REGULAR PLANNING COMMISSION MEETING AGENDA

City Hall - Council Chambers
4381 Broadway, Ste. 201, American Canyon
May 22, 2025
6:30 PM

Chair: Davet Mohammed
Vice Chair: Charles Plummer
Commissioners: Eric Altman, Marilyn Abelon, Shelby Goss,
Youth Commissioner: Ramandeep Jawanda

Tonight's meeting is a limited public forum. American Canyon promotes respectful and responsible behavior among its meeting participants, whether they are present in person or remotely. Using offensive language or remarks that promote, foster, or perpetuate discrimination based on race, creed, color, age, religion, gender marital status, status regarding public assistance, national origin, physical or mental disability or sexual orientation/gender identification, as well as any other category protected by federal, state or local laws will not be tolerated. In the case of an occurrence, the speaker will be immediately disconnected from the microphone.

Planning Commission and other public meetings will be conducted in person at City Hall, 4381 Broadway, Suite 201, American Canyon, CA 94503. This meeting is also available via Zoom Teleconferencing as a convenience for public participation. This meeting will be broadcast live to residents on Napa Valley TV, on our website here and on YouTube here. Should technical issues with Zoom occur, please select another viewing option.

PUBLIC PARTICIPATION

Oral comments, during the meeting: Oral comments can be made in person or via Zoom. To give your public comment via zoom, connect via the below Zoom link and use the "raise your hand" tool, or call into the zoom meeting at 408-638-0968 and press *9 to "raise your hand" when the item is called. To avoid confusion, all hands raised outside of Public Comment periods will be lowered.

Written comments, via eComments: Please submit written comments through the eComments link, located on the Meetings & Agendas page of our website here. Comments will be available to Planning Commissioners in real time. To allow for review of comments, eComments will close at 3:00 pm on the day of the meeting. All comments received will be posted online and become part of the meeting record.

Zoom Meeting Link: Click here.
Webinar ID: 870 8025 1647 Passcode: 123456

The above-identified measures exceed all legal requirements for participation in public comment, including those imposed by the Ralph M. Brown Act. For more information, please call the Office of the City Clerk at (707) 647-4369 or email cityclerk@americancanyon.gov.

AGENDA MATERIALS: Planning Commission agenda materials are published 72 hours prior to the meeting and are available to the public via the City's website at www.americancanyon.gov.

AMERICANS WITH DISABILITIES ACT: The Planning Commission will provide materials in appropriate alternative formats to comply with the Americans with Disabilities Act. Please send a written request to City Clerk at 4381 Broadway, Suite 201, American Canyon, CA 94503 or by email to cityclerk@americancanyon.gov. Include your name, address, phone number and brief description of the requested materials, as well as your preferred alternative format or auxiliary aid, at least three calendar days before the meeting.

6:30 P.M. REGULAR MEETING

CALL TO ORDER

PLEDGE

ROLL CALL

PRESENTATIONS

PUBLIC COMMENT

This time is reserved for members of the public to address the Planning Commission on items that are not on the agenda and are within the subject matter jurisdiction of the Commission. Comments are limited to 3 minutes. Comments for items on the agenda will be taken when the item is called in Open Session. The Planning Commission is prohibited by law from taking any action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Planning Commission does not respond to public comment at this time.

AGENDA CHANGES

CONSENT CALENDAR

1. **Minutes of April 24, 2025**
Recommendation: Approve the minutes of April 24, 2025

PUBLIC HEARINGS

2. **Napa Airport Corporate Center Development Agreement Extension**
Recommendation: A Resolution recommending the City Council of the City of American Canyon adopt an ordinance to approve a 5-Year extension to the Napa Airport Corporate Center Development Agreement from September 3, 2025 to September 3, 2030 located at the southeast corner of Devlin Road and South Kelly Road APN 057-090-086 (PL25-0008).

3. **Crawford Way Multifamily Project Design Permit**
Recommendation: Approve a Design Permit for development of 100 multifamily residential units on a 4.34-acre site in the Local Serving Mixed-Use (LSMU) Zoning District in the Broadway District Specific Plan (BDSP) at the Southwest corner of Crawford Way and Highway 29, APNs 058-302-001 and 058-290-012 (File No. PL23-0003)

BUSINESS

4. **285 Napa Junction Citation Appeal**

Recommendation: Decide whether the code violation was appropriately cited at 285 Napa Junction Road and provide reasons for the decision; and direct staff to convey decision to the Appellant and Code Enforcement Officer.

MANAGEMENT AND STAFF ORAL REPORTS

5. **Active Planning Projects**

Recommendation: Review May 2025 Active Planning Projects

COMMISSIONER ITEMS

ADJOURNMENT

CERTIFICATION

I, Nicolle Hall, Deputy City Clerk for the City of American Canyon, do hereby declare that the foregoing Agenda of the Planning Commission was posted in compliance with the Brown Act prior to the meeting date.

_____

Nicolle Hall, Deputy City Clerk

CITY OF AMERICAN CANYON
REGULAR PLANNING COMMISSION MEETING

ACTION MINUTES
April 24, 2025

6:30 P.M. REGULAR MEETING

CALL TO ORDER
The meeting was called to order at 6:30 p.m.

PLEDGE
The Pledge of Allegiance was recited.

ROLL CALL
Present: Youth Commissioner Ramandeep Jawanda, Commissioner Marilyn Abelon, Commissioner Eric Altman, Commissioner Shelby Goss, Chair Davet Mohammed
Absent: None
Excused: Vice Chair Charles Plummer

PRESENTATIONS
There were no presentations.

PUBLIC COMMENT
Action: Chair Mohammed called for public comments. written comments: none. Oral Comments: none. The public comment period was closed

AGENDA CHANGES
There were no agenda changes.

CONSENT CALENDAR
Action: Motion to approve the CONSENT CALENDAR with an edit to reflect that Youth Commissioner Jawanda was absent from the March 27, 2025, meeting made by Commissioner Shelby Goss, seconded by Commissioner Marilyn Abelon, and CARRIED by roll call vote.

Ayes: Commissioner Marilyn Abelon, Commissioner Eric Altman, Commissioner Shelby Goss, Chair Davet Mohammed
Nays: None
Abstain: None
Absent: None

Excused: None

1. Minutes of March 27, 2025

PUBLIC HEARINGS

2. Napa Airport Corporate Center Development Agreement Extension

The Commission received a staff report from Community Development Director Brent Cooper.

> **Action:** Motion to continue the Napa Airport Corporate Center Development Agreement Extension public hearing to the next regular Planning Commission meeting on May 22, 2025. made by Commissioner Marilyn Abelon, seconded by Commissioner Shelby Goss, and CARRIED by roll call vote.
>
> **Ayes:** Commissioner Marilyn Abelon, Commissioner Eric Altman, Commissioner Shelby Goss, Chair Davet Mohammed
> **Nays:** None
> **Abstain:** None
> **Absent:** None
> **Excused:** Vice Chair Charles Plummer

3. Crawford Way Multifamily Project Design Permit

The Commission received a staff report and presentation from Community Development Director Brent Cooper. Chair Mohammed opened the public Hearing. Written comments: none. Oral Comments: Teresa Abeyta was called to speak; Fran Lemos was called to speak; Beth Marcus was called to speak. Chair Mohammed closed the public hearing.

> **Action:** Motion to continue the Crawford Way Multifamily Project (File No. PL23-0003) to the next regular Planning Commission meeting on May 22, 2025. made by Commissioner Eric Altman, seconded by Commissioner Shelby Goss, and CARRIED by roll call vote.
>
> **Ayes:** Commissioner Marilyn Abelon, Commissioner Eric Altman, Commissioner Shelby Goss, Chair Davet Mohammed
> **Nays:** None
> **Abstain:** None
> **Absent:** None
> **Excused:** Vice Chair Charles Plummer

BUSINESS

4. Napa Junction Citation Appeal

Chair Mohammed recused herself and left the room at 6:40 p.m. Commissioner Eric Altman, acting in the absence of Vice Chair Charles Plummer, asked Community Development Director Brent Cooper for a report. The Commission received a staff report from Community Development

Director Brent Cooper. Commissioner Eric Altman opened public comments. Written comments: none. Oral comments: none. Commissioner Eric Altman closed public comments. Commissioners discussed the item. Speakers: Deputy City Attorney Christina Bellardo, Erica Ahmann-Smithies

Action: Motion to continue the item to the next regular Planning Commission meeting on May 22, 2025, with the understanding that communication will be made to Michael Lara informing him that the Commission will vote on the appeal at the May Planning Commission meeting. Prior to the meeting, the Commission would like to know whether Mr. Lara will accept the home occupation permit option, made by Commissioner Shelby Goss, seconded by Commissioner Marilyn Abelon, and CARRIED by roll call vote.

Ayes: Commissioner Marilyn Abelon, Commissioner Eric Altman, Commissioner Shelby Goss
Nays: None
Abstain: Chair Davet Mohammed
Absent: None
Excused: Vice Chair Charles Plummer

5. Fiscal Year 2025/26 Capital Improvement Program

Chair Davet Mohammed returned to the room at 7:14 p.m. The Commission received a staff report and presentation from Public Works Director Erica Ahmann Smithies. Commissioners discussed the item. Chair Mohammed called for public comments. Written comments: none Oral Comments: none

Action: Motion to adopt a Resolution 2025-04 determining that the FY 2025/26 Capital Improvement Program (CIP) is consistent with the General Plan, with updated Exhibit A made by Commissioner Shelby Goss, seconded by Commissioner Marilyn Abelon, and CARRIED by roll call vote.

Ayes: Commissioner Marilyn Abelon, Commissioner Eric Altman, Commissioner Shelby Goss, Chair Davet Mohammed
Nays: None
Abstain: None
Absent: None
Excused: Vice Chair Charles Plummer

MANAGEMENT AND STAFF ORAL REPORTS

6. Active Planning Projects

Commissioners received an Active Planning Projects Update from Community Development Director Brent Cooper. Commissioners discussed the item.

COMMISSIONER ITEMS

There were no commissioner items.

ADJOURNMENT

The meeting adjourned at 7:35 p.m.

CERTIFICATION

Respectfully Submitted,

_____

Nicolle Hall, Deputy City Clerk

TITLE

Napa Airport Corporate Center Development Agreement Extension

RECOMMENDATION

A Resolution recommending the City Council of the City of American Canyon adopt an ordinance to approve a 5-Year extension to the Napa Airport Corporate Center Development Agreement from September 3, 2025 to September 3, 2030 located at the southeast corner of Devlin Road and South Kelly Road APN 057-090-086 (PL25-0008).

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

On August 4, 2020, the City Council approved the Napa Airport Corporate Center Development Agreement (DA)(Ordinance No. 2020-03, Agreement 2020-08, Napa County Document No. 2020-0021130). The DA provides the Owner with a 5-year vested right to develop the NACC "Project Approvals." A copy of the 2020 DA is included as Attachment 1, Exhibit C. A map depicting the location of the NACC project is included as Attachment 2.

The NACC "Project Approvals" include the following entitlements that accommodate up to 193,741 square feet as follows:

1. A Tentative Subdivision Map for subdivision of the Property into five lots, including public road rights-of-way;
2. Conditional Use Permits for Buildings A and B on Lots 1 and 2;
3. Conditional Use Permit and Design Permit for Building E on Lot 4;
4. Conditional Use Permit and Design Permit for Building G on Lot 5. These approvals allowed development of the Property with up to 261,541 square feet of industrial uses (warehouse, distribution, and/or E-commerce with accessory retail/office uses), and allowed the relaxation of certain lot size, front yard setbacks, and side yard landscaping requirements. The City conditioned the approval of the Project on the Owner's agreement to provide public infrastructure and other benefits to the City; and
5. On July 10, 2020, the Owner obtained approvals from the City for modifications of the Conditional Use Permit/Design Permit for Building E and Building G.

Recent Events

On June 12, 2023, G3 Kelly Devlin LLC ("G3") acquired the Napa Airport Corporate Center ("Property") and modified the Project Approvals as follows:

1. On February 19, 2025, the Owner obtained a Minor Modification approval of the Conditional Use Permit /Design Permit for Building E (PL24-0016) and G (PL24-0017).
2. On February 20, 2025, the Owner obtained a Minor Modification approval of the Conditional Use Permit /Design Permit for Building A and B (PL24-0023) and D (PL24-0024).

On March 6, 2025, G3 submitted an application to extend the NACC DA for an additional 10 years to September 3, 2035 (PL25-0008).

On May 12, 2025, the applicant submitted a revised Development Agreement with redline strikeouts to certain parts of the March 6 version. A copy of the revised Development Agreement extension is included as Attachment 1, Exhibit A.

What is a Development Agreement?

When a developer plans a large project that will take a long time to complete, or if construction is expected to start several years in the future, the project entitlements (such as Design Permit, Conditional Use Permit, Tentative Parcel Map) may expire before the project begins. When an entitlement expires, the approval is no longer valid, and a new entitlement is required.

Additionally, over time, changes to city zoning rules, fees, or other regulations may take effect before the project starts. While changes to city rules, fees or other regulations are done for the public benefit, the possibility of entitlement expiration and future regulatory changes can create uncertainty for the developer.

A Development Agreement provides the developer with long-term certainty by "locking in" (i.e. "Vesting") the rules and regulations that apply to the project. This means the developer is protected from changes in zoning laws or other regulations that could impact the project's feasibility. However, except in limited situations such as public health and safety, locking in old rules means the project does not adhere to new laws that were implemented for good reasons.

The term (years) that a Development Agreement is effective is subject to negotiation between the City and the Developer. The original NACC DA is effective for 5 years. The proposed extension is for 10 years. As discussed below, staff recommends a 5-year extension. Staff discussed the shorter term with the developer on May 15, 2025, and he stated that he understands our reasons.

In exchange for providing regulatory certainty, and exemption from future rules not yet known, a Development Agreement will include "public benefits." Sometimes, the public benefit is the project itself. Other times, the public benefit includes infrastructure improvements, affordable housing, or

community amenities that exceed the City's requirements. The public benefits for each Development Agreement are evaluated on a case-by-case basis at the discretion of the City Council.

State Law requires the developer to submit an annual report to the City explaining how the DA fulfills the terms of the public benefit. The most recent annual report for the 2023 Calendar Year was reviewed by the City Council on May 21, 2024 and is included as Attachment 3.

Justification for the Development Agreement Extension

The applicant's justification for extending the Development Agreement is described in Recital B of the Development Agreement Extension. It states as follows:

Since the approval of the Development Agreement, Developer and its predecessors in interest have been proceeding with the development of the Project in accordance with the requirements of the Development Agreement and the Project Approvals. Developer's progress is detailed in Annual Reports submitted to the City as required by the Development Agreement. Section 3.4 of the Development Agreement expressly states that market conditions could affect the timing of the Project's development. The Parties agree that market conditions, including interest rates, local economic investment related to the wine industry, and industrial building supply, have changed significantly since the execution of the Development Agreement.

Statistically, vacancy for warehouse property in American Canyon has risen ±13%, from ±2% vacancy at the time of current Developer's acquisition (6/12/2023) to 15.7% at the time of this writing, per Costar.com. This increase in vacancy has had a corresponding effect on lease rates, which have declined ±15% during the same time period. Consequently, the current development landscape presents considerable challenges.

As discussed below, extending the Development Agreement also supports several of the City Council's key strategic initiatives.

Proposed Amendments to the Original Development Agreement

The proposed Development Agreement extension maintains all terms in conditions from the original Development Agreement, except for the following revisions:

- Extends the Development Agreement term by ten years.
- Incorporates the 2025 Minor Modification approvals to Buildings A, B, D, E, and G.
- Deletes a noise mitigation measure (Mitigation Measure MM NOI-1a) because an adjacent residence in unincorporated Napa County purchased by the NACC developer is unoccupied and scheduled for demolition.

NACC Development Agreement Public Benefits

The public benefits from the proposed Development Agreement bring forward and extend the term of the original Development Agreement, and include the following:

1. **Irrevocable offer for Roadway Dedication** : A shown on the approved Tentative Subdivision Map, Owner shall provide to the City:

(1) Irrevocable Offers of Dedication for the right-of-way necessary to accommodate the planned widening of South Kelly Road and the planned improvements to the intersection of South Kelly Road with both Devlin Road and SR 29 as shown on the final approved plans for these improvements; and,

(2) Offers for public utility and public access easements, within thirty (30) days of receiving a notice from the City that approval of the final plans for the construction of the improvements associated with the particular requested right-of-way and easement has been obtained from Caltrans, the City, and all other necessary governmental agencies and that construction of the improvements will proceed within sixty (60) days of the date of the notice.

2 . **Agreement to pay Current City fees:** Pursuant to Section 2.10, Owner has agreed to pay applicable City fees at the rates in existence at the time of the applicable application submittal or permit issuance as required by the terms of such fees.

3. **Project Benefits to City:** The Project will provide additional substantial financial benefits to the City through increased taxes, sales, jobs, business license fees, and other sources.

The public benefits listed above will remain in effect by the amended Development Agreement. The most recent account of public benefit status is included in the 2023 Calendar Year annual report. See Attachment 3.

Staff Proposed Revisions to the Development Agreement

Staff proposes six amendments to the modified Development Agreement extension. Each amendment and the reason for it is described below:

1. Retain Paragraph D fair share memorandum and Exhibit B. Add a sentence to Paragraph D that states: "The parties further acknowledge that they shall negotiate in good faith to modify the fair share infrastructure costs to better reflect current buildout development demands."

JUSTIFICATION: Several large industrial projects in American Canyon share the cost of infrastructure improvements. However, because the square footage and intended uses of these projects can change over time as they are built out, each project's "fair share" of infrastructure costs may also change. Exhibit B provides a helpful framework for calculating these fair share contributions, but additional discussions are needed among the developers and the City. The staff's proposed amendment acknowledges that all parties are open to negotiating the fair share obligations.

2. Modify Paragraph F Development Agreement term from September 3, 2035 to September 3, 2030 (5 years instead of 10).

JUSTIFICATION: The original Development Agreement, approved in 2020, granted the NACC project a 5-year vesting period and included a specific Public Benefit. Due to unforeseen circumstances beyond everyone's control, the project and the associated public benefits could not be completed within that timeframe. Extending the Development Agreement for another 5 years to allow delivery of the project with the same public benefit appears reasonable. Additionally, the City is interested in seeing the project completed within the next 5 years. By limiting the vesting period to 5 years rather than 10, the shorter-term extension encourages the developer to move forward with construction sooner than later.

3. Add an Agreement paragraph that states: Article 2 of Ordinance 2020-03 (Vesting Rights and Limitations) shall be modified to reflect the development rights, obligations, terms, and conditions in effect at the time the amended Agreement becomes effective.

JUSTIFICATION: The original 2020 Development Agreement protected the project from being subject to certain new rules and regulations adopted after its approval. The updated Development Agreement will continue to provide this protection, but the proposed clause updates the baseline to the rules and regulations in effect today.

4. Add an Agreement paragraph that states: Developer shall pay applicable fair share infrastructure costs prior to issuance of the first building permit or prior to expiration of the Development Agreement, whichever occurs first.

JUSTIFICATION: The original Development Agreement requires the developer to pay their fair share of infrastructure costs when building permits are issued. Extending the Development Agreement by 5 years allows the developer more time to complete the project, but also delays fair share payments. To prevent indefinite postponement of fair share payments, the revised Development Agreement ensures the payment is made within 5 years - even if no building permits are issued during the Development Agreement term.

5. Add an Agreement paragraph that states: Section 3.3 of Ordinance 2020-03 (Public Benefits) is amended to require the Developer to meet and confer in good faith with the City to implement the roadway dedication (Public Benefits) no later than December 31, 2025.

JUSTIFICATION: The dedication of roadway right-of-way was a key public benefit identified in the 2020 Development Agreement. Although the dedication did not occur during the Agreement's original term, staff is now close to completing the necessary steps to make it happen. To provide assurance that the dedication will occur soon, staff has proposed a deadline at the end of the calendar year.

6. Add a Recital that states the City has an interest in extending the Development Agreement in the public interest to further City Council Key Initiatives. These include: 1) attract and expand diverse business and employment, 2) improve the transportation network within the City to

alleviate congestion; and 3) implement current regulations that demonstrate leadership in environmental sustainability.

JUSTIFICATION: Approving the Development Agreement extension supports several of the City Council's key strategic initiatives. The new recital in the agreement outlines the specific key initiatives that will be advanced through its implementation.

Each of the six staff recommendations are included as conditions of approval in the draft Planning Commission resolution. See draft Planning Commission Resolution, Attachment 1.

Development Agreement Approval Process

A Development Agreement (DA) is a specific type of Ordinance. The processing rules for a DA are included in American Canyon Municipal Code (ACMC) Chapter 19.47. Here is an outline of each step:

1. The DA (i.e.: Ordinance) public hearing notice is sent to the newspaper 2 weeks before the Planning Commission meeting and to property owners within 500 feet of the project.
2. The Planning Commission provides a City Council recommendation following a public hearing.
3. The City Council conducts a public hearing, known as the "First Reading."
4. If the First Reading is approved, the DA is brought back to the City Council, typically at the next meeting as a Consent Item, for a "Final Reading."
5. Once the Final Reading is approved, the DA is subject to a 30-day waiting period.
6. The effective date is specified on the DA and expires 5-years later.

When a DA is needed by a specific date, careful attention to the schedule is crucial. Considering the required notification, hearings, readings and effective date, a minimum of three months is typically necessary for this process.

The tentative schedule accommodates time for unanticipated delays, meeting schedules, continuances, summer hearing recess, etc. so there is no interruption in the Development Agreement term (i.e.: the new DA is effective before the original DA expires). Listed below is the tentative schedule for the NACC DA:

Date	Hearing Body	Hearing Type
05.22.25	Planning Commission	DA Public Hearing, Council Recommendation
06.03.25	City Council	DA Public Hearing, Ordinance First Reading
06.17.25	City Council	DA Ordinance Final Reading
07.16.25	N/A	DA 30-Day Waiting Period
09.03.25	N/A	Original DA Expires and New DA Takes Effect

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Economic Development and Vitality: "Attract and expand diverse business and employment opportunities."

FISCAL IMPACT

The fiscal impacts of the Projects were addressed as part of the Tentative Parcel Map, Conditional Use Permits and Development Agreement.

ENVIRONMENTAL REVIEW

The Amended Development Agreement monitoring is categorically exempt from California Environmental Quality Act (CEQA) in accordance with Government Code 15321 – Enforcement Actions by Regulatory Agencies (Class 21). Class 21 applies as an exemption because the Development Agreement is intended to serve as a tool to enforce the Napa Airport Commerce Center Entitlements.

In addition, 1. The City had the 2020 Addendum to the Napa Airport Corporate Center Project Final EIR prepared (the "Addendum") to evaluate the proposed reduction in project square footage, proposed expansion of preserved wetlands on the project site, and implications of the approval of the Development Agreement for the approved project, which was identified in the FEIR as a potential project approval.

2. As set out in the 2020 Addendum, there have been no Project changes, changed circumstances, or new information which would result in new, or substantially more severe, environmental impacts.

3. The environmental impacts of the NACC Project, as anticipated to be modified by minor modifications to the Conditional Use Permits for Lots 4 and 5 and as modified by the approval of the proposed Development Agreement, which would extend the life of the Project Approvals for five years and require the project owner contribute certain substantial community benefits, were adequately considered in the certified Final EIR as set forth in City Council Resolution No. 2018-85, which adopted findings, a Mitigation Monitoring and Reporting Program, and a statement of overriding considerations for the NACC Project.

4. Based on its own independent review, consideration, and exercise of its independent judgment, the Planning Commission hereby finds and determines on the basis of substantial evidence in the entire record before the City that none of the circumstances necessitating further environmental review under CEQA and the CEQA Guidelines are present for the reasons set forth in the Addendum and the Final EIR. A copy of the addendum is included as Attachment 1, Exhibit B.

ATTACHMENTS:

1. NACC DA Extension Reso
1. EXHIBIT A First Amendment to Development Agreement 2025-05-12
1. Exhibit B CEQA Addendum Analysis for DA

1. Exhibit C NACC DA ORDINANCE 2020-03
2. NACC Project Location
3. 2023 NACC DA Annual Report

PC RESOLUTION NO. 2025-XX

A RESOLUTION RECOMMENDING THE CITY COUNCIL ADOPT AN ORDINANCE TO APPROVE A FIVE-YEAR EXTENSION TO THE NAPA AIRPORT COMMERCE CENTER DEVELOPMENT AGREEMENT FROM SEPTEMBER 3, 2025, TO SEPTEMBER 3, 2030 LOCATED AT THE SOUTHEAST CORNER OF DEVLIN ROAD AND SOUTH KELLY ROAD, APN 057-090-086 (FILE NO. PL25-0008)

WHEREAS, the Development Agreement Law (Gov. Code § 65864 et seq.) authorizes the City of American Canyon ("City") to enter into agreements for the development of real property with any party having a legal or equitable interest in such property to establish certain development rights in such property for their mutual benefit in a manner not otherwise available to the contracting parties. Such agreements can assure property owners that they may proceed with projects as approved by the City and that those approvals will not be modified (consistent with the legal principles of vesting) during the period covered by said agreements. The City is equally assured that elements of the project with peculiar and specific public interests are achieved and that its local land use policies are advanced; and

WHEREAS, the City has enacted Municipal Code Title 19, Chapter 19.47 to implement Government Code section 65865(c), establishing the procedures and requirements for the consideration of development agreements to carry out the City's planning policies; and

WHEREAS, on March 6, 2025, G3 Kelly Devlin, LLC, filed a Development Agreement Amendment application (File No. PL25-0008) to extend the Napa Airport Commerce Center (NACC) Development Agreement (DA) by ten years from September 3, 2025, to September 3, 2035; and

WHEREAS, the NACC Project consists of five (5) industrial buildings of approximately 284,540 square feet on a 30.28-acre site in the Napa County Industrial Area Specific Plan (NCAISP); and

WHEREAS, on July 31, 2018, the City Council certified an environmental impact report (SCH #201412205) with overriding considerations and a mitigation monitoring and reporting program for the NACC project (File No. PL14-0035 / Resolution 2018-85); and

WHEREAS, on July 31, 2018, the City Council approved NACC Tentative Subdivision Map to subdivide the project site into five sites (File No. PL14-0019 / Resolution 2018-86); and

WHEREAS, on July 31, 2018, the City Council approved the NACC Buildings A and B Conditional Use Permit (File No. PL14-0020/ Resolution 2018-87); and

WHEREAS, on July 31, 2018, the City Council approved the NACC Building E Design Permit and Conditional Use Permit (File No. PL14-0022 / Resolution 2018-88); and

WHEREAS, on July 31, 2018, the City Council approved the NACC Building G Design Permit and Conditional Use Permit (File No. PL14-0023 / Resolution 2018-89); and

WHEREAS, on July 31, 2018, the City Council conducted a duly noticed public hearing to evaluate the NACC Project and consider certification of the NACC Project Final Environmental Impact Report ("Final EIR"; State Clearinghouse No. 2014122005) and heard all public speakers and considered written materials in the record, including the staff report, and oral testimony given at the hearing; and

WHEREAS, on July 31, 2018 the City Council certified the Final EIR as adequate to address environmental impacts associated with the NACC Project, pursuant to the requirements of the California Environmental Quality Act ("CEQA"; Pub. Res. Code Sections 21000, *et seq*.) and the CEQA Guidelines (Cal. Code Regs, Title 14, Section 15000, *et seq*.), adopted a Statement of Overriding Considerations for the project, and adopted the Mitigation Monitoring and Reporting Program, based on all of the evidence in the record and presented at the hearing, as set forth in City Council Resolution 2018-85; and approved the Project Approvals by adopting City Council Resolutions 2018-86, 2018-87, 2018-88, and 2018-89; and

WHEREAS, the City caused the 2020 Addendum to the Napa Airport Corporate Center Project Final EIR (the "Addendum"), included and incorporated by reference in this Resolution as Exhibit B, to evaluate the proposed reduced project square footage, proposed expansion of the preserved wetlands on the project site, and whether approval of the proposed Development Agreement had the potential to present any significantly increased or new impacts over the project impacts evaluated and identified in the Final EIR or whether there was any new information of substantial importance, which was not known and could not have been known at the time the Final EIR was certified as complete, that would require additional environmental review pursuant to Public Resources Code Section 21166 and the CEQA Guidelines Sections 15162-15164; and

WHEREAS, on August 4, 2020, the City Council approved a Development Agreement to extend the NACC project approvals for five years (File No. PL20-0019, Ordinance 2020-03, Napa County Document No. 2020-0021130); and

WHEREAS, on September 3, 2020, the NACC DA was signed as Exhibit C, and the NACC project approvals are scheduled to expire on September 3, 2025; and

WHEREAS, on February 19, 2025, the Owner obtain approvals from the City for a Minor Modification of the Conditional Use Permit /Design Permit for Building E (PL24-0016) and G (PL24-0017); and

WHEREAS, on February 20, 2025, the Owner obtain approvals from the City for a Minor Modification of the Conditional Use Permit /Design Permit for Building A and B (PL24-0023) and D (PL24-0024); and

WHEREAS, on March 6, 2025, G3 Kelly Devlin LLC ("G3") submitted an application to extend the NACC DA for an additional 10 years; and

WHEREAS, on May 12, 2025, G3 Kelly Devlin LLC ("G3") submitted a revised application to extend the NACC DA for an additional 10 years; and

WHEREAS, a duly-noticed public hearing was held by the City of American Canyon Planning Commission on April 24, 2025 and May 22, 2025 on the subject application, at which time all those in attendance were given the opportunity to speak on this proposal and to submit comments; and

WHEREAS, the Planning Commission considered all of the written and oral testimony presented at the public hearing in making its decision on May 22, 2025; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission recommends the City Council make all the required findings to determine that no further environmental review is necessary and approve the Development Agreement Extension Amendment, included as Exhibit A to this Resolution and the following amendments:

1. Retain Paragraph D fair share memorandum discussion and Exhibit B of the draft amended Development Agreement and add a sentence that states: "*The parties further acknowledge that they shall negotiate in good faith to modify the fair share infrastructure costs to better reflect current buildout development demands*."
2. Modify Paragraph F Development Agreement term from September 3, 2035 to September 3, 2030 (5 years instead of 10).
3. Add an Agreement paragraph that states: Article 2 of Ordinance 2020-03 (Vesting Rights and Limitations) shall be modified to reflect the development rights, obligations, terms, and conditions in effect at the time the amended Agreement becomes effective.
4. Add an Agreement paragraph that states: Developer shall pay applicable fair share infrastructure costs prior to issuance of the first building permit or prior to expiration of the Development Agreement, whichever occurs first.
5. Add an Agreement paragraph that states: Section 3.3 of Ordinance 2020-03 (Public Benefits) is amended to require the Developer to meet and confer in good faith with the City to implement the roadway dedication (Public Benefits) no later than December 31, 2025.
6. Add a Recital that states the City has an interest in extending the Development Agreement in the public interest to further City Council Key Initiatives to attract and expand diverse business and employment, improve the transportation network within the City to alleviate congestion, and implement current regulations that demonstrate leadership in environmental sustainability.

SECTION 1: Findings Regarding Environmental Review pursuant to the California Environmental Quality Act (CEQA)

1. The City had the 2020 Addendum to the Napa Airport Corporate Center Project Final EIR prepared (the "Addendum") to evaluate the proposed reduction in project square footage, proposed expansion of preserved wetlands on the project site, and implications of the approval of the Development Agreement for the approved project, which was identified in the FEIR as a potential project approval.
2. As set out in the 2020 Addendum, there have been no Project changes, changed circumstances, or new information which would result in new, or substantially more severe, environmental impacts.
3. The environmental impacts of the NACC Project, as modified by minor modifications to the Conditional Use Permits for Lots 4 and 5 and as modified by the approval of the proposed Development Agreement, which would extend the life of the Project Approvals for five years and require the project owner contribute certain substantial community benefits, were adequately considered in the certified Final EIR as set forth in City Council Resolution No. 2018-85, which adopted findings, a Mitigation Monitoring and Reporting Program, and a statement of overriding considerations for the NACC Project.
4. Based on its own independent review, consideration, and exercise of its independent judgment, the Planning Commission hereby finds and determines on the basis of substantial evidence in the entire record before the City that none of the circumstances necessitating further environmental review under CEQA and the CEQA Guidelines are present for the reasons set forth in the Addendum and the Final EIR.

