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ***a – d) Discussion***

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not conflict or obstruct the implementation of the applicable air quality plan, nor does it result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. The Draft ALUCP will not expose sensitive receptors to substantial pollutant concentrations, nor will it result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to air quality resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### IV. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a – f) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of

Fish and Wildlife or U.S. Fish and Wildlife Service. The Draft ALUCP does not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The Draft ALUCP does not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, nor does it interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The Draft ALUCP will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, nor will it conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Specifically, wildlife hazard policies (Policy 3.5.3) of the Draft ALUCP restrict land uses that attract wildlife within Draft Zone A, including the creation of wetland mitigation sites, conservation areas, and wildlife preserves. This policy also recommends the avoidance of these land uses in the wildlife critical zone.

Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, including planned habitat and wildlife areas. Demand for a particular land use that is restricted by the ALUCP may result in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses. As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to biological resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ***a – c) Discussion***

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft 2024 Napa Countywide ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, nor does it cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. The Draft ALUCP does not disturb any human remains, including those interred outside of formal cemeteries.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to cultural resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

## **5.6 Energy**

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Energy – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ***a – b) Discussion***

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft

ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, nor does it conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to energy resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### VII. GEOLOGY AND SOILS – Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **a - f) Discussion**

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 1) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, 2) strong seismic ground shaking, 3) seismic-related ground failure, including liquefaction, or 4) landslides. The Draft ALUCP will not result in substantial soil erosion or loss of topsoil. The Draft ALUCP will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the ALUCP, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The Draft ALUCP is not located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. The Draft ALUCP does not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water. The Draft ALUCP does not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land

uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to geological resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS</b> – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) – b) *Discussion*

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. The Draft ALUCP does not generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to GHG emissions resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS</b> – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **a – d, f, g) Discussion**

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor does it create

a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Draft ALUP does not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Draft ALUCP would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and it would not create a significant hazard to the public or the environment. The Draft ALUCP will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, nor project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to hazards and hazardous materials resulting from adoption of the 2024 ALUCP are found to be less than significant.

- e)** The Draft 2024 ALUCP includes policies that are designed to protect the public from safety hazards and reduce future exposure to noise hazards within the Airport Influence Area (AIA). Airport safety zones and noise contours specific to the two airports were used to prepare the Draft 2024 ALUCP compatibility criteria.

The Draft ALUCP uses the aircraft accident risk data and safety compatibility concepts provided in the California Airport Land Use Planning Handbook (Caltrans, 2011) to establish airport land use compatibility zones to include areas exposed to significant safety hazards. The Draft ALUCP also establishes safety criteria and policies that limit concentrations of people within the compatibility zones. The purpose of the policies is to minimize the risks and potential consequences associated with an off-airport aircraft accident or emergency landing. The policies consider the risks both to people and property in the vicinity of the airport and to people on board the aircraft.

The risks of an aircraft accident occurrence is further reduced by airspace protection policies that limit the height of structures, trees, and other objects that might penetrate the airport's airspace as defined by Federal Aviation Regulations (FAR), Part 77, "Safe, Efficient Use, and Preservation of the Navigable Airspace." The airspace protection policies also restrict land use features that may generate other hazards to flight such as visual hazards (i.e., smoke, dust, steam, etc.), electronic hazards that may disrupt aircraft communications or navigation, and wildlife hazards (i.e., uses which would attract hazardous wildlife to airport environs).

Airport-related noise and its impacts on land uses were considered in the development of the Draft ALUCP. The forecast noise contours from the Angwin 2009 ALP and supplemental data, and the 2007 Napa County Airport Master Plan and 2016 ALP were used to update the noise compatibility factors in the ALUCP. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted

by the State of California for land use planning purposes. In accordance with PUC Section 21675(a), the airport noise contours cover the requisite 20-year planning timeframe and represent approximately 14,000 annual aircraft operations for Angwin Airport – Parrett Field and 260,000 annual aircraft operations for Napa County Airport. The updated ALUCP establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 60 dB CNEL or higher.

Thus, the proposed ALUCP would not expose people residing or working in the area to excessive safety hazards or noise exposure.

## 5.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY</b> – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **a - e) Discussion**

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, nor will it substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The Draft ALUCP will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 1) result in substantial erosion or siltation on- or off-site, 2) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, 3) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or 4) impede or redirect flood flows. The Draft ALUCP will not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone. The Draft ALUCP does not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to hydrology and water quality resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING</b> – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document authorize development that could physically divide an established community. Thus, the Draft ALUCP's potential to divide an established community is less than significant.

b) The Draft ALUCP does not directly or indirectly impact or conflict with relevant land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Conflicts between the Draft ALUCP and relevant policies/plans can be reconciled by either amending existing plans to be consistent with the ALUCP, or overrule the ALUCP pursuant to Section 21676 of the Public Utilities Code. Section 65302.3 of the Government Code, requires relevant agencies to amend their general plans and specific plans to be consistent with the ALUCP within 180 days. Alternatively, the local agencies can choose to override ALUCP policies.

The Draft ALUCP does not (1) conflict with general plan land use policies related airport land use compatibility; or (2) conflict with allowable land uses under a general plan or zoning ordinance such that future development would be displaced by implementation of the Draft ALUCP. These two issues are discussed below.

