3.7 - Hazards and Hazardous Materials

3.7.1 - Introduction

This section describes the existing hazards and hazardous materials setting and the potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on review of the GeoTracker Database and site reconnaissance performed by FirstCarbon Solutions (FCS).

3.7.2 - Environmental Setting

Hazardous Materials

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

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

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

Records Search

FCS performed a query of the California State Water Resources Control Board (State Water Board) GeoTracker Database, which lists reported hazardous materials sites compiled pursuant to Government Code 65962.5 (The Cortese List). These sites include sites where releases have occurred as well as sites that have permitted hazardous materials storage vessels, including underground storage tanks (USTs). The project site was not listed on the GeoTracker Database.

Four sites within 0.5-mile of the project site were listed on the GeoTracker Database and are summarized in Table 3.7-1. All four sites had reported releases of petroleum hydrocarbons into soil and groundwater. All four sites are listed as “Case Closed,” signifying that the regulatory agency with jurisdiction has determined that no further action is necessary.

Table 3.7-1: Recorded Hazardous Materials Sites

Name	Relationship to Project Site	Summary
5747 Highway 29 (Diablo Timber)	200 feet east of the project site	**Case Closed (1998):** An 8,000-gallon gasoline UST and a 6,000-gallon diesel UST were removed in 1993 and evidence of petroleum hydrocarbons was found in nearby soils. Impacted soils were removed and monitoring wells were installed. No groundwater contamination detected. No Further Action Letter issued in 1998.
		Case Closed (2014): As part of a property ownership transfer, a Phase II soil and groundwater investigation was conducted that identified low levels of petroleum hydrocarbons in soil and groundwater. No Further Action Letter issued in 2014.
1500 Green Island Road (Zeneca ICI Resins)	200 feet south of the project site	**Case Closed (2000):** Releases of petroleum hydrocarbons occurred in early 1990s. Low levels were detected in soil, soil vapor, and groundwater. No Further Action Letter issued in 2000.
1554 Green Island Road (Auto Salvage)	2,400 feet west of project site	**Case Closed (2002):** Former auto salvage facility. Petroleum hydrocarbons detected in soil and groundwater. Well purged and abandoned. No Further Action Letter issued in 2002.
4000 Airport Road (Napa County Airport)	2,400 feet north of the project site	**Case Closed (1992):** Leaking UST site. No additional information available. No Further Action Letter issued in 1992.

Notes:
UST = underground storage tank
Source: California State Water Resources Control Board (State Water Board) 2021.

Common Hazardous Materials

Asbestos

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

There are no structures on the project site. Thus, there is no basis to assume presence of asbestos-containing materials.

Lead

Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably in paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities

to seizures and death. Primary sources of lead exposure are deteriorating lead-based paint, lead-contaminated dust, and lead-contaminated soil. Both the United States Environmental Protection Agency (EPA) and the California Department of Health Services define lead paint as containing a minimum of 0.5 percent by weight. Lead-containing waste materials with a concentration greater than 0.1 percent are considered hazardous waste by California law.

There are no structures on the project site. Thus, there is no basis to assume presence of lead-based paint.

Polychlorinated Biphenyls

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

There are no structures or electrical transformers on the project site. Thus, there is no basis to assume presence of PCBs.

Radon

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

The California Department of Health Services has conducted more than 48,000 indoor radon tests in more than 1,700 zip codes through the State, including in the 94503 (American Canyon) zip code. A total of 18 tests have been conducted in the 94503 zip code, none of which yielded indoor radon levels above 4 pCi/l.

Low-Frequency Electromagnetic Fields

Electrical transmission and distribution lines emit extremely low-frequency electromagnetic fields (EMFs), which have been suspected to be linked to cancer. However, scientific research has never conclusively established a link between EMFs and cancer. In 2007, the World Health Organization issued a report titled “Extremely Low-Frequency Fields, Environmental Health Criteria Monograph No. 238” that concluded that evidence between extremely low-frequency EMFs and childhood leukemia is not strong enough to be considered causal, although it did note that the issue still was of concern. The same report indicated that there is inadequate evidence or no evidence linking low-frequency EMFs and health effects associated with all other diseases.