SECTION 2: Findings to Approve the Development Agreement in accordance with American Canyon Municipal Code Section 19.47.080

1. The proposal for which the Development Agreement is requested conforms with the maps and policies of the general plan and any applicable specific, community, or area plans because: When approving the Project Approvals in 2018, the City Council found the NACC Project consistent with the City's General Plan and the Napa County Napa Valley Business Park Specific Plan, which applies to the subject property. The Development Agreement did not change the project as it was approved in 2018, and the subsequent minor modifications did not find additional environmental impacts that exceeded the impacts identified in the Final EIR. The Development Agreement Amendment extends the time period within which the Project Approvals may be exercised by five years.
2. The proposal for which the development agreement is requested complies with the requirements of California Government Code Sections 65865 through 65869.5, and any other applicable state law, because: The property that will be subject to the Development Agreement is located within the municipal boundaries of the City; and the Development Agreement will be between the City and the owner of the property.
3. The proposal for which the development agreement is requested is consistent with the zoning ordinance and all applicable codes and ordinances because: When approving the Project Approvals in 2018, the City Council found the NACC project consistent with the Zoning Ordinance; the other goals and purposes for which Municipal Code Title 19, Chapter 19.47 was enacted by the City and the City's other applicable codes and ordinances. The subsequent minor modifications from 2020 and 2025 were also found in compliance with the City's Municipal Code Title 19, Chapter 19.47.
4. The proposal for which the Development Agreement is requested will not be detrimental to or cause adverse effects on adjacent property owners, residents, or the general public because: The City Council made findings when approving the Project Approvals that the proposed development would not be detrimental to or cause adverse effects on adjacent property owners, residents, or the general public, and the extension of time within which the property owner may exercise the Project Approvals will not cause adverse effects.
5. The proposal for which the Development Agreement is requested provides clear and substantial benefit to the residents of the city because: Approval of the proposed Development Agreement Amendment would extend the Project Approvals for five additional years. The extension would eliminate uncertainty in the City's land use planning for the project site and its vicinity, and will provide for orderly growth and development consistent with the City's General Plan, the Napa Valley Business Park Specific Plan and other policies and programs; will provide critical public benefits; and will otherwise achieve the goals and purposes for which Municipal Code Title 19, Chapter 19.47 was enacted by the City.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the Planning Commission of the City of American Canyon held on the 22nd day of May, 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Davet Mohammed, Vice Chair

ATTEST:

_____
Nicolle Hall, Deputy City Clerk

APPROVED AS TO FORM:

_____
William D. Ross, City Attorney

EXHIBITS:
A. 2025 Development Agreement Amendment
B. 2020 Addendum to the NACC Project Final EIR
C. 2020 NACC Development Agreement

APPLICANT'S PROPOSED DEVELOPMENT AGREEMENT AMENDMENT

RECORDING REQUESTED BY
AND WHEN RECORDED, MAIL TO:

City of American Canyon
4381 Broadway Street, Suite 201
American Canyon, California 94503
Attn: City Clerk

Record Without Fee
Pursuant to Government Code
Section 27383

Space Above Reserved for Recorder's Use Only

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

BY AND BETWEEN

CITY OF AMERICAN CANYON

AND

G3 KELLY DEVLIN LLC

Effective Date: _____, 2025

FIRST AMENDMENT TO
DEVELOPMENT AGREEMENT
BY AND BETWEEN THE CITY OF AMERICAN CANYON
AND G3 KELLY DEVLIN LLC

This First Amendment to Development Agreement ("**First Amendment**"), dated as of the Effective Date set forth above, is entered into by and between the City of American Canyon, a California municipal corporation, ("**City**") and G3 Kelly Devlin LLC, a California limited liability company (**"Developer**"). City and Developer may be referred to individually in this First Amendment as "**Party**" or collectively as "**Parties**."

RECITALS

A. City entered into a Development Agreement with an effective date of September 3, 2020, and recorded in the Official Records of Napa County as Document No. 2020-0021130 (the "**Development Agreement**"), providing for the development and use of that certain property located described in Exhibit A attached hereto and incorporated herein (the "**Property**") consistent with the Tentative Subdivision Map approved in City Council Resolution No. 2019-86 and the Conditional Use Permits and Design Permits approved in City Council Resolution No. 2018-87, City Council Resolution No. 2018-88, and City Council Resolution No. 2018-89, Minor Modification No. PL20-0l6, and Minor Modification No. PL20-017 as more particularly described in the Development Agreement (the "**Project**").

B. Since the approval of the Development Agreement, Developer and its predecessors in interest have been proceeding with the development of the Project in accordance with the requirements of the Development Agreement and the Project Approvals. Developer's progress is detailed in Annual Reports submitted to the City as required by the Development Agreement. Section 3.4 of the Development Agreement expressly states that market conditions could affect the timing of the Project's development. The Parties agree that market conditions, including interest rates, local economic investment related to the wine industry, and industrial building supply, have changed significantly since the execution of the Development Agreement. Statistically, vacancy for warehouse property in American Canyon has risen ±13%, from ±2% vacancy at the time of current Developer's acquisition (6/12/2023) to 15.7% at the time of this writing, per Costar.com. This increase in vacancy has had a corresponding effect on lease rates, which have declined ±15% during the same time period. Consequently, the current development landscape presents considerable challenges.

C. Following the approval of the Development Agreement, the Developer acquired the adjacent industrially zoned parcel, commonly known as Assessor's Parcel Number 057-090-027, which was previously developed with a single-family residence. Because the single-family residence has been demolished, the sound barrier required by Mitigation Measure MM NOI-1a of

the Mitigation Measure and Reporting Program (MMRP) contained in the Project Approvals is no longer necessary to mitigate a significant impact.

D. ~~The Parties wish to document a memorandum dated February 1, 2023 (Exhibit B attached hereto) from William Ross, City Attorney regarding Fair Share Improvement Costs for the Napa Airport Corporate Center Project. Exhibit B shall remain in full force and effect and supersedes Mitigation Measure MM-TRANS-1d of the Development Agreement.~~

~~E.~~ The Parties wish to document approved Minor Modifications PL24-016 (Exhibit B~~C~~ attached hereto), PL24-0017 (Exhibit C~~D~~ attached hereto), PL24-0023 (Exhibit D~~E~~ attached hereto) and PL24-0024 (Exhibit E~~F~~) as Subsequent Approvals and part of the Project as defined by the Development Agreement.

E~~F~~. The Development Agreement's Term expires September 3, 2025. City and Developer desire to amend Development Agreement's Term as provided in this First Amendment.

Applicant's proposed text deletion.

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AGREEMENT

1. Incorporation of Recitals. The Parties agree that the above recitals are true and correct and are incorporated herein by reference.

2. Amendment to Section 1.5. Section 1.5 of the Development Agreement is hereby amended and restated in its entirety to read as follows:

> "1.5. Term of the Development Agreement. This Agreement shall commence on the Effective Date and shall continue in full force and effect until September 3, 2035 unless extended or terminated as provided herein ("Term"). Development moratoriums initiated by the City shall not apply to this Project. Following the expiration of this Term or extension thereof, this Agreement shall have no force and effect. The Term of this Agreement any subdivision map, Project Approvals or Subsequent Approvals shall not include any period of time during which a lawsuit involving the approval of this Agreement or any such subdivision maps, Project Approvals or Subsequent Approvals is pending, including actions brought pursuant to CEQA.

3. Addition of Exhibit J, Exhibit K, Exhibit L, Exhibit M, and Exhibit N. Exhibit J, Exhibit K, Exhibit L, Exhibit M, and Exhibit N to the Development Agreement is hereby added to incorporate the Subsequent Approval as attached to this First Amendment as Exhibit B, Exhibit C, Exhibit D, Exhibit E, and Exhibit F and incorporated herein by this reference. Except as specifically modified or amended by Exhibit B, Exhibit C, Exhibit D, Exhibit E, or Exhibit F to this First Amendment, the Project Approvals as defined in the Development Agreement shall remain in full force and effect.

4. Exhibits. The following exhibits are attached to this First Amendment and are hereby incorporated herein by this reference for all purposes as if set forth herein in full:

Exhibit A: Property Description

Exhibit B:" ~~William D. Ross Memorandum, dated February 1, 2023~~

~~Exhibit C.~~ Subsequent Approval Minor Modification PL24-0016

Exhibit C~~D~~: Subsequent Approval Minor Modification PL24-0017

Exhibit D~~E~~: Subsequent Approval Minor Modification PL24-0023

Exhibit E~~F~~: Subsequent Approval Minor Modification PL24-0024

Exhibit F~~G~~: City Council Resolution 2025-XX

5. Mitigation Measure MM NOI-1a is deleted from the Project Approvals pursuant to City Council Resolution 2025-XX attached hereto as Exhibit F~~G~~.

6. Except as modified by this First Amendment, all terms and conditions of the Development Agreement remain unchanged and are in full force and effect.

7. This First Amendment may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed to be an original and all of which taken together shall constitute but one and the same instrument.

[**Signatures on Following Page**]

Applicant's proposed exhibit deletion.

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IN WITNESS WHEREOF, the City and Developer have executed this Agreement as of the Effective Date.

CITY:

CITY OF AMERICAN CANYON, a municipal corporation

By: _____
Jason Holley, City Manager
[Signature must be notarized]

ATTEST:

By: _____
Taresa Geilfuss, City Clerk

APPROVED AS TO FORM:

By: _____
William D. Ross, City Attorney

DEVELOPER:

G3 KELLY DEVLIN LLC, a California limited liability company

By: _____
Tom Cook,
President & CEO
[Signature must be notarized]

Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF _____

On _____, 20___, before me, _____, Notary Public, personally

appeared _____, who proved to me on the basis of satisfactory

evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

CAPACITY CLAIMED BY SIGNER

- ☐ Individual
- ☐ Corporate Officer

_____
Title(s)

- ☐ Partner(s) ☐ Limited ☐ General
- ☐ Attorney-In-Fact
- ☐ Trustee(s)
- ☐ Guardian/Conservator
- ☐ Other:

Signer is representing:
Name Of Person(s) Or Entity(ies)

_____
_____

DESCRIPTION OF ATTACHED DOCUMENT

_____
Title or Type of Document

_____
Number of Pages

_____
Date of Document

_____
Signer(s) Other Than Named Above

Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF _____

On _____, 20___, before me, _____, Notary Public, personally

appeared _____, who proved to me on the basis of satisfactory

evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

OPTIONAL

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CAPACITY CLAIMED BY SIGNER

- ☐ Individual
- ☐ Corporate Officer

_____
Title(s)

- ☐ Partner(s) ☐ Limited ☐ General
- ☐ Attorney-In-Fact
- ☐ Trustee(s)
- ☐ Guardian/Conservator
- ☐ Other:

Signer is representing:
Name Of Person(s) Or Entity(ies)

_____
_____

DESCRIPTION OF ATTACHED DOCUMENT

_____
Title or Type of Document

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Number of Pages

_____
Date of Document

_____
Signer(s) Other Than Named Above

Notary Acknowledgment

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STATE OF CALIFORNIA
COUNTY OF _____

On _____, 20___, before me, _____, Notary Public, personally

appeared _____, who proved to me on the basis of satisfactory

evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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Signature of Notary Public

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☐ Individual
☐ Corporate Officer

_____
Title(s)

☐ Partner(s) ☐ Limited ☐ General
☐ Attorney-In-Fact
☐ Trustee(s)
☐ Guardian/Conservator
☐ Other:

Signer is representing:
Name Of Person(s) Or Entity(ies)

_____
_____

DESCRIPTION OF ATTACHED DOCUMENT

_____
Title or Type of Document

_____
Number of Pages

_____
Date of Document

_____
Signer(s) Other Than Named Above

EXHIBIT A

Legal Description for the Property

[Attached behind this cover page]

Exhibit A

EXHIBIT A

LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING

4042-20-2
July 10, 2020

LEGAL DESCRIPTION

The land referred to herein below is situated in the City of American Canyon, County of Napa, State of California, and is described as follows:

Parcel One:

All those portions of Parcel One and Parcel Three described in the Grant Deed from Napa Airport Corporate Centre, LLC, a California Limited Liability Company, to Napa Airport Corporate Center I, LLC, a Delaware Limited Liability Company, recorded April 30, 2013 as Series Number 2013 0012480 in Official Records of Napa County, California, which lies Easterly of the Easterly lines of the strips of land described as Exhibit "A-1" and Exhibit "B-1" in the Grant Deed from Napa Airport Corporate Centre I, LLC, a Delaware Limited Liability Company, to the City of American Canyon recorded December 19, 2013 as Series Number 2013 0034595 in Official Records of Napa County, California and said portions being more particularly described as a whole as follows:

BEGINNING at the Northeast corner of the strip of land described as Exhibit "A-1" in the Grant Deed from Napa Airport Corporate Centre I, LLC, a Delaware Limited Liability Company, to the City of American Canyon recorded December 19, 2013 as Series Number 2013 0034595 in Official Records of Napa County, said Northeast corner also being an angle point in the West line of Parcel Three described in the Grant Deed from Napa Airport Corporate Centre, LLC, a California Limited Liability Company, to Napa Airport Corporate Centre I, LLC, a Delaware Limited Liability Company, recorded April 30, 2013 as Series Number 2013 0012480 in Official Records of Napa County and running; thence, along said West line, North 8° 41' 54" West, 65.93 feet to the Northwest corner of said Parcel Three; thence, running along the North line of said Parcel Three the following eight (8) courses:

1) North 66° 32' 25" East, 117.18 feet; thence to the beginning of a curve concave to the Northwest and having a radius of 1000.03 feet; thence

2) Northeasterly along said curve, through a central angle of 12° 48' 50" 223.65 feet; thence

3) North 53° 43' 35" East, 376.67 feet to the beginning of a curve concave to the Southeast and having a radius of 250.01 feet; thence

4) Northeasterly along said curve, through a central angle of 33° 41' 24" 147.01 feet; thence

5) North 87° 24' 59" East, 28.02 feet; thence

6) South 2° 17' 26" East, 47.50 feet to the Southern line of the 0.16 acre parcel of land described in Exhibit "B" of the Grant Deed recorded as Series Number 1993 37831 in Official Records of Napa County; thence along said Southern line and continuing along said North line

Order: 01007392
Doc: CANAPA:2020 00021130

Requested By: thurlpankey, Printed: 2/24/2023 10:34 AM

7) South 84° 09' 38" East, 35.36 feet; thence

8) South 63° 40' 42" East, 31.32 feet to the Northeast corner of said Parcel Three; thence leaving said North line and said Southern line and running along the East line of said Parcel Three the following six (6) courses;

1) South 2° 20' 56" East, 11.59 feet to the beginning of a curve concave to the West and having a radius of 9,910.30 feet; thence

2) Southerly along said curve through a central angle of 2° 16' 34" 393.69 feet; thence

3) North 89° 15' 21" West 411.57; thence

4) South 00° 44' 39" West, 208.01 feet; thence

5) South 89° 15' 21" East, 208.01 feet; thence

6) South 00° 44' 39" West, 376.75 feet to the most Eastern corner of Parcel One also described in said Grant Deed from Napa Airport Corporate Centre, LLC to Napa Airport Corporate Centre I, LLC recorded April 30, 2013 as Series Number 2013 0012480 in Official Records of Napa County; thence, leaving said East line and running along the East line of said Parcel One the following four (4) courses:

1) South 00° 44' 39" West, 83.56 feet; thence

2) South 17° 13' 14" West, 302.38 feet; thence

3) South 28° 24' 54" East, 124.42 feet; thence

4) South 00° 45' 09" West, 582.09 feet to the Southeast corner of said Parcel One; thence, along the South line of said Parcel One, North 89° 18' 46" West, 960.82 feet, more or less, to the Southwest corner of said Parcel One; thence, along the Westerly line of said Parcel One, North 28° 53' 55" West, 189.29 feet to the Southeast East corner of said strip of land described as Exhibit "B-1"; thence, along the East line of said strip of land the following twelve (12) courses:

1) North 61° 06' 05" East, 70.00 feet; thence

2) North 28° 53' 55" West, 10.00 feet; thence

3) North 61° 06' 05" East, 141.01 feet to the beginning of a curve concave Northwesterly and having a radius of 330.00 feet; thence

4) Northeasterly along said curve, through a central angle of 16° 26' 51" 94.73 feet to the beginning of a compound curve concave northwesterly and having a radius of 775.00 feet; thence

5) Northeasterly along said curve, through a central angle of 28° 33' 08" 386.21 feet; thence

6) North 43° 52' 07" East, 10.88 feet to the beginning of a non-tangent curve concave Westerly and having a radius of 500.00 feet and a radius point which bears North 76° 44' 37" West; thence

7) Northerly along said curve, through a central angle of 8° 13' 40" 71.80 feet; thence

8) North 5° 01' 43" East, 85.60 feet; thence

9) North 84° 58' 17" West, 5.50 feet; thence

10) North 5° 01' 43" East, 230.00 feet; thence

11) North 84° 58' 17" West, 9.50 feet; thence

12) North 5° 01' 43" East, 43.24 feet to the South line of said strip of land described as Exhibit "A-1"; thence, along said South line, South 84° 57' 52" East, 0.05 feet to the Southeast corner of said strip of land; thence, along the East line of last said strip of land the following three (3) courses:

1) North 5° 01' 43" East, 136.86 feet to the beginning of a curve concave Westerly and having a radius of 1034.07 feet; thence

2) Northerly along said curve, through a central angle of 13° 38' 08" 246.09 feet; thence

3) North 8° 36' 25" West, 128.32 feet to the point of beginning.

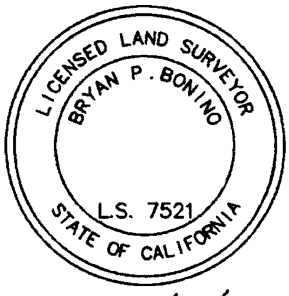
Parcel Two:

A non-exclusive easement as granted in the document recorded December 15, 1999 as Serial Number 1999-0037947 of Official Records, 20 feet wide for installation, maintenance, repair, replacement and appurtenances for a waterline, the Eastern line which is described as follows:

Commencing at a point on the West line of State Highway 29, (Napa-Vallejo Highway) said point being the northeasterly corner of the parcel of land as described in the Deed to Phyllis Farr, trustee for AEN One Associates, et al, recorded July 16, 1998 under Series No. 1998-20168,

Napa County Records; thence, from said point of commencement South 02° 29' 35" East along the Western line of said State Highway 29 for a distance of 500.00 feet.

The above described easement is for ingress and egress from South Kelly Road to the pipeline described in the Draughon Indenture dated November 25, 1927 and recorded in Book 36 of Official Records, page 192.



7/10/20

Bryan P. Bonino **Date**

EXHIBIT B

WILLIAM D. ROSS MEMORANDUM DATED FEBRUARY 1, 2023

EXHIBIT B

DATE: February 1, 2023

TO: Michael Kelley
Steve Beauchamp

FROM: William D. Ross, City Attorney
Edison C. Bisnar, Jr. PE, Engineer III, Public Works Department

RE: Fair Share Improvement Costs for the Napa Airport Corporate Center Project

---

This memorandum documents the fair share infrastructure payments owed by the Napa Airport Corporate Center (the "Project") under its conditions of approval. As detailed below, the Project's total fair share obligation is **$395,833.91**, representing 5% of total cost of the required roadway and sewer improvements. Payment of this amount to the City of American Canyon ("City") will fully satisfy the Project's fair share obligations and applicable conditions of approval.

Fair-Share Requirement for Roadway and Sewer Improvements

On July 31, 2018, the City granted approvals for the Project, including a tentative subdivision map (Resolution No. 2018-86) and design permits and conditional use permits (City Resolution Nos. 2018-87, 2018-88, 2018-89) ("Approvals").

The conditions of approval reflect that another development, the Napa Logistics Park Phase 2 Project ("NLP"), was proposing to install: (1) roadway improvements at South Kelly Road between SR-29 and Devlin Road; and (2): sewer improvements to replace the existing Green Island Pump Station. The conditions of approval require the Project to reimburse the City and/or NLP for the Project's fair share of the cost of the roadway and sewer improvements, based on its proportional contribution to traffic and sewer flow. (Resolution No. 2018-86, COA 39; Resolution No. 2018-87, COA 53 & 54; Resolution No. 2018-88, COA 66 & 67; Resolution No. 2018-89, COA 66 & 67.)

Modifications to Roadway Improvements

The NLP developer subsequently proposed to modify the original roadway improvements, based upon actual land uses, development square footage, and trip generation, and updated transportation plans for the SR-29 corridor.

On August 2, 2022, the City Council approved modifications to the roadway improvements required for both NLP and the Project. The City's approval is documented in the "Termination of Amended and Restated Improvement Agreement and First Amendment to Subdivision Improvement and Reimbursement Agreement," by and between the City and DWF IV NLP II, LLC. The modified roadway improvements, as shown on the approved plans, consist of:

1. At the intersection of SR-29 at South Kelly Road:
   -Southbound approach: construct 1 new right-turn lane
   -Eastbound approach: replace existing left-turn lane and through-right lane with 1 new left-turn lane, 1 new left-through lane, and 1 new right-turn lane;

2. At the intersection of South Kelly Road and Devlin Road:
   -Westbound approach: construct 1 new left-turn lane; and,

3. South Kelly Road, between Devlin Road and SR-29 intersections:
   -Westbound lane: construct new 2nd westbound lane
   -Center Lane: construct 1 new two-way left-turn lane.

The City approved an Initial Study/Addendum prepared by First Carbon Solutions, dated July 2022, which determined that the modified roadway improvements did not have any potential for new or more severe significant environmental impacts beyond what had already been identified and evaluated in the NLP Environmental Impact Report.

As noted above, the Project Approvals require the Project to pay its fair share of the roadway improvements *as proposed by NLP*. Therefore, NLP's modified roadway improvements are incorporated automatically into the Project Approvals, and are now the basis for the required fair share payment. In addition, City staff have authority to approve "minor changes" to the Project and its conditions of approval, provided the changes substantially comply with earlier approvals, comply with development standards, and do not materially affect adjacent private or public property. (*See, e.g.*, Reso. 2018-87, COA 2.) City staff have determined that updating the Project Approvals to reflect the modified roadway improvements constitutes a minor change, given that the City Council has already approved the modified roadway improvements, and that the actual construction of those improvements is not an obligation of the Project. For these reasons, no further approval is needed to substitute the modified roadway improvements into the Project Approvals, including for purposes of calculating fair share payments.

Fair Share Calculations

The City has prepared and approved fair share calculations for the road and sewer improvements, which are attached as Exhibit A. As shown in these calculations, the Project's fair share obligation is 5% for both the modified roadway improvements and the sewer improvements.

The total cost of the roadway improvements is $1,206,450.75 and the total cost of the sewer improvements is $6,710,227.41, as documented in the engineer's estimates and final costs on file with the City.

Therefore, the Project's fair share obligation is $60,322.54 for the roadway improvements and $335,511.37 for the sewer improvements, for a total obligation of **$395,833.91**. Payment of this amount to the City will fully satisfy the Project's fair share obligations and applicable conditions of approval.

Enclosure: Fair Share Calculations

Development Cost Share Split

Development	Trip Generation	% Trips	Sewer Demand (gpd)	% Sewer	Average New Project Demands	DA Cost Share 17%
Giovannoni	3888	0.66	29000	0.74	0.70	**12%**
NACC	2020	0.34	10000	0.26	0.30	**5%**

Cost of Sewer Improvement as of 1-4-23: $6,710,227.41

Cost of Road Improvements: $1,206,450.75

NACC Fair Share
Sewer Improvements = $335,511.37
Road Improvements = $60,322.54

[to be inserted] EXHIBIT C

SUBSEQUENT APPROVAL – MINOR MODIFICATION PL24-0016

[to be inserted]

EXHIBIT C

CITY OF AMERICAN CANYON
COMMUNITY DEVELOPMENT DEPARTMENT

Sent by Email to:
Steven Lay, stevenlay@g3enterprises.com
Jeff Leonhardt, jleonhardt@rmw.com
Paymon Fardanesh, pay@lmce.net

February 19, 2025

Steven Lay
G3 Enterprises
502 E Whitmore Ave
Modesto, CA 95358

Subject: Approval of the NACC Building E Minor Modification (AA2025-02/PL24-0016) at 920 Devlin Road, APN 057-090-086

Dear Steven Lay:

I am pleased to inform you that the Napa Airport Commerce Center (NACC) Minor Modification (PL24-0016) at 920 Devlin Rd, APN 057-090-086, is approved with conditions. The Napa Airport Commerce Center (NACC) site consists of five industrial buildings of approximately 284,540 SF on a 30.28-acre site in the Napa County Airport Industrial Area Specific Plan (NCAIASP). The Building E Modification consists of the following:

a. Modifies the dock layout.
b. Reduces the number of truck docks from 7 to 6.
c. Reduce the number of parking stalls from 82 to 68.
d. Add 13 trailer stalls to the north side.
e. Increases the building size from 52,956 SF to 54,210 SF (approximately 2.4% increase)
f. Changes to exterior elevations
g. Modifies the landscape plans

The goal of the changes is to increase the size of the building, develop more efficient vehicle circulation, and modernize the building facades.

In accordance with ACMC Section 19.45.030(D), approval of a minor modification must meet the following four findings.

1. The modification is in substantial conformity with the previously approved plan or permit, or if the change is substantive, that the revised project is equivalent to the original project design concept in terms of consistency with city design and development standards and policies.

The proposed modification changes the site parking layout, increases the building size by 2.4%, and changes the exterior facades. The orientation and use classification of the building remains the same. The project is in substantial conformance of the original project (PL14-0022) and the previous minor modification (PL20-0016).

2. The modification will not create impacts substantially different from those of the previously approved project.

The original project consisted of a 67,547 SF building with 98 parking spaces. In July 2020, the City approved a Minor Modification (PL20-0016) to the project and reduced the building to 52956 SF and reduced the parking spaces to a total of 82. The current modification proposes a 54,210 SF building with 68 parking spaces, which still has a smaller building and less parking spaces than the original approval. The modification will not create impacts substantially different from the approved project.

3. The granting of the modification will not be materially detrimental to the public health, safety, or welfare, or to property or residents in the vicinity.

The modification is a reduction in scale for the approved design. There are no indications of detrimental effects to people or property in the vicinity.

4. The proposed modification is consistent with the policies and exhibits contained in the general plan.

The modification is consistent with the general plan because the changes to the building size and parking spaces meet the design criteria for height, bulk, and lot coverage. The modified building size does not visually conflict with the character of the surrounding industrial business area. The updated architectural facades provide a modern look to the building, which will be consistent with the five buildings proposed in the NACC site.

Conditions of Approval

General

1. The applicant shall defend, indemnify, and hold harmless the City of American Canyon ("City"), its elected officials, officers, employees, attorneys, representatives, boards, commissions, consultants, volunteers and agents from and against all claims, actions, including actions to arbitrate or mediate, damages, losses, judgments, liabilities, expenses and other costs, or proceedings against the City, its elected officials, officers, employees, attorneys, representatives, boards, commissions, volunteers, or agents to attack, modify, set aside, void, or annul an approval, conditional approval, permit, entitlement, environmental document, environmental clearance, mitigation plan, or any other document or any of the proceedings, acts, or determinations taken, done, or made prior to granting of such approval, conditional approval, permit, entitlement, environmental clearance, environmental document, mitigation plan, or other documents, by the City, including, without limitation, an action against an advisory agency, appeal board, or legislative body within the applicable limitation period.

The obligation to defend, indemnify and hold the City harmless shall include the payment of all legal costs and attorney's fees (including a third party award of attorney's fees), arising out of, resulting from, or in connection with the City's act or acts leading up to and including approval of any environmental document or mitigation plan granting approvals to the applicant, incurred on behalf of, or by, the City, its elected officials, officers, employees, representatives, attorneys, boards, commissions, volunteers and agents in connection with the defense of any claim, action, or proceeding challenging the entire or a portion of an approval, conditional approval, permit, entitlement or any other document of any related claim.

The obligation to defend, indemnify, and hold the City harmless shall include, but not be limited to, the cost of preparation of any administrative record by the City, staff time, copying costs, court costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of a permit, approval, conditional approval, entitlement, environmental document, mitigation plan, environmental clearance, or any other document or approval related to the applicant's project.

The City will promptly notify the applicant of any claim, action, or proceeding and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or the City fails to cooperate fully in the defense, the applicant shall not be responsible to defend, indemnify, or hold harmless the City.

In the event a legal challenge to a City permit, approval, conditional approval, environmental document, environmental clearance, mitigation plan, entitlement or any other document, proceeding, determination, or action related to the applicant's project is successful, and an award of attorneys' fees is granted against the City, the applicant shall be responsible to timely pay the full amount of such an award.

2. The approval shall become effective on the expiration of the appeal period, ten (10) calendar days following the decision, unless an appeal is filed. An appeal may be filed with the Community Development Director by filling out an Appeal Form accompanied by a fee of $795.

3. The applicant is responsible for paying all charges related to the processing of this discretionary case application prior to the issuance of building or any other permits for this project. Failure to pay all charges shall result in delays in the issuance of required permits or the revocation of the approval of this application.

4. Prior to obtaining a building permit, all parties working on the project shall obtain a business license from the City.

Planning Division

5. The Community Development Director shall review any deviations from the approved permit. The project proposes a Minor Modification (PL24-0016) to NACC Building E. The modifications consist of the following:
    a. Modifies the dock layout.
    b. Reduces the number of truck docks from 7 to 6.
    c. Reduce the number of parking stalls from 82 to 68.
    d. Add 13 trailer stalls to the north side.
    e. Increases the building size from 52,956 SF to 54,210 SF
    f. Changes to exterior elevations
    g. Modifies the landscape plans

    The modifications are described in the site plan, landscaping plan, and architectural elevations shown in Exhibits A, B, and C. In the event the Community Development Director determines that the project is not in substantial conformance with the approval, the applicant shall submit a new application for a Design Permit or a Minor or Major Modification depending on which application is required by the zoning code.

6. All conditions of approval from Resolution 2018-86 (NACC Tentative Subdivision Map), Resolution 2018-88 (NACC Building E Design Permit), and Ordinance 2020-03 (NACC Development Agreement), remain in effect.

7. Prior to the effective date of the Minor Modification Permit, the applicant and property owner shall sign the agreement to the conditions of approval. The form is available as Exhibit D.

Building Division

8. Prior to construction of the Minor Modification improvements, the applicant shall obtain a building permit.

9. Prior to the final inspection, the applicant shall submit a letter of certification to the Building Official from the project architect certifying that all improvements have been constructed in accordance with the approved building plans.

10. Construction activities on the site shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. Work between the hours of 6:00 pm and 7:00 am and work on weekends and holidays requires prior written approval from the Building Official. If weekends and holiday work is approved construction and grading activities on the site shall be limited to between 8:00 a.m. to6:00 p.m. on Saturdays, and between 10:00 a.m. and 6:00 p.m. on Sundays and State and Federal holidays.

11. Recycling of Construction and Demolition Debris: Prior to issuance of a building permit, the applicant shall submit a plan for the diversion of at least 70 percent of the debris from the building demolition and construction. The plan shall include the qualified recycler that will be used, the methods of managing diversion of construction materials on site, and the proposed documentation that will be submitted to confirm that the diversion goal has been met.

12. Deferred Submittals: Prior to issuance of a building permit, the applicant shall submit a request to the Chief Building Official for any proposed deferred submittals on a form provided by the Building and Safety Division. The Deferred Submittal request shall include a justification for each proposed deferred submittal.

13. Accessibility: Prior to the final inspection, a Certified Access Specialist (CASp) shall submit a letter certifying that all improvements have been constructed in compliance with applicable state and federal accessibility standards.

14. NVUSD Developer Fees: Prior to issuance of each building permit, the applicant shall submit a Certificate of Compliance from the Napa Valley Unified School District (NVUSD). For more information contact NVUSD Developer Fees, link here: https://www.nvusd.org/doing-business-with-us/developerfees-clone .

Fire District

15. The buildings will be subject to the District's aerial apparatus impact fees as well as the fire impact fees due to the height of the buildings.

16. All Fire related underground piping and fire appurtenances shall be shown on the Civil plan submittal. In addition to the Civil plan submittal, at least (1) plan set under separate cover shall be submitted to American Canyon Building Division for routing to the American Canyon Fire Protection District detailing all underground piping and related fire appurtenances including but not limited to underground piping, underground sweep detail, underground trench details showing depth of burial, type of backfill, manufacturer's specifications of piping, valves joints, fittings and calculated size and locations of thrust blocks, hydrants locations (designate public or private), gate shut-off valves, PIV's, FDC's, fire pumps, fire pump and/or riser rooms.

17. Underground utility contractor, architect, and fire sprinkler contractor shall coordinate the location of risers and control valves prior to the issuance of a building permit.

18. An approved water supply capable of supplying the required fire flow for fire protection systems shall be provided to all premises upon which facilities or buildings are hereby constructed or moved into or within the City. Required fire flow and hydrant distribution shall be in accordance with Appendix B and C of the California Fire Code. Applicant shall demonstrate on plan submittal; square footage of each building on plan and provide the required fire flow information. Applicant shall demonstrate that the number and spacing of onsite fire hydrants meets with requirements of the California Fire Code. ***See sample below regarding fire flow and hydrant detail information needed.***

BUILDING FIRE FLOW REQUIREMENTS – CFC TABLES B105.2 & B105.1(2)
INFORMATION BELOW IS A SAMPLE AND FOR REFERENCE ONLY

Table B105.1(2) – Building size = 129, 600 square feet
Construction type = Type IIA
FF = 5,250 gpm at 20 psi
Duration = 4 hours

Table B105.2 – Fire sprinkler allowance = - 50%
5,250 – 2,625 = 2,625 gpm
FF = 2,625 gpm @ 20 psi
Duration = 2 hours

Table CC105.1 – Approximate number of hydrants = 3
Average spacing = 400 feet + 25% allowable increase = 500
Maximum distance from street or frontage = 225 feet = 50% allowable increase = 337.5

19. Fire Protection systems shall be installed in accordance with provisions set forth in the California Fire Code as amended by the American Canyon Fire Protection District and the applicable National Fire Protection Association Standard.