The Napa County General Plan includes the following policies and action items related to airport compatibility:

Action Item AG/LU-30.1: Develop a Workforce Housing Ordinance, including revisions to the current Inclusionary Housing Ordinance, to define workforce housing and establish additional workforce and inclusionary housing requirements for all multifamily housing proposals consisting of eight or more units constructed in the unincorporated County. Such an ordinance could also require on-site workforce housing in place of in-lieu fees for any large commercial or institutional projects constructed outside of areas where housing would be inconsistent with the applicable airport land use compatibility plan.

**Policy AG/LU-38:** The Airport Industrial Area Specific Plan (AIASP) was adopted in 1986 to set forth detailed land use and circulation standards, capital improvement requirements, associated financing, and improvement sequencing measures, as well as necessary supporting policies and regulatory procedures for the industrial area near Napa County Airport. The AIASP, as amended, implements the General Plan in the Airport Industrial Area.

**Policy AG/LU-49:** The County shall use zoning to ensure that land uses in airport approach zones comply with applicable Airport Land Use Compatibility policies. If necessary, the County shall acquire development rights in airport approach zones. This policy shall apply to the Napa County Airport and Angwin Airport (Parrett Field).

**Policy AG/LU-66:** The County supports the ongoing operation of Angwin Airport (Parrett Field), including any improvements approved by the Federal Aviation Administration within the AV zoning district.

**Action Item AG/LU-94.1:** Prior to approving non-industrial development the County shall adopt development standards for the Pacific Coast/Boca and Napa Pipe sites which shall include, but may not be limited to, buffering and visual screening from existing industrial uses and Syar Quarry, design features that include physical buffers (e.g., vegetation, landscape features, or walls in unique circumstances), building placement and orientation in a manner that physically separates these sites from incompatible operations of adjacent uses (e.g., truck traffic, odors, stationary noise sources), and implementation of other measures to address noise and vibration. Standards for the Napa Pipe site shall ensure conformance with the Napa County Airport Land Use Compatibility Plan.

**Policy AG/LU-95:** New land uses in the South County Industrial Areas shall be compatible with or buffered from adjacent industrial uses and consistent with the Land Use Compatibility Plan for Napa Airport.

**Policy AG/LU-96:** The Airport Industrial Area is planned for industrial and business/industrial park uses that support agriculture and meet industrial and business park needs consistent with the 1986 Airport Industrial Area Specific Plan. In 2004, the Airport Industrial Area Specific Plan was amended to recognize two hotels which were subsequently approved for construction. Further commercial uses in the area shall be limited to local-serving uses that support or serve the industrial and business park uses.

**Policy AG/LU-124:** The County shall establish general school site location criteria such as:

- a) New school facilities shall not be located within two miles of an airport unless approved by the State Department of Education.
- b) School facilities shall, whenever practical, be located in areas designated in the appropriate general plan for urban development.
- c) Coordinate County plans and ordinances to be supportive of school use and to minimize the need for busing students.
- d) Ensure that proposals for multi-family housing or multiple-lot subdivisions within the unincorporated area are evaluated to determine their impact on schools and are modified to address potential impacts, including the need for new facilities, if any. :

Policy AG/LU-125: New churches or institutions providing religious instruction shall not be located within proximity to an airport unless they are located in an area where residential uses would be compatible under the applicable Airport Land Use Compatibility Plan.

Generally these policies support (promote?) development that is compatible with the ALUCP, and incorporate compatibility into specific plans and master planned development. The Draft ALUCP would not be in conflict with these policies that promote land use compatibility.

The City of American Canyon contains the following goals, objectives, and policies related to airport compatibility:

Goal 1N Ensure the compatibility of development within American Canyon with the Napa County Airport.

Objective 1.27 Ensure that lands in American Canyon are developed in a manner which protects them from the noise and operational impacts of, and does not adversely constrain, the Napa County Airport.

Policy 1.27.1 Require that development comply with the land use and development conditions stipulated in Tables 1-1 and 1-2 for areas depicted on Figure 1-3. (I 1.1, I 1.4, I 1.5, I 1.8, and I 1.11)

Policy 1.27.2 Review all applications for new development, expansion of existing uses, and re-use within Napa County Airport Compatibility Zones “A” through “E” for compliance with the appropriate use and development conditions. (I1.11)

Policy 1.27.3 Work with the Napa County Airport Authority to ensure that onsite ground activities of the Airport do not adversely impact (e.g., noise, vibration, air emissions, or other pollution) the City of American Canyon. (I 1.22)

Policy 1.27.4 Work with the Napa County Airport Authority to ensure that airport vehicular access does not adversely impact the City of American Canyon. (I1.22)

Policy 1.27.5 Work with the Napa County Airport Authority to ensure that any expanded operations of the Airport do not adversely impact existing land uses and development in the City of American Canyon. (I 1.22)

Policy 1.27.6 Work with the Napa County Airport Authority and other appropriate agencies to ensure that emergency preparedness plans are maintained to protect American Canyon residents and development. (I 1.22)

Policy 1.27.7 Recognize the importance of the Napa County Airport to City residents, including the economic, transportation and recreational benefits, and ensure that land use decisions rendered for this area do not negatively impact Airport operations (I 1.22).

The policies generally promote coordination with Napa County and encourage compatible land uses. The Draft ALUCP would not conflict with these General Plan policies. The City's General Plan does include the ALUCP compatibility matrix. While this does not create a conflict, the City may wish to update this information in the General Plan should the Draft ALUCP be adopted.

The City of Napa does not have airport-related policies in its land use element. However it has the following General Plan Goal regarding the Napa County Airport:

Goal TE-8: Coordinate with Napa County and other agencies to continue the safe and efficient operation of the Napa County Airport, Napa River waterfront, and railroads and roadways serving freight movement.

