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Technical Memorandum: Air Quality and Greenhouse Gas Assessment of 1980 Yountville Cross Road, Yountville, California

September 29, 2023

Introduction

The purpose of this memorandum is to evaluate the potential air quality and greenhouse gas (GHG) emissions of the proposed Oak + Vine subdivision in the Town of Yountville (Project). The Town of Yountville has requested this analysis to determine if the Project qualifies for a categorical exemption under the California Environmental Quality Act (CEQA). Section 15332(d) of the CEQA Guidelines provides a categorical exemption for certain in-fill development projects. To qualify for this exemption, the Project must meet specific criteria, including that approval of the project would not result in any significant air quality effects. This memorandum estimates the air quality and GHG emissions of the Project and compares these emissions to the Bay Area Air Quality Management District (BAAQMD) thresholds.

Project Description

Project

The project site is a 1.32-acre residential parcel developed with a historic single-family home. The project site is bordered by the Crossroads multi-family development on the west and the north, and a single-family development to the east. South of Yountville Cross Road is primarily single-family residential. The applicant proposes to subdivide the parcel into nine parcels, construct eight additional single-family market-rate units with eight junior accessory dwelling units, relocate the historic single-family dwelling and construct a duplex with two one-bedroom low-income affordable units on the former site of the historic dwelling.

Design Elements and Best Management Practices

For this analysis, the following design elements and best management practices (BMPs) are assumed to be incorporated into the Project to reduce the potential for adverse air quality impacts and to comply with BAAQMD recommendations. These recommendations are contained within the BAAQMD's CEQA Air Quality Guidelines which the Air District Board of Directors adopted on April 20, 2022 (BAAQMD, 2022). These are standard BMPs that could be included as conditions of approval, should the Town choose to approve the project.

BAAQMD Climate Impact Design Elements (BAAQMD, 2022; Table 3-2):

- The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2[1].

BAAQMD Basic Best Management Practices for Construction-Related Fugitive Dust Emissions (BAAQMD, 2022; Table 5-2):

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

BAAQMD Best Practices for Construction-Related Exhaust Emissions (BAAQMD, 2016; Table 1):

- The applicant/general contractor for the project shall demonstrate to the local jurisdiction that all off-road equipment greater than 25 hp that will be operating for more than 20 hours over the entire duration of the construction activities at the site, including equipment from subcontractors meets the following requirement:
- 1) Be Zero Emissions OR 2) have engines that meet or exceed either US EPA or ARB Tier 2 off-road emission standards; and 3) have engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used (equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required).
- Idling time of diesel powered construction equipment, trucks and generators shall be limited to no more than 2 minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications.
- Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.

[1] Tier 2 expands on 2022 CALGreen mandatory provisions by requiring a dedicated 208/240V branch circuit for each dwelling unit. The mandatory provisions require the installation of raceways/conduits and to have available service panel capacity to support electrical vehicle (EV) charging. Tier 2 requires the wiring to be installed as well.

Environmental and Regulatory Setting

Environmental Setting

Yountville is located within the San Francisco Bay Area Air Basin (SFBAAB), which is comprised of nine counties including all of Napa, Alameda, Contra Costa, Santa Clara, San Francisco, San Mateo, Marin and the southern portions of Sonoma and Solano. The SFBAAB is unclassified or in attainment for all state and federal ambient air quality standards except for the state and federal ozone standards, state PM_{10}[2] standards, and state and federal $PM_{2.5}$[3] standards.

Local air quality is influenced by the mountains bordering Napa Valley, proximity to more urban areas, seasonal wind patterns, and meteorological conditions. While air quality is generally good, ozone and $PM_{2.5}$ levels can exceed health standards. Elevated ozone levels are a rare occurrence primarily caused by summer winds carrying reactive organic gases (ROG) and oxides of nitrogen (NOx) from the south and these precursor compounds of ozone are trapped in the valley. Elevated $PM_{2.5}$ levels are more common and occur primarily in the winter when fireplaces are in use and easterly winds carry fine particulate matter from the Central Valley.

The closest air quality monitoring station is located in the City of Napa approximately 10 miles from the project site. The station was relocated in recent years and monitoring was suspended for logistical reasons in May 2021. The most recent available data from this station show one exceedance of state or federal ozone standards in 2020, but no exceedances in 2021. Available data from this station show 14.7 estimated exceedances of the national $PM_{2.5}$ standard and 11.5 estimated exceedances of the state $PM_{2.5}$ standard in 2020. There is insufficient data available to determine potential exceedances for 2021 (CARB, 2023).

BAAQMD CEQA Guidelines

The BAAQMD CEQA Air Quality Guidelines were developed to assist lead agencies in evaluating air quality and climate impacts from proposed land use projects and plans in the San Francisco Bay Area Air Basin. The Guidelines contain instructions and examples for how a lead agency can evaluate, measure, and mitigate air quality and climate impacts generated from land use construction and operational activities. They focus on generated emissions of criteria air pollutants and precursors, odors, toxic air contaminants, and greenhouse gases from local plans and projects. The Guidelines provide two methods for lead agencies to assess a project's potential impacts: screening criteria and thresholds of significance.

Screening Criteria

The Screening Criteria for criteria air pollutants and their precursors are not thresholds of significance, rather they are conservative guidelines that a lead agency can use to qualitatively assess whether a project could result in potentially significant impacts. If all screening criteria are met, then the lead agency does not need to perform a detailed assessment and can presume that potential impacts due to criteria air pollutants are less than significant.

[2] PM_{10} is particulate Matter 10 microns or less in diameter.
[3] $PM_{2.5}$ is particulate matter 2.5 microns or less in diameter.