20. Fire Apparatus Access Roads shall be designed in accordance with provisions set forth in the California Fire Code Chapter 5 and Appendix D as amended by the American Canyon Fire Protection District and the applicable Public Works Standard.

21. Access roads shall be completed with all-weather surfaces prior to the stockpiling of combustible materials or beginning combustible construction. Fire apparatus access shall be provided to within 150 feet of the most remote portions of all building from an approved exterior route. If this cannot be achieved fire apparatus turn arounds will be needed.

22. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Vertical traffic calming in the form of speed pumps, humps or dips are prohibited along fire access roads without prior approval of the fire Code Official. The minimum width and clearances established in Section 503.2.1 shall be maintained at all times.

23. Where applicable improvement plan submittals for permit shall include locations of fire lane red curbing and fire lane signage. Please refer to and include City Public Works Standard FP-2A & 2B with plan submittals for permitting.

24. The City of American Canyon requires that a fire hydrant be in service within 250 feet of the furthest point of construction prior to the stockpiling of combustible materials for the beginning of construction.

25. Fire Department Connections (FDC) shall be located not more than 100 ft. from the nearest fire hydrant.

Public Works

26. Per CC Resolution 2018-86 Condition #37 a.2: Developer is required to install an 8-feet wide Class 1 multi-use path along the entire length of South Kelly Road frontage from Devlin Road to SR29. The Developer asked the City to include the Vine Trail portion within the Caltrans right-of-way with the South Kelly Road Improvements Project, TR23-0200, as a reimbursable item. The Developer will reimburse the City for the cost of the portion of the Vine Trail within the Caltrans right-of-way, including engineering, permitting and construction. Prior to approval of the Improvement Plans, Developer shall enter into a reimbursement agreement with the City.

27. Per CC Resolution 2018-86 Condition #37 b: Developer is required to install a 12" recycled water main from the end of the existing recycled water main in Devlin Road extending within South Kelly Road to the frontage of Lot 1. Developer asked the City to include the installation of the 12" recycled water main with the South Kelly Road Improvements Project, TR23-0200, as a reimbursable item. Developer will reimburse the City for the cost of the 12" recycled water main installation, including engineering, permitting and construction. Prior to approval of the Improvement Plans, Developer shall enter into a reimbursement agreement with the City.

28. Driveways do not conform to City Standard Drawing #3.11. A Design and Construction Exception approval shall be obtained prior to submittal of the Improvement Plans.

29. Prior to recordation of the Final Map, Lot E shall convey all private reciprocal easements with Lot D and Lot G for the construction, use and/or maintenance of roads or other access, pedestrian access, drainage facilities, utilities and post-construction storm water management facilities on the Final Map or by separate easements.

30. Prior to recordation of the Final Map, Lot E shall establish a Shared Maintenance Agreement with Lot D and Lot G for the long term and ongoing maintenance and operation of all shared private improvements. Specifically, the parcel owners shall be responsible for the ongoing maintenance and operation of all onsite stormwater quality facilities, shared storm drains, and shared access roads. The Shared Maintenance Agreement shall be prepared to run with the land of each parcel. The Shared Maintenance Agreement shall be submitted to the City for review and approval prior to recordation.

We look forward to working with you on this project. Should you have any questions, please contact me by e-mail at whe@americancanyon.gov , or by phone at 707-647-4337.

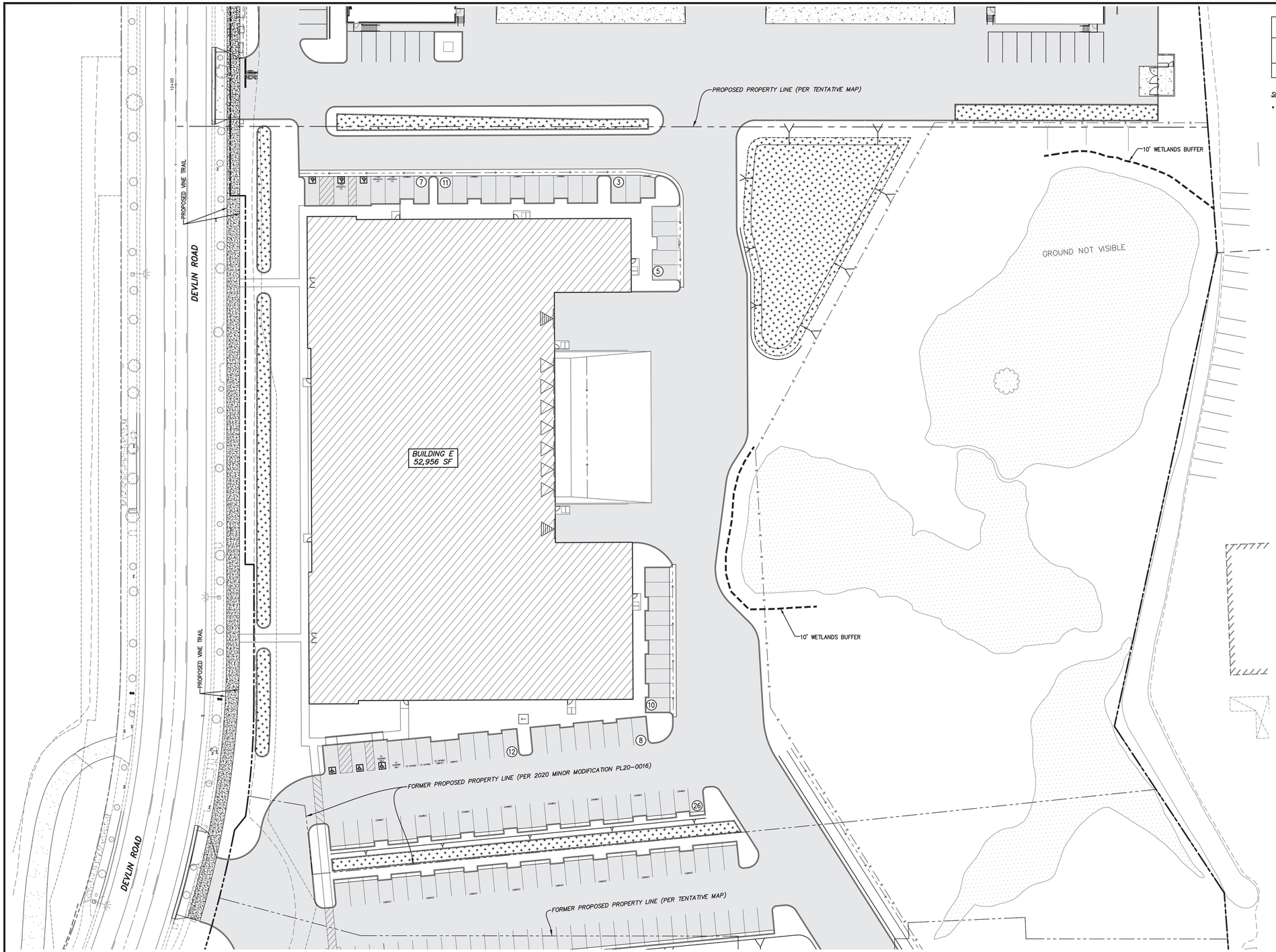
Sincerely,

City of American Canyon

William He, AICP
Senior Planner, Community Development Department

Attachments:
1. Exhibit A: Project Site Plan
2. Exhibit B: Landscaping Plan
3. Exhibit C: Architectural Plan
4. Exhibit D: Confirmation of Conditions of Approval

EC: Project Review Committee
File



APPROVED PARKING							
STANDARD	COMPACT	COMPACT EV CAPABLE	ACCESSIBLE	ACCESSIBLE EV CHARGING ONLY	STANDARD EV CHARGING ONLY	STANDARD EV CAPABLE	TOTAL
49	21	1	4 (1 VAN)	2 (1 VAN)	3	2	82

SITE PLAN NOTES:

- EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.

Attachment 1:
PL24-0016 NACC Bldg E MM - Site Plans

City of American Canyon
Planning Division Approval
2/19/2025
Authorized Signature Date

0 15 30 60
LM
SCALE: 1"=30'

SHEET INDEX

No.	TITLE
1	APPROVED SITE PLAN (PL20-0016)
2	PROPOSED SITE PLAN (PL24-0016)
3	GRADING PLAN
4	GRADING PLAN
5	UTILITY PLAN
6	SECTIONS
7	PROPOSED FIRE PLAN
8	DRIVEWAY VARIANCE PLAN
9	DRIVEWAY VARIANCE PLAN
L1.1	PRELIMINARY LANDSCAPE PLAN

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602
BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117
REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION FOR
NAPA AIRPORT CORPORATE CENTER BUILDING E
920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

APPROVED SITE PLAN (PL20-0016)

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

1
SHEET 1 OF 10

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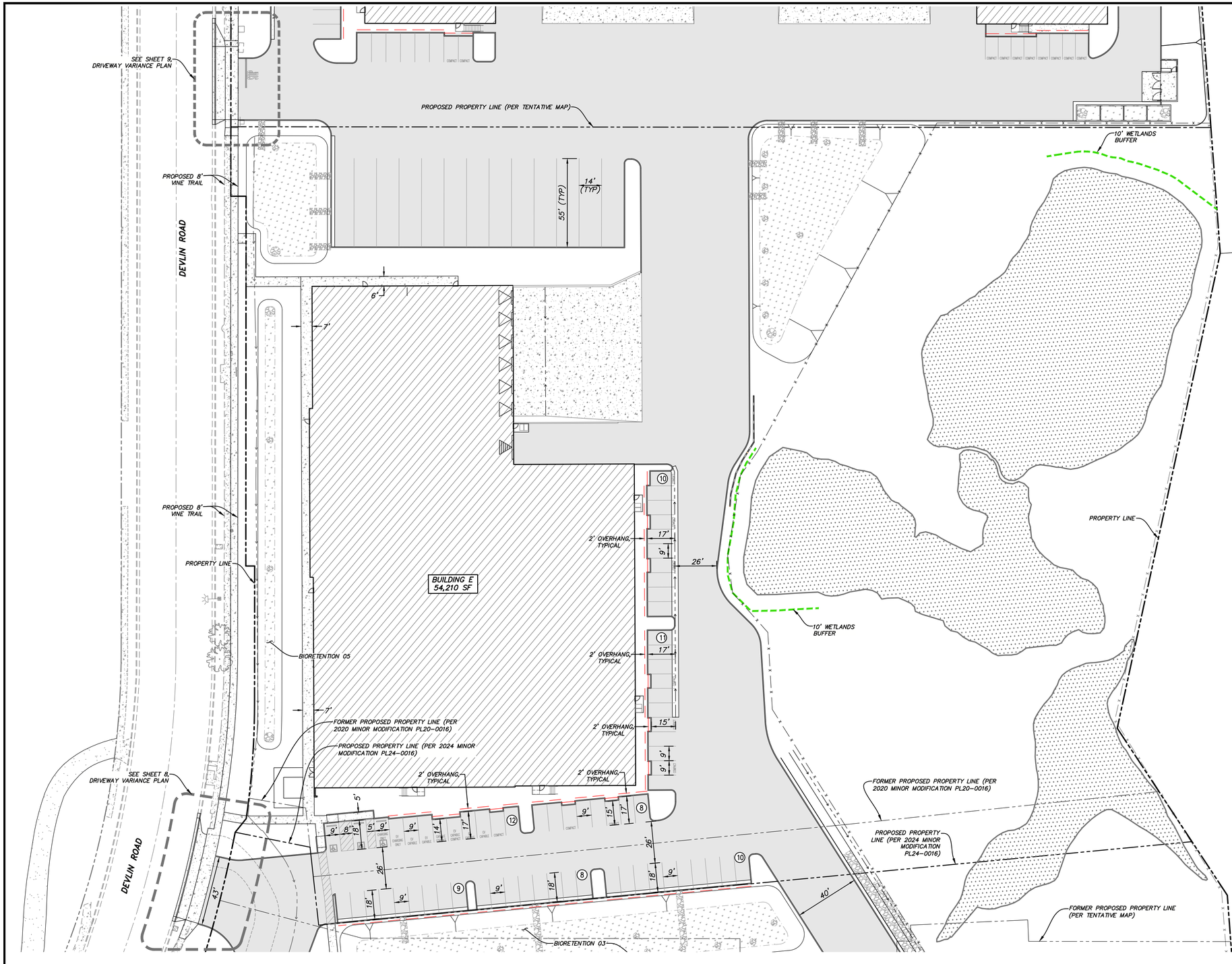

PARKING REQUIREMENTS	
BUILDING	E
WAREHOUSING/STORAGE SF	53,210
REQUIRED STALLS (SEE NOTE 1)	37
OFFICE SPACE SF	1,000
REQUIRED STALLS (SEE NOTE 2)	4
TOTAL STALLS REQUIRED	41

NOTES:
1. 1 STALL PER 1,000 SF OF FIRST 20,000 SF, PLUS 1 PER 2,000 SF THEREAFTER.
2. 1 STALL PER 300 SF.

PROPOSED PARKING							
STANDARD	COMPACT	COMPACT EV CAPABLE	ACCESSIBLE	ACCESSIBLE EV CHARGING ONLY	STANDARD EV CHARGING ONLY	STANDARD EV CAPABLE	TOTAL
49	9	2	2 (1 VAN)	1	1	4	68

SITE PLAN NOTES:

- EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.

0 15 30 60
LM
SCALE: 1"=30'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING E
920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

PROPOSED SITE PLAN (PL24-0016)

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

2
SHEET 2 OF 10

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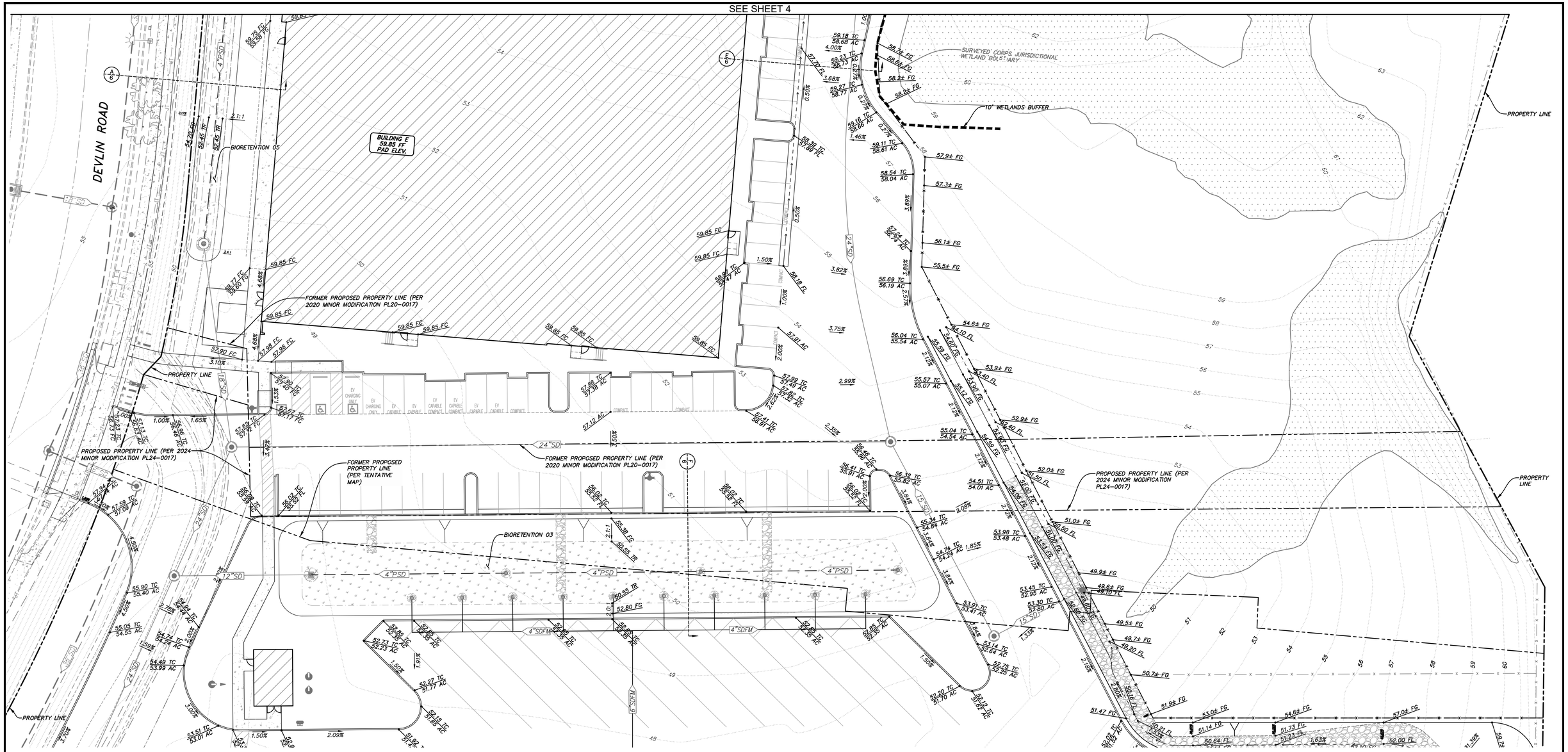
SEE SHEET 4



GRADING LEGEND:

-R--R--R--R-- – PROPOSED RIDGE LINE

——→-- – PROPOSED PAVEMENT FLOW LINE

60.50 TC / 60.00 AC – PROPOSED ELEVATION (DESCRIPTIONS AS LISTED BELOW)
TC: TOP OF CURB
FF: FINISHED FLOOR
FL: FLOW LINE
AC: ASPHALTIC CONCRETE
FG: FINISHED GROUND

– PROPOSED BIORETENTION FACILITY

GENERAL NOTES:

1. TOP OF CURB (TC) = 0.5' + PAVEMENT ELEVATION (AC), FLOWLINE ELEVATION (FL), OR CONCRETE ELEVATION (FC), UNLESS OTHERWISE NOTED.
2. ALL ACCESSIBLE PARKING/LOADING AREAS SHALL HAVE NO MORE THAN 1.5% MAXIMUM SLOPE IN ANY DIRECTION.
3. ALL ACCESSIBLE PATHS OF TRAVEL SHALL BE CONTINUOUSLY ACCESSIBLE, HAVING A MAXIMUM 1/2" ABRUPT CHANGE IN ELEVATION, A MAXIMUM 5% SLOPE (IN THE DIRECTION OF TRAVEL) OR CURB RAMP AS NECESSARY, A MAXIMUM CROSS SLOPE OF 1.5%, AND A MINIMUM WIDTH OF 48". IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT RAMPS AND ACCESSIBLE PATHS OF TRAVEL MEET THESE REQUIREMENTS. ANY RAMPS FOUND OUT OF COMPLIANCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

SCALE: 1"=20'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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MINOR MODIFICATION FOR
NAPA AIRPORT CORPORATE CENTER BUILDING E
920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

GRADING PLAN

SCALE 1"=20'
DATE: 01-08-2024
JOB NO. 4775-1

3
SHEET 3 OF 10

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GRADING LEGEND:

- -R- -R- -R- -R- – PROPOSED RIDGE LINE
- ——→ – – —— – PROPOSED PAVEMENT FLOW LINE
- 60.50 TC / 60.00 AC → – PROPOSED ELEVATION (DESCRIPTIONS AS LISTED BELOW)
  - TC: TOP OF CURB
  - FF: FINISHED FLOOR
  - FL: FLOW LINE
  - AC: ASPHALTIC CONCRETE
  - FG: FINISHED GROUND
- – PROPOSED BIORETENTION FACILITY

GENERAL NOTES:

1. TOP OF CURB (TC) = 0.5' + PAVEMENT ELEVATION (AC), FLOWLINE ELEVATION (FL), OR CONCRETE ELEVATION (FC), UNLESS OTHERWISE NOTED.
2. ALL ACCESSIBLE PARKING/LOADING AREAS SHALL HAVE NO MORE THAN 1.5% MAXIMUM SLOPE IN ANY DIRECTION.
3. ALL ACCESSIBLE PATHS OF TRAVEL SHALL BE CONTINUOUSLY ACCESSIBLE, HAVING A MAXIMUM 1/2" ABRUPT CHANGE IN ELEVATION, A MAXIMUM 5% SLOPE (IN THE DIRECTION OF TRAVEL) OR CURB RAMP AS NECESSARY, A MAXIMUM CROSS SLOPE OF 1.5%, AND A MINIMUM WIDTH OF 48". IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT RAMPS AND ACCESSIBLE PATHS OF TRAVEL MEET THESE REQUIREMENTS. ANY RAMPS FOUND OUT OF COMPLIANCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

0 10 20 40
LM SCALE: 1"=20'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING E
920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

GRADING PLAN

SCALE 1"=20'
DATE: 01-08-2024
JOB NO. 4775-1

4
SHEET 4 OF 10

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DEVLIN ROAD

PROPOSED PROPERTY LINE (PER TENTATIVE MAP)

PROPOSED 8' VINE TRAIL

PROPOSED 8' VINE TRAIL

IRRIGATION SERVICE FOR LANDSCAPING AT BUILDING E

BUILDING E
54,210 SF

PROPERTY LINE

BIORETENTION 05

NON-POTABLE WATER SERVICE FOR BUILDING E

DOMESTIC WATER SERVICE FOR BUILDING E

FORMER PROPOSED PROPERTY LINE (PER 2020 MINOR MODIFICATION PL20-0016)

PROPOSED PROPERTY LINE (PER 2024 MINOR MODIFICATION PL24-0016)

FIRE SERVICE FOR FIRE LOOP

BIORETENTION 03

10' WETLANDS BUFFER

PROPERTY LINE

10' WETLANDS BUFFER

FORMER PROPOSED PROPERTY LINE (PER 2020 MINOR MODIFICATION PL20-0016)

PROPOSED PROPERTY LINE (PER 2024 MINOR MODIFICATION PL24-0016)

FORMER PROPOSED PROPERTY LINE (PER TENTATIVE MAP)

0 15 30 60

LM SCALE: 1"=30'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING E
920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

UTILITY PLAN

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

5
SHEET 5 OF 10

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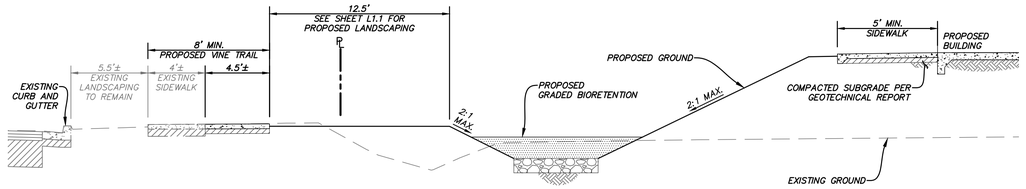
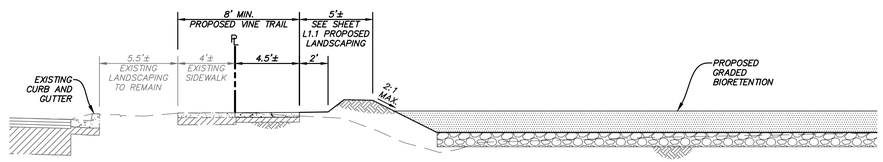
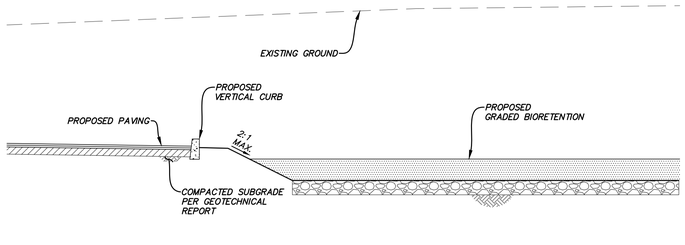


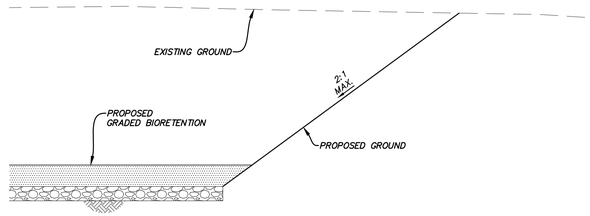
A DEVLIN ROAD AT BUILDING E
NTS



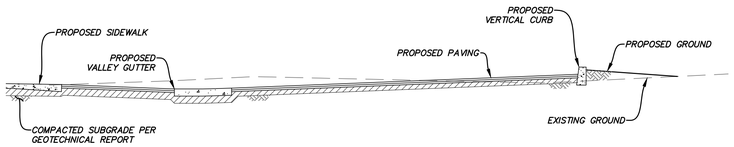
B BIORETENTION FACILITY AT DEVLIN ROAD
NTS



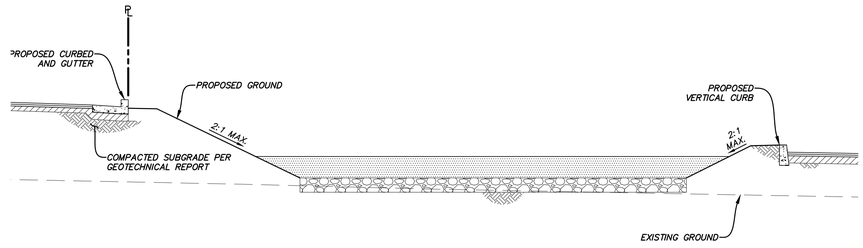
C BIORETENTION FACILITY NORTHEAST OF BUILDING E
NTS



D EAST EDGE OF POND NORTHEAST OF BUILDING E
NTS



E EAST DRIVE AISLE OF BUILDING E
NTS



F BIORETENTION FACILITY BETWEEN BUILDINGS E & G
NTS

REV.	DATE	DESCRIPTION	BY	APP'D.

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING E
920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

SECTIONS

SCALE AS SHOWN
DATE: 01-08-2024
JOB NO. 4775-1

6
SHEET 6 OF 10

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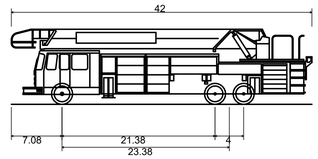

City of Napa Ladder Truck	
Overall Length	42.000ft
Overall Width	10.000ft
Overall Body Height	10.495ft
Min Body Ground Clearance	0.925ft
Track Width	8.360ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	41.20°

DEVLIN ROAD

PROPOSED 8' VINE TRAIL

PROPOSED PROPERTY LINE (PER TENTATIVE MAP)

PROPERTY LINE

BUILDING E
54,210 SF

BIORETENTION 05

2"RW
3"WS

10' WETLANDS BUFFER

PROPOSED PROPERTY LINE
(PER 2024 MINOR MODIFICATION PL24-0016)

BIORETENTION 03

35'

10'F

8'F

26'

43'

40'

0 15 30 60
SCALE: 1"=30'

DESIGNED BY PF	REV.	DATE	DESCRIPTION	BY	APP'D.
DRAWN BY JB					
CHECKED BY PDC					

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602
BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117
REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING E
920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

PROPOSED FIRE PLAN

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

7
SHEET 7 OF 10

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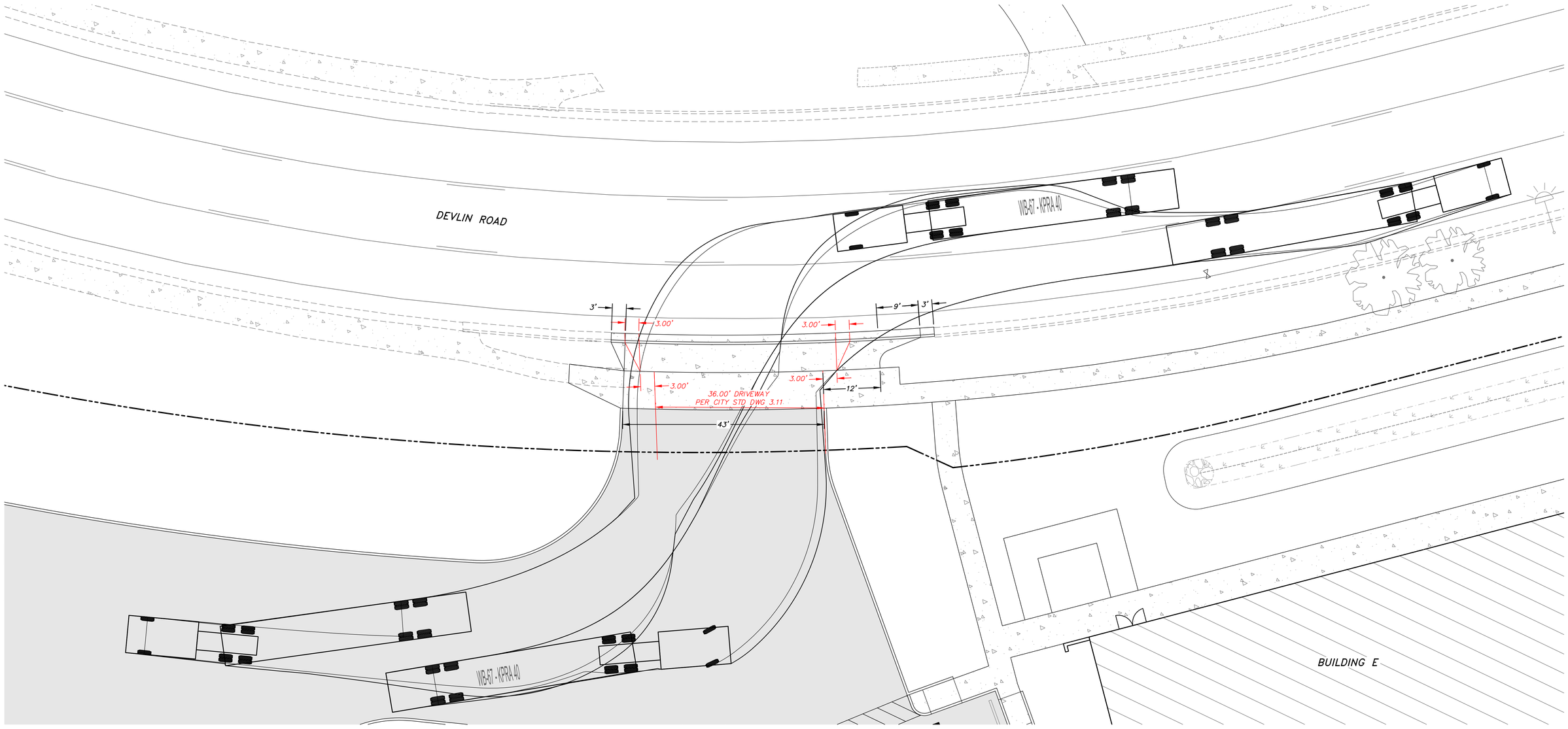
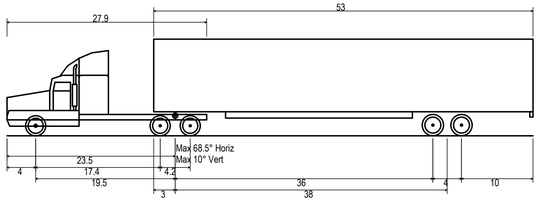




WB-67 - KPRA 40	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

VARIANCE REQUEST:
APPLICANT REQUESTS A VARIANCE TO COMMERCIAL CURB CUTS & DRIVEWAY REGULATIONS (STANDARD DWG. # 3.11) TO ACCOMMODATE TRUCK TURN MOVEMENTS.