Policy SN 6-2: Consider long-term compatibility between proposed new land uses surrounding the Napa County Airport.

These policies, located in the circulation and safety elements respectively, encourage compatibility but do not create any specific development regulations. Thus, the Draft ALUCP would not conflict with these policies.

## Displacement

Displacement analysis was prepared to evaluate the impact of the Draft ALUCP on the development of units on certain land uses within each AIA. These areas are located within Draft Compatibility Zones A, B, C, D1, D2, and E for the Angwin Airport-Parrett Field, and Zones A, B1, B2, B3, C, D1, D2, and E for the Napa County Airport. Draft Compatibility Zones limit land use development based on the joint impact of noise and safety hazards for each respective zone. The following sections describe potential conflicts in the Draft Compatibility Zones:

### Angwin Airport- Parrett Field

The Angwin Airport- Parrett Field AIA consists of parcels zoned for Agricultural Watershed- Airport Compatibility (AW:AC), Airport- Airport Compatibility (AV:AC), Planned Development- Airport Compatibility (PD:AC), Planned Development-Affordable Housing-Airport Compatibility (PD:AH:AC), Commercial Neighborhood (CN), Planned Development (PD), Planned Development Affordable Housing (PD:AH), and Residential, Single, 5 acres (RS:B-5) under the Napa County Zoning Ordinance. Per the displacement analysis in Section 4 of this IS, there is no significant residential displacement in any of the zoning classifications and rather, there is an overall increase in the number of permitted units across the entire AIA, as well as within each classification.

While there is no significant non-residential displacement within the Angwin Airport AIA, some non-residential land uses may be restricted under the Draft ALUCP. In Draft Zone A, land zoned AW:AC may no longer allow for the following land uses: one single family home per lot, second units, small residential day care (>6 children), small or large (7-12 children) day cares (if no other daycares are within 300'), guest cottages, wineries, antennas, telecoms, small hunting clubs, overnight lodging, RV parks or campgrounds, floating docks, farmworker housing (up to 12 units) quasi-private recreation use, grading/paving contractors. In Draft Zone B, land zoned AW:AC may no longer allow for the following land uses: residential day cares, antennas, or telecoms. Additionally, lands zone PD:AH:AC in Draft Zone B may restrict minor antennas and telecoms. In Draft Zone C, land zoned PD:AH:AC may also restrict minor antennas and telecoms. Additionally, land zoned AW:AC in Draft Zone C could restrict residential day cares, antennas, or telecom. In Draft Zone D1, land zoned AW and AW:AC may no longer allow for residential day cares, antennas, or telecoms. In Zone D2, land zoned AW and AW:AC may no longer allow for antennas or telecoms. In summary, while no significant non-residential displacement is anticipated under the Draft

ALUCP, sensitive land uses, such as day care, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Angwin Airport- Parret Field AIA.

### **Napa County Airport**

The Napa County Airport AIA consists of parcels with Napa County, City of Napa, and City of American Canyon zoning classifications. Land within the Napa County Airport AIA has the following County zoning classifications: Agricultural Watershed (AW), Agricultural Watershed-Airport Compatibility (AW:AC), General Industrial- Airport Compatibility (GI:AC), Industrial Park- Airport Compatibility (IP:AC), Airport- Airport Compatibility (AV:AC), Public Lands- Airport Compatibility (PL:AC), Industrial—Airport Compatibility (I:AC), Napa Pipe Industrial/Business Park-Waterfront: Airport (NP-IBP-W:AC), and Napa Pipe Mixed Use Residential-Waterfront: Airport Compatibility (NP-MUR-W:AC). Land within the Napa County Airport AIA has the following City of Napa zoning classifications: Devlin Road Transfer Station, Industrial Park, Area A (IP-A), Industrial Park, Area B (IP-B), Industrial Park, Area C (IP-C), Napa Pipe Master Plan (MP-NP-IL, -IBP, -IBP-W, -MUR, -W), Agricultural Resources (AR), Public-Quasi Public Schools and Health Facilities (PQ), and Light Industrial (IL). Finally, land within the Napa County Airport AIA has the following City of American Canyon zoning classifications: General Industrial.

Per the displacement analysis presented in Section 4, there is no significant residential displacement in any of the zoning classifications and rather, there is an overall increase in the number of permitted units across the entire AIA, as well as within each classification. Furthermore, while there is no significant non-residential displacement within the Napa County Airport AIA, some non-residential land uses may be restricted under the Draft ALUCP. In Draft Zone B1, land zoned AW:AC by Napa County may no longer allow for the following land uses: residential day care, antennas, telecoms, farmworker housing (up to 12 units), overnight lodging, or RV park or campgrounds. Land in County zones GI:AC and IP:AC may no longer permit the following land uses: antennas, telecoms. In Draft Zone B2, land zoned PL:AC by Napa County may no longer allow for the following land uses: residential day care, antennas, telecoms, farmworker housing (up to 12 units), overnight lodging, or RV park or campgrounds. County zones GI:AC, I:AC, and IP:AC may no longer permit the following land uses: antennas, telecoms. In County zone PL:AC, antennas, telecoms, and governmental offices may become restricted land uses. In Draft Zone B3, land zoned AW:AC by Napa County may no longer allow for small residential day care (<6). In Draft Zone D2, land zoned NP-MUR-WLAC by Napa County may place restrictions on multi-unit housing of at least 20 du/acre, and restrict density to a maximum of 700 total residential units. Additionally, County zones NP-IBP-W:AC in Draft Zone D2 may restrict antennas and telecoms.