According to the California Energy Commission, no major electrical transmission lines are located within 0.5-mile of the project site.

Aviation

The Napa County Airport is located 2,400 feet north of the project site. The County-owned airport consists of three runways, ranging from 2,510 to 5,931 feet in length. The airport averages 148 operations per day and 54,020 operations annually. (The Federal Aviation Administration [FAA] defines an "operation" as one takeoff or landing.)

3.7.3 - Regulatory Framework

Federal

Federal Toxic Substances Control Act and Resource Conservation and Recovery Act

The Federal Toxic Substances Control Act of 1976 and the Resource Conservation and Recovery Act of 1976 (RCRA) regulate the generation, transportation, treatment, storage, and disposal of hazardous and non-hazardous waste. The regulatory program is administered by the EPA. It mandates that hazardous wastes be tracked from the point of generation to their ultimate fate in the environment. This includes detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes. The HSWA also prohibited the use of certain techniques for the disposal of some hazardous wastes and provided the framework for a regulatory program designed to prevent releases from USTs. The program establishes tank and leak detection standards, including spill and overflow protection devices for new tanks and performance standards to ensure that the stored material will not corrode the tanks.

Comprehensive Environmental Response, Compensation, and Liability Act

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

Transportation of Hazardous Materials

The Hazardous Materials Transportation Act of 1974, as amended, is the basic statute regulating hazardous materials transportation in the United States. Transportation of hazardous materials is regulated by the United States Department of Transportation (USDOT) Office of Hazardous Materials Safety. The Office of Hazardous Materials Safety formulates, issues, and revises hazardous materials regulations under the Federal Hazardous Materials Transportation Law. The hazardous materials

regulations cover hazardous materials definitions and classifications, hazard communications, shipper and carrier operations, training and security requirements, and packaging and container specifications. The hazardous materials transportation regulations are codified in 49 Code of Federal Regulations Parts 100-185.

The hazardous materials transportation regulations require carriers transporting hazardous materials to receive training in the handling and transportation of hazardous materials. Training requirements include pre-trip safety inspections; use of vehicle controls and equipment, including emergency equipment; procedures for safe operation of the transport vehicle; instruction on the properties of the hazardous material being transported; and loading and unloading procedures. All drivers must possess a commercial driver's license as required by 49 Code of Federal Regulations Part 383. Vehicles transporting hazardous materials must be properly placarded. In addition, the carrier is responsible for the safe unloading of hazardous materials at the site, and operators must follow specific procedures during unloading to minimize the potential for an accidental release of hazardous materials.

State

Cortese List

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List." The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). While Government Code Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and this information is now largely available on the websites of GeoTracker and EnviroStor. Those requesting a copy of the Cortese "list" are now referred directly to the appropriate information resources contained on the internet web sites (e.g., GeoTracker and EnviroStor).

Handling and Storage of Hazardous Waste

The handling and storage of hazardous materials is regulated on the federal level by the EPA under the CERCLA as amended by the Superfund Amendments and Reauthorization Act (SARA). Under SARA Title III, a nationwide emergency planning and response program was established that imposed reporting requirements for businesses that store, handle, or produce significant quantities of hazardous or acutely toxic substances as defined under federal laws. SARA Title III required each state to implement a comprehensive system to inform federal authorities, local agencies, and the public when a significant quantity of hazardous, acutely toxic substances are stored or handled at a facility.

In California, the handling and storage of hazardous materials is regulated by Chapter 6.95 of the California Health and Safety Code. Under Sections 25500-25543.3, facilities handling hazardous materials are required to prepare a Hazardous Materials Business Plan. The business plan provides information to the local emergency response agency regarding the types and quantities of hazardous materials stored at a facility and provides detailed emergency planning and response procedures in the event of a hazardous materials release. In the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by the California code, facilities are

required to prepare a Risk Management Plan and California Accidental Release Plan, which provide information on the potential impact zone of a worst-case release and requires plans and programs designed to minimize the probability of a release and mitigate potential impacts.