0 5 10 20
SCALE: 1"=10'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING E
920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

DRIVEWAY VARIANCE PLAN

SCALE 1"=10'
DATE: 01-08-2024
JOB NO. 4775-1

8
SHEET 8 OF 10

X:\Land Projects\4775-1\dwg\4775-1_E-MM_07.dwg

DEVLIN ROAD

12+00

13+00

14+00

WB-67 - KPRA 40

3.00'

3.0'

3.00'

14.5'

3.0'

45.50'

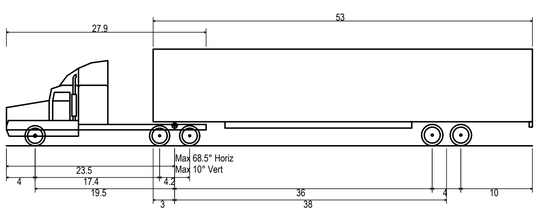
36.00' DRIVEWAY
PER CITY STD. DWG. 3.11

3.00'

3.00'

STOP

BUILDING D



WB-67 - KPRA 40

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

VARIANCE REQUEST:
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0 5 10 20
SCALE: 1"=10'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING E

920 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

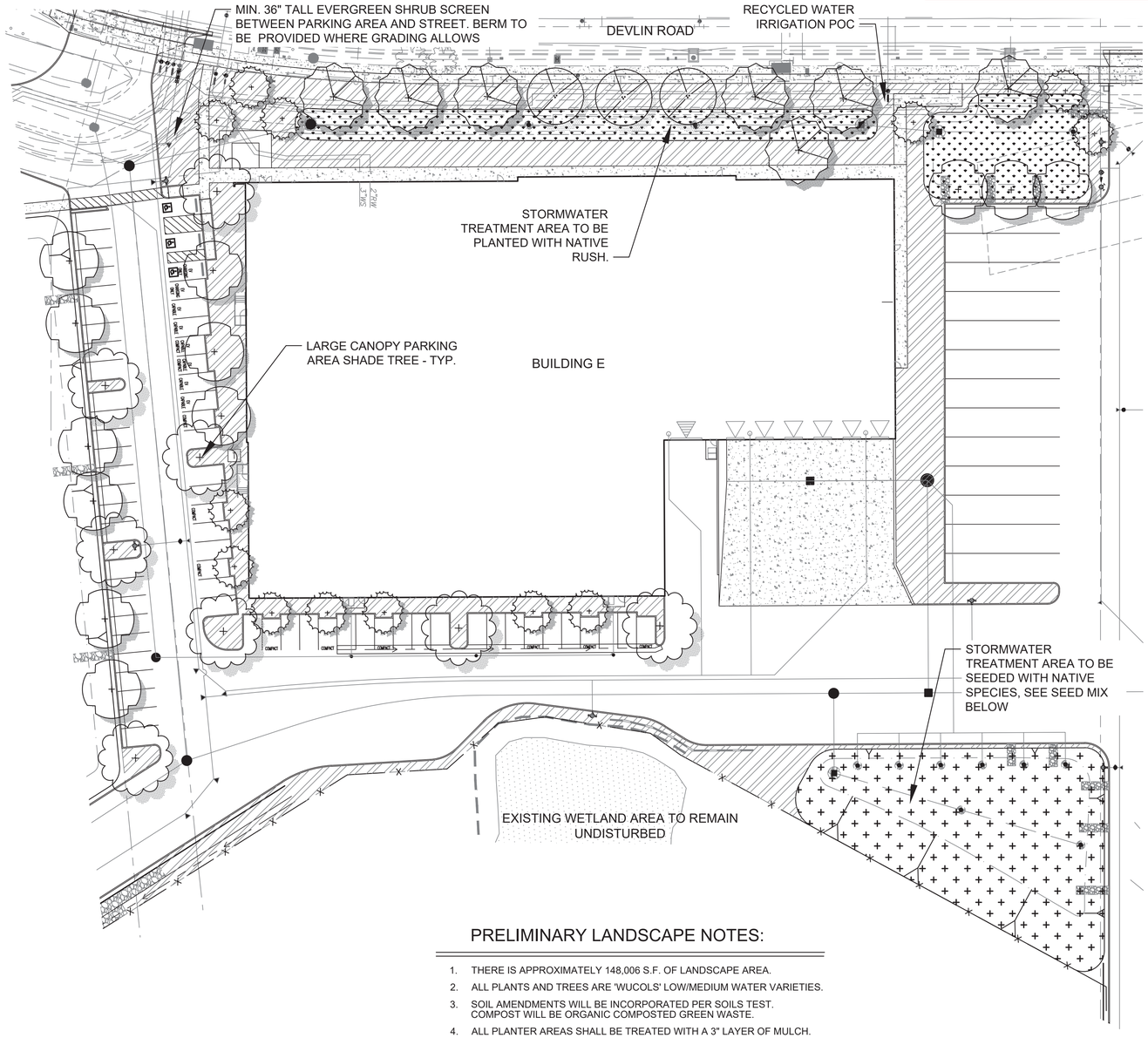
DRIVEWAY VARIANCE PLAN

SCALE 1"=10'
DATE: 01-08-2024
JOB NO. 4775-1

9
SHEET 9 OF 10

X:\Land Projects\4775-1\dwg\4775-1_E-MM_09.dwg

Attachment 2:
PL24-0016 NACC BLDG E MM -
Landscape Plans



LANDSCAPE PLANT LIST:

PLANT LIST: WATER REGIME PLANT FACTOR REFERENCED ARE PER WUCOLS IV - ZONE 1
MATURE HABIT PER SUNSET WESTERN GARDEN BOOK

TREES

no.	NATIVE	BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME HYDROZONE	MATURE HABIT H X W
		Laurus nobilis 'Saratoga'				
	X	LAURUS NOBILIS 'SARATOGA'	SARATOGA BAY LAUREL STD. TRUNK	15 GAL.	LOW	25' X 25'
		LAGERSTROEMIA F. 'CATAWBA'	CREPE MYRTLE	15 GAL.	LOW	15' X 15'
		PISTACIA CHINENSIS	CHINESE PISTACHE	15 GAL.	LOW	40' X 35'
		METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	15 GAL.	LOW	30' X 30'
		QUERCUS SUBER	CORK OAK	15 GAL.	LOW	60' X 50'
	X	QUERCUS WIZLIZENII	INTERIOR LIVE OAK	15 GAL.	LOW	45' X 50'

GROUND COVER

					SPACING
	COPROSMA P. 'VERDE VISTA'	MIRROR PLANT	1 GAL.	LOW	36" O.C.
X	CEANOTHUS G.H. 'YANKEE POINT'	CALIFORNIA LILAC	1 GAL.	LOW	36" O.C.

SHRUBS

X	ARCTOSTAPHYLOS 'JOHN DOURLEY'	MANZANITA	5 GAL.	LOW	
	BERBERIS AUTROPURPUREA	JAPANESE PURPLE BARBERRY	5 GAL.	LOW	
	CEANOTHUS CONCHA	CALIFORNIA LILAC	5 GAL.	LOW	
X	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL.	LOW	
	LOROPETALUM RAZZLEBERRI	RAZZLEBERRY	5 GAL.	MEDIUM	
	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL.	LOW	
	NERIUM O. 'PETITE RED'	DWARF RED OLEANDER	5 GAL.	LOW	
	MISCANTHUS 'YAKU JIMA'	EULALIA GRASS	5 GAL.	MEDIUM	
	PHOTINIA FRASERI	FRASER PHOTINIA	5 GAL.	MEDIUM	
	RHAPHIOLEPIS I. 'PINK LADY'	INDIAN HAWTHORNE	5 GAL.	LOW	
	ROSA 'RED CARPET'	RED CARPET ROSE	2 GAL.	MEDIUM	
	PHORMIUM RUBRA	PURPLE FLAX	5 GAL.	MEDIUM	
	TULBAGHIA VIOLACEA	SOCIETY GARLIC	1 GAL.	LOW	
X	SALVIA GREGGII 'PURPLE'	AUTUMN SAGE	5 GAL.	LOW	
	VIBURNUM 'SPRING BOUQUET'	COMPACT LAURUSTINUS	5 GAL.	LOW	
	XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	5 GAL.	LOW	

STORMWATER TREATMENT PLANTING

					SPACING
X	JUNCUS PATENS 'ELK BLUE'	ELK BLUE CALIFORNIA GRAY RUSH	1 GAL	LOW	36" O.C.
X	NATIVE SEED MIX SEE BELOW NON IRRIGATED	MFG. PACIFIC COAST SEED			

Preliminary MAWA

LA= 32,625 s.f.
SLA = 0 s.f.
ETo= 45.8 inches/year

MAWA = (ETo) x 0.62) x ((0.7xLA)+(0.3xSLA))
MAWA = 509,531 gallons per year

Preliminary ETWU

LA= 32,625 s.f.
SLA = 0 s.f.
ETo= 45.8 inches/year

ETWU = (ETo) x 0.62) x ((PFxHA/IE)+SLA))
ETWU = 343,118 gallons per year

PRELIMINARY LANDSCAPE NOTES:

1. THERE IS APPROXIMATELY 148,006 S.F. OF LANDSCAPE AREA.
2. ALL PLANTS AND TREES ARE 'WUCOLS' LOW/MEDIUM WATER VARIETIES.
3. SOIL AMENDMENTS WILL BE INCORPORATED PER SOILS TEST. COMPOST WILL BE ORGANIC COMPOSTED GREEN WASTE.
4. ALL PLANTER AREAS SHALL BE TREATED WITH A 3" LAYER OF MULCH.
5. THERE IS 12 % LANDSCAPE AREAS WITHIN THE PARKING AND CIRCULATION AREA.
6. THERE ARE 68 PARKING STALLS AND 23 SHADE TREES. 1 TREE PER 3 STALLS = 23 TREES.

PRELIMINARY IRRIGATION NOTES:

A FULLY AUTOMATIC IRRIGATION SYSTEM THAT MEETS THE CURRENT WATER EFFICIENT LANDSCAPE ORDINANCE REQUIREMENTS SHALL BE INSTALLED INCLUDING THE FOLLOWING:

1. AN 'ET' SMART CONTROLLER AND 'ET' SENSOR SHALL BE USED FOR WEATHER BASED IRRIGATION CONTROL.
2. A MASTER VALVE AND FLOW SENSOR SHALL BE INSTALLED IN THE SYSTEM.
3. ALL PLANTER AREAS SHALL BE IRRIGATED WITH PLACE-DRIP IRRIGATION.
4. TREES SHALL RECEIVE DEEP WATERING BUBBLERS.
5. 'WELO' DOCUMENTATION SHALL BE SUBMITTED WITH LANDSCAPE IMPROVEMENTS PLANS (CONSTRUCTION DOCUMENTS).
6. SEE RECYCLED WATER NOTES TO THE RIGHT

LANDSCAPE CALCULATIONS:

Total Site Area	269,802	s.f.
Total Landscape Area	148,006	s.f.
Landscape % of overall site	55	%
Landscape Planting Area Provided	24,675	s.f.
Irrigated Bio-Retention	7,950	s.f.
Non-irrigated Bio-Retention	10,718	s.f.
Existing Wetland Area to Remain Undisturbed	104,663	s.f.
Landscape Totals	148,006	s.f.

PRELIMINARY RECYCLED WATER NOTES

1. MAINLINE, QUICK COUPLERS AND VALVE BOX LIDS, AND PIPING SHALL HAVE RECYCLED WATER SYMBOL AND WARNING.
2. THE IRRIGATION SYSTEM SHALL MEET ALL CITY REQUIREMENTS FOR RECYCLED WATER.
3. A WATER METER IS REQUIRED FOR FOR RECYCLED WATER IRRIGATION CONNECTION PER INDIVIDUAL SYSTEMS
4. WARNING TAGS SHALL BE PURPLE PLASTIC AND BEAR THE WORDS "RECYCLED WATER" ON EACH SIDE (ONE IN ENGLISH, THE OTHER SIDE SPANISH)
5. WARNING TAGS SHALL BE INSTALLED ON THE WATER METER, BACKFLOW PREVENTER , VALVES, AND EXPOSED PIPING OF ALL RECYCLED WATER SYSTEMS PER THE CITY GUIDELINES: ANGLE STOP, METER AND BACKFLOW ARE PAINTED PURPLE.
6. ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT VERSION OF "GUIDELINES FOR THE USE OF RECYCLED WATER" AVAILABLE BY WATER PURVEYOR.
7. THE IRRIGATION SHALL BE INSTALLED TO PREVENT RUNOFF AND PONDING. OVER SPRAY OR WIND DRIFT ONTO PAVING AREAS IS NOT PERMITTED. THE SITE WILL BE REQUIRED TO PASS A 'SPRINKLER COVERAGE TEST' ADMINISTERED BY CITY STAFF TO ENSURE RECYCLED WATER REMAINS IN AUTHORIZED USE AREAS ONLY. PROVIDE A MINIMUM OF 48 HOURS NOTICE WHEN CONTACTING THE CITY TO SCHEDULE THIS TEST.
8. ANY CONNECTIONS BETWEEN THE POTABLE WATER AND RECYCLED WATER ARE PROHIBITED.
9. THE CITY BUILDING DIVISION MUST BE NOTIFIED FOR INSPECTION AT LEAST 24 HRS. PRIOR TO BACK FILL OF THE POINT OF CONNECTION. CERTIFICATE OF FINAL COMPLETION SHALL BE SUBMITTED TO THE BUILDING INSPECTOR PRIOR TO FINAL OCCUPANCY.
10. SUBSTANTIAL CHANGES TO THE APPROVED PLANS SHALL BE SUBMITTED TO THE 'BUILDING AND WATER RESOURCE DIV.' FOR RE-APPROVAL AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION.
11. IDENTIFICATION FOR RECYCLED WATER APPLIES TO ALL PIPING, MAINLINES AND LATERALS. QUICK COUPLING VALVES SHALL HAVE PURPLE LOCKING LIDS. ALL VALVES TO BE INSTALLED IN PURPLE VALVE BOXES. DEPTH OF COVER SHALL BE AT LEAST 24" FOR MAINLINES.
12. A MINIMUM OF 10' HORIZONTAL SEPARATION BETWEEN POTABLE WATER AND RECYCLED WATER PIPING IS REQUIRED. AT CROSSINGS, RECYCLED WATER CONSTANT PRESSURE MAINS SHALL BE AT LEAST 12" BELOW POTABLE WATER PIPES WITHIN A 10' HORIZONTAL DISTANCE. LATERAL PIPING MAY CROSS ABOVE POTABLE WATER WITHIN A MINIMUM OF 12" CLEARANCE.
13. WHERE PIPE SLEEVES ARE USED, EITHER THE SLEEVE OR INTERIOR PIPE MUST BE IDENTIFIED AS RECYCLED WATER. IDENTIFICATION TAPE OR PURPLE COLORED PIPE IS PERMITTED ON THE SLEEVE. INTERIOR PIPE MUST BE PURPLE PIPE.
14. PURPLE PIPE SHALL NOT BE STORED IN DIRECT SUNLIGHT.
15. ALL IRRIGATION HEADS TO BE MARKED WITH RECYCLED WATER IDENTIFICATION CAPS.
16. HOSE BIBBS SHALL NOT BE USED.

STORMWATER TREATMENT BASIN SEED MIX

48 LBS. PER ACRE PACIFIC COAST SEED

APPLY COMPACT BIO SWALE MIX VIA HYDROSEED AT THE FOLLOWING RATES:
BIO SWALE SEE MIX - 48/LBS. PER ACRE
MULCH - 2,000 LBS PER ACRE
M-BINDER TACKIFIER - 180 LBS. PER ACRE

FESTUCA RUBRA, MOLATE FESCUE
ACHILLEA MILLEFOLIUM, COMMON YARROW
CAREX BARBAREA, SANTA BARBARA SEDGE
OENETHERA HOOKERI, HOOKER'S EVENING PRIMROSE

0 15 30 60
Scale 1" = 30 ft
sheet size = 24" x 36"

BEFORE EXCAVATING CALL: 811
48-HOURS BEFORE ALL PLANNED WORK OPERATIONS
811
Know what's below.
Call before you dig.

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive Reno, NV.
p: 775 829 1364 email: bhatch00@charter.net

Napa Airport Corporate Center Building 'E'

920 Devlin Road American Canyon, CA 94508

ISSUE	DATE
--	--.--.--

LICENSED LANDSCAPE ARCHITECT
BARBARA M. HATCH
No. 4511
Expiration Date
12-31-25
Renewal Date
1-6-24
STATE OF CALIFORNIA

OWNERSHIP AND USE OF DOCUMENTS
All Drawings, Specifications and copies thereof furnished by Green Design Landscape Architecture are and shall remain its property. They are to be used only with respect to this Project and are not to be used on any other project. Submission or distribution to meet official regulatory requirements or for purposes in connection with the Project is not to be construed as publication in derogation of Green Design Landscape Architecture, common law copyright or other reserved rights.

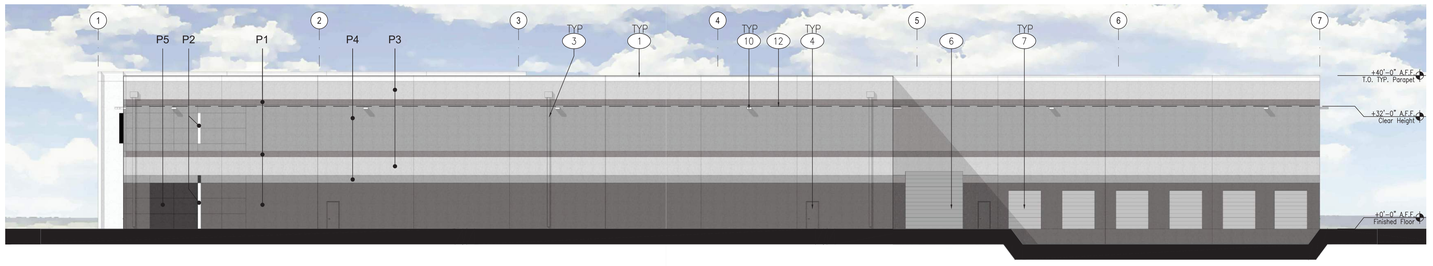
Approved	bh		
Drawn	kh	Reviewed	bh
Project No.	--.--.--		
Scale	---	Issue Date	--.--.--

Preliminary Landscape Plan

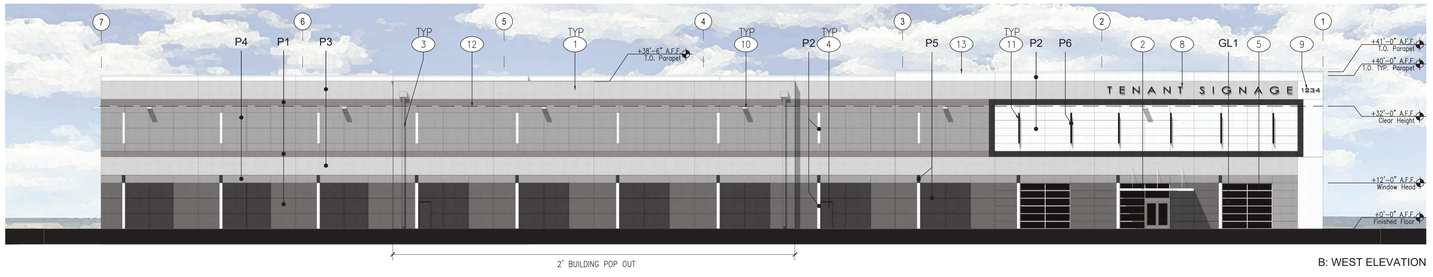
L1.1

Attachment 3:
PL24-0016 NACC BLDG E MM - Exterior Elevations

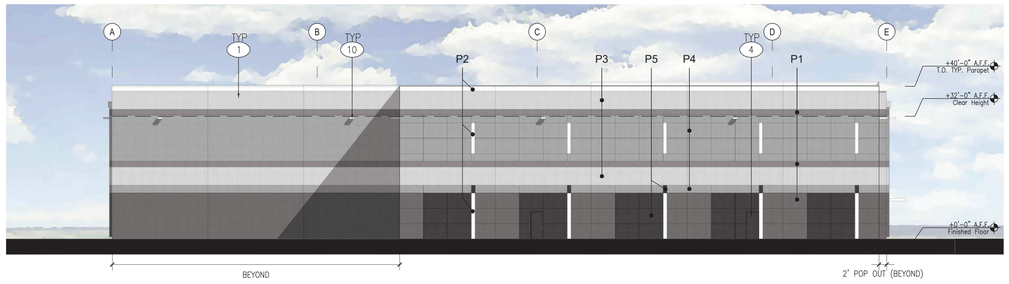
City of American Canyon
Planning Division Approval
2/19/2025
Authorized Signature Date



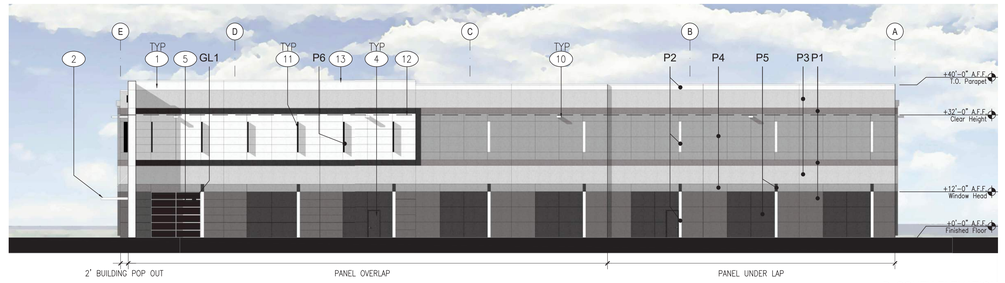
A: EAST ELEVATION



B: WEST ELEVATION



D: NORTH ELEVATION



D: SOUTH ELEVATION

E: PERSPECTIVE VIEW OF MAIN ENTRY

0' 8' 16' 32'

EXTERIOR ELEVATIONS
SCALE: 1/16" = 1'-0"
1

FINISH LEGEND:

- GL1 : 1" DUAL GLAZED INSULATING UNITS IN ALUMINUM FRAMES
  OUTSIDE PANE: VITRO GRAYLITE II 1/4" THICK DARK GRAY VISION GLAZ.
  INSIDE PANE: CLEAR FLOAT 1/4" GLASS
  FRAMES: THERMALLY BROKEN CLEAR ANODIZED ALUMINUM FRAMES
- P1: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7067 CITYSCAPE
- P2: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7008 ALABASTER
- P3: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7016 PASSIVE
- P4: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7660 EARL GREY
- P5: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7069 IRON ORE
- P6: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW6990 CAVIAR

KEYNOTES:

1. TYPICAL SITE CAST, CONCRETE TILT-UP PANELS WITH 3/4" REVEALS AND A MULTI COLOR COATING SYSTEM.
2. PAINTED STEEL ENTRY CANOPY
3. METAL SURFACE MOUNTED SCUPPERS AND DOWNSPOUTS. PAINT TO MATCH ADJACENT PANEL COLOR.
4. TYPICAL 3' X 7' STEEL MAN DOOR WITH LIGHT FIXTURE CENTERED OVER DOOR. PAINT TO MATCH ADJACENT PANEL COLOR.
5. TYPICAL WINDOW SYSTEM: DUAL PANE GLAZING IN 2" x 4" (NOMINAL) THERMALLY BROKEN, CLEAR ANODIZED ALUMINUM FRAMES. GLAZING TO BE TINTED WITH LOW-E COATING. STOREFRONT DOORS TO MATCH WINDOW SYSTEM.
6. 15' X 15' GRADE LEVEL O.H. SECTIONAL ROLL UP DOOR
7. 8'-6" X 10' DOCK LEVEL O.H. SECTIONAL ROLL UP DOOR
8. TENANT SIGNAGE: UNDER SEPARATE PERMIT AT TIME OF TENANT IMPROVEMENTS
9. ADDRESS SIGNAGE PER BUILDING, FIRE, AND SHERIFF DEPT REQUIREMENTS.
10. SURFACE MOUNTED LIGHT FIXTURE.
11. SURFACE MOUNTED BENT PLATE STEEL OR ALUMINUM 'ACCENT FINS'. PAINT AS SPECIFIED.
12. DASHED LINE INDICATES INTERNAL CLEAR HEIGHT.
13. FUTURE ROOF MOUNTED HVAC EQUIPMENT TO BE SCREENED FROM VIEWS FROM THE PUBLIC ROAD WAYS. SCREENING TO BE ACCOMPLISHED VIA THE BUILDING PARAPET OR A MECHANICAL SCREEN AS DEEMED NECESSARY BY THE PLANNING DEPARTMENT AT THE TIME WHEN THE FUTURE EQUIPMENT IS LOCATED AND SIZED.
14. STEEL DOCK STAIRS. PAINT AS SPECIFIED.

RMW
RMW Architecture Interiors
1718 Third Street
Suite 101
Sacramento
California 95811
Office
916 449-1400
rmw.com

OWNER / DEVELOPER:

502 WHITMORE AVE
MODESTO, CA
CONTACT: STEVE LAY
PHONE: 209.252.1295

PRELIMINARY DESIGN DOCUMENTS FOR:

NEW INDUSTRIAL/ MANUFACTURING BUILDINGS

BUILDING E
920 DEVLIN ROAD
AMERICAN CANYON, CA 94503
PL24-0016

approved for the owner by :

approved for the architect by :

issue : description : date :

GENERAL CONTRACTOR:

drawn by : EF plot date : 09-05-2024

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-25
STATE OF CALIFORNIA

scale : AS NOTED

project number : 2234116

EXTERIOR ELEVATIONS BUILDING E

sheet no. :
A03.4

EXHIBIT D
Applicant Confirmation of Conditions of Approval
NACC BLDG E Minor Modification
(FILE NO. PL24-0016)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Minor Modification Approval dated February 19, 2025.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

Please return signed confirmation to the City of American Canyon Community Development Department, 4381 Broadway, Suite 201, American Canyon, CA 94503

EXHIBIT D

SUBSEQUENT APPROVAL – MINOR MODIFICATION PL24-0017

[to be inserted]

EXHIBIT D

CITY OF AMERICAN CANYON
COMMUNITY DEVELOPMENT DEPARTMENT

Sent by Email to:
Steven Lay, stevenlay@g3enterprises.com
Jeff Leonhardt, jleonhardt@rmw.com
Paymon Fardanesh, pay@lmce.net

February 19, 2025

Steven Lay
G3 Enterprises
502 E Whitmore Ave
Modesto, CA 95358

Subject: Approval of the NACC Building G Minor Modification (AA2025-03/PL24-0017) at 940 Devlin Road, APN 057-090-086

Dear Steven Lay:

I am pleased to inform you that the Napa Airport Commerce Center (NACC) Minor Modification Building G (PL24-0017) at 940 Devlin Rd, APN 057-090-086, is approved with conditions. The Napa Airport Commerce Center (NACC) site consists of five industrial buildings of approximately 284,540 SF on a 30.28-acre site in the Napa County Airport Industrial Area Specific Plan (NCAIASP). The Building G Modification consists of the following:

a. Modifies the dock layout.
b. Reduces the number of truck docks from 17 to 15.
c. Reduce the number of parking stalls from 128 to 78.
d. Revises trailer stall parking layout north of the building.
e. Increases the building size from 93,720 SF to 98,143 SF (approximately 4.7% increase)
f. Changes to exterior elevations
g. Modifies the landscape plans

The goal of the changes is to increase the size of the building, develop more efficient vehicle circulation, and modernize the building facades.

In accordance with ACMC Section 19.45.030(D), approval of a minor modification must meet the following four findings.

1. The modification is in substantial conformity with the previously approved plan or permit, or if the change is substantive, that the revised project is equivalent to the original project design concept in terms of consistency with city design and development standards and policies.

The proposed modification changes the site parking layout, increases the building size by 4.7%, and changes the exterior facades. The orientation and use classification of the building remains the same. The project is in substantial conformance of the original project (PL14-0022) and the previous minor modification (PL20-0017).

2. The modification will not create impacts substantially different from those of the previously approved project.

The original project consisted of a 146,959 SF building with 88 parking spaces. In July 2020, the City approved a Minor Modification (PL20-0017) to the project and decreased the building to 93,720 SF and increased the parking spaces to a total of 128. The current modification proposes a 98,143 SF building with 78 parking spaces, which is similar to the previous Minor Modification approval. This modification will not create impacts substantially different from the approved project.

3. The granting of the modification will not be materially detrimental to the public health, safety, or welfare, or to property or residents in the vicinity.

The modification is a reduction in scale from the previously approved Minor Modification design. There are no indications of detrimental effects to people or property in the vicinity.

4. The proposed modification is consistent with the policies and exhibits contained in the general plan.

The modification is consistent with the general plan because the changes to the building size and parking spaces meet the design criteria for height, bulk, and lot coverage. The modified building size does not visually conflict with the character of the surrounding industrial business area. The updated architectural facades provide a modern look to the building, which will be consistent with the five buildings proposed in the NACC site.

Conditions of Approval

General

1. The applicant shall defend, indemnify, and hold harmless the City of American Canyon ("City"), its elected officials, officers, employees, attorneys, representatives, boards, commissions, consultants, volunteers and agents from and against all claims, actions, including actions to arbitrate or mediate, damages, losses, judgments, liabilities, expenses and other costs, or proceedings against the City, its elected officials, officers, employees, attorneys, representatives, boards, commissions, volunteers, or agents to attack, modify, set aside, void, or annul an approval, conditional approval, permit, entitlement, environmental document, environmental clearance, mitigation plan, or any other document or any of the proceedings, acts, or determinations taken, done, or made prior to granting of such approval, conditional approval, permit, entitlement, environmental clearance, environmental document, mitigation plan, or other documents, by the City, including, without limitation, an action against an advisory agency, appeal board, or legislative body within the applicable limitation period.

The obligation to defend, indemnify and hold the City harmless shall include the payment of all legal costs and attorney's fees (including a third party award of attorney's fees), arising out of, resulting from, or in connection with the City's act or acts leading up to and including approval of any environmental document or mitigation plan granting approvals to the applicant, incurred on behalf of, or by, the City, its elected officials, officers, employees, representatives, attorneys, boards, commissions, volunteers and agents in connection with the defense of any claim, action, or proceeding challenging the entire or a portion of an approval, conditional approval, permit, entitlement or any other document of any related claim.

The obligation to defend, indemnify, and hold the City harmless shall include, but not be limited to, the cost of preparation of any administrative record by the City, staff time, copying costs, court costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of a permit, approval, conditional approval, entitlement, environmental document, mitigation plan, environmental clearance, or any other document or approval related to the applicant's project.

The City will promptly notify the applicant of any claim, action, or proceeding and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or the City fails to cooperate fully in the defense, the applicant shall not be responsible to defend, indemnify, or hold harmless the City.

In the event a legal challenge to a City permit, approval, conditional approval, environmental document, environmental clearance, mitigation plan, entitlement or any other document, proceeding, determination, or action related to the applicant's project is successful, and an award of attorneys' fees is granted against the City, the applicant shall be responsible to timely pay the full amount of such an award.

2. The approval shall become effective on the expiration of the appeal period, ten (10) calendar days following the decision, unless an appeal is filed. An appeal may be filed with the Community Development Director by filling out an Appeal Form accompanied by a fee of $795.

3. The applicant is responsible for paying all charges related to the processing of this discretionary case application prior to the issuance of building or any other permits for this project. Failure to pay all charges shall result in delays in the issuance of required permits or the revocation of the approval of this application.

4. Prior to obtaining a building permit, all parties working on the project shall obtain a business license from the City.

Planning Division

5. The Community Development Director shall review any deviations from the approved permit. The project proposes a Minor Modification (PL24-0017) to NACC Building G. The modifications consist of the following:
    a. Modifies the dock layout.
    b. Reduces the number of truck docks from 17 to 15.
    c. Reduce the number of parking stalls from 128 to 78.
    d. Revises trailer stall parking layout north of the building.
    e. Increases the building size from 93,720 SF to 98,143 SF (approximately 4.7% increase)
    f. Changes to exterior elevations
    g. Modifies the landscape plans

    The modifications are described in the site plan, landscaping plan, and architectural elevations shown in Exhibits A, B, and C. In the event the Community Development Director determines that the project is not in substantial conformance with the approval, the applicant shall submit a new application for a Design Permit or a Minor or Major Modification depending on which application is required by the zoning code.

6. All conditions of approval from Resolution 2018-86 (NACC Tentative Subdivision Map), Resolution 2018-89 (NACC Building G Design Permit), and Ordinance 2020-03 (NACC Development Agreement), remain in effect.

7. Prior to the effective date of the Minor Modification Permit, the applicant and property owner shall sign the agreement to the conditions of approval. The form is available as Exhibit D.

Building Division

8. Prior to construction of the Minor Modification improvements, the applicant shall obtain a building permit.

9. Prior to the final inspection, the applicant shall submit a letter of certification to the Building Official from the project architect certifying that all improvements have been constructed in accordance with the approved building plans.

10. Construction activities on the site shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. Work between the hours of 6:00 pm and 7:00 am and work on weekends and holidays requires prior written approval from the Building Official. If weekends and holiday work is approved construction and grading activities on the site shall be limited to between 8:00 a.m. to6:00 p.m. on Saturdays, and between 10:00 a.m. and 6:00 p.m. on Sundays and State and Federal holidays.

11. Recycling of Construction and Demolition Debris: Prior to issuance of a building permit, the applicant shall submit a plan for the diversion of at least 70 percent of the debris from the building demolition and construction. The plan shall include the qualified recycler that will be used, the

methods of managing diversion of construction materials on site, and the proposed documentation that will be submitted to confirm that the diversion goal has been met.

12. Deferred Submittals: Prior to issuance of a building permit, the applicant shall submit a request to the Chief Building Official for any proposed deferred submittals on a form provided by the Building and Safety Division. The Deferred Submittal request shall include a justification for each proposed deferred submittal.

13. Accessibility: Prior to the final inspection, a Certified Access Specialist (CASp) shall submit a letter certifying that all improvements have been constructed in compliance with applicable state and federal accessibility standards.

14. NVUSD Developer Fees: Prior to issuance of each building permit, the applicant shall submit a Certificate of Compliance from the Napa Valley Unified School District (NVUSD). For more information contact NVUSD Developer Fees, link here: https://www.nvusd.org/doing-business-with-us/developerfees-clone .

Fire District

15. The buildings will be subject to the District's aerial apparatus impact fees as well as the fire impact fees due to the height of the buildings.

16. All Fire related underground piping and fire appurtenances shall be shown on the Civil plan submittal. In addition to the Civil plan submittal, at least (1) plan set under separate cover shall be submitted to American Canyon Building Division for routing to the American Canyon Fire Protection District detailing all underground piping and related fire appurtenances including but not limited to underground piping, underground sweep detail, underground trench details showing depth of burial, type of backfill, manufacturer's specifications of piping, valves joints, fittings and calculated size and locations of thrust blocks, hydrants locations (designate public or private), gate shut-off valves, PIV's, FDC's, fire pumps, fire pump and/or riser rooms.