In Draft Zones B1 and B2, the Devlin Road Transfer Station, an existing land use in the City of Napa, would not be affected by changes to the ALUCP. In Draft Zone B2, land zoned IP-A by the City of Napa may have allowed land uses restricted by ALUCP policies: laboratories, research and development, and public schools. In Draft Zone D2, land zoned for the Napa Pipe mixed-use development is covered by a Master Plan. The Master Plan incorporates airport compatibility policies that would not be affected by the Draft ALUCP. In Draft Zone D2, land zoned by the City of Napa as AR may restrict future development of large employee housing and public schools in this area. Additionally, in Draft Zone D2, public schools may also no longer be permitted in lands zoned PQ and IL by the City of Napa. In Zone D2, future development of laboratories, research and development, and public schools in land zoned IP-A, IP-B, and IP-C by the City of Napa may be restricted under the Draft ALUCP.

In Draft Zone B2, land zoned for General Industrial by the City of American Canyon may restrict the following land uses: drugstores, professional and medical offices, research and development, small-cell antenna facilities, government facilities, public safety facilities, transportation terminals, and utilities.

In summary, some sensitive land uses, such as day care, public schools, research and development/laboratories, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Napa County Airport AIA. However, this land may be used for a variety of non-residential uses that do not require high concentrations of persons. Sufficient non-residential land is available in the City of American Canyon to absorb demand for these more specialized uses. Thus, there would not be a significant impact to land use.

## 5.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES</b> – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### *a – b) Discussion*

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, nor will it result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to mineral resources resulting from adoption of the 2024 ALUCP are found to be less than significant..

## 5.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NOISE – Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **a- b) Discussion**

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Draft ALUCP will not result in generation of excessive groundborne vibration or groundborne noise levels.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects related to noise resulting from adoption of the 2024 ALUCP are found to be less than significant.

c) Generally speaking, aircraft noise is prevalent at an airport and within its influence area. The Draft ALUCP outlines policies for assessing noise impacts within the AIA and restricting/expanding land uses accordingly. The policies outlined in the Draft ALUCP are designed to reduce noise exposure for sensitive land uses, such as daycares, public schools, and government/medical offices, by developing noise contours and establishing noise computability criteria.

As discussed in Section 3.9, airport-related noise and its impacts on land uses were considered in the development of the Draft ALUCP. The forecast noise contours from the Angwin 2009 ALP and supplemental data, and the 2007 Napa County Airport Master Plan and 2016 ALP were used to update the noise compatibility factors in the ALUCP. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes. In accordance with PUC Section 21675(a), the airport noise contours cover the requisite 20-year planning timeframe and represent approximately 14,000 annual aircraft operations for Angwin Airport – Parrett Field and 260,000 annual aircraft operations for Napa County Airport. The updated ALUCP establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 60 dB CNEL or higher. Thus, the proposed ALUCP updates noise compatibility to protect sensitive land uses from excessive noise, which protects people residing or working in the area from noise and associated hazards.

## 5.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### XIV. POPULATION AND HOUSING – Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a - b) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The ALUCP

does not impact existing land uses, nor does the document include physical activities that would result in construction or demolition of housing units.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to population and housing resulting from adoption of the 2024 ALUCP are found to be less than significant. On the contrary, the adoption of the Draft ALUCP is expected to result in a net increase in allowed housing units for both the Angwin Airport–Parrett Field AIA and the Napa County Airport AIA. Within the Angwin Airport–Parrett Field AIA, an additional 5,426 housing units will be allowed, and 87 units will have restrictions removed when the Draft ALUCP is adopted. This results in a net increase in 5,513 allowed housing units within the Angwin Airport–Parrett Field AIA. Within the Napa County Airport AIA, 240 units are displaced upon adoption of the Draft ALUCP; however, this displacement is completely offset by an increase in allowed units of 41,818 units. Thus, the adoption of the Draft ALUCP will result in a net increase in 41,578 units within the Napa County AIA. The adoption of the Draft ALUCP imposes minimal risk to the County meeting its Regional Housing Needs Assessment (RHNA) allocation. The original RHNA allocation was set at 1,014 units for 2023 through 2031. However, a series of proposed transfers to incorporated cities within the County would lower the County's allocation to 106 units (Napa County 2023).

## 5.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### **XV. PUBLIC SERVICES – Would the project:**

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) *Discussion*

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: 1) fire protection, 2) police protection, 3) schools, 4) parks, or 5) other public facilities. The adoption and implementation of the Draft ALUCP may require additional staff time for local jurisdictions to review and reconcile the proposed ALUCP with the general plan as required. However, this does not represent a substantial service demand such that expanded or new facilities would be required, and therefore would have no environmental impact.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4. Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in new demand for public services facilities resulting in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to public services resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a – b) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, nor will it include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. For example, some Draft ALUCP policies limit large gatherings and land uses/features that would attract wildlife, which could limit recreational facilities in intensity and density. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to recreation resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION – Would the project:</b>				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **a – d) Discussion**

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, nor will it conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Consistency of the Draft ALUCP with airport-related general plan policies are further discussed in Section 3.11 Land Use and Planning.

The Draft ALUCP will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), nor will it result in inadequate emergency access.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to transportation resulting from adoption of the 2024 ALUCP are found to be less than significant.

## **5.18 Tribal Cultural Resources**

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### **XVIII. TRIBAL CULTURAL RESOURCES**

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ***a – b) Discussion***

The County notified California Native American tribes, having previously requested notice, of the proposed project and offered consultation pursuant to Public Resources Code section 21080.3.1.