If a project is consistent with all of the following screening criteria related to construction activities, then detailed air quality modeling is not required:

- The project size is at or below the applicable screening level size shown in Table 4-1. For residential projects, the construction screening criteria size is 254,000 square feet of single-family residential and 416,000 square feet of condo-townhouse residential.
- All best management practices (see Table 5-2 in Chapter 5, "Project-Level Air Quality Impacts") are included in the project design and implemented during construction.
- Construction-related activities would not overlap with operational activities.
- Construction-related activities would not include:
    - demolition,
    - simultaneous occurrence of two or more construction phases (e.g., paving and building construction would occur simultaneously),
    - extensive site preparation (e.g., grading, cut and fill, or earth movement),
    - extensive material transport (e.g., soil import and export requiring a considerable amount of haul truck activity), or stationary sources (e.g., backup generators) subject to Air District rules and regulations.

If a project is consistent with all of the following screening criteria related to operational activities, then detailed air quality modeling is not required:

- The project size is at or below the applicable operational screening level size shown in Table 4-1. For residential projects, the operational screening criteria size is 421,000 square feet of single-family residential and 637,000 square feet of condo-townhouse residential.
- Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
- Operational activities would not overlap with construction-related activities.

Significance Thresholds

If a project does not meet the screening criteria discussed above, the BAAQMD provides project-level air quality thresholds of significance that include numerical thresholds for construction and operation emissions of ROG, NOx, PM_{10}, $PM_{2.5}$, and local carbon monoxide (CO). Construction thresholds of significance use average daily emissions while operation thresholds of significance utilize both daily and annual emissions. In addition to ROG, NOx, PM_{10}, $PM_{2.5}$, and local CO, there are odor and local risks and hazards thresholds of significance. For project-level climate impacts from greenhouse gas emissions, the thresholds of significance require satisfying certain building and operation criteria versus comparing the project's emissions to set threshold numbers. These building and operation criteria include meeting building design measures in addition to electric vehicle codes, assessing vehicles miles traveled, and meeting greenhouse gas emission reduction strategy measures. Should a project exceed the thresholds of significance, the Guidelines provide recommendations for reducing potential air quality and climate impacts from land use development projects.

Toxic Air Contaminants

The BAAQMD CEQA Guidelines provide guidance in addressing project-related toxic air contaminants (TACs) such as diesel particulate matter (DPM), lead, and benzene, and the associated risks to the local community. Commons sources of TACs include freeways, ports, railyards, industrial facilities, gas stations and backup diesel generators.

BAAQMD has identified the following significance thresholds for local risks and hazards:

- Cancer Risk: > 100 in a million (from all local sources)
- Non-cancer: > 10.0 Hazard Index (chronic, from all local sources)
- $PM_{2.5}$: > 0.8 µg/m3 annual average (from all local sources)

These are the cumulative thresholds which apply to siting new sources and receptors. BAAQMD's Mobile Source Screening Map provides estimates of existing health risks within the SFBAAB (BAAQMD, 2023). The Mobile Source Screening Map shows the project site within an area that has the following background health risks associated with roadway emissions, the principal source of TACs in Yountville.

- Cancer Risk: 4.155 – 20.771 in a million
- Non-cancer: 0.015 – 0.058 hazard index
- $PM_{2.5}$: 0.102 – 0.418 µg/m3 annual average

Climate/Greenhouse Gas Emissions

The BAAQMD CEQA Guidelines recommends evaluating the climate impacts of land use projects based on the extent to which a project's design elements would provide a "fair share" reduction in GHG emissions, and provides two possible approaches to assess this. Under Approach A, projects that incorporate certain minimum design elements are considered to have less-than-significant climate impacts. There are four minimum design elements outlined in Approach A of the BAAQMD CEQA Guidelines, which are summarized below.

- The project will not include natural gas appliances or natural gas plumbing.
- The project will not result in any wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
- The project will achieve a reduction in project-generated vehicle miles traveled (VMT) 15% below the existing VMT per capita.
- The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

Alternatively, under Approach B the BAAQMD states that a project will have a less-than-significant impact relating to GHG emissions if it is consistent with a local GHG reduction strategy that meets CEQA Guidelines Section 15183.5(b) requirements. For a local GHG reduction strategy to meet CEQA Guidelines Section 15183.5(b), it must: 1) quantify GHG emissions; 2) establish a level below which the contribution to GHG emissions would not be cumulatively considerable; 3) analyze GHG emissions from types of actions within the area; 4) specify measures and performance standards to achieve the specified emissions level; 5) establish a mechanism to monitor the plan's progress; and 6) be adopted in a public process following environmental review. The BAAQMD CEQA Air Quality Guidelines states that if a project is claiming a less than significant climate impact by demonstrating consistency with a GHG reduction strategy, it must incorporate all elements of the GHG reduction strategy that are applicable to the project. The Town of Yountville developed a Climate Action Plan in 2016 (Town of Yountville, 2016) and then subsequently consolidated the Climate Action Plan into its General Plan Update. The General Plan / Climate Action Plan underwent environmental review and the General Plan Environmental Impact Report (EIR) included the detailed assessment required by CEQA Guidelines Section 15183.5(b).

Impact Assessment

Methods

Screening Criteria

First, the Project was assessed against the BAAQMD's screening criteria to determine whether or not the Project required detailed air quality modeling. The Project's construction phase very nearly meets all of the BAAQMD screening criteria; it is below the size limitation and includes all of the required BMPs, but demolition of two outbuildings is included as part of Project construction. Therefore, the construction emissions of the Project require detailed analysis. Project operation does meet all of the following screening criteria: the project is less than 421,000 square feet (single-family residential) and 637,000 square feet (condo-townhouse), it does not include any stationary engines, and the operational activities would not overlap with construction activities. Therefore, the Project meets the operational screening criteria and no further assessment of operational criteria air pollutant emissions is necessary.