California Hazardous Waste Control Law

The California Hazardous Waste Control Law (HWCL) is administered by the California Environmental Protection Agency (Cal/EPA) to regulate hazardous wastes. While the HWCL is generally more stringent than RCRA, until the EPA approves the California program, both the State and federal laws apply in California. The HWCL lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

The California Code of Regulations, Title 22, Chapter 11, Article 2, Section 66261.10 defines hazardous waste as a substance that may:

> (1) Cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to California Code of Regulations Title 22, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, or contaminated or is being stored prior to proper disposal.

Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels. (The level depends on the substance involved.) Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances are hazardous because of their flammable properties. Gasoline, hexane, and natural gas are examples of ignitable substances. Corrosive substances are chemically active and can damage other materials or cause severe bums upon contact. Examples include strong acids and bases such as sulfuric (battery) acid or lye. Reactive substances may cause explosions or generate gases or fumes. Explosives, pressurized canisters, and pure sodium metal (which reacts violently with water) are examples of reactive materials.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as “mixed wastes.” Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses.

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a business plan that must include details, including floor plans, of the facility and business conducted at the site, an inventory of hazardous materials that are handled or stored on the site, an emergency response plan, a training program in safety procedures and emergency response for new employees, and an annual refresher course in the same topics for all employees.

The Porter-Cologne Water Quality Act (California Water Code, Section 13000, et seq.) established the authority of the State Water Board and provided the Regional Water Quality Control Board (RWQCB) with the primary responsibility of the protection of water quality in the State of California.

Hazardous Materials Worker Safety

Cal/OSHA and the Federal Occupational Safety and Health Administration (OSHA) are the agencies responsible for assuring worker safety by developing and enforcing workplace safety regulations in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR §§ 337-340, Chapter 3.2). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code at Part 9. The California Fire Code includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. The Fire Code requires two points of vehicular access for any nonresidential building 30 feet tall or higher.

California Department of Transportation and California Highway Patrol

The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. In California, the California Highway Patrol (CHP) is authorized to designate and enforce route restrictions for the transportation of hazardous materials. To operate in California, all hazardous waste transporters must be registered with the California Department of Toxic Substances Control (DTSC). Unless specifically exempted, hazardous waste transporters must comply with the CHP Regulations, the California State Fire Marshal Regulations, and the USDOT Regulations. In addition, hazardous waste transporters must comply with Division 20, Chapter 6.5, Article 6 and 13 of the California Health and Safety Code, and the Title 22, Division 4.5, Chapter 13 of the California Code of Regulations, both of which are administered by the DTSC.

San Francisco Bay Regional Water Quality Control Board

There are nine RWQCBs throughout the State. The San Francisco Bay RWQCB has jurisdiction over the City of American Canyon. Individual RWQCBs function as the lead agencies responsible for identifying, monitoring, and cleaning up Leaking Underground Storage Tanks (LUSTs). Storage of

hazardous materials in USTs is regulated by the State Water Board, which oversees the nine RWQCBs.

California State Aeronautics Act

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

Local

City of American Canyon

General Plan

The City of American Canyon General Plan sets forth the following guiding and implementing policies relevant to hazards and hazardous materials:

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

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.

Goal 6A Maintain a high level of fire protection and emergency services to City/District businesses and residences.

Objective 6.3 Ensure that the Fire District’s facility, manpower and equipment needs keep pace with the City’s growth.

Policy

Policy 6.3.1 Require that City planning staff work closely with Fire District officials to ensure that fie facilities and personnel are expanded commensurably to serve the needs of the City’s growing population and development base.

Policy 6.4.3 Require, through the development review process, that all structures and facilities subject to the District's jurisdiction adhere to City, State, and federal regulatory standards such as the Uniform Building and Fire Codes and other applicable safety guidelines.