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or 2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to tribal cultural resources from adoption of the 2024 ALUCP are found to be less than significant.

## 5.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:

a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a – e) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, nor will it have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The Draft ALUCP will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The Draft ALUCP will result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. The Draft ALUCP will not generate

solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The Draft ALUCP will comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to public utilities and service systems resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ***a – d) Discussion***

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP not substantially impair an adopted emergency response plan or emergency evacuation plan, nor will it exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, due to slope, prevailing winds, and other factors. The Draft ALUCP will not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The Draft ALUCP will not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to wildfire hazards resulting from adoption of the 2024 ALUCP are found to be less than significant.

## 5.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) *Discussion*

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The Draft ALUCP will not have impacts that are individually limited, but cumulatively considerable (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) The Draft ALUCP will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect environmental effects from adoption of the 2024 ALUCP are found to be less than significant.

- b)** No other airport planning projects are proposed that would result in significant cumulative changes to land use planning.
- c)** The Draft 2024 ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not authorize development that could directly affect human beings. In addition, the draft plan is protective of human beings, by developing safety and noise compatibility criteria for land uses within the two AIAs. Therefore, the 2024 ALUCP's effect on human beings would be less than significant.

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# 6 References and Preparers

## 6.1 References Cited

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## 6.2 List of Preparers

### Dudek

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Brian Grattidge, Environmental Project Manager