17. Underground utility contractor, architect, and fire sprinkler contractor shall coordinate the location of risers and control valves prior to the issuance of a building permit.

18. An approved water supply capable of supplying the required fire flow for fire protection systems shall be provided to all premises upon which facilities or buildings are hereby constructed or moved into or within the City. Required fire flow and hydrant distribution shall be in accordance with Appendix B and C of the California Fire Code. Applicant shall demonstrate on plan submittal; square footage of each building on plan and provide the required fire flow information. Applicant shall demonstrate that the number and spacing of onsite fire hydrants meets with requirements of the California Fire Code. ***See sample below regarding fire flow and hydrant detail information needed.***

BUILDING FIRE FLOW REQUIREMENTS – CFC TABLES B105.2 & B105.1(2)

INFORMATION BELOW IS A SAMPLE AND FOR REFERENCE ONLY

Table B105.1(2) – Building size = 129, 600 square feet
Construction type = Type IIA
FF = 5,250 gpm at 20 psi
Duration = 4 hours

Table B105.2 – Fire sprinkler allowance = - 50%
5,250 – 2,625 = 2,625 gpm
FF = 2,625 gpm @ 20 psi
Duration = 2 hours

Table CC105.1 – Approximate number of hydrants = 3
Average spacing = 400 feet + 25% allowable increase = 500
Maximum distance from street or frontage = 225 feet = 50% allowable increase = 337.5

19. Fire Protection systems shall be installed in accordance with provisions set forth in the California Fire Code as amended by the American Canyon Fire Protection District and the applicable National Fire Protection Association Standard.

20. Fire Apparatus Access Roads shall be designed in accordance with provisions set forth in the California Fire Code Chapter 5 and Appendix D as amended by the American Canyon Fire Protection District and the applicable Public Works Standard.

21. Access roads shall be completed with all-weather surfaces prior to the stockpiling of combustible materials or beginning combustible construction. Fire apparatus access shall be provided to within 150 feet of the most remote portions of all building from an approved exterior route. If this cannot be achieved fire apparatus turn arounds will be needed.

22. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Vertical traffic calming in the form of speed pumps, humps or dips are prohibited along fire access roads without prior approval of the fire Code Official. The minimum width and clearances established in Section 503.2.1 shall be maintained at all times.

23. Where applicable improvement plan submittals for permit shall include locations of fire lane red curbing and fire lane signage. Please refer to and include City Public Works Standard FP-2A & 2B with plan submittals for permitting.

24. The City of American Canyon requires that a fire hydrant be in service within 250 feet of the furthest point of construction prior to the stockpiling of combustible materials for the beginning of construction.

25. Fire Department Connections (FDC) shall be located not more than 100 ft. from the nearest fire hydrant.

Public Works

26. Per CC Resolution 2018-86 Condition #37 a.2: Developer is required to install an 8-feet wide Class 1 multi-use path along the entire length of South Kelly Road frontage from Devlin Road to SR29. The Developer asked the City to include the Vine Trail portion within the Caltrans right-of-way with the South Kelly Road Improvements Project, TR23-0200, as a reimbursable item. The Developer will reimburse the City for the cost of the portion of the Vine Trail within the Caltrans right-of-way, including engineering, permitting and construction. Prior to approval of the Improvement Plans, Developer shall enter into a reimbursement agreement with the City.

27. Per CC Resolution 2018-86 Condition #37 b: Developer is required to install a 12" recycled water main from the end of the existing recycled water main in Devlin Road extending within South Kelly Road to the frontage of Lot 1. Developer asked the City to include the installation of the 12" recycled water main with the South Kelly Road Improvements Project, TR23-0200, as a reimbursable item. Developer will reimburse the City for the cost of the 12" recycled water main installation, including engineering, permitting and construction. Prior to approval of the Improvement Plans, Developer shall enter into a reimbursement agreement with the City.

28. Driveways do not conform to City Standard Drawing #3.11. A Design and Construction Exception approval shall be obtained prior to submittal of the Improvement Plans.

29. Prior to recordation of the Final Map, Lot G shall convey all private reciprocal easements with Lot E for the construction, use and/or maintenance of roads or other access, pedestrian access, drainage facilities, utilities and post-construction storm water management facilities on the Final Map or by separate easements.

30. Prior to recordation of the Final Map, Lot G shall establish a Shared Maintenance Agreement with Lot E for the long term and ongoing maintenance and operation of all shared private improvements. Specifically, the parcel owners shall be responsible for the ongoing maintenance and operation of all onsite stormwater quality facilities, shared storm drains, and shared access roads. The Shared Maintenance Agreement shall be prepared to run with the land of each parcel. The Shared Maintenance Agreement shall be submitted to the City for review and approval prior to recordation.

We look forward to working with you on this project. Should you have any questions, please contact me by e-mail at whe@americancanyon.gov , or by phone at 707-647-4337.

Sincerely,

City of American Canyon

William He, AICP
Senior Planner, Community Development Department

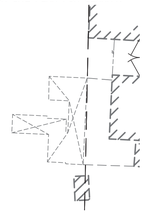
Attachments:
1. Exhibit A: Project Site Plan
2. Exhibit B: Landscaping Plan
3. Exhibit C: Architectural Plan
4. Exhibit D: Confirmation of Conditions of Approval

EC: Project Review Committee
File

APPROVED PARKING							
STANDARD	COMPACT	COMPACT EV CAPABLE	ACCESSIBLE	ACCESSIBLE EV CHARGING ONLY	STANDARD EV CHARGING ONLY	STANDARD EV CAPABLE	TOTAL
96	13	3 (2 EVCO)	8 (3 VAN)	1 VAN	4	3	128

SITE PLAN NOTES:

- EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.



Attachment 1:
PL24-0017 NACC BLDG G MM - Site Plan

FORMER PROPOSED PROPERTY LINE (PER 2020 MINOR MODIFICATION PL20-0017)

FORMER PROPOSED PROPERTY LINE (PER TENTATIVE MAP)

FIRE PUMP HOUSE

BUILDING G
93,720 SF

0 15 30 60
SCALE: 1"=30'

City of American Canyon
Planning Division Approval
2/19/2025
Authorized Signature Date

SHEET INDEX	
No.	TITLE
1	APPROVED SITE PLAN (PL20-0017)
2	PROPOSED SITE PLAN (PL24-0017)
3	GRADING PLAN
4	GRADING PLAN
5	GRADING PLAN
6	GRADING PLAN
7	UTILITY PLAN
8	TYPICAL CROSS SECTIONS
9	PROPOSED FIRE PLAN
10	DRIVEWAY VARIANCE PLAN
L1.1	PRELIMINARY LANDSCAPE PLAN

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING G
940 DEVLIN ROAD CITY OF AMERICAN CANYON CALIFORNIA

APPROVED SITE PLAN (PL20-0017)

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

1
SHEET 1 OF 11

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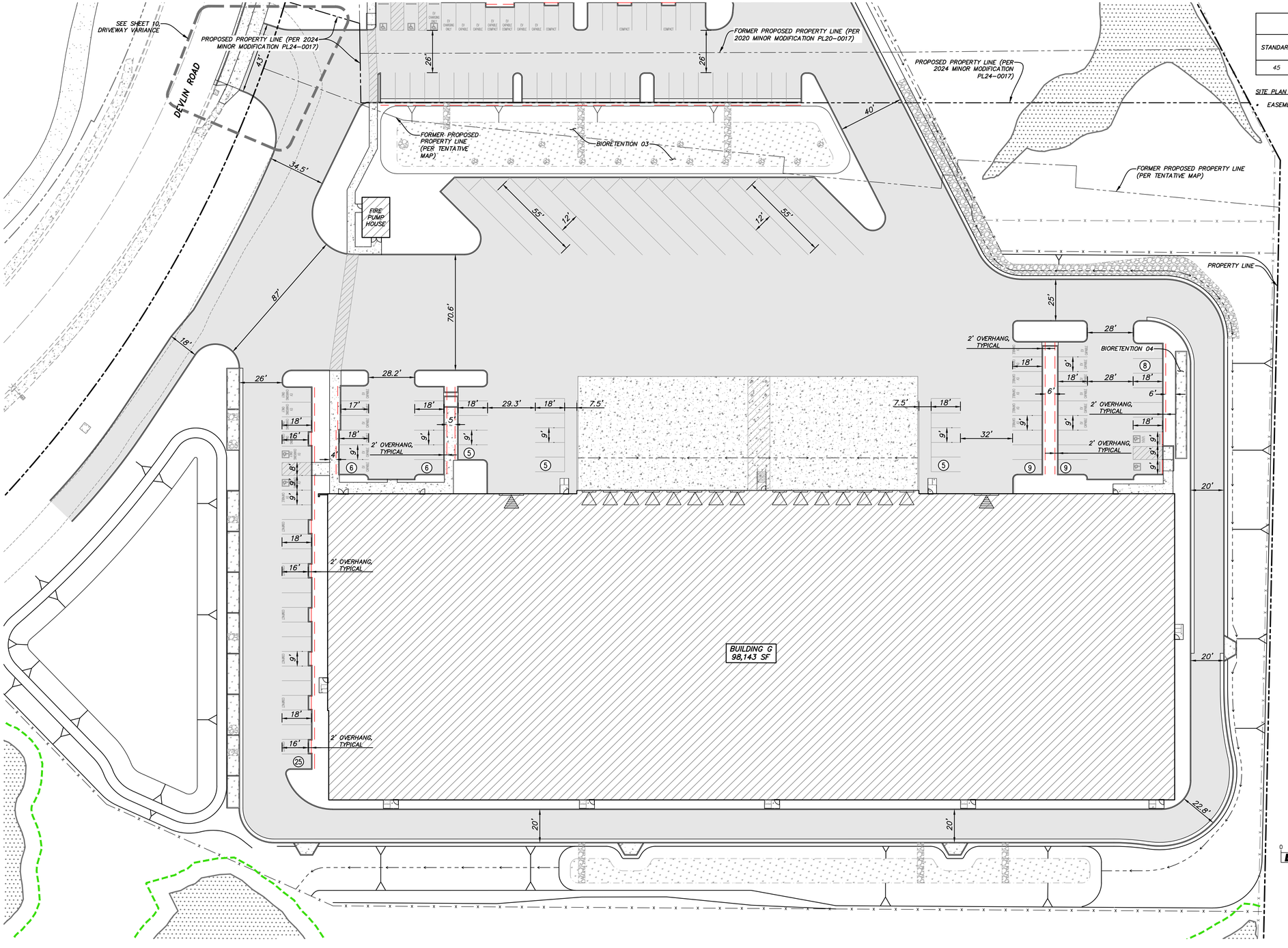

PROPOSED PARKING							
STANDARD	COMPACT	COMPACT EV CAPABLE	ACCESSIBLE	ACCESSIBLE EV CHARGING ONLY	STANDARD EV CHARGING ONLY	STANDARD EV CAPABLE	TOTAL
45	6	1 EVCO	2 (1 VAN)	2 VAN	3	19	78

SITE PLAN NOTES:

- EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.

PARKING REQUIREMENTS	
BUILDING	G
WAREHOUSING/STORAGE SF	94,143
REQUIRED STALLS (SEE NOTE 1)	57
OFFICE SPACE SF	4,000
REQUIRED STALLS (SEE NOTE 2)	14
TOTAL STALLS REQUIRED	71

NOTES:
1. 1 STALL PER 1,000 SF OF FIRST 20,000 SF, PLUS 1 PER 2,000 SF THEREAFTER.
2. 1 STALL PER 300 SF.

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING G
940 DEVLIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

PROPOSED SITE PLAN (PL24-0017)

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

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SHEET 2 OF 11

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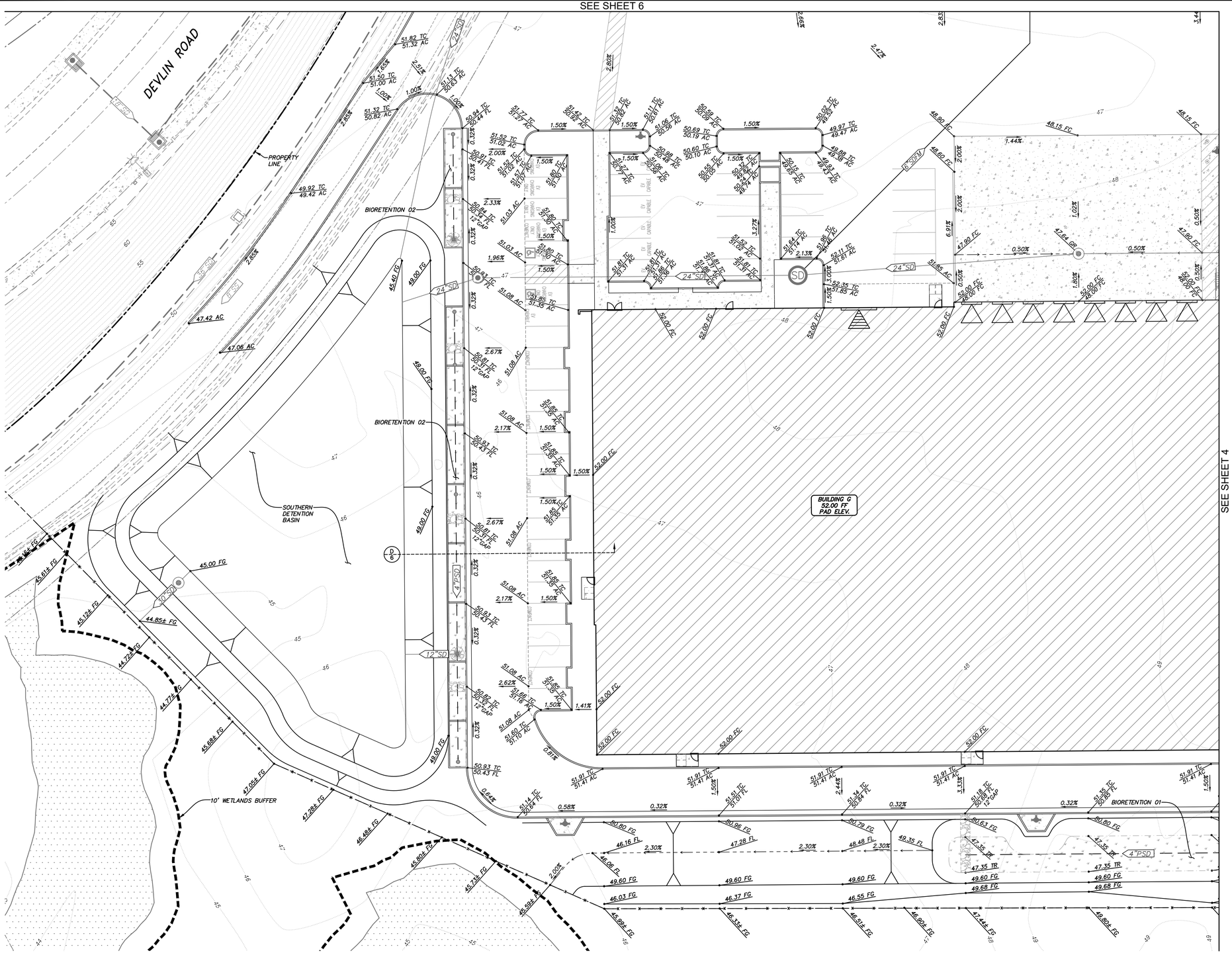
SEE SHEET 6


DEVLIN ROAD
PROPERTY LINE
BIORETENTION 02
BIORETENTION 02
SOUTHERN DETENTION BASIN
10' WETLANDS BUFFER
BUILDING G
52.00 FF
PAD ELEV.
BIORETENTION 01
24"SD
12"SD
4"PSD
SD
D6
47.42 AC
47.06 AC
45.40 FG
49.00 FG
49.92 TC
49.42 AC
48.90 TC
48.60 FC
48.15 FC
47.90 FC
47.80 FC
52.00 FC
52.00 FG
52.35 TC
51.85 AC
51.85 TC
51.35 AC
51.91 TC
51.41 AC
51.61 TC
51.11 AC
51.96 TC
51.46 AC
51.61 FC
51.14 AC
50.93 TC
50.43 FL
50.81 TC
50.31 FL
51.08 AC
51.03 AC
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51.02 AC
51.77 TC
51.27 AC
51.42 TC
50.92 AC
51.32 TC
50.82 AC
51.50 TC
51.00 AC
51.13 TC
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51.82 TC
51.32 AC
50.94 TC
50.44 FL
50.69 TC
50.19 AC
50.60 TC
50.10 AC
50.98 TC
50.48 AC
50.02 TC
49.52 AC
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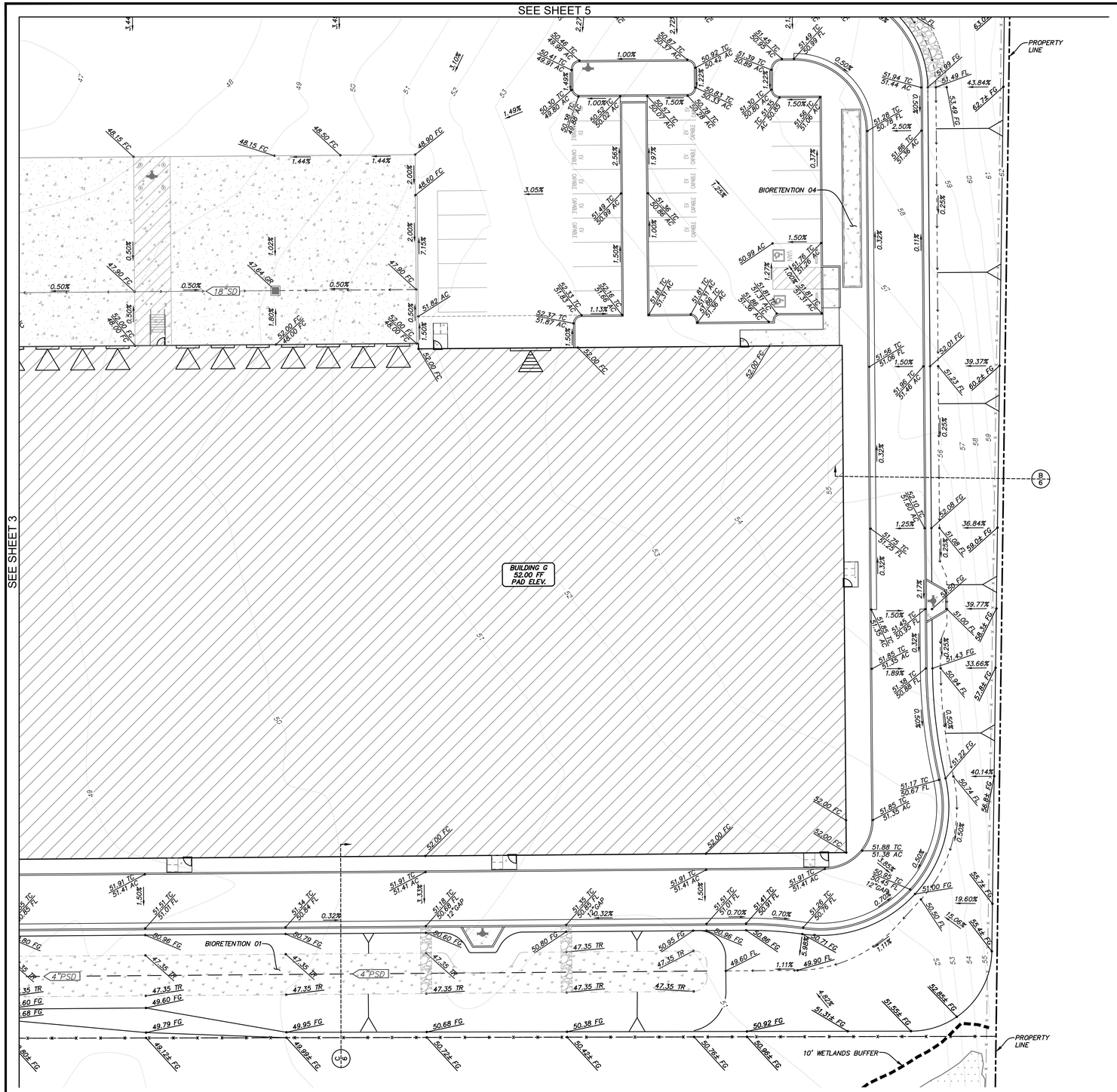

GRADING LEGEND:

- -R- -R- -R- -R- - – PROPOSED RIDGE LINE
- ——→ – – —— – PROPOSED PAVEMENT FLOW LINE
- 60.50 TC / 60.00 AC – PROPOSED ELEVATION (DESCRIPTIONS AS LISTED BELOW)
  - TC: TOP OF CURB
  - FF: FINISHED FLOOR
  - FL: FLOW LINE
  - AC: ASPHALTIC CONCRETE
  - FG: FINISHED GROUND
- – PROPOSED BIORETENTION FACILITY

GENERAL NOTES:

1. TOP OF CURB (TC) = 0.5' + PAVEMENT ELEVATION (AC), FLOWLINE ELEVATION (FL), OR CONCRETE ELEVATION (FC), UNLESS OTHERWISE NOTED.
2. ALL ACCESSIBLE PARKING/LOADING AREAS SHALL HAVE NO MORE THAN 1.5% MAXIMUM SLOPE IN ANY DIRECTION.
3. ALL ACCESSIBLE PATHS OF TRAVEL SHALL BE CONTINUOUSLY ACCESSIBLE, HAVING A MAXIMUM 1/2" ABRUPT CHANGE IN ELEVATION, A MAXIMUM 5% SLOPE (IN THE DIRECTION OF TRAVEL) OR CURB RAMP AS NECESSARY, A MAXIMUM CROSS SLOPE OF 1.5%, AND A MINIMUM WIDTH OF 48". IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT RAMPS AND ACCESSIBLE PATHS OF TRAVEL MEET THESE REQUIREMENTS. ANY RAMPS FOUND OUT OF COMPLIANCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

0 10 20 40
LM SCALE: 1"=20'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING G
940 DEVLIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

GRADING PLAN

SCALE 1"=20'
DATE: 01-08-2024
JOB NO. 4775-1

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SHEET 4 OF 10

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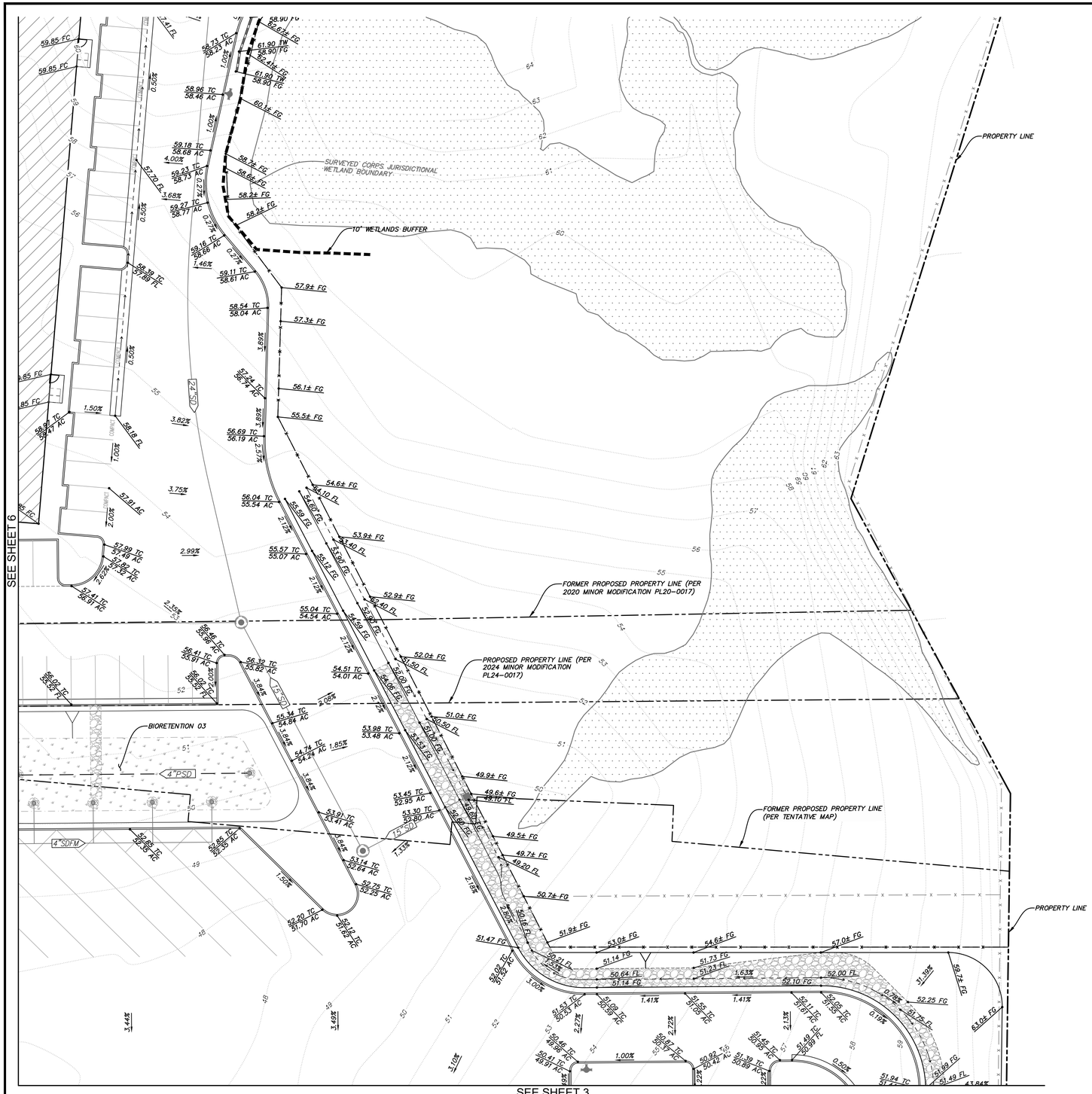

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING G
940 DEVLIN ROAD, CITY OF AMERICAN CANYON, CALIFORNIA

GRADING PLAN

SCALE 1"=20'
DATE: 01-08-2024
JOB NO. 4775-1

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SHEET 5 OF 11

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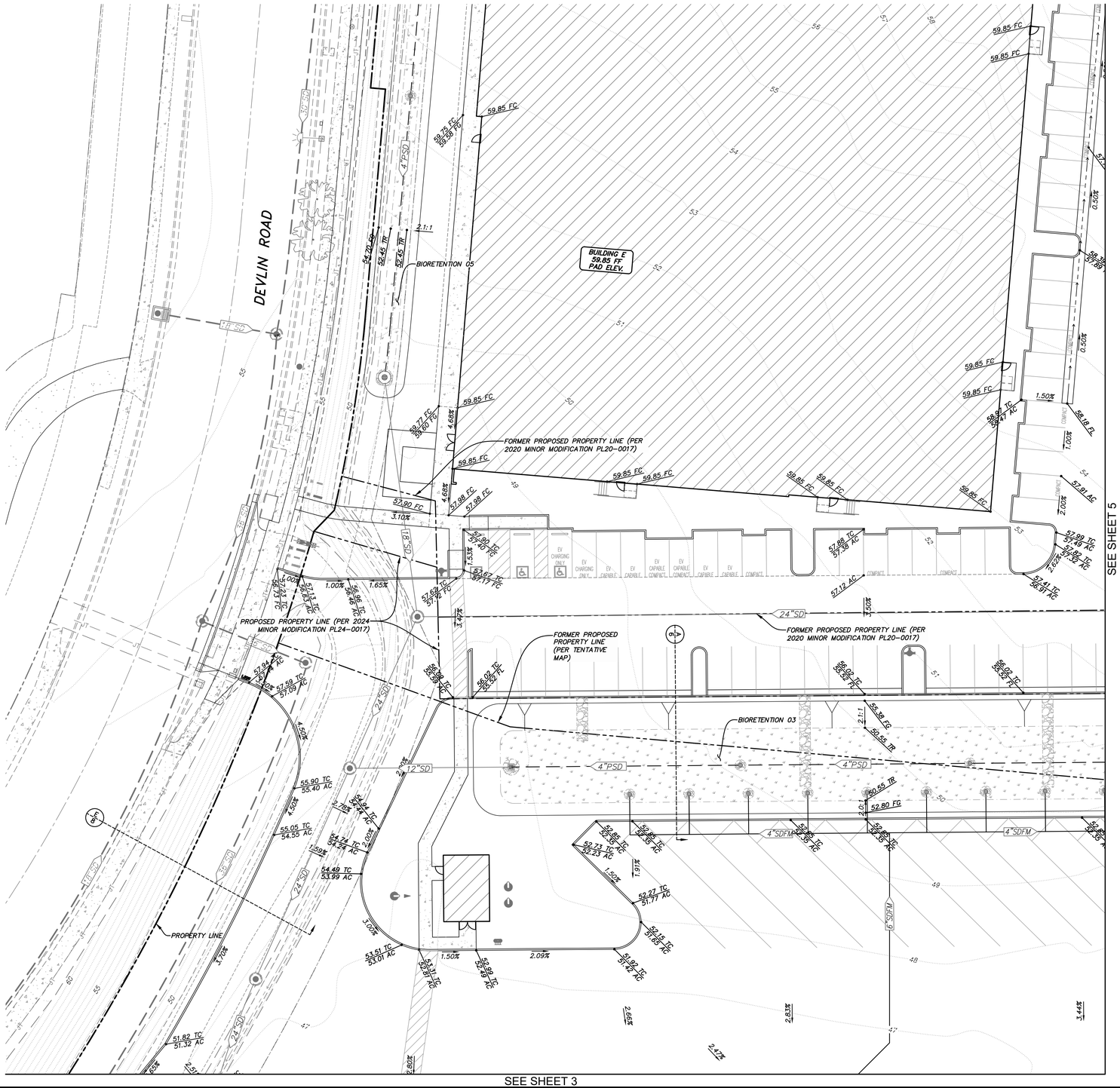

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- – PROPOSED BIORETENTION FACILITY

GENERAL NOTES:

1. TOP OF CURB (TC) = 0.5' + PAVEMENT ELEVATION (AC), FLOWLINE ELEVATION (FL), OR CONCRETE ELEVATION (FC), UNLESS OTHERWISE NOTED.
2. ALL ACCESSIBLE PARKING/LOADING AREAS SHALL HAVE NO MORE THAN 1.5% MAXIMUM SLOPE IN ANY DIRECTION.
3. ALL ACCESSIBLE PATHS OF TRAVEL SHALL BE CONTINUOUSLY ACCESSIBLE, HAVING A MAXIMUM 1/2" ABRUPT CHANGE IN ELEVATION, A MAXIMUM 5% SLOPE (IN THE DIRECTION OF TRAVEL) OR CURB RAMP AS NECESSARY, A MAXIMUM CROSS SLOPE OF 1.5%, AND A MINIMUM WIDTH OF 48". IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT RAMPS AND ACCESSIBLE PATHS OF TRAVEL MEET THESE REQUIREMENTS. ANY RAMPS FOUND OUT OF COMPLIANCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

0 10 20 40
LM SCALE: 1"=20'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602
BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117
REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING G
940 DEVLIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

GRADING PLAN

SCALE 1"=20'
DATE: 01-08-2024
JOB NO. 4775-1

6
SHEET 6 OF 11

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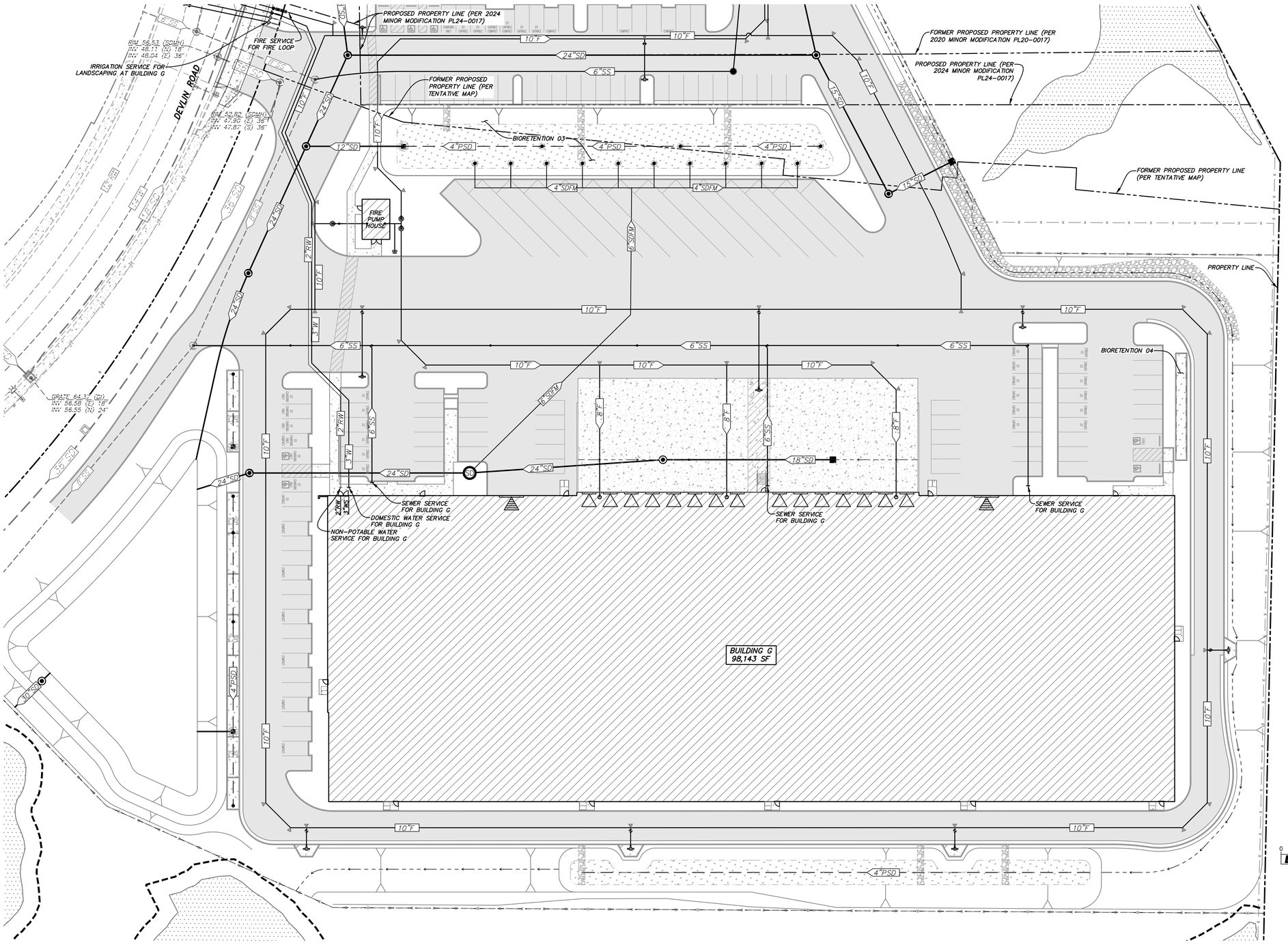