County of Napa

Napa County Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan (ALUCP) governs land use around two Napa County aviation facilities: the Napa County Airport and Parrett Field in Angwin. The ALUCP was adopted by the Napa County Airport Land Use Commission in April 1991 and revised in December 1999.

Flight Hazards

The ALUCP identifies two categories of flight hazards: physical obstructions and land use characteristics.

Physical obstructions are associated with tall objects or structures. The ALUCP establishes a height restriction ranging from 50 feet to 185 feet above ground level.

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

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

Zone D

The ALUCP provides the following description of Zone D in Table 3-1:

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

The ALUCP establishes the following standards for Zone D:

- Maximum density recommendation of 100 persons per acre inside structures for nonresidential uses.
- Maximum density recommendation of 150 persons per acre (both indoors and outdoors) for nonresidential uses.

- Residential uses are prohibited.
- Uses hazardous to flight are prohibited (i.e., features that attract large numbers of birds and sources of smoke, glare, distracting lights, or electrical interference).
- Overflight easement or deed restrictions are required.
- Building envelopes and approach surfaces are required on all development plans within 100 feet of approach zones.
- Clustering is encouraged to maximize open land areas.
- Noise level reduction measures may be required for noise-sensitive uses.

The ALUCP states that most nonresidential uses are considered "normally acceptable" within Zone D. Schools, libraries, hospitals, nursing homes, large shopping malls, amphitheaters, and ponds are identified as "not normally acceptable" within Zone D.

3.7.4 - Methodology

FirstCarbon Solutions evaluated potential impacts on hazards and hazardous materials through site reconnaissance, review of the State Water Board GeoTracker Database, and site reconnaissance performed in February 2021.

3.7.5 - Thresholds of Significance

Appendix G to the CEQA Guidelines is a sample Initial Study Checklist that includes questions for determining whether impacts related to hazards and hazardous materials are significant. These questions reflect the input of planning and environmental professionals at the Governor's Office of Planning and Research (OPR) and the California Natural Resources Agency, based on input from stakeholder groups and experts in various other governmental agencies, nonprofits, and leading environmental consulting firms. As a result, many lead agencies derive their significance criteria from the questions posed in Appendix G. The City has chosen to do so for this project. Thus, the proposed project would have a significant effect if it would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Section 7, Effects Found not to be Significant);

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;

e) (For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport) result in a safety hazard or excessive noise for people residing or working the project area;

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires (refer to Section 7, Effects Found not to be Significant).

3.7.6 - Project Impacts and Mitigation Measures

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

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

Impact HAZ-1:	**Buildout of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.**

Impact Analysis

Phases 1 and 2

The proposed project contemplates the development of a 2.4-million-square-foot logistics center on 163 acres of the project site and the preservation of the remaining 45 acres as open space.

Construction

Construction activities would entail the use of heavy equipment on the project site. Potential hazardous materials transported, used, or disposed of during project construction would be limited to commonly used substances such as gasoline, diesel, oil, grease, mechanical fluids, paints, and cleaning solvents. Construction equipment would be serviced by trained technicians and potentially hazardous materials would be stored in secured facilities. Furthermore, the safe handling of these commonly used substances is governed by occupational health and safety laws and regulations and construction contract requirements. Therefore, the use of this equipment and these substances during construction would not present any undue risks to the public or the environment.

Operation

High-cube warehouse facilities are typically used for distribution, fulfillment, and storage of non-hazardous commodities, goods, and manufactured products. As such, no large quantity hazardous materials users are contemplated as end users.

Project end users would be expected to handle small quantities of commonly used hazardous substances such as cleaning solvents, diesel, gasoline, grease/degreasers, mechanical fluids, and oil as part of daily operations. Given the small quantities involved and the characteristics of use (e.g., routine maintenance and cleaning), their use would not be considered a potential risk to human

health or the environment. The use of acutely hazardous materials of any quantity that have the potential to result in releases that could potentially expose substantial numbers of people or the environment to harm is not anticipated by project end uses.