Detailed Air Quality Modeling

Emissions from construction of the Project were calculated using the California Emissions Estimator Model, Version 2022.1.1.19 (CalEEMod). Emissions were estimated assuming that construction would begin in begin in October 2023 and continue through 2024. CalEEMod default assumptions were used except where project-specific information was available.

Construction Criteria Pollutant Emissions

CalEEMod emissions results are summarized below and included in **Appendix A**. Construction emissions are summarized in **Table 1**.

Table 1: Estimated Construction Emissions

	lbs/day				
	ROG	**NOx**	**CO**	**PM_{10}** (exhaust)	**$PM_{2.5}$** (exhaust)
Maximum Emissions per Day	9.4	13.9	10.4	0.09	0.08
BAAQMD Threshold of Significance	54	54	–	82	54
Exceed Level?	No	No	N/A	No	No

Source: **Appendix A**

As shown in **Table 1**, Project construction emissions of criteria pollutants are all below BAAQMD significance thresholds. In addition to the thresholds identified in the tables, BAAQMD addresses construction-related fugitive dust emissions by recommending the incorporation of Best Management Practices to reduce dust emissions. These BMPs are identified under Design Elements and BMPs above. Therefore, construction emissions are less than significant because they are less than the thresholds of significance.

Operational Criteria Pollutant Emissions

Operational emissions are less than significant because the Project is below the BAAQMD's screening criteria for detailed analysis. Pursuant to the BAAQMD CEQA Air Quality Guidelines (BAAQMD, 2022), the screening criteria "provide lead agencies with a conservative indication of whether implementing a proposed project could result in potentially significant criteria air pollutants and precursors impacts. If all

screening criteria for criteria air pollutants and precursors are met by a proposed project, then the lead agency would not need to perform a detailed assessment of the project's criteria air pollutant and precursor emissions." The Project meets all operational screening criteria and therefore no further assessment is required.

Toxic Air Contaminants

The Project is a small-scale residential development and does not propose any elements that would be a significant source of TACs. Based on the BAAQMD's Mobile Source Screening Map, the project site is within an area that has background health risks from roadway emissions that are well below the BAAQMD's cumulative thresholds. The 2018 General Plan Draft Environmental Impact Report identified 355 PM peak hour trips on Yountville Cross Road under existing conditions (Town of Yountville, 2018). The existing total daily trip volumes on Yountville Cross Road are much higher; the most recent traffic count data published by Napa County indicates average daily traffic of up to 1,517 trips on Yountville Cross Road at the Town limit near the Project Site (Napa County, 2017). Operation of the Project would introduce approximately 100 trips per day which represents only a 6.6% increase in average daily traffic on Yountville Cross Road (W-Trans, 2023). The Project would introduce a relatively small number of trips on local roadways and would have a negligible impact on roadway emissions.

Construction emissions of DPM would be reduced with compliance with BAAQMD's Best Practices for Construction-Related Exhaust Emissions identified under Design Elements and BMPs above. These measures include requiring off-road diesel equipment to meet Tier 2 emission standards and be equipped with Level 3 emission controls (e.g., diesel particulate filters). More than 90% of DPM is less than 1 micron in diameter, and thus is a subset of $PM_{2.5}$. The results of the CalEEMod modeling indicate that compliance with these measures would result in a 77% reduction in exhaust $PM_{2.5}$ during construction (**Appendix A**). Due to compliance with BAAQMD's Best Practices for Construction-Related Exhaust Emissions and the limited extent and duration of diesel equipment use on the project site, potential health risk impacts would be negligible, and a detailed health risk assessment is not warranted.

Climate/Greenhouse Gas Emissions

The Project is consistent with the BAAQMD CEQA Air Quality Guidelines Approach B for climate change impacts, in that it is consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b). Refer to **Appendix B** for a complete list of the climate reduction policies and an assessment of the project's consistency with said policies. Because the Project meets the Town of Yountville's Climate Action Plan policies, the Project is considered to have a less-than-significant impact associated with GHG emissions and climate change.

CEQA Significance Criteria Review

To conclude this analysis, the Project is reviewed under the CEQA checklist form provided as Appendix G of the CEQA Guidelines.

Air Quality

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?

As described above, with the incorporation of the identified design elements and BMPs, the Project would not exceed BAAQMD significance thresholds for criteria air pollutants, TACS or GHG emissions. Accordingly, the Project would not conflict with or obstruct implementation of applicable air quality plans.

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?

The SFBAAB is nonattainment for the state and federal ozone standards, state PM_{10} standards, and state and federal $PM_{2.5}$ standards. As shown in **Table 1**, Project emissions of criteria pollutants are all below BAAQMD significance thresholds. In addition to the thresholds identified in the table, BAAQMD addresses construction-related fugitive dust emissions by recommending the incorporation of BMPs to reduce dust emissions. These BMPs are identified under Design Elements and BMPs above. The Project would not result in a cumulatively considerable increase of any criteria pollutant.

c) Expose sensitive receptors to substantial pollutant concentrations?

With the incorporation of the identified design elements and BMPs the Project would not expose sensitive receptors to substantial pollutant concentrations. As shown in **Table 1**, Project emissions of criteria pollutants are all below BAAQMD significance thresholds. Operation of the Project would generate a relatively small number of trips on local roadways and would have a negligible impact on roadway TAC emissions.