DESIGNED BY BPB
DRAWN BY EDT
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

BY _____
PAYMON FARDANESH
DATE 06-05-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER – BUILDING G
920 DELVIN ROAD — CITY OF AMERICAN CANYON, CALIFORNIA

UTILITY PLAN

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

7
SHEET 7 OF 11

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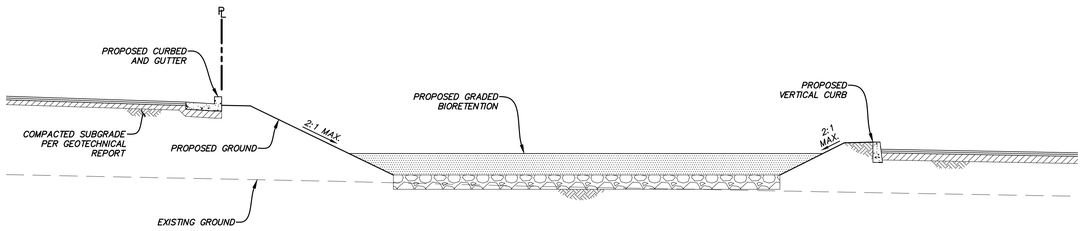
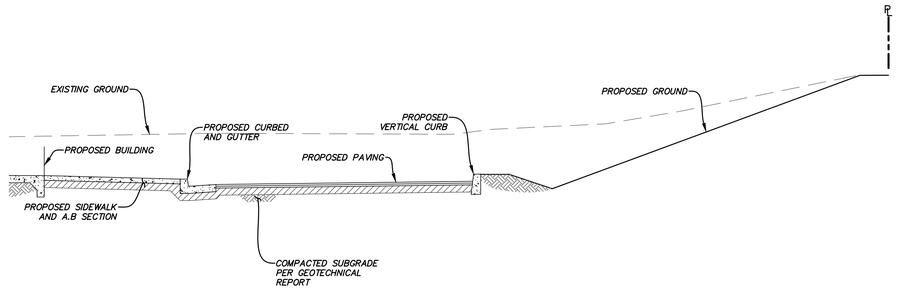


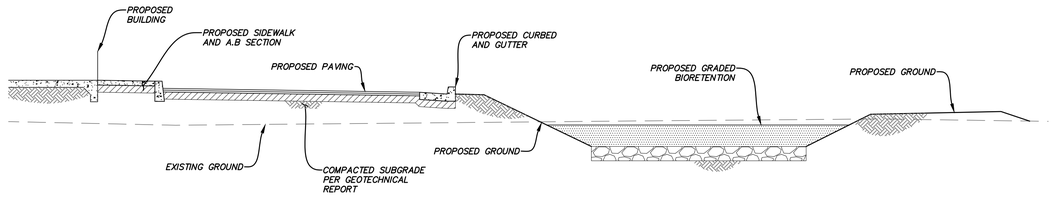
A BIORETENTION FACILITY BETWEEN BUILDINGS E & G

NTS



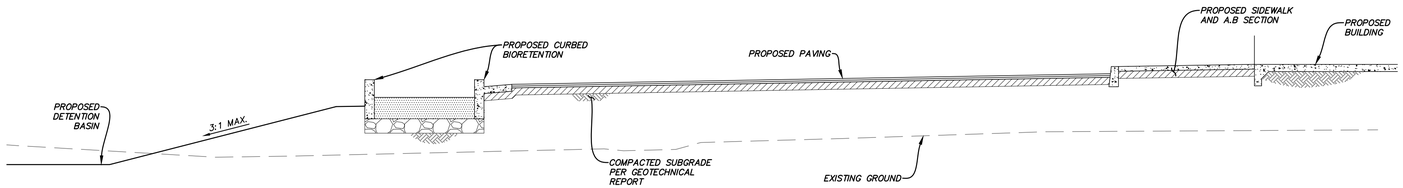
B EAST PROPERTY LINE BUILDING G

NTS



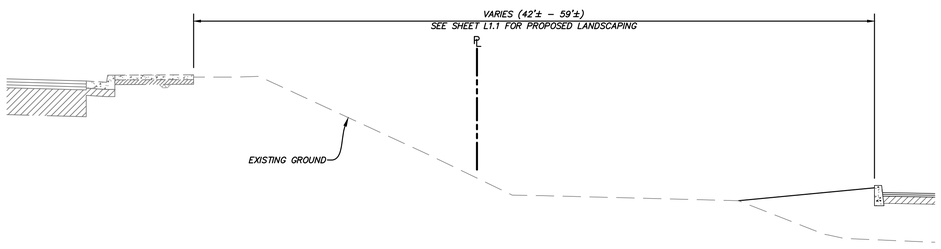
C BIORETENTION SOUTH OF BUILDING G

NTS



D BIORETENTION FACILITY WEST OF BUILDING G

NTS



E DEVLIN ROAD AT WEST DRIVE AISLE

NTS

DESIGNED BY PF
DRAWN BY JB
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REV.	DATE	DESCRIPTION	BY	APP'D.

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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION FOR
NAPA AIRPORT CORPORATE CENTER BUILDING G
940 DEVLIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

TYPICAL CROSS SECTIONS

SCALE AS SHOWN
DATE: 01-08-2024
JOB NO. 4775-1

8
SHEET 8 OF 11

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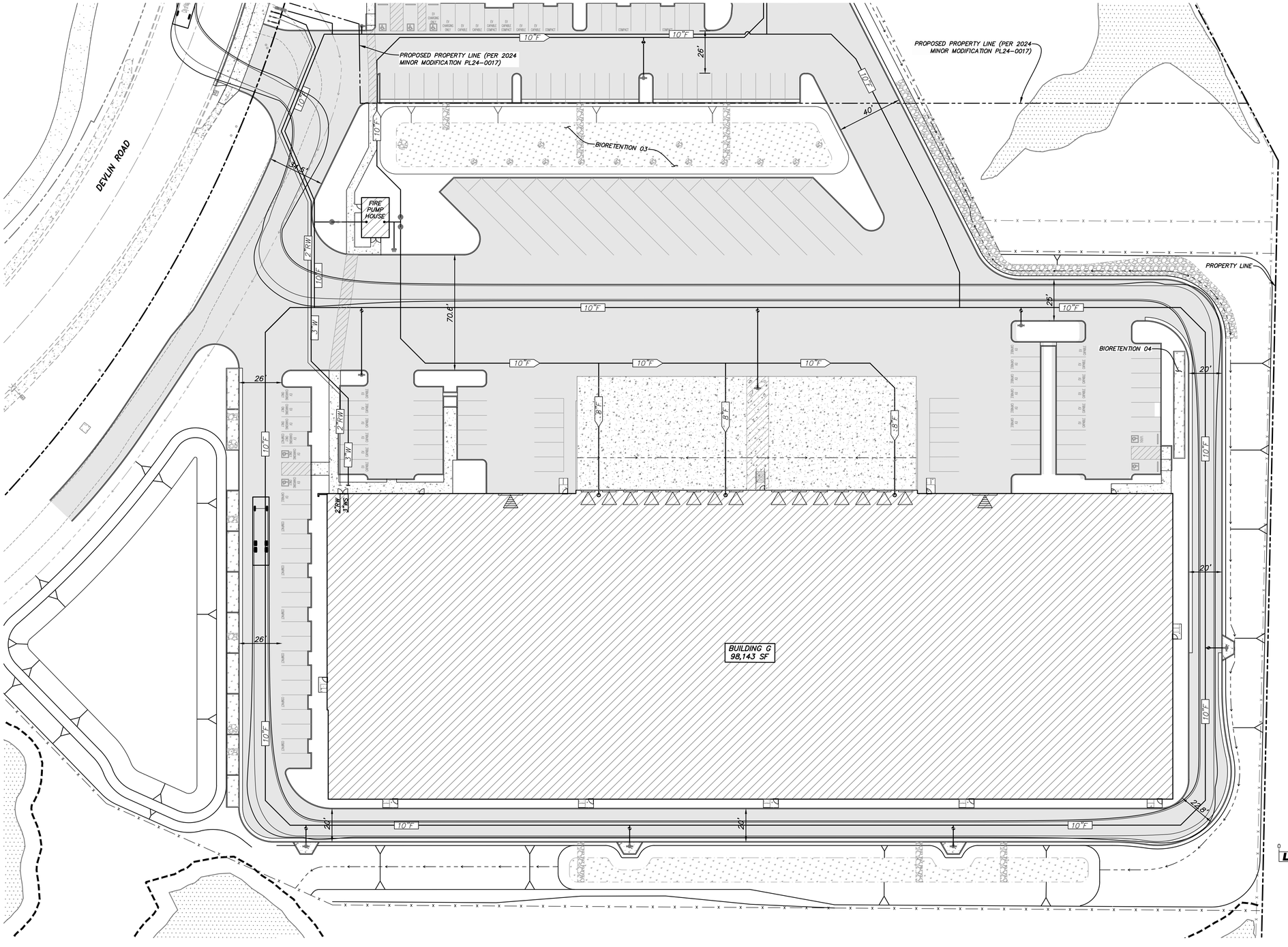

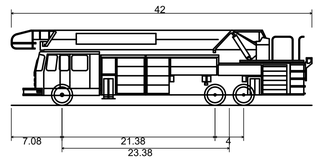

City of Napa Ladder Truck	
Overall Length	42.000ft
Overall Width	10.000ft
Overall Body Height	10.495ft
Min Body Ground Clearance	0.925ft
Track Width	8.360ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	41.20°

0 15 30 60
LM
SCALE: 1"=30'

DESIGNED BY BPB
DRAWN BY EDT
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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DATE 06-05-2024 P.E. 68117
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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER – BUILDING G
920 DELVIN ROAD CITY OF AMERICAN CANYON, CALIFORNIA

PROPOSED FIRE PLAN

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

9
SHEET 9 OF 11

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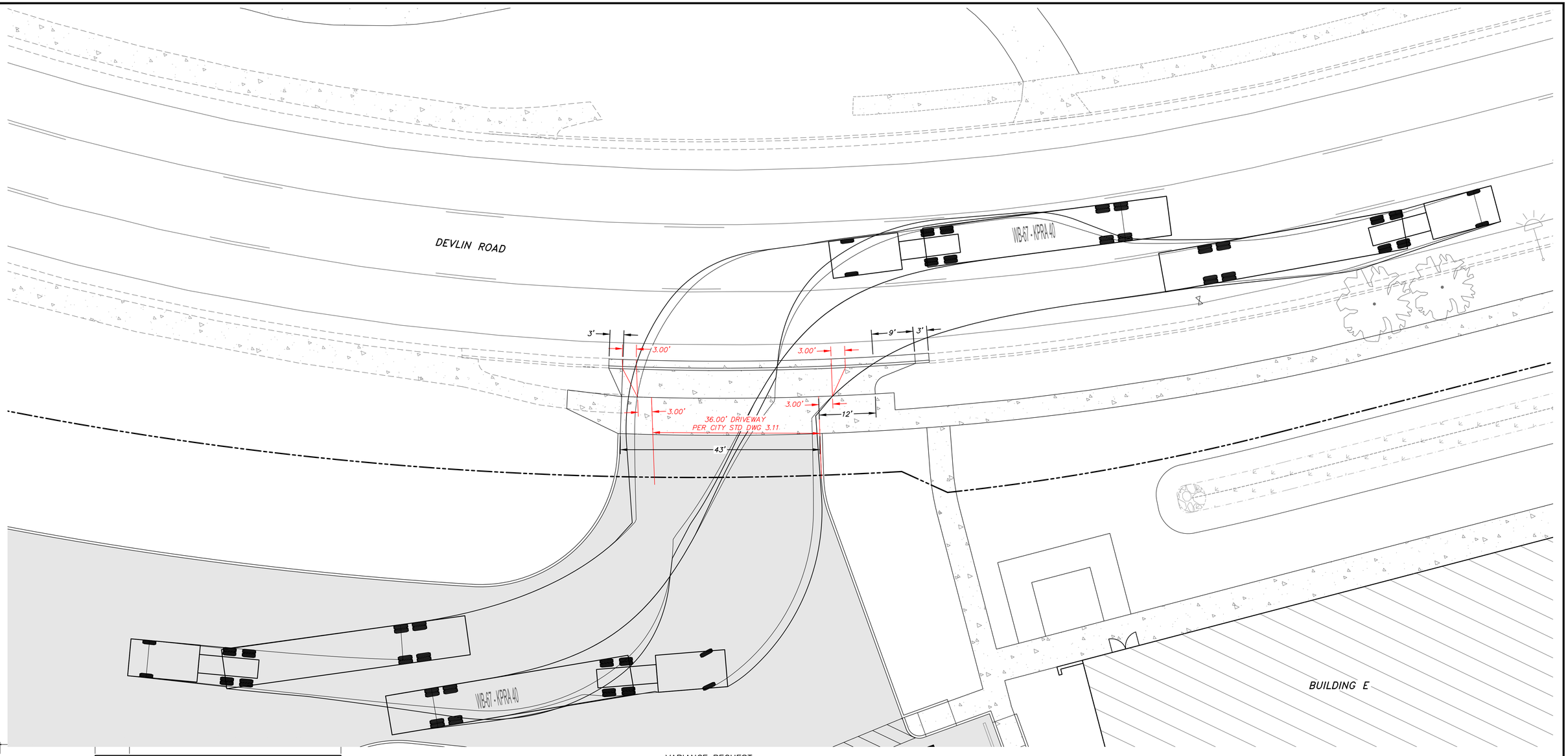

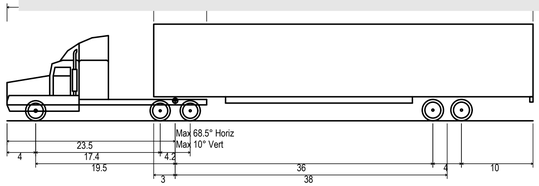

WB-67 - KPRA 40	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

VARIANCE REQUEST:
APPLICANT REQUESTS A VARIANCE TO COMMERCIAL CURB CUTS & DRIVEWAY REGULATIONS (STANDARD DWG. # 3.11) TO ACCOMMODATE TRUCK TURN MOVEMENTS.

0 5 10 20
LM
SCALE: 1"=10'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117
REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING G
940 DEVLIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

DRIVEWAY VARIANCE PLAN

SCALE 1"=10'
DATE: 01-08-2024
JOB NO. 4775-1

10
SHEET 10 OF 11

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Attachment 2:
PL24-0017 NACC BLDG G MM -
Landscape Plan

Preliminary ETWU

LA= 71,991 s.f.
SLA = 0 s.f.
ETo= 45.8 inches/year

ETWU = (ETo) x 0.62) x ((PFxHA/IE)+SLA))
ETWU = 1,252,822 gallons per year

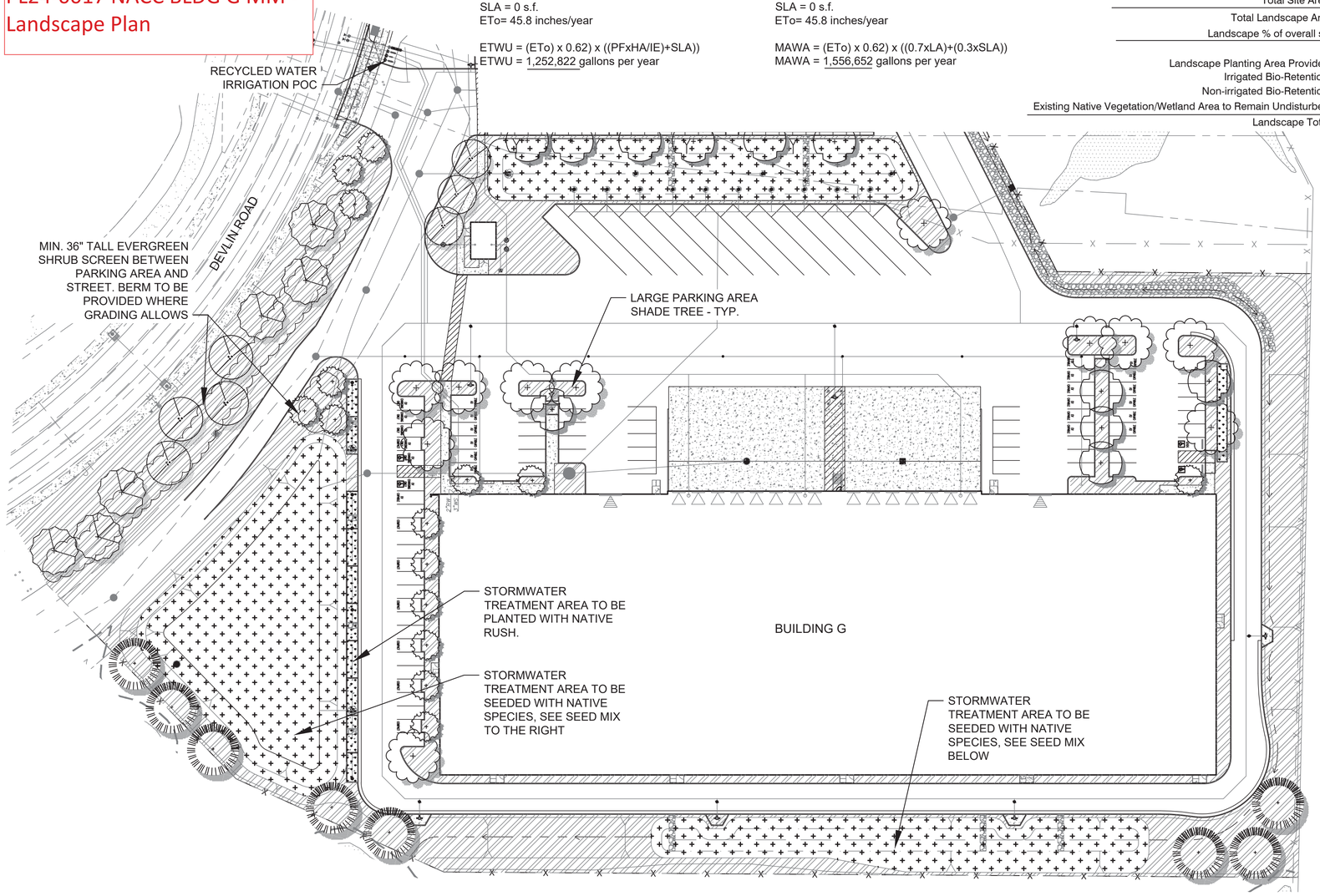
Preliminary MAWA

LA= 71,991 s.f.
SLA = 0 s.f.
ETo= 45.8 inches/year

MAWA = (ETo) x 0.62) x ((0.7xLA)+(0.3xSLA))
MAWA = 1,556,652 gallons per year

LANDSCAPE CALCULATIONS:

Total Site Area	521,030	s.f.
Total Landscape Area	291,634	s.f.
Landscape % of overall site	56	%
Landscape Planting Area Provided	70,314	s.f.
Irrigated Bio-Retention	1,677	s.f.
Non-irrigated Bio-Retention	43,628	s.f.
Existing Native Vegetation/Wetland Area to Remain Undisturbed	176,015	s.f.
Landscape Totals	291,634	s.f.



PRELIMINARY LANDSCAPE NOTES:

1. THERE IS APPROXIMATELY 291,634 S.F. OF LANDSCAPE AREA.
2. ALL PLANTS AND TREES ARE 'WUCOLS' LOW/MEDIUM WATER VARIETIES.
3. SOIL AMENDMENTS WILL BE INCORPORATED PER SOILS TEST. COMPOST WILL BE ORGANIC COMPOSTED GREEN WASTE.
4. ALL PLANTER AREAS SHALL BE TREATED WITH A 3" LAYER OF MULCH.
5. THERE IS 15 % LANDSCAPE AREAS WITHIN THE PARKING AND CIRCULATION AREA.
6. THERE ARE 73 PARKING STALLS AND 24 SHADE TREES. 1 TREE PER 3 STALLS = 24 TREES.

PRELIMINARY IRRIGATION NOTES:

A FULLY AUTOMATIC IRRIGATION SYSTEM THAT MEETS THE CURRENT WATER EFFICIENT LANDSCAPE ORDINANCE REQUIREMENTS SHALL BE INSTALLED INCLUDING THE FOLLOWING:

1. AN 'ET' SMART CONTROLLER AND 'ET' SENSOR SHALL BE USED FOR WEATHER BASED IRRIGATION CONTROL.
2. A MASTER VALVE AND FLOW SENSOR SHALL BE INSTALLED IN THE SYSTEM.
3. ALL PLANTER AREAS SHALL BE IRRIGATED WITH PLACE-DRIP IRRIGATION.
4. TREES SHALL RECEIVE DEEP WATERING BUBBLERS.
5. 'WELO' DOCUMENTATION SHALL BE SUBMITTED WITH LANDSCAPE IMPROVEMENTS PLANS (CONSTRUCTION DOCUMENTS).

PRELIMINARY RECYCLED WATER NOTES

1. MAINLINE, QUICK COUPLERS AND VALVE BOX LIDS, AND PIPING SHALL HAVE RECYCLED WATER SYMBOL AND WARNING.
2. THE IRRIGATION SYSTEM SHALL MEET ALL CITY REQUIREMENTS FOR RECYCLED WATER.
3. A WATER METER IS REQUIRED FOR FOR RECYCLED WATER IRRIGATION CONNECTION PER INDIVIDUAL SYSTEMS
4. WARNING TAGS SHALL BE PURPLE PLASTIC AND BEAR THE WORDS "RECYCLED WATER" ON EACH SIDE (ONE IN ENGLISH, THE OTHER SIDE SPANISH)
5. WARNING TAGS SHALL BE INSTALLED ON THE WATER METER, BACKFLOW PREVENTER , VALVES, AND EXPOSED PIPING OF ALL RECYCLED WATER SYSTEMS PER THE CITY GUIDELINES: ANGLE STOP, METER AND BACKFLOW ARE PAINTED PURPLE.
6. ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT VERSION OF "GUIDELINES FOR THE USE OF RECYCLED WATER" AVAILABLE BY WATER PURVEYOR.
7. THE IRRIGATION SHALL BE INSTALLED TO PREVENT RUNOFF AND PONDING. OVER SPRAY OR WIND DRIFT ONTO PAVING AREAS IS NOT PERMITTED. THE SITE WILL BE REQUIRED TO PASS A 'SPRINKLER COVERAGE TEST' ADMINISTERED BY CITY STAFF TO ENSURE RECYCLED WATER REMAINS IN AUTHORIZED USE AREAS ONLY. PROVIDE A MINIMUM OF 48 HOURS NOTICE WHEN CONTACTING THE CITY TO SCHEDULE THIS TEST.
8. ANY CONNECTIONS BETWEEN THE POTABLE WATER AND RECYCLED WATER ARE PROHIBITED.
9. THE CITY BUILDING DIVISION MUST BE NOTIFIED FOR INSPECTION AT LEAST 24 HRS. PRIOR TO BACK FILL OF THE POINT OF CONNECTION. CERTIFICATE OF FINAL COMPLETION SHALL BE SUBMITTED TO THE BUILDING INSPECTOR PRIOR TO FINAL OCCUPANCY.
10. SUBSTANTIAL CHANGES TO THE APPROVED PLANS SHALL BE SUBMITTED TO THE 'BUILDING AND WATER RESOURCE DIV.' FOR RE-APPROVAL AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION.
11. IDENTIFICATION FOR RECYCLED WATER APPLIES TO ALL PIPING, MAINLINES AND LATERALS. QUICK COUPLING VALVES SHALL HAVE PURPLE LOCKING LIDS. ALL VALVES TO BE INSTALLED IN PURPLE VALVE BOXES. DEPTH OF COVER SHALL BE AT LEAST 24" FOR MAINLINES.
12. A MINIMUM OF 10' HORIZONTAL SEPARATION BETWEEN POTABLE WATER AND RECYCLED WATER PIPING IS REQUIRED. AT CROSSINGS, RECYCLED WATER CONSTANT PRESSURE MAINS SHALL BE AT LEAST 12" BELOW POTABLE WATER PIPES WITIHIN A 10' HORIZONTAL DISTANCE, LATERAL PIPING MAY CROSS ABOVE POTABLE WATER WITHIN A MINIMUM OF 12" CLEARANCE.
13. WHERE PIPE SLEEVES ARE USED, EITHER THE SLEEVE OR INTERIOR PIPE MUST BE IDENTIFIED AS RECYCLED WATER. IDENTIFICATION TAPE OR PURPLE COLORED PIPE IS PERMITTED ON THE SLEEVE. INTERIOR PIPE MUST BE PURPLE PIPE.
14. PURPLE PIPE SHALL NOT BE STORED IN DIRECT SUNLIGHT.
15. ALL IRRIGATION HEADS TO BE MARKED WITH RECYCLED WATER IDENTIFICATION CAPS.
16. HOSE BIBBS SHALL NOT BE USED.

LANDSCAPE PLANT LIST:

PLANT LIST: WATER REGIME PLANT FACTOR REFERENCED ARE PER WUCOLS IV - ZONE 1
MATURE HABIT PER SUNSET WESTERN GARDEN BOOK

TREES

		ARBUTUS 'MARINA'	MARINA TREE	15 GAL.	LOW	25' X 25'
		CEDRUS DEODARA	DEODAR CEDAR	15 GAL.	LOW	60' X 30'
		LAGERSTROEMIA F. 'CATAWBA'	CREPE MYRTLE	15 GAL.	LOW	15' X 15'
		PISTACIA CHINENSIS	CHINESE PISTACHE	15 GAL.	LOW	40' X 35'
		METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	15 GAL.	LOW	30' X 30'
	X	QUERCUS SHUMARDII	SHURMARD OAK	15 GAL.	LOW	60' X 50'
		ULMUS 'FRONTIER'	FRONTIER ELM	15 GAL.	LOW	45' X 50'

GROUND COVER

						SPACING
		COPROSMA P. 'VERDE VISTA'	MIRROR PLANT	1 GAL.	LOW	36" O.C.
		COTONEASTER D. 'LOWFAST'	BEARBERRY	1 GAL.	LOW	36" O.C.
		TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL.	LOW	24" O.C.

STORMWATER TREATMENT PLANTING

						SPACING
	X	JUNCUS PATENS 'ELK BLUE'	ELK BLUE CALIFORNIA GRAY RUSH	1 GAL	LOW	36" O.C.
	X	NATIVE SEED MIX SEE RIGHT NON IRRIGATED	MFG. PACIFIC COAST SEED			

SHRUBS

	X	ARCTOSTAPHYLOS 'JOHN DOURLEY'	MANZANITA	5 GAL.	LOW	
		BERBERIS AUTROPURPUREA	JAPANESE PURPLE BARBERRY	5 GAL.	LOW	
		CEANOTHUS CONCHA	CALIFORNIA LILAC	5 GAL.	LOW	
	X	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL.	LOW	
		LOROPETALUM RAZZLEBERRI	RAZZLEBERRY	5 GAL.	MEDIUM	
		NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL.	LOW	
		NERIUM O. 'PETITE RED'	DWARF RED OLEANDER	5 GAL.	LOW	
		MISCANTHUS 'YAKU JIMA'	EULALIA GRASS	5 GAL.	MEDIUM	
		PHOTINIA FRASERI	FRASER PHOTINIA	5 GAL.	MEDIUM	
		RHAPHIOLEPIS I. 'PINK LADY'	INDIAN HAWTHORNE	5 GAL.	LOW	
		ROSA 'RED CARPET'	RED CARPET ROSE	2 GAL.	MEDIUM	
		PHORMIUM RUBRA	PURPLE FLAX	5 GAL.	MEDIUM	
		TULBAGHIA VIOLACEA	SOCIETY GARLIC	1 GAL.	LOW	
	X	SALVIA GREGGII 'PURPLE'	AUTUMN SAGE	5 GAL.	LOW	
		VIBURNUM 'SPRING BOUQUET'	COMPACT LAURUSTINUS	5 GAL.	LOW	
		XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	5 GAL.	LOW	

STORMWATER TREATMENT BASIN SEED MIX

48 LBS. PER ACRE PACIFIC COAST SEED

APPLY COMPACT BIO SWALE MIX VIA HYDROSEED AT THE FOLLOWING RATES:
BIO SWALE SEE MIX - 48/LBS. PER ACRE
MULCH - 2,000 LBS PER ACRE
M-BINDER TACKIFIER - 180 LBS. PER ACRE

FESTUCA RUBRA, MOLATE FESCUE
ACHILLEA MILLEFOLIUM, COMMON YARROW
CAREX BARBAREA, SANTA BARBARA SEDGE
OENETHERA HOOKERI, HOOKER'S EVENING PRIMROSE

0 20 40 80
Scale 1" = 40 ft
sheet size = 24" x 36"

BEFORE EXCAVATING CALL: 811
48- HOURS BEFORE ALL PLANNED WORK OPERATIONS
811
Know what's below.
Call before you dig.