Conclusion

In summary, the construction and operational activities of the proposed project would not create a significant hazard to the public or environment. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Government Code Section 65962.5 Sites

Impact HAZ-2:	**The proposed project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.**

Impact Analysis

Phases 1 and 2

The proposed project contemplates the development of a 2.4-million-square-foot logistics center on 163 acres of the project site and the preservation of the remaining 45 acres as open space.

Cortese List

The project site is not listed on the Cortese List, which includes various hazardous materials databases compiled to Government Code 65962.5.

Four sites within 0.5 mile of the project site are listed on the Cortese List. All are listed as "Case Closed," signifying that the regulatory agency with jurisdiction has determined that no further action is necessary. Thus, they do not pose a risk to human health or the environment.

Agricultural Chemicals

The project site does not support cultivated agriculture. Aerial photographs and historic topographical maps indicate that the project site has not supported cultivated agricultural production. Thus, there is no basis to assume presence of agricultural chemicals, including herbicides and pesticides.

Hazardous Building Materials

The project site does not contain any structures. Aerial photographs and historic topographical maps indicate that the project site has not supported structures. Thus, there is no basis to assume presence of hazardous building materials including asbestos, lead, or PCBs.

Radon

The California Department of Health Services has conducted more than 48,000 indoor radon tests in more than 1,700 zip codes through the State, including in the 94503 (American Canyon) zip code. A total of 18 tests have been conducted in the 94503 zip code, none of which yielded indoor radon levels above 4 pCi/l.

Moreover, the proposed project proposes slab-on-grade construction, which has a low susceptibility to radon intrusion. In contrast, buildings with subsurface spaces such as basements or parking garages have a much higher susceptibility to radon intrusion.

Electromagnetic Fields

There are no high voltage electrical facilities within 0.5 mile of the project site. As such, the proposed project site would not be exposed to high levels of low-frequency EMFs.

Conclusion

The proposed project would not be exposed to hazards or hazardous materials from past uses of the project site. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Airports

Impact HAZ-3:	**The proposed project may create aviation safety hazards for persons residing or working within 2 miles of the Napa County Airport.**

Impact Analysis

Phases 1 and 2

The 208-acre project site is located 2,400 feet south of the Napa County Airport and is within Zone D of the Napa County Airport Land Use Compatibility Plan.

Although, as explained in Section 3.5.6 of this Draft Environmental Impact Report (Draft EIR), the California Supreme Court, in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, 377, has held generally "agencies subject to CEQA generally are *not* required to analyze the impact of existing environmental conditions on a project's

future users or residents," the Court recognized that the Legislature has created an exception with respect to noise, safety, and land use compatibility issues near airports (*Id*. at p. 391). Public Resources Code Section 21096[a] creates special rules for EIRs prepared for projects either "situated within airport land use compatibility plan boundaries" or, where no such plan is in place, "within two nautical miles of a public airport or public use airport." Such EIRs must use "the Airport Land Use Planning Handbook" published by the Division of Aeronautics of the Department of Transportation as a technical resource.

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

The proposed project's end uses are all nonresidential and are acceptable within Zone D.

Finally, there are no project attributes that would produce sources of smoke, glare, distracting lights, or electrical interference. Therefore, the proposed project complies with the applicable safety requirements of Zone D. As such, the proposed project would not create aviation safety hazards for persons residing or working within 2 miles of the Napa County Airport. Impacts would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Emergency Response and Evacuation

Impact HAZ-4:	**The proposed project would not impair emergency response or evacuation in the project vicinity.**

Impact Analysis

Phases 1 and 2

The proposed project would take vehicular access from multiple driveways on Green Island Road and Devlin Road. Phase 1 would have four driveways of Green Island Road and three driveways on Devlin Road. Reciprocal access would be provided between the two Phase 1 buildings. Accordingly, the proposed project would provide two points of emergency access and, thus, would comply with California Fire Code requirements.

For these reasons, the proposed project would enhance access by emergency responders and would not impair emergency response or evacuation in the project vicinity. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

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