Construction emissions of DPM would be reduced with compliance with BAAQMD's Best Practices for Construction-Related Exhaust Emissions, which include requiring off-road diesel equipment to meet Tier 2 emission standards and be equipped with Level 3 emission controls (e.g., diesel particulate filters). These measures would result in a 77% reduction in exhaust $PM_{2.5}$ during construction. BAAQMD BMPs to reduce dust emissions will also be implemented. The incorporated design elements and BMPs will ensure that the Project will not generate substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The Project is a residential infill development within a residential area. No land uses are proposed that would have the potential to result in other emissions, including odors, that would adversely affect the surrounding community.

Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As described above and in **Appendix B**, the Project would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment. The Project includes numerous design elements and BMPs to minimize the emissions of greenhouse gases, including the use of renewable solar energy via installation of solar panels on homes, retention of

shade trees to maximize energy efficiency, and the installation of electric vehicle charging stations to minimize the use of gasoline. The Project is consistent with all of the applicable Town of Yountville's Climate Action Plan policies and has a less-than-significant impact on greenhouse gas emissions per the BAAQMD CEQA Guidelines (2022).

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Project is consistent with every applicable Climate Action Plan policy adopted by the Town of Yountville, as articulated in **Appendix B**. Therefore, the Project is consistent with the applicable Climate Action Plan and this impact is less than significant.

References

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APPENDICES

APPENDIX A

CalEEMod Files

Oak + Vine Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Oak + Vine
Construction Start Date	10/2/2023
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.60
Precipitation (days)	46.2
Location	38.40909483879719, -122.36458930050046
County	Napa
City	Yountville
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	818
EDFZ	2
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.19

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	2.00	Dwelling Unit	0.03	1,904	0.00	—	4.00	—

Single Family Housing	8.00	Dwelling Unit	0.37	20,252	16,988	—	23.0	—
User Defined Residential	8.00	Dwelling Unit	0.09	3,917	0.00	—	12.0	—
Other Asphalt Surfaces	6.59	1000sqft	0.15	0.00	—	—	—	—
Other Non-Asphalt Surfaces	9.06	1000sqft	0.21	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-6	Use Diesel Particulate Filters
Construction	C-10-A	Water Exposed Surfaces
Construction	C-12	Sweep Paved Roads

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.40	9.35	10.9	8.63	0.01	0.38	0.14	0.47	0.35	0.03	0.37	—	1,447	1,447	0.06	0.02	0.69	1,455
Mit.	0.40	9.35	10.9	8.63	0.01	0.06	0.14	0.18	0.05	0.03	0.08	—	1,447	1,447	0.06	0.02	0.69	1,455
% Reduced	—	—	—	—	—	85%	—	61%	85%	—	80%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.48	9.35	13.9	10.4	0.02	0.38	5.52	5.90	0.35	2.62	2.97	—	2,366	2,366	0.10	0.11	0.04	2,402
Mit.	0.48	9.35	13.9	10.4	0.02	0.09	2.28	2.34	0.08	1.06	1.11	—	2,366	2,366	0.10	0.11	0.04	2,402
% Reduced	—	—	—	—	—	77%	59%	60%	77%	60%	62%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21	1.23	5.75	4.53	0.01	0.20	0.19	0.25	0.19	0.08	0.20	—	760	760	0.03	0.01	0.13	765
Mit.	0.21	1.23	5.75	4.53	0.01	0.03	0.09	0.10	0.03	0.03	0.04	—	760	760	0.03	0.01	0.13	765
% Reduced	—	—	—	—	—	85%	55%	62%	85%	58%	79%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.22	1.05	0.83	< 0.005	0.04	0.04	0.05	0.03	0.01	0.04	—	126	126	0.01	< 0.005	0.02	127
Mit.	0.04	0.22	1.05	0.83	< 0.005	0.01	0.02	0.02	0.01	0.01	0.01	—	126	126	0.01	< 0.005	0.02	127
% Reduced	—	—	—	—	—	85%	55%	62%	85%	58%	79%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	54.0	54.0	—	—	82.0	—	—	54.0	—	—	—	—	—	—	—	—	—
Unmit.	Yes	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—	—	—
Mit.	Yes	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	54.0	54.0	—	—	82.0	—	—	54.0	—	—	—	—	—	—	—	—	—
Unmit.	Yes	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—	—	—
Mit.	Yes	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—	—	—

Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	10.0	10.0	—	—	15.0	—	—	10.0	—	—	—	—	—	—	—	—	—
Unmit.	Yes	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—	—	—
Mit.	Yes	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	10/2/2023	10/16/2023	5.00	10.0	—
Site Preparation	Site Preparation	10/17/2023	11/13/2023	5.00	20.0	—
Grading	Grading	11/14/2023	11/27/2023	5.00	10.0	—
Building Construction	Building Construction	11/28/2023	9/16/2024	5.00	210	—
Paving	Paving	9/18/2024	9/23/2024	5.00	4.00	—
Architectural Coating	Architectural Coating	9/25/2024	11/19/2024	5.00	40.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Tier 2	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Tier 2	1.00	8.00	148	0.41

Site Preparation	Tractors/Loaders/Backh	Diesel	Tier 2	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 2	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Tier 2	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 2	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backh oes	Diesel	Tier 2	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backh oes	Diesel	Tier 2	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Tier 2	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 2	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Tier 2	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backh oes	Diesel	Tier 2	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Tier 2	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Tier 2	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 2	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	6.00	367	0.40

Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 2	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Tier 2	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 2	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Tier 2	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

8. User Changes to Default Data

Screen	Justification
Land Use	Project-specific information.
Construction: Construction Phases	Site-specific assumptions.
Construction: Off-Road Equipment	Compliance with BAAQMD BMPs
Construction: Paving	Project-specific information