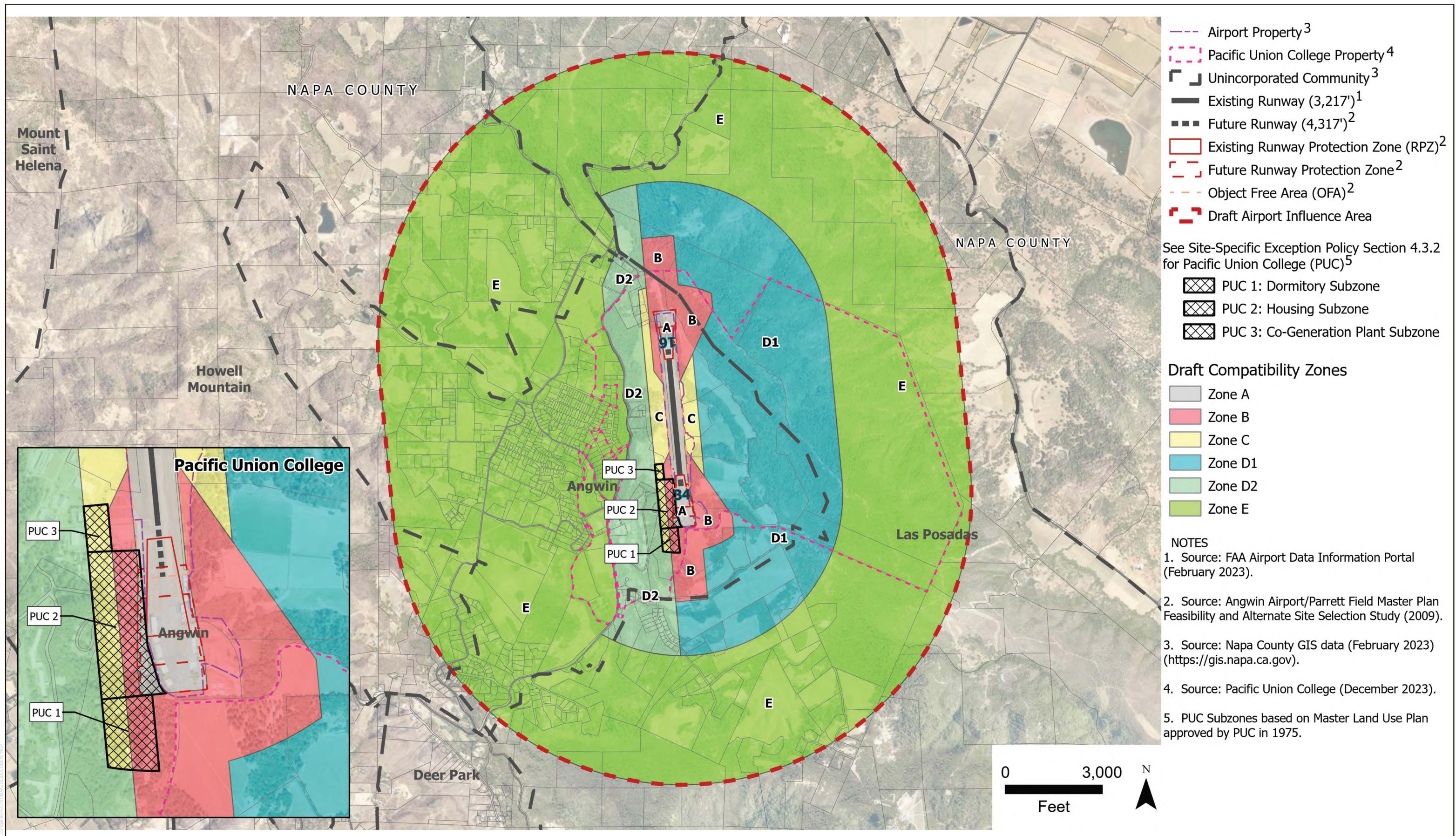
### Mead & Hunt

Marieke Armstrong, ALUCP Planner  
Maranda Thompson, Project Manager

### Napa County

Dana Morrison, Supervising Planner

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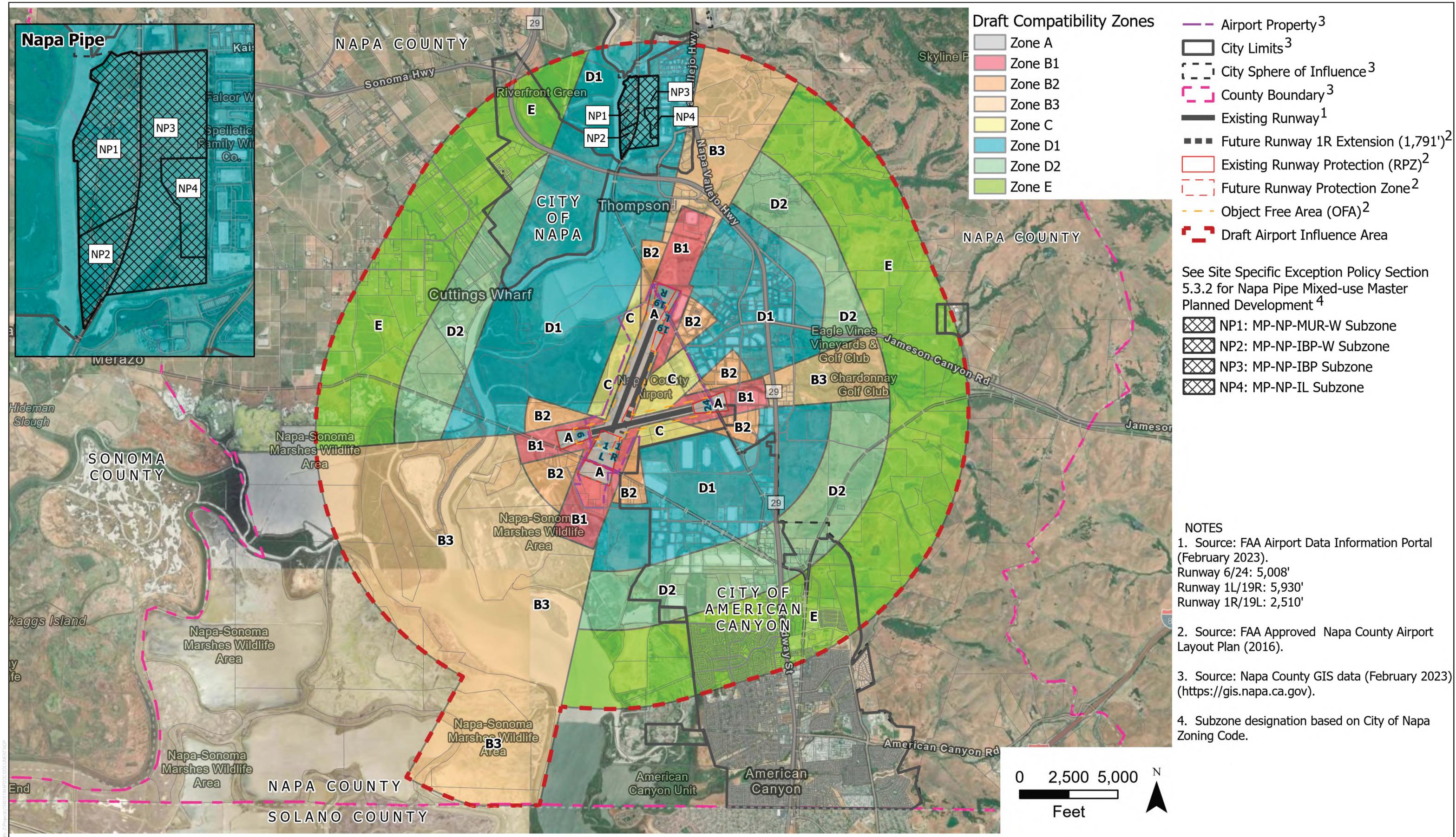
SOURCE: Mead & Hunt 2024