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive Reno, NV.
p: 775 829 1364 email: bhatch00@charter.net

Napa Airport Corporate Center Building 'G'

940 Devlin Road American Canyon, CA 94508

ISSUE	DATE
--	--.--.--

LICENSED LANDSCAPE ARCHITECT
BARBARA M. HATCH
No. 4181
Signature
12-31-25
Renewal Date
1-6-24
STATE OF CALIFORNIA

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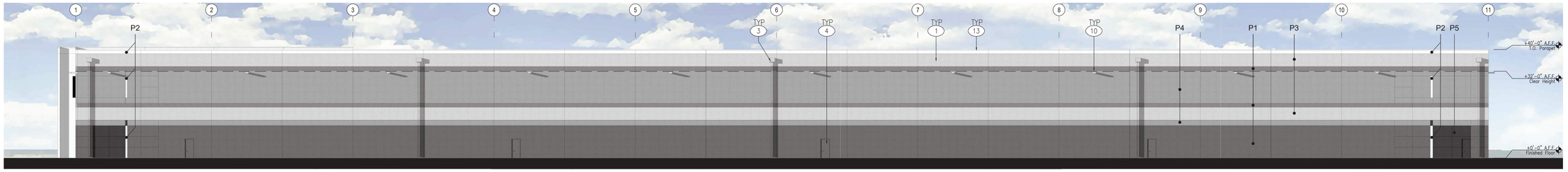
Approved	bh		
Drawn	kh	Reviewed	bh
Project No.	--.--.--		
Scale	---	Issue Date	--.--.--

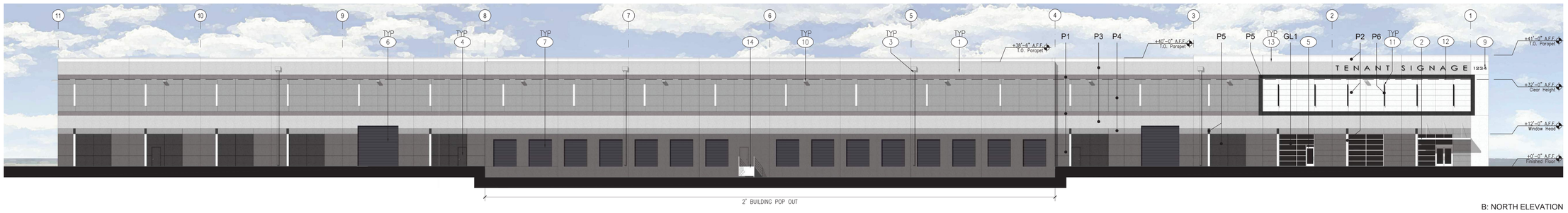
Preliminary Landscape Plan

L1.1

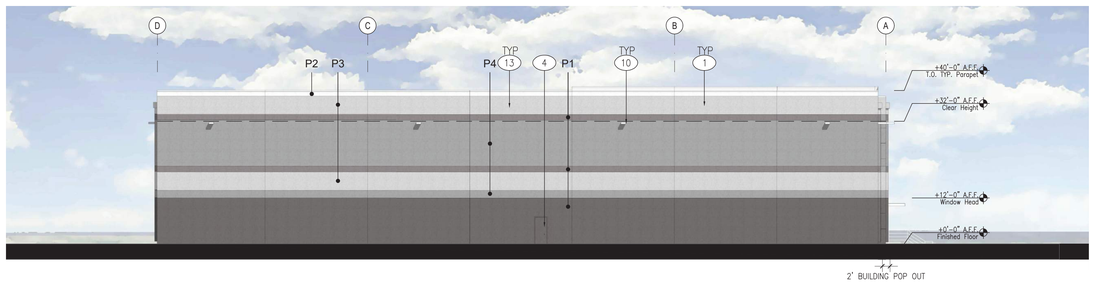


A: SOUTH ELEVATION

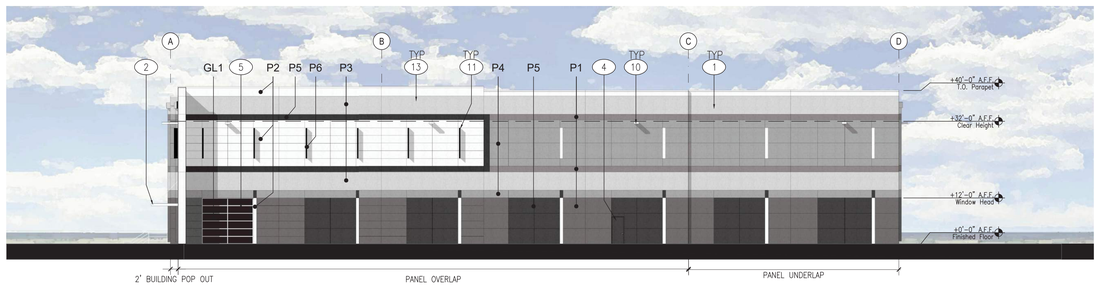
Attachment 3:
PL24-0017 NACC BLDG G MM - Exterior Elevations



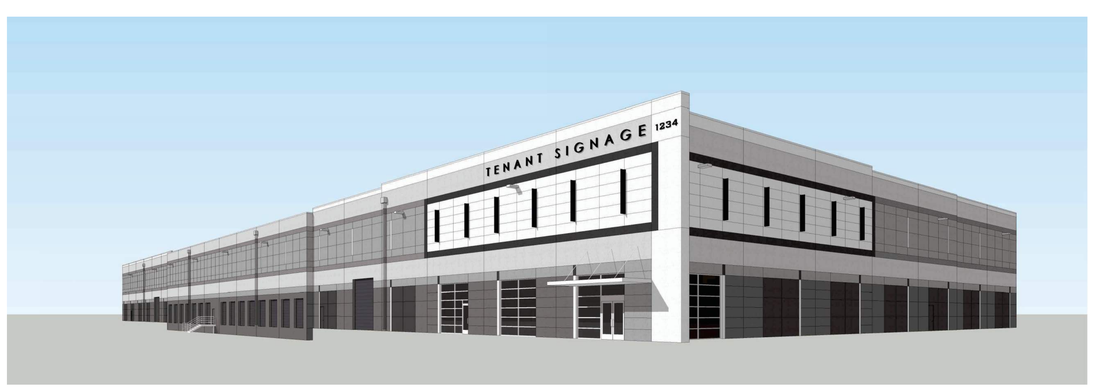
B: NORTH ELEVATION



D: EAST ELEVATION



C: WEST ELEVATION



E: PERSPECTIVE VIEW OF MAIN ENTRY

0' 8' 16' 32'

EXTERIOR ELEVATIONS 1
SCALE: 1/16" = 1'-0"

FINISH LEGEND:

- GL1 : 1" DUAL GLAZED INSULATING UNITS IN ALUMINUM FRAMES
  OUTSIDE PANE: VITRO GRAYLITE II 1/4" THICK DARK GRAY VISION GLAZ.
  INSIDE PANE: CLEAR FLOAT 1/4" GLASS
  FRAMES: THERMALLY BROKEN CLEAR ANODIZED ALUMINUM FRAMES
- P1: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7067 CITYSCAPE
- P2: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7008 ALABASTER
- P3: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7016 PASSIVE
- P4: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7660 EARL GREY
- P5: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7069 IRON ORE
- P6: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW6990 CAVIAR

KEYNOTES:

1. TYPICAL SITE CAST, CONCRETE TILT-UP PANELS WITH 3/4" REVEALS AND A MULTI COLOR COATING SYSTEM.
2. PAINTED STEEL ENTRY CANOPY
3. METAL SURFACE MOUNTED SCUPPERS AND DOWNSPOUTS. PAINT TO MATCH ADJACENT PANEL COLOR.
4. TYPICAL 3' X 7' STEEL MAN DOOR WITH LIGHT FIXTURE CENTERED OVER DOOR. PAINT TO MATCH ADJACENT PANEL COLOR.
5. TYPICAL WINDOW SYSTEM: DUAL PANE GLAZING IN 2" x 4" (NOMINAL) THERMALLY BROKEN, CLEAR ANODIZED ALUMINUM FRAMES. GLAZING TO BE TINTED WITH LOW-E COATING. STOREFRONT DOORS TO MATCH WINDOW SYSTEM.
6. 15' X 15' GRADE LEVEL O.H. SECTIONAL ROLL UP DOOR
7. 8'-6" X 10' DOCK LEVEL O.H. SECTIONAL ROLL UP DOOR
8. TENANT SIGNAGE: UNDER SEPARATE PERMIT AT TIME OF TENANT IMPROVEMENTS
9. ADDRESS SIGNAGE PER BUILDING, FIRE, AND SHERIFF DEPT REQUIREMENTS.
10. SURFACE MOUNTED LIGHT FIXTURE.
11. SURFACE MOUNTED BENT PLATE STEEL OR ALUMINUM 'ACCENT FINS'. PAINT AS SPECIFIED.
12. DASHED LINE INDICATES INTERNAL CLEAR HEIGHT.
13. FUTURE ROOF MOUNTED HVAC EQUIPMENT TO BE SCREENED FROM VIEWS FROM THE PUBLIC ROAD WAYS. SCREENING TO BE ACCOMPLISHED VIA THE BUILDING PARAPET OR A MECHANICAL SCREEN AS DEEMED NECESSARY BY THE PLANNING DEPARTMENT AT THE TIME WHEN THE FUTURE EQUIPMENT IS LOCATED AND SIZED.
14. STEEL DOCK STAIRS. PAINT AS SPECIFIED.

RMW
RMW Architecture Interiors
1718 Third Street
Suite 101
Sacramento
California 95811

Office
916 449-1400

rmw.com

OWNER / DEVELOPER:

502 WHITMORE AVE
MODESTO, CA
CONTACT: STEVE LAY
PHONE: 209.252.1295

PRELIMINARY DESIGN DOCUMENTS FOR:

NEW INDUSTRIAL/ MANUFACTURING BUILDINGS

BUILDING G
940 DEVLIN ROAD
AMERICAN CANYON, CA 94503
PL24-0017

approved for the owner by :

approved for the architect by :

issue : description : date :

City of American Canyon
Planning Division Approval
2/19/2025
Authorized Signature Date

GENERAL CONTRACTOR:

drawn by : EF plot date : 09-05-2024

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-25
STATE OF CALIFORNIA

scale : AS NOTED

project number : 2234116

EXTERIOR ELEVATIONS BUILDING G

sheet no. : A03.5

EXHIBIT D
Applicant Confirmation of Conditions of Approval
NACC BLDG G Minor Modification
(FILE NO. PL24-0017)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Minor Modification Approval dated February 19, 2025.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

Please return signed confirmation to the City of American Canyon Community Development Department, 4381 Broadway, Suite 201, American Canyon, CA 94503

EXHIBIT E

SUBSEQUENT APPROVAL – MINOR MODIFICATION PL24-0023

[to be inserted]

EXHIBIT E

CITY OF AMERICAN CANYON
COMMUNITY DEVELOPMENT DEPARTMENT

Sent by Email to:
Steven Lay, stevenlay@g3enterprises.com
Jeff Leonhardt, jleonhardt@rmw.com
Paymon Fardanesh, pay@lmce.net

February 20, 2025

Steven Lay
G3 Enterprises
502 E Whitmore Ave
Modesto, CA 95358

Subject: Approval of the NACC Buildings A and B Minor Modification (AA2025-04/PL24-0023) at 70 South Kelly Road and 90 South Kelly Road, APN 057-090-086

Dear Steven Lay:

I am pleased to inform you that the Napa Airport Commerce Center (NACC) Minor Modification (PL24-0016) at 70 South Kelly Rd and 90 South Kelly Rd, APN 057-090-086, is approved with conditions. The Napa Airport Commerce Center (NACC) site consists of five industrial buildings of approximately 284,540 SF on a 30.28-acre site in the Napa County Airport Industrial Area Specific Plan (NCAIASP). Building A modification consists of the following:

a. Widen drive aisles around building to 30 feet.
b. Modifies parking stall configuration to get stalls closer to the primary building.
c. Add one vehicle parking space for a total of 62.
d. Modifies site layout to utilize graded bio retention areas.
e. Modifies exterior elevations.
f. Modifies the landscape plans

Building B Modification consists of the following:

g. Modifies the roof so that it will slope toward the south to utilize the bioretention area.
h. Modifies exterior elevations.
i. Modifies the landscape plans.

The goal of the changes is to increase the size of the building, develop more efficient vehicle circulation, and modernize the building facades.

In accordance with ACMC Section 19.45.030(D), approval of a minor modification must meet the following four findings.

1. The modification is in substantial conformity with the previously approved plan or permit, or if the change is substantive, that the revised project is equivalent to the original project design concept in terms of consistency with city design and development standards and policies.

The proposed modification changes the drive aisle widths, parking configuration, and site layout for bio retention areas for NACC Building A. The modification includes a change in roof slope for Building B. The size, orientation, and use classification of the buildings remains the same. The project is in substantial conformance of the original project (PL14-0022).

2. The modification will not create impacts substantially different from those of the previously approved project.

The original project consisted of Building A, a 24,397 SF building with 61 parking spaces, and Building B, a 22,668 SF building with 28 parking spaces. The current modification proposes changes to the site layout for Building A and a change in roof slope for Building B. The size and use of the buildings remain the same. The modification will not create impacts substantially different from the approved project.

3. The granting of the modification will not be materially detrimental to the public health, safety, or welfare, or to property or residents in the vicinity.

The modification is approved design. There are no indications of detrimental effects to people or property in the vicinity.

4. The proposed modification is consistent with the policies and exhibits contained in the general plan.

The modification is consistent with the general plan because the changes to the site layout and roof design meet the design criteria for height, bulk, and lot coverage. The modified site design does not visually conflict with the character of the surrounding industrial business area. The updated architectural facades provide a modern look to the building, which will be consistent with the five buildings proposed in the NACC site.

Conditions of Approval

General

1. The applicant shall defend, indemnify, and hold harmless the City of American Canyon ("City"), its elected officials, officers, employees, attorneys, representatives, boards, commissions, consultants, volunteers and agents from and against all claims, actions, including actions to arbitrate or mediate, damages, losses, judgments, liabilities, expenses and other costs, or proceedings against the City, its elected officials, officers, employees, attorneys, representatives, boards, commissions, volunteers, or agents to attack, modify, set aside, void, or annul an approval, conditional approval, permit, entitlement, environmental document, environmental clearance, mitigation plan, or any other document or any of the proceedings, acts, or determinations taken, done, or made prior to granting of such approval, conditional approval, permit, entitlement, environmental clearance, environmental document, mitigation plan, or

other documents, by the City, including, without limitation, an action against an advisory agency, appeal board, or legislative body within the applicable limitation period.

The obligation to defend, indemnify and hold the City harmless shall include the payment of all legal costs and attorney's fees (including a third party award of attorney's fees), arising out of, resulting from, or in connection with the City's act or acts leading up to and including approval of any environmental document or mitigation plan granting approvals to the applicant, incurred on behalf of, or by, the City, its elected officials, officers, employees, representatives, attorneys, boards, commissions, volunteers and agents in connection with the defense of any claim, action, or proceeding challenging the entire or a portion of an approval, conditional approval, permit, entitlement or any other document of any related claim.

The obligation to defend, indemnify, and hold the City harmless shall include, but not be limited to, the cost of preparation of any administrative record by the City, staff time, copying costs, court costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of a permit, approval, conditional approval, entitlement, environmental document, mitigation plan, environmental clearance, or any other document or approval related to the applicant's project.

The City will promptly notify the applicant of any claim, action, or proceeding and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or the City fails to cooperate fully in the defense, the applicant shall not be responsible to defend, indemnify, or hold harmless the City.

In the event a legal challenge to a City permit, approval, conditional approval, environmental document, environmental clearance, mitigation plan, entitlement or any other document, proceeding, determination, or action related to the applicant's project is successful, and an award of attorneys' fees is granted against the City, the applicant shall be responsible to timely pay the full amount of such an award.

2. The approval shall become effective on the expiration of the appeal period, ten (10) calendar days following the decision, unless an appeal is filed. An appeal may be filed with the Community Development Director by filling out an Appeal Form accompanied by a fee of $795.

3. The applicant is responsible for paying all charges related to the processing of this discretionary case application prior to the issuance of building or any other permits for this project. Failure to pay all charges shall result in delays in the issuance of required permits or the revocation of the approval of this application.

4. Prior to obtaining a building permit, all parties working on the project shall obtain a business license from the City.

Planning Division

5. The Community Development Director shall review any deviations from the approved permit. The project proposes a Minor Modification (PL24-0023) to NACC Buildings A and B. Building A modification consists of the following:
    a. Widen drive aisles around building to 30 feet.
    b. Modifies parking stall configuration to get stalls closer to the primary building.
    c. Add one vehicle parking space for a total of 62.
    d. Modifies site layout to utilize graded bio retention areas.
    e. Modifies exterior elevations.
    f. Modifies the landscape plans

    Building B Modification consists of the following:
    g. Modifies the roof so that it will slope toward the south to utilize the bioretention area.
    h. Modifies exterior elevations.
    i. Modifies the landscape plans.

    The modifications are described in the site plan, landscaping plan, and architectural elevations shown in Exhibits A, B, C, and D. In the event the Community Development Director determines that the project is not in substantial conformance with the approval, the applicant shall submit a new application for a Design Permit or a Minor or Major Modification depending on which application is required by the zoning code.

6. All conditions of approval from Resolution 2018-86 (NACC Tentative Subdivision Map), Resolution 2018-87 (NACC Buildings A and B Design Permit), and Ordinance 2020-03 (NACC Development Agreement), remain in effect.

7. Prior to the effective date of the Minor Modification Permit, the applicant and property owner shall sign the agreement to the conditions of approval. The form is available as Exhibit E.

Building Division

8. Prior to construction of the Minor Modification improvements, the applicant shall obtain a building permit.

9. Prior to the final inspection, the applicant shall submit a letter of certification to the Building Official from the project architect certifying that all improvements have been constructed in accordance with the approved building plans.

10. Construction activities on the site shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. Work between the hours of 6:00 pm and 7:00 am and work on weekends and holidays requires prior written approval from the Building Official. If weekends and holiday work is approved construction and grading activities on the site shall be limited to between 8:00 a.m.

to6:00 p.m. on Saturdays, and between 10:00 a.m. and 6:00 p.m. on Sundays and State and Federal holidays.

11. Recycling of Construction and Demolition Debris: Prior to issuance of a building permit, the applicant shall submit a plan for the diversion of at least 70 percent of the debris from the building demolition and construction. The plan shall include the qualified recycler that will be used, the methods of managing diversion of construction materials on site, and the proposed documentation that will be submitted to confirm that the diversion goal has been met.

12. Deferred Submittals: Prior to issuance of a building permit, the applicant shall submit a request to the Chief Building Official for any proposed deferred submittals on a form provided by the Building and Safety Division. The Deferred Submittal request shall include a justification for each proposed deferred submittal.

13. Accessibility: Prior to the final inspection, a Certified Access Specialist (CASp) shall submit a letter certifying that all improvements have been constructed in compliance with applicable state and federal accessibility standards.

14. NVUSD Developer Fees: Prior to issuance of each building permit, the applicant shall submit a Certificate of Compliance from the Napa Valley Unified School District (NVUSD). For more information contact NVUSD Developer Fees, link here: https://www.nvusd.org/doing-business-with-us/developerfees-clone .

Fire District

15. The buildings will be subject to the District's aerial apparatus impact fees as well as the fire impact fees due to the height of the buildings.

16. All Fire related underground piping and fire appurtenances shall be shown on the Civil plan submittal. In addition to the Civil plan submittal, at least (1) plan set under separate cover shall be submitted to American Canyon Building Division for routing to the American Canyon Fire Protection District detailing all underground piping and related fire appurtenances including but not limited to underground piping, underground sweep detail, underground trench details showing depth of burial, type of backfill, manufacturer's specifications of piping, valves joints, fittings and calculated size and locations of thrust blocks, hydrants locations (designate public or private), gate shut-off valves, PIV's, FDC's, fire pumps, fire pump and/or riser rooms.

17. Underground utility contractor, architect, and fire sprinkler contractor shall coordinate the location of risers and control valves prior to the issuance of a building permit.

18. An approved water supply capable of supplying the required fire flow for fire protection systems shall be provided to all premises upon which facilities or buildings are hereby constructed or moved into or within the City. Required fire flow and hydrant distribution shall be in accordance with Appendix B and C of the California Fire Code. Applicant shall demonstrate on plan submittal;

square footage of each building on plan and provide the required fire flow information. Applicant shall demonstrate that the number and spacing of onsite fire hydrants meets with requirements of the California Fire Code. ***See sample below regarding fire flow and hydrant detail information needed.***

BUILDING FIRE FLOW REQUIREMENTS – CFC TABLES B105.2 & B105.1(2)
INFORMATION BELOW IS A SAMPLE AND FOR REFERENCE ONLY

Table B105.1(2) – Building size = 129, 600 square feet
Construction type = Type IIA
FF = 5,250 gpm at 20 psi
Duration = 4 hours

Table B105.2 – Fire sprinkler allowance = - 50%
5,250 – 2,625 = 2,625 gpm
FF = 2,625 gpm @ 20 psi
Duration = 2 hours

Table CC105.1 – Approximate number of hydrants = 3
Average spacing = 400 feet + 25% allowable increase = 500
Maximum distance from street or frontage = 225 feet = 50% allowable increase = 337.5

19. Fire Protection systems shall be installed in accordance with provisions set forth in the California Fire Code as amended by the American Canyon Fire Protection District and the applicable National Fire Protection Association Standard.

20. Fire Apparatus Access Roads shall be designed in accordance with provisions set forth in the California Fire Code Chapter 5 and Appendix D as amended by the American Canyon Fire Protection District and the applicable Public Works Standard.

21. Access roads shall be completed with all-weather surfaces prior to the stockpiling of combustible materials or beginning combustible construction. Fire apparatus access shall be provided to within 150 feet of the most remote portions of all building from an approved exterior route. If this cannot be achieved fire apparatus turn arounds will be needed.

22. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Vertical traffic calming in the form of speed pumps, humps or dips are prohibited along fire access roads without prior approval of the fire Code Official. The minimum width and clearances established in Section 503.2.1 shall be maintained at all times.

23. Where applicable improvement plan submittals for permit shall include locations of fire lane red curbing and fire lane signage. Please refer to and include City Public Works Standard FP-2A & 2B with plan submittals for permitting.

24. The City of American Canyon requires that a fire hydrant be in service within 250 feet of the furthest point of construction prior to the stockpiling of combustible materials for the beginning of construction.

25. Fire Department Connections (FDC) shall be located not more than 100 ft. from the nearest fire hydrant.

Public Works

26. Per CC Resolution 2018-86 Condition #37 a.2: Developer is required to install an 8-feet wide Class 1 multi-use path along the entire length of South Kelly Road frontage from Devlin Road to SR29. The Developer asked the City to include the Vine Trail portion within the Caltrans right-of-way with the South Kelly Road Improvements Project, TR23-0200, as a reimbursable item. The Developer will reimburse the City for the cost of the portion of the Vine Trail within the Caltrans right-of-way, including engineering, permitting and construction. Prior to approval of the Improvement Plans, Developer shall enter into a reimbursement agreement with the City.

27. Per CC Resolution 2018-86 Condition #37 b: Developer is required to install a 12" recycled water main from the end of the existing recycled water main in Devlin Road extending within South Kelly Road to the frontage of Lot 1. Developer asked the City to include the installation of the 12" recycled water main with the South Kelly Road Improvements Project, TR23-0200, as a reimbursable item. Developer will reimburse the City for the cost of the 12" recycled water main installation, including engineering, permitting and construction. Prior to approval of the Improvement Plans, Developer shall enter into a reimbursement agreement with the City.

28. Driveways do not conform to City Standard Drawing #3.11. A Design and Construction Exception approval shall be obtained prior to submittal of the Improvement Plans.

29. Prior to recordation of the Final Map, Lot A shall convey all private reciprocal easements with Lot B for the construction, use and/or maintenance of roads or other access, drainage facilities, and utilities on the Final Map or by separate easements.

30. Prior to recordation of the Final Map, Lot A shall establish a Shared Maintenance Agreement with Lot B for the long term and ongoing maintenance and operation of all shared private improvements. Specifically, the parcel owners shall be responsible for the ongoing maintenance and operation of shared utilities, shared storm drains, and shared access roads. The Shared Maintenance Agreement shall be prepared to run with the land of each parcel. The Shared Maintenance Agreement shall be submitted to the City for review and approval prior to recordation.

31. Prior to recordation of the Final Map, Lot B shall convey all private reciprocal easements with Lot A and Lot D for the construction, use and/or maintenance of roads or other access, drainage facilities, utilities and post-construction storm water management facilities on the Final Map or by separate easements.

32. Prior to recordation of the Final Map, Lot B shall establish a Shared Maintenance Agreement with Lot A and Lot D for the long term and ongoing maintenance and operation of all shared private improvements. Specifically, the parcel owners shall be responsible for the ongoing maintenance and operation of all onsite stormwater quality facilities, shared storm drains, and shared access roads. The Shared Maintenance Agreement shall be prepared to run with the land of each parcel. The Shared Maintenance Agreement shall be submitted to the City for review and approval prior to recordation.

We look forward to working with you on this project. Should you have any questions, please contact me by e-mail at whe@americancanyon.gov , or by phone at 707-647-4337.

Sincerely,

City of American Canyon

William He, AICP
Senior Planner, Community Development Department

Attachments:
1. Exhibit A: Project Site Plan
2. Exhibit B: Landscaping Plan
3. Exhibit C: Building A Architectural Plan
4. Exhibit D: Building B Architectural Plan
5. Exhibit E: Confirmation of Conditions of Approval

EC: Project Review Committee
File

APPROVED PARKING							
BUILDING	STANDARD	COMPACT	ACCESSIBLE	ACCESSIBLE EV CHARGING ONLY	STANDARD EV CHARGING ONLY	STANDARD EV CAPABLE	TOTAL
A	45	4	4 (1 VAN)	2 (1 VAN)	3	3	61
B	21	0	4 (1 VAN)	1 VAN	1	2	28

SITE PLAN NOTES:

- EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.

Attachment 1:
PL24-0023 NACC BLDGS A & B MM - Site Plans

0 15 30 60
LM
SCALE: 1"=30'

S. KELLY ROAD

DEVLIN ROAD

BUILDING A
24,397 SF

BUILDING B
22,668 SF

DETENTION BASIN

BIORETENTION 10

BIORETENTION 11

BIORETENTION 12

BIORETENTION 13

BIORETENTION 14

PROPOSED 8' WIDE VINE TRAIL

PROPOSED 70.84' ACCESS EASEMENT

PROPOSED 20' ACCESS EASEMENT

PROPOSED PROPERTY LINE (PER TENTATIVE MAP)

100 LF 6" PVC SDR 35 SS @ 1%

36 LF 6" SS @ 1%

6" SSCO RIM 59.23 INV 55.41

6" SSCO RIM 58.14 INV 56.41

6" SS INV 55.05

DENSE TREES

MISC. DEBRIS

City of American Canyon
Planning Division Approval
2/20/2025
Authorized Signature Date

SHEET INDEX

No.	TITLE
1	APPROVED SITE PLAN (PL20-0016)
2	PROPOSED SITE PLAN (PL24-0023)
3	GRADING PLAN
4	GRADING PLAN
5	PROPOSED UTILITY PLAN
6	TYPICAL CROSS SECTIONS
7	FIRE PLAN
8	DRIVEWAY VARIANCE PLAN
L1.1	PRELIMINARY LANDSCAPE PLAN

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602
BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117
REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION FOR
NAPA AIRPORT CORPORATE CENTER BUILDINGS A & B
70 & 90 S. KELLY ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

APPROVED SITE PLAN (PL20-0016)

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

1
SHEET 1 OF 9

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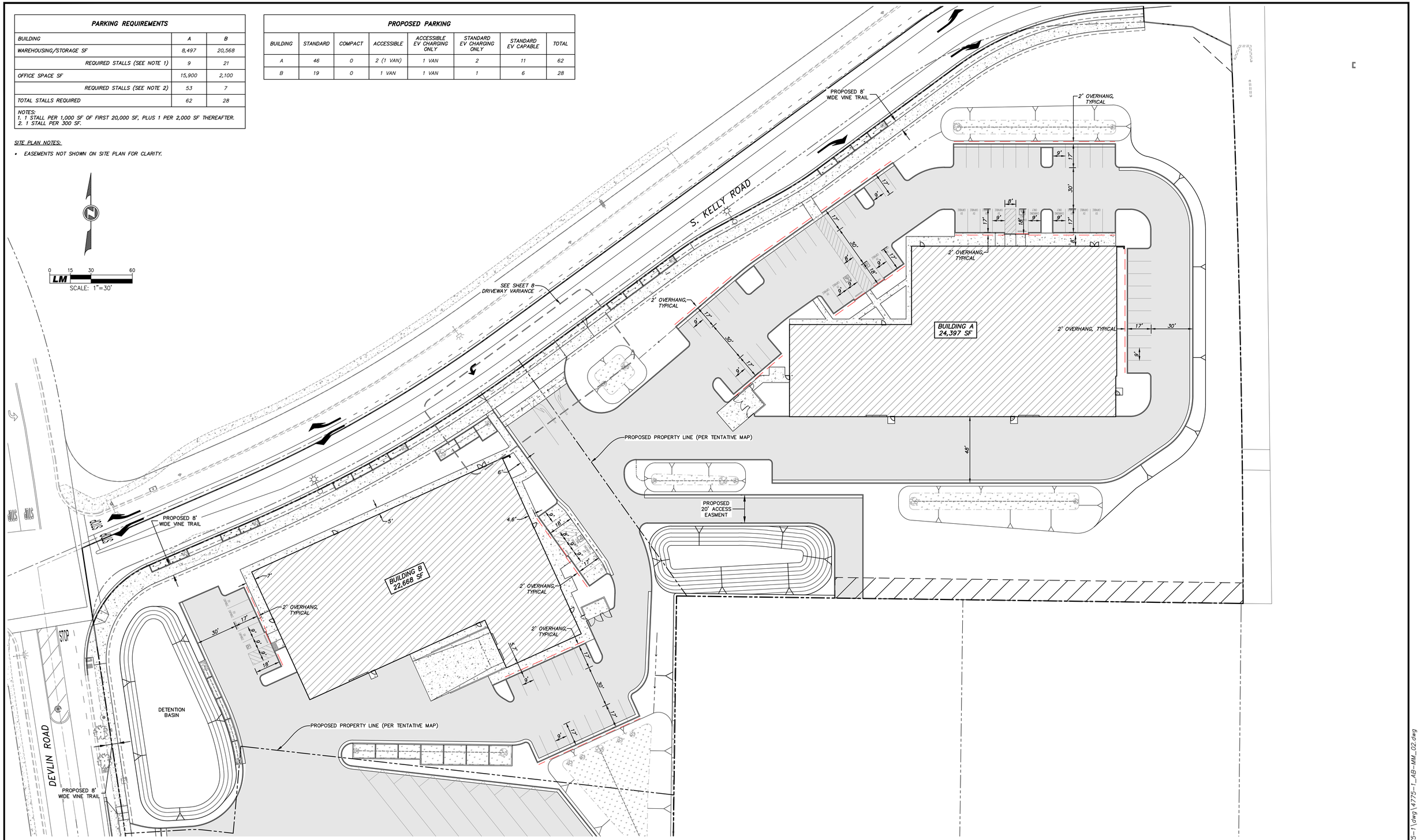
PARKING REQUIREMENTS		
BUILDING	A	B
WAREHOUSING/STORAGE SF	8,497	20,568
REQUIRED STALLS (SEE NOTE 1)	9	21
OFFICE SPACE SF	15,900	2,100
REQUIRED STALLS (SEE NOTE 2)	53	7
TOTAL STALLS REQUIRED	62	28
NOTES: 1. 1 STALL PER 1,000 SF OF FIRST 20,000 SF, PLUS 1 PER 2,000 SF THEREAFTER. 2. 1 STALL PER 300 SF.		

PROPOSED PARKING							
BUILDING	STANDARD	COMPACT	ACCESSIBLE	ACCESSIBLE EV CHARGING ONLY	STANDARD EV CHARGING ONLY	STANDARD EV CAPABLE	TOTAL
A	46	0	2 (1 VAN)	1 VAN	2	11	62
B	19	0	1 VAN	1 VAN	1	6	28

SITE PLAN NOTES:

- EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.