APPENDIX B

Town of Yountville Climate Action Plan
Consistency Analysis

Appendix B

Town of Yountville General Plan/Climate Action Plan Policies

Policy	Project Consistent?
§ ES-1.3 Sustainable Businesses. Encourage environmentally responsible businesses that operate in a sustainable manner.	Not Applicable (N/A): project is residential
§ ES-1.4 Vehicle Trips. Encourage visitors and employees to utilize sustainable modes of travel and reduce their number and length of vehicle trips.	N/A: goal applies to Town and not individual project
§ LU-3.8 Climate Action Goals. Require new development to be consistent with the Town's Climate Action Plan.	Yes: project is complying with Town's Climate Action Plan
§ MO-6.1 Pedestrian Network. Establish and maintain a system of pedestrian facilities and crossing enhancements that are consistent with the Town's Bicycle Plan and Pedestrian Plan.	Yes: project does not impact existing bicycle facilities on Yountville Cross Road and will extend sidewalks.
§ MO-6.2 Washington Street Pedestrian Facilities. Strive to maintain continuous pedestrian facilities along the Washington Street corridor and on the east side of Washington Street in the Old Town Historic District.	N/A: project is not located on Washington Street
§ MO-6.3 New Development. Require development projects to construct sidewalks and walkways on and offsite in order to maintain consistency with the Town's Bicycle Plan and Pedestrian Plan, and as dictated by the location of transit stops and common pedestrian destinations.	Yes: project includes on- and off-site sidewalks and walkways
§ MO-6.7 Pedestrian and Parking Separation. Consider implementing an ADA-compliant street cross-section in neighborhoods that currently lack facilities to more fully separate pedestrian and parking activity.	Yes: project complies with ADA and is constructing ADA-compliant sidewalk on Yountville Cross Road
§ MO-6.8 ADA Improvements. Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users such as the disabled and elderly to safely and effectively travel within the Town.	N/A: goal applies to Town-wide circulation network. Project complies with ADA.
§ MO-6.9 Access to Open Space. Work with Napa County and the NVTA to create active transportation links to the surrounding public open space.	N/A: goal applies to Town-wide circulation network.
§ MO-6.10 Pedestrian Crossings. Enhance the safety of pedestrian crossings in the Town.	N/A: goal applies to Town-wide circulation network.
o MO-6.10a Intersection Review. Review and evaluate existing policy and determine whether additional measures such as raised crosswalks, additional lighting, enhanced signage, or other measures or technology are appropriate at the more commonly crossed intersections of Town.	N/A: goal applies to Town-wide circulation network.
o MO-6.10b Traffic Calming Review. Review and evaluate existing policy and determine if additional physical modifications such as raised crosswalks, bulbouts, medians, or other traffic calming devices are appropriate at streets with relatively higher traffic patterns.	N/A: goal applies to Town-wide circulation network.
o MO-6.10c Pedestrian Route to the Veterans Home. Review the pedestrian route between the Veterans Home property entry and downtown Yountville to determine if any enhancements such as sidewalks/walkways, higher visibility crosswalks, pedestrian warning signs at crosswalks, and traffic calming elements are needed to increase the safety for pedestrians.	N/A: goal applies to Town-wide circulation network.

Policy	Project Consistent?
o MO-6.10d Veterans Home Master Plan. Work with the Veterans Home and the California Department of Veterans Affairs to support and assist in implementing circulation improvements identified in the existing Master Plan and in future amendments and revisions to the Plan. Encourage the Veterans Home to improve the pedestrian path on California Drive.	N/A: goal applies to Veterans Home.
§ MO-7.1 Bicycle Plan. Establish and maintain bicycle facilities that are consistent with the network depicted in the Town's Bicycle Plan.	Yes: project does not impact existing bicycle facilities on Yountville Cross Road.
o MO-7.1a Funding. Work with the NVTA to acquire funding to complete bicycle facilities.	N/A: goal applies to Town-wide circulation network.
o MO-7.1b Bicycle Lanes and Routes. Consider installing complete street features such as signing and striping to accommodate travel by bicycle.	N/A: goal applies to Town-wide circulation network. Project does not impact existing bicycle facilities on Yountville Cross Road.
§ MO-7.2 Road Construction Projects. Public road construction projects shall incorporate facilities identified in the Bicycle Plan to the greatest extent feasible.	N/A: project is not a public road construction project.
§ MO-7.3 Bicycle Parking. Bicycle parking facilities such as bike racks, bike lockers, and secure bike corrals shall be provided at locations where there is a concentration of residents, visitors, students, or employees.	Yes: project does not conflict with Town policies or requirements regarding bicycle parking facilities.
§ MO-7.4 Connections with Residential Areas. Provide pedestrian and bike connections which link residential areas with businesses and recreational facilities, including parks, schools, the US Post Office, Town Hall, Community Hall and the commercial core.	Yes: project does not impact existing bicycle facilities on Yountville Cross Road and will extend sidewalks.
o MO-7.4a Hopper Creek Pathway. Complete the Hopper Creek path system in the areas with gaps and, where possible, explore the potential for widening the path to improve multi-modal opportunities.	N/A: project is not located on or near Hopper Creek path system.
§ MO-7.5 Connections with Alleys. Encourage pedestrian/bike connections where none currently exist, including alleys.	Yes: project does not impact existing bicycle facilities on Yountville Cross Road and will extend sidewalks.
§ MO-8.1 Yountville Trolley. Work with the NVTA to maintain the trolley system to serve local transit needs.	N/A: goal applies to Town and not individual project
§ MO-8.2 Local Transit Service. Work with the NVTA to continue to provide local public transportation, if financially feasible, to the entire town including the Veterans Home of California.	N/A: goal applies to Town and not individual project
§ MO-8.3 Regional Bus Service. Continue to support efforts to maintain all regional and town bus service.	N/A: goal applies to Town and not individual project
o MO-8.3a Transit Ridership. Work with the NVTA to maximize transit ridership through expansion and/or improvement of bus routes and schedules.	N/A: goal applies to Town and not individual project