FIGURE 1

### ANG Draft Policy Zones

Napa County Airport Land Use Compatability Plan Update

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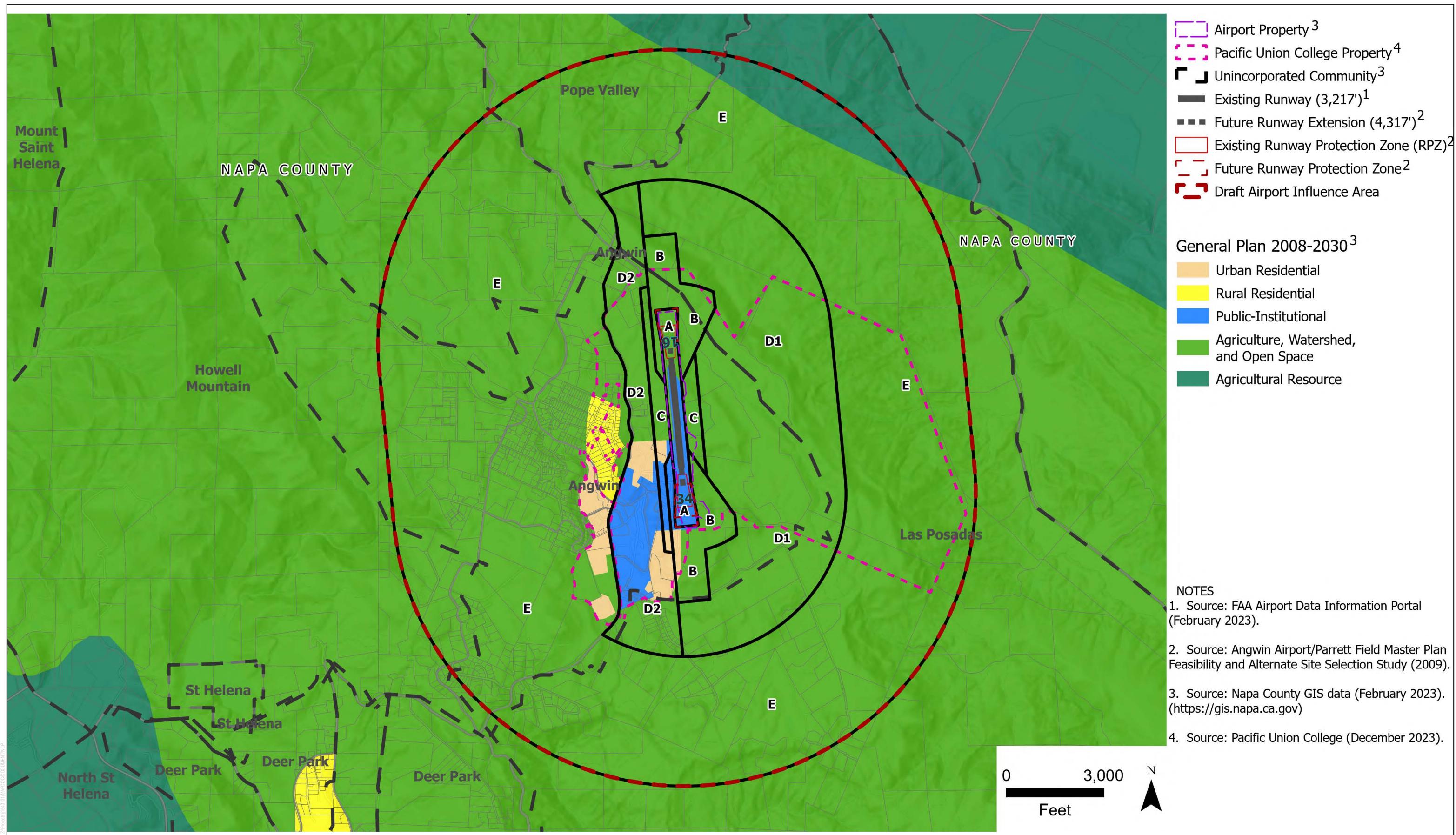
SOURCE: Mead & Hunt 2024