Policy	Project Consistent?
o MO-8.3b Public Education. Work with the NVTA to create an effective Rider Awareness Program that will educate the public on the existing transit systems.	N/A: goal applies to Town and not individual project
o MO-8.3c Bus Stops. Discuss the opportunity to consolidate bus stops on Washington Street with NVTA and consider the potential impact to users, especially residents of the Veterans Home.	N/A: goal applies to Town and not individual project
o MO-8.3d Bicycle Transport. Work with transit providers to ensure there are adequate facilities to transport bicycles.	N/A: goal applies to Town and not individual project
§ MO-8.4 Veterans Home Coordination. Continue to cooperate with the Veterans Home of California to facilitate public transportation to residential neighborhoods and the business district.	N/A: goal applies to Veterans Home.
§ MO-9.1 Student Safety. Prioritize bicycle and pedestrian safety for students travelling to and from school.	Yes: project does not impact existing bicycle facilities on Yountville Cross Road and will extend sidewalks.
o MO-9.1a Safe Routes to School Program. Develop a Safe Routes to School Program and strive to improve infrastructure for parents and students choosing to walk and bike to school by promoting school faculty and parent participation, applying for Safe Routes to School grants, identifying the issues associated with unsafe bicycle and pedestrian facilities between neighborhoods and schools, and executing plans to improve those facilities.	Yes: project does not impact existing bicycle facilities on Yountville Cross Road and will extend sidewalks.
§ MO-13.1 Transportation Emissions. Encourage community members to walk, bicycle, carpool, vanpool, and take transit to reduce greenhouse gas emissions.	N/A: goal applies to Town and not individual project
o MO-13.1a Preferential Parking. Consider adopting development standards to require preferred parking for carpool and vanpool vehicles.	N/A: goal applies to Town and not individual project
o MO-13.1b Transportation Demand Management. Consider working with the NVTA to promote transportation demand programs to local employers, including rideshare matching programs, vanpool incentive programs, and emergency ride home programs.	N/A: goal applies to Town and not individual project
o MO-13.1c Public Education. Educate residents and employees about the health and environmental benefits of walking and cycling and provide information in public places to assist in utilizing these modes of travel.	N/A: goal applies to Town and not individual project
§ MO-13.2 Electric Vehicles. Encourage the broad use of electric vehicles to reduce tailpipe greenhouse gas emissions and improve local air quality.	Yes: project will include fast charge EV station at each of the parking locations
o MO-13.2a Public EV Charging Stations. Consider installing additional electric vehicle stations at Town facilities where feasible.	N/A: goal applies to Town and not individual project
o MO-13.2b Commercial and Multifamily EV Charging Stations. Consider requiring new and redeveloped commercial and multifamily projects to provide electric vehicle charging stations.	Yes: project will include fast charge EV station at each of the parking locations
o MO-13.2c Single Family Residential EV Charging. Consider requiring new single-family residential development to provide electrical service for potential electric vehicle charging.	Yes: project will include fast charge EV station at each of the parking locations

Policy	Project Consistent?
o MO-13.2d Funding for EV Charging Stations. Participate in regional efforts and grant programs to encourage widespread availability of charging stations.	N/A: goal applies to Town and not individual project
o MO-13.2e Public Education. Assist in educating the Town's residents and the general public about electric vehicles.	N/A: goal applies to Town and not individual project
§ MO-13.3 Municipal Emissions. Reduce greenhouse gas emissions from the Town's vehicle fleet and Town employee commutes.	N/A: goal applies to Town and not individual project
o MO-13.3a Town Fleet. Purchase or lease low or zero emissions vehicles and the most fuel-efficient models for the Town fleet whenever feasible.	N/A: goal applies to Town and not individual project
o MO-13.3b Town Employee Commute. Provide Town employees with incentives to use alternatives to single occupant auto commuting, such as transit subsidies, bicycle facilities, ridesharing services, flexible schedules, and telecommuting when practical. Provide incentives to commute in electric vehicles, such as free EV charging.	N/A: goal applies to Town and not individual project
§ OS-2.1 Open Space. Establish open space within unbuilt parcels where needed to reinforce or extend the existing network of open space throughout the town.	N/A: goal applies to Town and not individual project
§ OS-2.2 Existing Open Space. Preserve and protect existing open space areas, including parks, trails, greenways and Hopper Creek, shown in Figure OS-1 Parks and Open Space Areas.	N/A: goal applies to Town and not individual project
§ OS-2.4 Inter-Agency Cooperation. Work with county and State agencies to provide and protect open space.	N/A: goal applies to Town and not individual project
§ OS-5.1 Tree Planting. Encourage the planting and preservation of trees to provide shade, promote wildlife habitat, and benefit the air quality and beauty of Yountville.	Yes: project retains trees wherever feasible and includes tree planting.
o OS-5.1a Tree Management. Continue to regulate the removal, cutting, and other activities detrimental to trees, and require the replanting of replacement trees as feasible.	Yes: project retains trees wherever feasible and includes tree planting.
o OS-5.1b Heritage Trees. Continue to identify and protect heritage trees that warrant additional tree protection measures to best manage and maintain a healthy urban forest.	Yes: project retains heritage trees (refer to Arborist Report)
o OS-5.1c Trees on Public Land. Protect native woodlands and significant trees on public lands to best manage and maintain a healthy urban forest.	N/A: project is not located on public land.
§ OS-5.2 Preservation of Native Vegetation. Encourage preservation of native vegetation during the development review process.	Yes: project retains native vegetation wherever feasible and includes tree planting.
§ OS-5.3 Native Riparian Vegetation. Protect and preserve native vegetation adjacent to Hopper Creek and Beard Ditch during construction.	N/A: project is not located adjacent to Hopper Creek or Beard Ditch.
§ OS-5.4 Species Diversity and Habitat. Protect biological resources, including migratory birds, threatened and endangered species, sensitive and riparian habitat, wildlife movement corridors, nursery sites, and open space, that are necessary to maintain a diversity of plant and animal species.	Yes: project protects biological resources (refer to Biological Resources Report)

Policy	Project Consistent?
§ OS-6.2 Groundwater Recharge. Preserve and protect open space and, where appropriate, other natural areas that assist in the recharge of groundwater basins.	Yes: project reduces impermeable surfaces through chip seal, permeable pavers, and bioretention.
§ OS-6.3 Management of Water Supply. Properly manage and conserve the Town's water supply.	N/A: goal applies to Town and not individual project
o OS-6.3a Water Conservation. Continue to implement the Town's Water Conservation Ordinance and update the ordinance as necessary.	N/A: goal applies to Town and not individual project
o OS-6.3b Water-Efficient Landscapes. Continue to encourage the use of native, drought-resistant plants and water-efficient landscapes in accordance with State requirements.	Yes: project complies with Water Efficient Landscape Ordinance
o OS-6.3c Reclaimed Water. Continue to provide reclaimed water for irrigation purposes, where possible.	N/A: goal applies to Town and not individual project
o OS-6.3d Water Conservation in Public Facilities. Implement and maintain practices that conserve water in public facilities.	N/A: goal applies to public facilities, not private project
o OS-6.3e Water Conservation in New Development. Support new building and development standards that reduce the use of water and promote groundwater recharge in development projects.	Yes: project complies with Water Efficient Landscape Ordinance and Green Building Code, including water conserving fixtures and appliances
o OS-6.3f Public Education. Educate the public on indoor and outdoor water conservation practices, water-efficient fixtures and irrigation systems, and graywater and rainwater catchment systems.	N/A: goal applies to Town and not individual project
§ OS-7.1 Regional Planning. Participate in regional planning efforts to improve air quality.	N/A: goal applies to Town and not individual project
o OS-7.1c Vineyard Burning. Support the Bay Area Air Quality Management District in reducing smoke impacts from burning vineyard clippings and vines and finding alternatives to open burning, including the conversion of agricultural waste to compost, mulch, biochar, and biomass.	N/A: project does not include vineyard development.
§ OS-8.1 Conserve Energy and Use Renewable Energy. Increase energy efficiency and conservation and encourage the use of renewable energy.	Yes: project includes solar panels.
o OS-8.1a Design of Buildings. Encourage the design of new buildings and remodel of existing buildings with consideration of reducing the environmental impacts and costs of heating, cooling, and lighting through the use of efficient mechanical equipment, solar orientation, natural light and airflow, and shade trees.	Yes: project design includes retention of shade trees and careful siting of buildings to maximize energy efficiency
o OS-8.1b Green Building Regulations. Consider adopting green building regulations for new construction and building remodels and additions that exceed minimum State building and energy code requirements.	Yes: project complies with all relevant building regulations

Policy	Project Consistent?
o OS-8.1c Public Outreach. Promote residential and commercial energy efficiency and conservation programs to residents and businesses.	N/A: goal applies to Town and not individual project
§ OS-8.2 Solid Waste Reduction. Encourage solid waste reduction, recycling, food waste recovery, composting of organic waste, and reuse of materials.	N/A: goal applies to Town and not individual project. Project does reuse existing building in duplex conversion.
o OS-8.2a Waste Diversion Programs. Work with Upper Valley Disposal and Waste Management Authority to develop and implement programs to increase recycling of materials and composting of food waste.	N/A: goal applies to Town and not individual project. Project does reuse existing building in duplex conversion.
o OS-8.2b Environmentally Preferable Purchasing. For Town purchases, continue to give preference to purchasing products that are recyclable, made from recycled materials, and minimize packaging. Disposal and Waste Management Authority to conduct outreach and educational campaigns for composting, recycling, and other waste reduction initiatives.	N/A: goal applies to Town and not individual project
§ OS-8.3 Wastewater Treatment. Provide adequate wastewater treatment and transmission to meet the needs of existing and future development.	N/A: goal applies to Town and not individual project
o OS-8.3c Building Standards. Encourage building standards which reduce the amount of wastewater and reuse graywater.	Yes: project complies with all relevant building regulations
o OS-8.3d Agreements for Recycled Water. Maintain long term agreements for the distribution of the treated effluent for agriculture and irrigation uses and develop new agreements as opportunities arise.	N/A: goal applies to Town and not individual project
§ OS-8.4 Emission Reduction Goals and Strategies. Establish reduction targets for greenhouse gas emissions and actively implement local strategies to reduce the effects of climate change.	N/A: goal applies to Town and not individual project
o OS-8.4a Emission Reduction Targets. Implement strategies to achieve reductions in greenhouse gas emissions consistent with a 20% reduction below 2010 emission levels by 2020 and an additional 40% reduction by 2030.	Yes: project is complying with Town's Climate Action Plan
o OS-8.4b Climate Action Plan. Implement the Town’s Climate Action Plan and periodically update the plan to incorporate updated emission levels and new emission reduction targets.	Yes: project is complying with Town's Climate Action Plan
o OS-8.4c Monitoring Emissions. Periodically update the greenhouse gas emissions inventory for both community and municipal emissions and quantify success in meeting reduction measures to monitor achievement of emission reduction targets.	N/A: goal applies to Town and not individual project
o OS-8.4d Public Education. Educate the community on the impacts of climate change and measures individuals and businesses can take to reduce greenhouse gas emissions and adapt to climate change.	N/A: goal applies to Town and not individual project