FIGURE 2

APC Draft Policy Zones

Napa County Airport Land Use Compatability Plan Update

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SOURCE: Mead & Hunt 2024

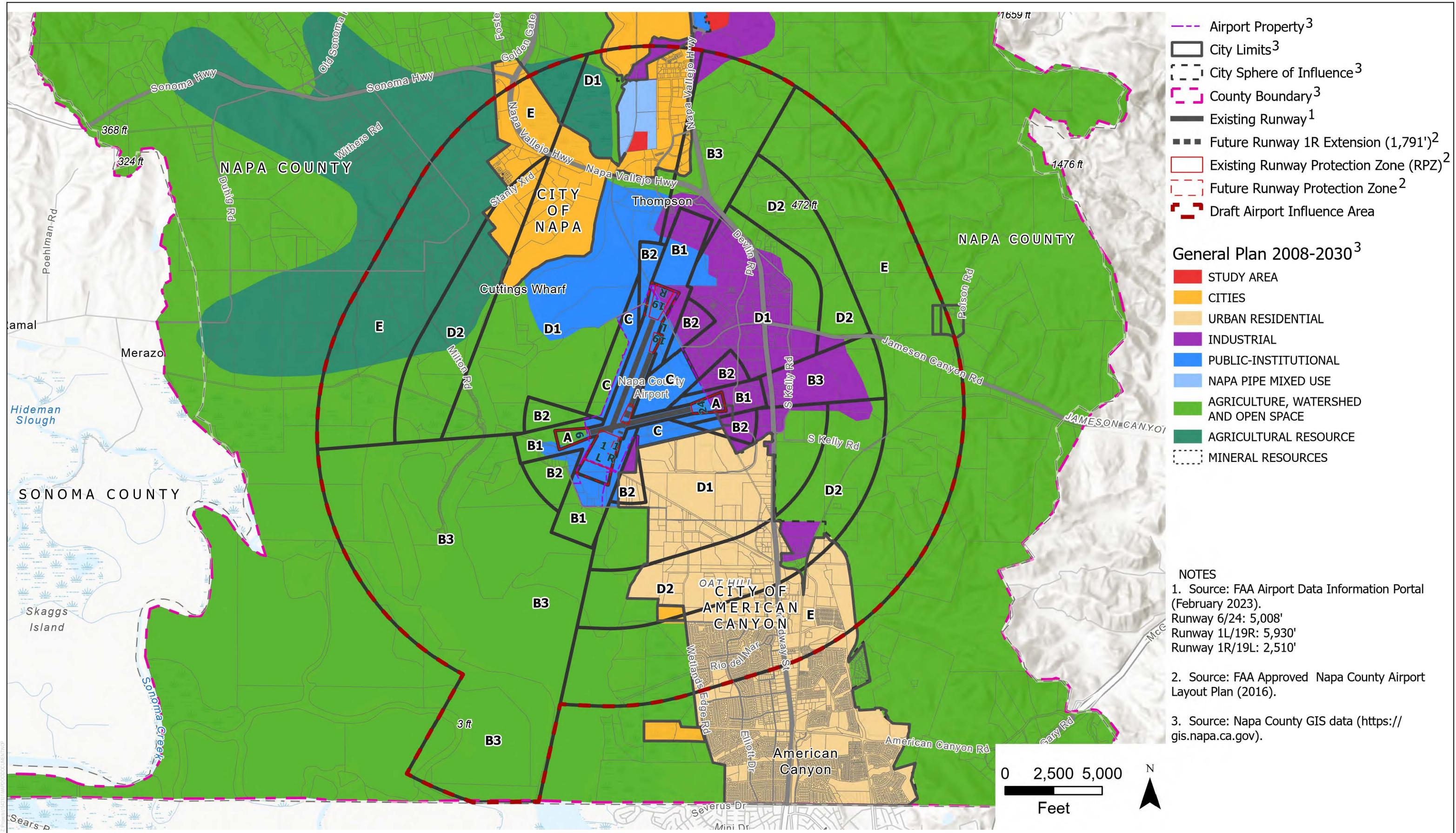
**DUDEK**

**FIGURE 3**

**ANG Land Use**

Napa County Airport Land Use Compatability Plan Update

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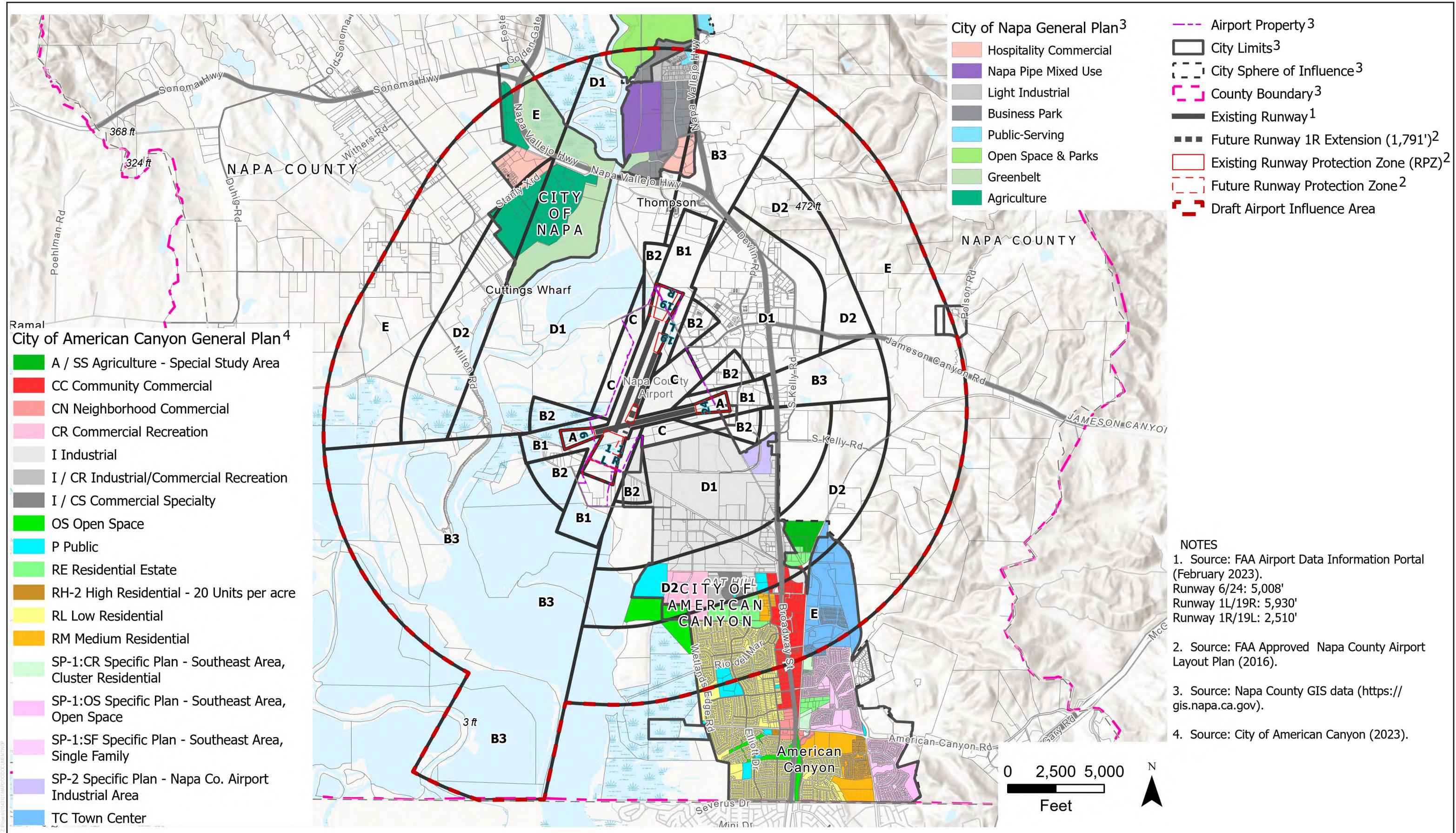
SOURCE: Mead & Hunt 2024

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**FIGURE 4A**

APC Co. Land Use  
Napa County Airport Land Use Compatibility Plan Update

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SOURCE: Mead & Hunt 2024

**DUDEK**

**FIGURE 4B**

APC City Land Use  
Napa County Airport Land Use Compatiblity Plan Update