Policy	Project Consistent?
§ SH-1.2 Flood Hazards. Reduce the risk of loss of life, personal injury and property damage resulting from flooding by maintaining storm drainage systems, natural flood control channels and waterways, and regulating runoff from new construction and development projects. Encourage flood control measures that retain the natural features and conditions of watercourses to the maximum feasible extent.	Yes: project includes bioretention and stormwater BMPs
o SH-1.2d Development within the 100-Year Flood Zone. Require development within the 100-year flood zone to comply with the floodplain management regulations of the Yountville Municipal Code.	Yes: project is located outside 100-year flood zone
§ SH-1.3 Fire Hazards. Reduce the risk of loss of life, personal injury, and property damage resulting from wildland and urban fire hazards through code enforcement and coordination with the Napa County Fire Department.	N/A: goal applies to Town and not individual project
o SH-1.3a Napa County Fire Department Agreement. Maintain agreement with Napa County Fire Department for fire protection and to maintain adequate level of service.	N/A: goal applies to Town and not individual project
o SH-1.3d Weed Abatement and Defensible Space. Develop weed abatement and defensible space programs which reduce risk of fire while maintaining native vegetation and wildlife habitat.	N/A: goal applies to Town and not individual project
o SH-1.3f Fire Risk in New Development. 1. Review all development proposals for fire risk and require mitigation measures to reduce the probability of fire. Encourage attractive native and drought-tolerant, low-maintenance landscaping responsive to fire hazards. Require all new development to meet the adopted State and local fire codes.	Yes: project meets current Fire Code, Road and Street Standards, and Water Efficient Landscape Ordinance with drought-tolerant landscaping.
2. Require adequate access for emergency vehicles, adequate street width and vertical clearance, driveway access and parking restrictions for new development.	Yes: proposed private road complies with 2022 California Fire Code, Section 503.
3. Require sprinkler systems for new commercial and residential development and substantial remodels and additions.	Yes: all new dwellings will include sprinkler systems
o SH-1.3g Water Supply for Fire Fighting. Maintain an adequate water supply, fire hydrant system, and water pressure to effectively suppress fires.	Yes: project maintains required distances to hydrants per 2022 California Fire Code
o SH-1.3h Education and Code Enforcement. Increase fire prevention effectiveness through education and code enforcement, including requirements for defensible space around structures and removal of flammable vegetation near roadways.	Yes: project meets 2022 California Fire Code
§ SH-1.9 Emergency Management. Minimize exposure to all hazards through emergency management, planning and training.	N/A: goal applies to Town and not individual project
o SH-1.9a Hazard Mitigation Plan. Implement the Napa County Operational Area Hazard Mitigation Plan 2013 Update approved by the Federal Emergency Management Agency in 2014.	N/A: goal applies to Town and not individual project

Policy	Project Consistent?
o SH-1.9b Hazard Mitigation Plan Update. Work with Napa County Office of Emergency Services to periodically evaluate and update the Napa County Operational Area Hazard Mitigation Plan, including addressing climate change impacts.	N/A: goal applies to Town and not individual project
o SH-1.9c Emergency Response Plans. Maintain and update the Town's emergency response plans on a regular basis, designating emergency shelters and evacuation routes.	N/A: goal applies to Town and not individual project. Project will not impede emergency access.
o SH-1.9d Emergency Shelter. Evaluate adding support systems at the Community Center to enhance its use as an emergency shelter during extended power outages.	N/A: goal applies to Town and not individual project
o SH-1.9e Interagency Cooperation. Continue to cooperate with the appropriate federal, State, and local agencies to practice and implement effective emergency plans and provide public safety training programs, where feasible.	N/A: goal applies to Town and not individual project
o SH-1.9f Emergency Preparedness and Response. Provide timely information to the public on public safety emergencies, health advisories, and evacuation warnings, orders, procedures and routes, and encourage community members to prepare emergency supplies and plans and sign up for the Town's public safety alert system.	N/A: goal applies to Town and not individual project
§ SH-1.10 Essential Facilities. Ensure essential public facilities/critical facilities, including utilities and water and wastewater facilities, are accessible and operational during flooding, seismic events, fires, extreme heat events, and other emergencies and, if such facilities are new development, that they are located outside of high risk areas, to the extent feasible.	N/A: goal applies to Town and not individual project
§ SH-1.11 Climate Change Adaptation and Resiliency. Prepare for and respond to the expected impacts of climate change.	N/A: goal applies to Town and not individual project
o SH-1.11a All-Hazard Mitigation Plan. Incorporate the projected impacts of climate change, including sea level rise, extreme heat and storm events, and increased risk of wildfire, in the Town's Local Hazard Mitigation Plan.	N/A: goal applies to Town and not individual project
o SH-1.11b Emergency Planning. Incorporate the likelihood of climate change impacts into Town emergency planning and training.	N/A: goal applies to Town and not individual project
o SH-1.11c Inter-Agency Coordination. Coordinate with Napa County Flood Control and Water Conservation District, Napa County Fire Department, Napa County Office of Emergency Services, Napa County Resource Conservation District, and other relevant organizations to address climate change impacts and develop adaptation strategies. Address fire prevention and protection, flooding and severe storms, extreme heat events, public health, and the health and adaptability of natural systems, including water resources and biological resources.	N/A: goal applies to Town and not individual project