0 15 30 60
LM
SCALE: 1"=30'



DESIGNED BY PF	REV.	DATE	DESCRIPTION	BY	APP'D.
DRAWN BY JB					
CHECKED BY PDC					

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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDINGS A & B
70 & 90 S. KELLY ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

PROPOSED SITE PLAN (PL24-0023)

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

2
SHEET 2 OF 9

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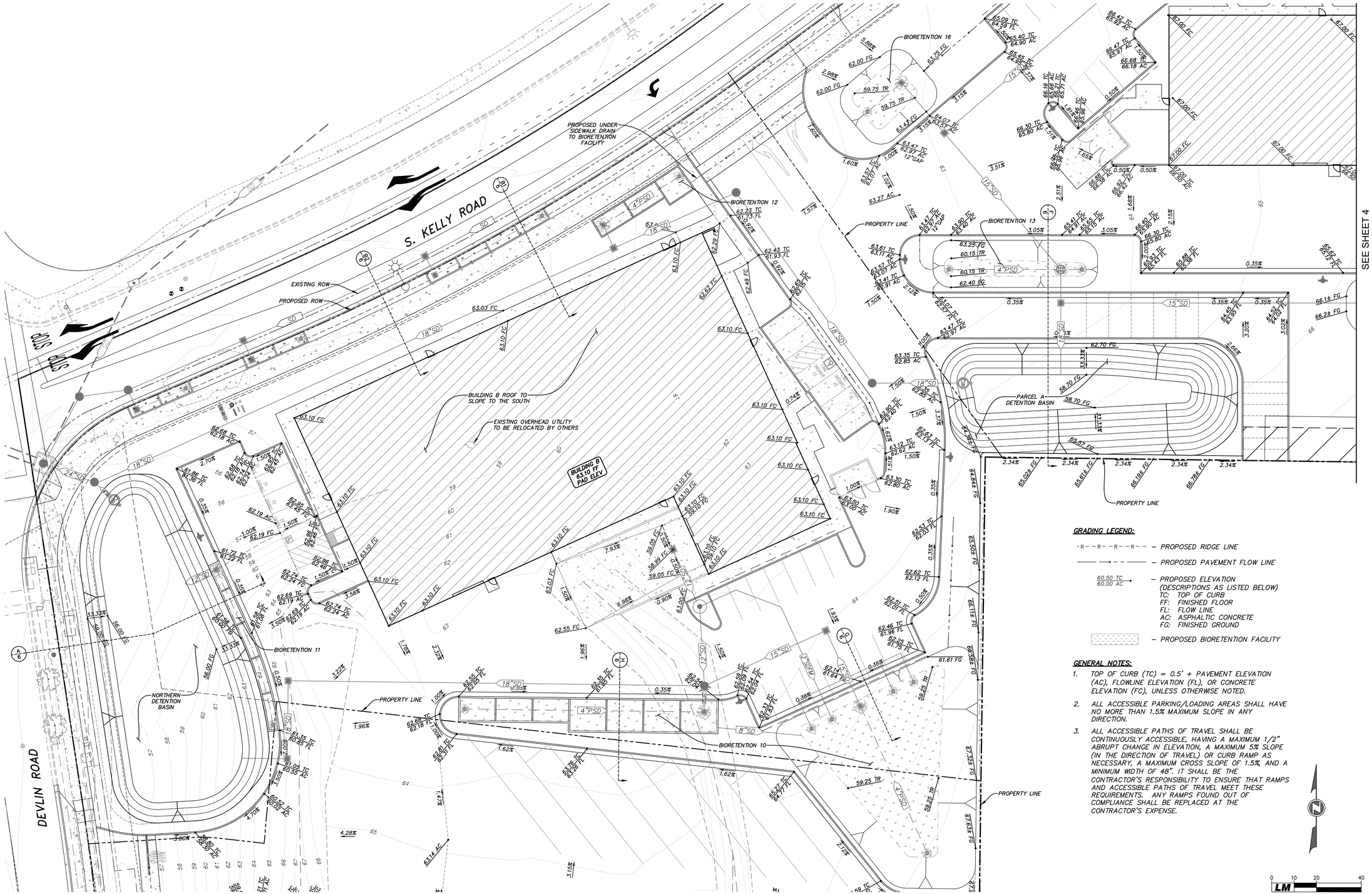

GRADING LEGEND:

-R--R--R--R-- – PROPOSED RIDGE LINE

——→——→—— – PROPOSED PAVEMENT FLOW LINE

60.50 TC / 60.00 AC – PROPOSED ELEVATION (DESCRIPTIONS AS LISTED BELOW)
TC: TOP OF CURB
FF: FINISHED FLOOR
FL: FLOW LINE
AC: ASPHALTIC CONCRETE
FG: FINISHED GROUND

– PROPOSED BIORETENTION FACILITY

GENERAL NOTES:

1. TOP OF CURB (TC) = 0.5' + PAVEMENT ELEVATION (AC), FLOWLINE ELEVATION (FL), OR CONCRETE ELEVATION (FC), UNLESS OTHERWISE NOTED.
2. ALL ACCESSIBLE PARKING/LOADING AREAS SHALL HAVE NO MORE THAN 1.5% MAXIMUM SLOPE IN ANY DIRECTION.
3. ALL ACCESSIBLE PATHS OF TRAVEL SHALL BE CONTINUOUSLY ACCESSIBLE, HAVING A MAXIMUM 1/2" ABRUPT CHANGE IN ELEVATION, A MAXIMUM 5% SLOPE (IN THE DIRECTION OF TRAVEL) OR CURB RAMP AS NECESSARY, A MAXIMUM CROSS SLOPE OF 1.5%, AND A MINIMUM WIDTH OF 48". IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT RAMPS AND ACCESSIBLE PATHS OF TRAVEL MEET THESE REQUIREMENTS. ANY RAMPS FOUND OUT OF COMPLIANCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

0 10 20 40
SCALE: 1"=20'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
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MINOR MODIFICATION FOR
NAPA AIRPORT CORPORATE CENTER BUILDINGS A & B
70 & 90 S. KELLY ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

GRADING PLAN

SCALE 1"=20'
DATE: 01-08-2024
JOB NO. 4775-1

3
SHEET 3 OF 9

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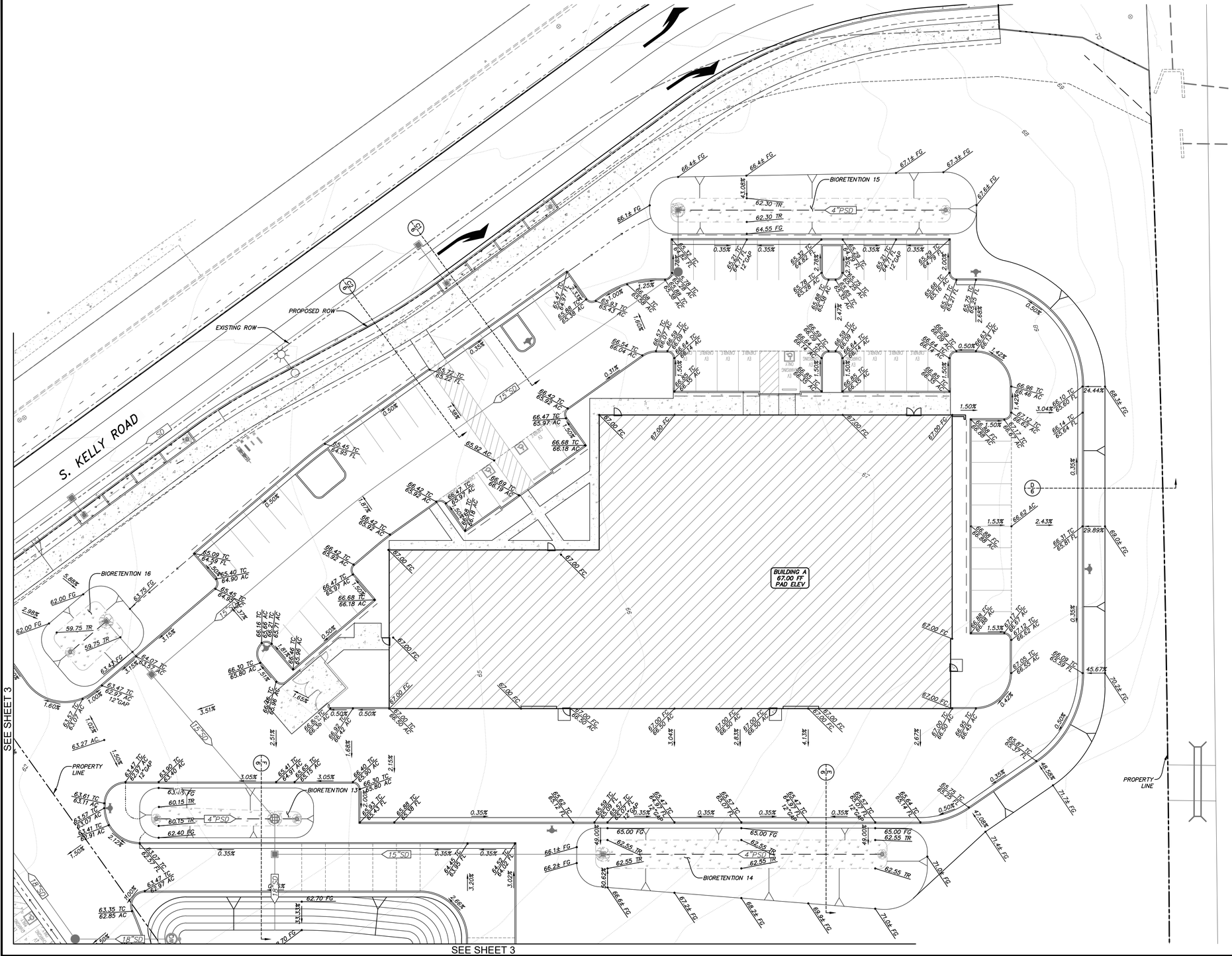

GRADING LEGEND:

-R--R--R--R-- – PROPOSED RIDGE LINE

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60.50 TC / 60.00 AC – PROPOSED ELEVATION (DESCRIPTIONS AS LISTED BELOW)
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FF: FINISHED FLOOR
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AC: ASPHALTIC CONCRETE
FG: FINISHED GROUND

– PROPOSED BIORETENTION FACILITY

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1. TOP OF CURB (TC) = 0.5' + PAVEMENT ELEVATION (AC), FLOWLINE ELEVATION (FL), OR CONCRETE ELEVATION (FC), UNLESS OTHERWISE NOTED.
2. ALL ACCESSIBLE PARKING/LOADING AREAS SHALL HAVE NO MORE THAN 1.5% MAXIMUM SLOPE IN ANY DIRECTION.
3. ALL ACCESSIBLE PATHS OF TRAVEL SHALL BE CONTINUOUSLY ACCESSIBLE, HAVING A MAXIMUM 1/2" ABRUPT CHANGE IN ELEVATION, A MAXIMUM 5% SLOPE (IN THE DIRECTION OF TRAVEL) OR CURB RAMP AS NECESSARY, A MAXIMUM CROSS SLOPE OF 1.5%, AND A MINIMUM WIDTH OF 48". IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT RAMPS AND ACCESSIBLE PATHS OF TRAVEL MEET THESE REQUIREMENTS. ANY RAMPS FOUND OUT OF COMPLIANCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
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P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

BY _____ PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDINGS A & B
70 & 90 S. KELLY ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

GRADING PLAN

SCALE 1"=20'
DATE: 01-08-2024
JOB NO. 4775-1

4
SHEET 4 OF 9

X:\Land Projects\4775-1\dwg\4775-1_C309.dwg

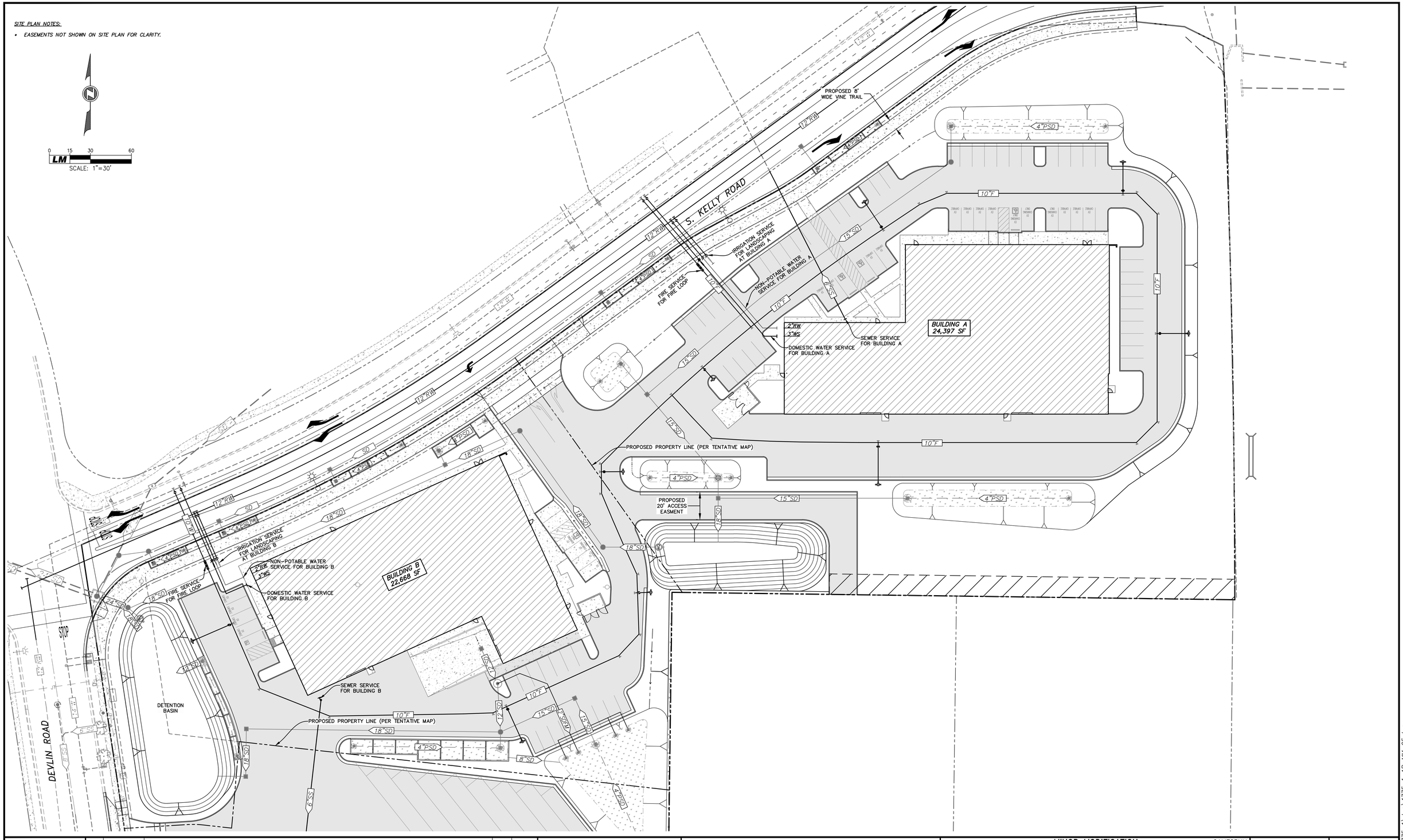
SITE PLAN NOTES:

- *EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.*

0 15 30 60

LM

SCALE: 1"=30'



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DRAWN BY JB					
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	REV.	DATE	DESCRIPTION	BY	APP'D.

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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER BUILDINGS A & B
70 & 90 S. KELLY ROAD — *CITY OF AMERICAN CANYON* — *CALIFORNIA*

PROPOSED UTILITY PLAN

SCALE 1"=30'

DATE: 01-08-2024
JOB NO. 4775-1

5

SHEET 5 OF 9

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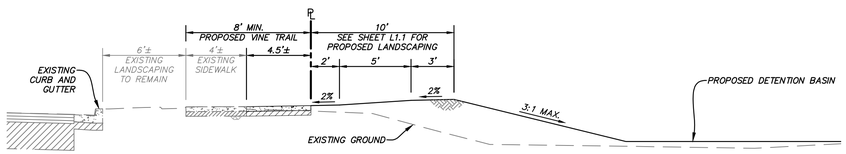
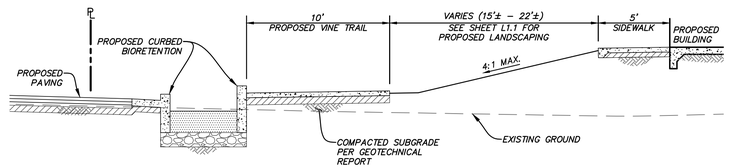


DEVLIN ROAD AT BUILDING B

A

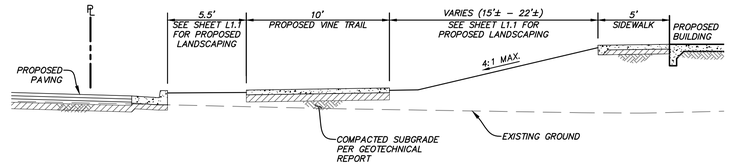
NTS



SOUTH KELLY ROAD AT BUILDING B (WITH BIORETENTION)

B1

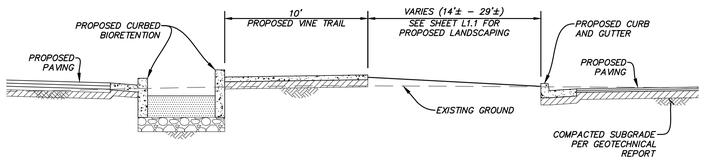
NTS



SOUTH KELLY ROAD AT BUILDING B

B2

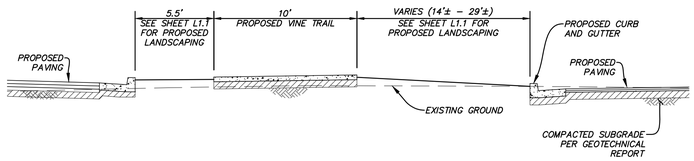
NTS



SOUTH KELLY ROAD AT BUILDING A (WITH BIORETENTION)

C1

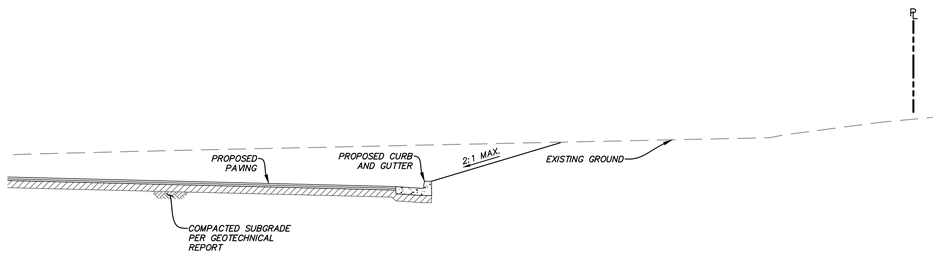
NTS



SOUTH KELLY ROAD AT BUILDING A

C2

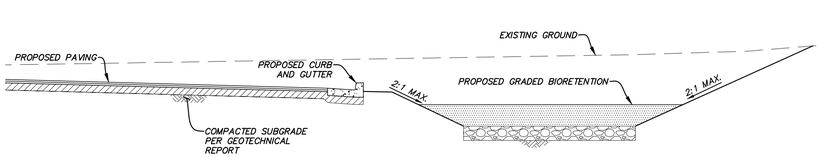
NTS



EAST SIDE OF BUILDING A

D

NTS



SOUTH SIDE OF BUILDING A

E

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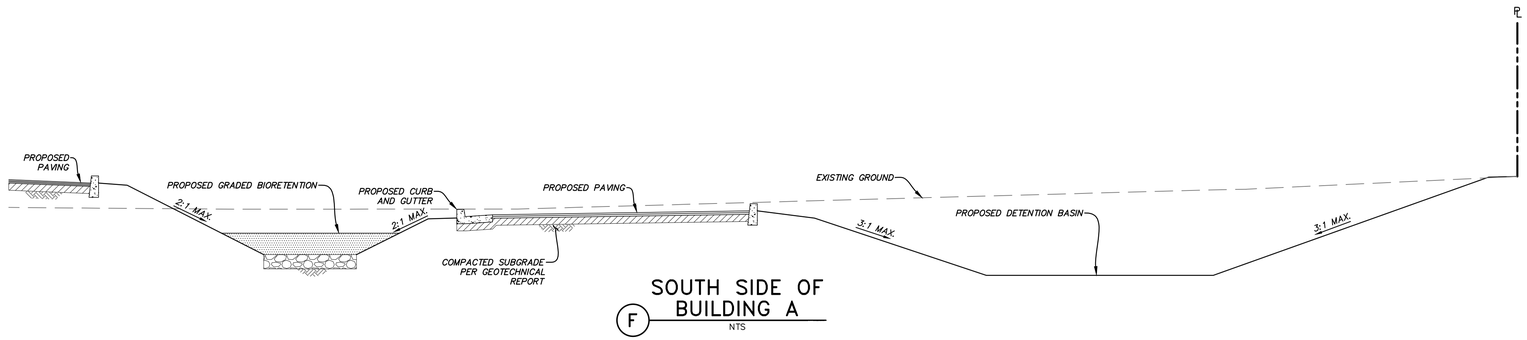
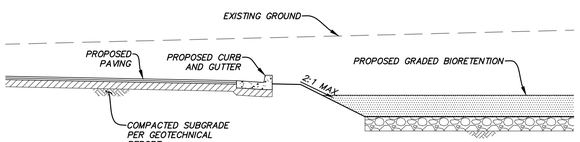


SOUTH SIDE OF BUILDING A

F

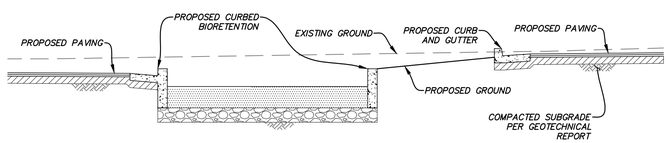
NTS



SOUTH SIDE OF BUILDING B

G

NTS



SOUTH SIDE OF BUILDING B

H

NTS

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDINGS A & B
CALIFORNIA
70 & 90 S. KELLY ROAD
CITY OF AMERICAN CANYON

TYPICAL CROSS SECTIONS

SCALE NONE
DATE: 01-08-2024
JOB NO. 4775-1

6
SHEET 6 OF 9

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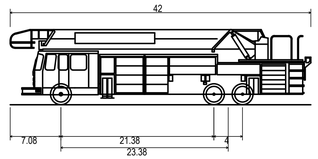

City of Napa Ladder Truck	
Overall Length	42.000ft
Overall Width	10.000ft
Overall Body Height	10.495ft
Min Body Ground Clearance	0.925ft
Track Width	8.360ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	41.20°

0 15 30 60

LM

SCALE: 1"=30'

PROPOSED 8' WIDE VINE TRAIL

12' RW

S. KELLY ROAD

2"RW
3"WS

BUILDING A
24,397 SF

BUILDING B
22,668 SF

10"F

PROPOSED PROPERTY LINE (PER TENTATIVE MAP)

PROPOSED 20' ACCESS EASMENT

DETENTION BASIN

DEVLIN ROAD

STOP

LM LAUGENOUR AND MEIKLE
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DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDINGS A & B

70 & 90 S. KELLY ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

FIRE PLAN

SCALE 1"=30'

DATE: 01-08-2024
JOB NO. 4775-1

7

SHEET 7 OF 9

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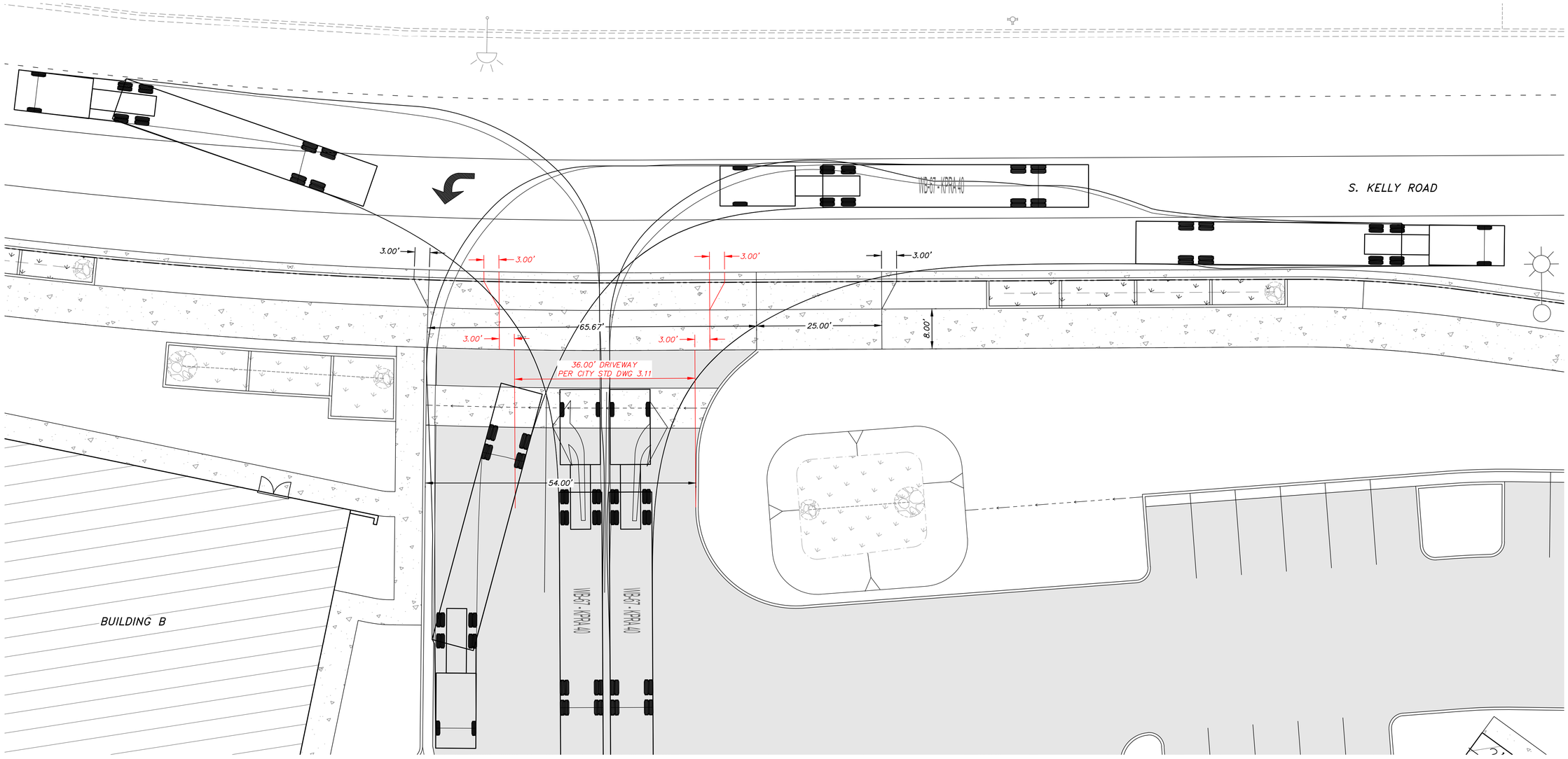

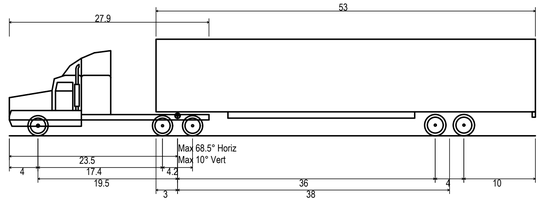

WB-67 - KPRA 40

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

VARIANCE REQUEST:
APPLICANT REQUESTS A VARIANCE TO COMMERCIAL CURB CUTS & DRIVEWAY REGULATIONS (STANDARD DWG. # 3.11) TO ACCOMMODATE TRUCK TURN MOVEMENTS.

0 5 10 20
SCALE: 1"=10'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117
REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDINGS A & B
70 & 90 S. KELLY ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

DRIVEWAY VARIANCE PLAN

SCALE 1"=10'
DATE: 01-08-2024
JOB NO. 4775-1

8
SHEET 8 OF 9

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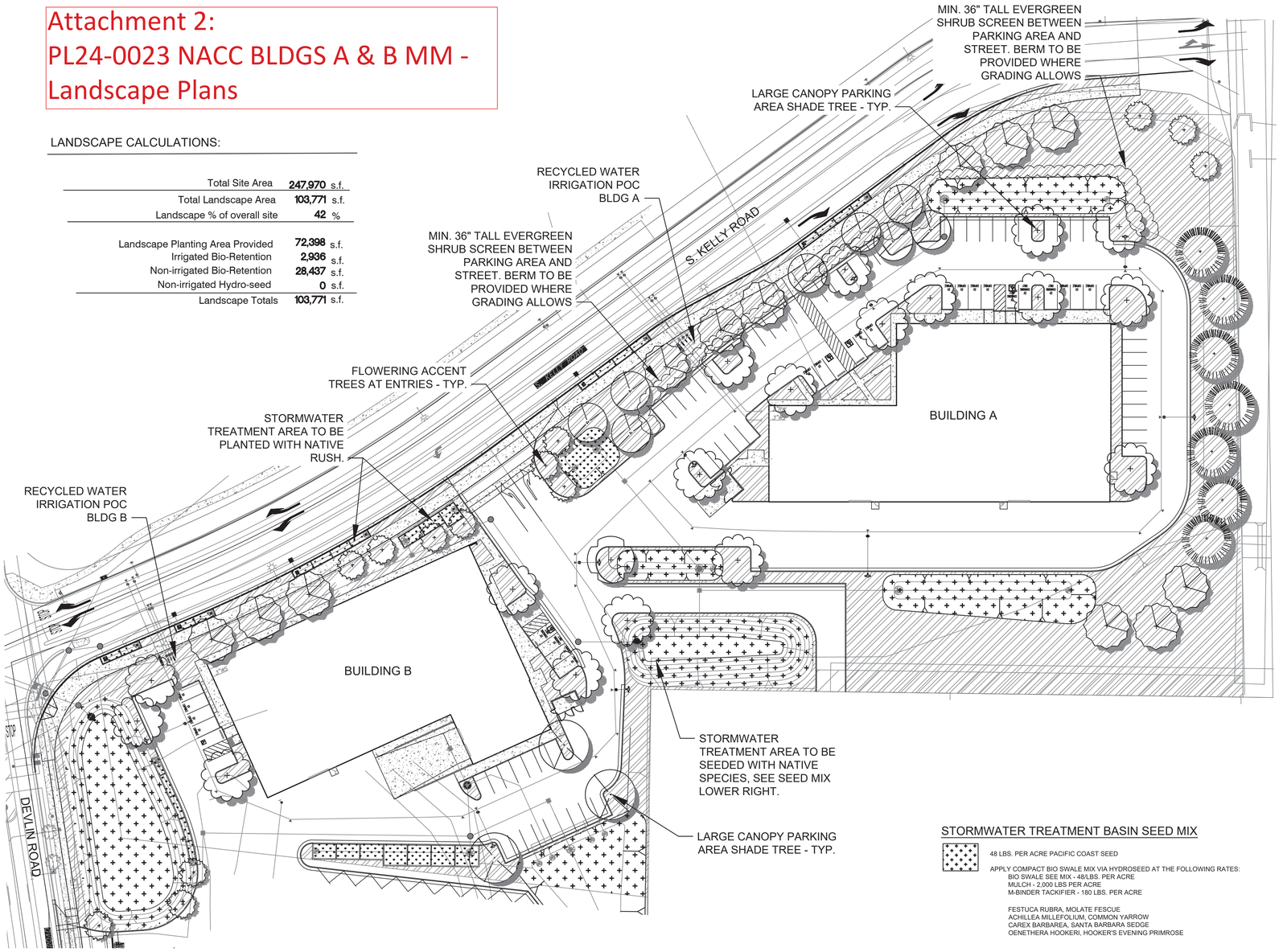
Attachment 2:
PL24-0023 NACC BLDGS A & B MM - Landscape Plans

LANDSCAPE CALCULATIONS:

Total Site Area	247,970	s.f.
Total Landscape Area	103,771	s.f.
Landscape % of overall site	42	%
Landscape Planting Area Provided	72,398	s.f.
Irrigated Bio-Retention	2,936	s.f.
Non-irrigated Bio-Retention	28,437	s.f.
Non-irrigated Hydro-seed	0	s.f.
Landscape Totals	103,771	s.f.



STORMWATER TREATMENT BASIN SEED MIX

48 LBS. PER ACRE PACIFIC COAST SEED

APPLY COMPACT BIO SWALE MIX VIA HYDROSEED AT THE FOLLOWING RATES:
BIO SWALE SEE MIX - 48/LBS. PER ACRE
MULCH - 2,000 LBS PER ACRE
M-BINDER TACKIFIER - 180 LBS. PER ACRE

FESTUCA RUBRA, MOLATE FESCUE
ACHILLEA MILLEFOLIUM, COMMON YARROW
CAREX BARBAREA, SANTA BARBARA SEDGE
OENETHERA HOOKERI, HOOKER'S EVENING PRIMROSE

Preliminary MAWA

LA= 78,330 s.f.
SLA = 0 s.f.
ETo= 45.8 inches/year

MAWA = (ETo) x 0.62) x ((0.45xLA)+(0.3xSLA))
MAWA = 1,176,551 gallons per year

Preliminary ETWU

LA= 78,330 s.f.
SLA = 0 s.f.
ETo= 45.8 inches/year

ETWU = (ETo) x 0.62) x ((PFxHA/IE)+SLA))
ETWU = 792,290 gallons per year

PRELIMINARY LANDSCAPE NOTES:

1. THERE IS APPROXIMATELY 103,771 S.F. OF LANDSCAPE AREA.
2. ALL PLANTS AND TREES ARE 'WUCOLS' LOW/MEDIUM WATER VARIETIES.
3. SOIL AMENDMENTS WILL BE INCORPORATED PER SOILS TEST. COMPOST WILL BE ORGANIC COMPOSTED GREEN WASTE.
4. ALL PLANTER AREAS SHALL BE TREATED WITH A 3" LAYER OF MULCH.
5. THERE IS 15 % LANDSCAPE AREA WITHIN THE PARKING AND CIRCULATION AREA.
6. THERE ARE 83 PARKING STALLS AND 28 SHADE TREES. 1 TREE PER 3 STALLS = 27 TREES.

PRELIMINARY IRRIGATION NOTES:

A FULLY AUTOMATIC RECYCLED WATER IRRIGATION SYSTEM THAT MEETS THE CURRENT WATER EFFICIENT LANDSCAPE ORDINANCE REQUIREMENTS SHALL BE INSTALLED INCLUDING THE FOLLOWING:

1. AN 'ET' SMART CONTROLLER AND 'ET' SENSOR SHALL BE USED FOR WEATHER BASED IRRIGATION CONTROL.
2. A MASTER VALVE AND FLOW SENSOR SHALL BE INSTALLED IN THE SYSTEM.
3. ALL PLANTER AREAS SHALL BE IRRIGATED WITH PLACE-DRIP IRRIGATION.
4. TREES SHALL RECEIVE DEEP WATERING BUBBLERS.
5. 'WELO' DOCUMENTATION SHALL BE SUBMITTED WITH LANDSCAPE IMPROVEMENTS PLANS (CONSTRUCTION DOCUMENTS).

PRELIMINARY RECYCLED WATER NOTES

1. MAINLINE, QUICK COUPLERS AND VALVE BOX LIDS, AND PIPING SHALL HAVE RECYCLED WATER SYMBOL AND WARNING.
2. THE IRRIGATION SYSTEM SHALL MEET ALL CITY REQUIREMENTS FOR RECYCLED WATER.
3. A WATER METER IS REQUIRED FOR FOR RECYCLED WATER IRRIGATION CONNECTION PER INDIVIDUAL SYSTEMS
4. WARNING TAGS SHALL BE PURPLE PLASTIC AND BEAR THE WORDS "RECYCLED WATER" ON EACH SIDE (ONE IN ENGLISH, THE OTHER SIDE SPANISH)
5. WARNING TAGS SHALL BE INSTALLED ON THE WATER METER, BACKFLOW PREVENTER , VALVES, AND EXPOSED PIPING OF ALL RECYCLED WATER SYSTEMS PER THE CITY GUIDELINES; ANGLE STOP, METER AND BACKFLOW ARE PAINTED PURPLE.
6. ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT VERSION OF "GUIDELINES FOR THE USE OF RECYCLED WATER" AVAILABLE BY WATER PURVEYOR.
7. THE IRRIGATION SHALL BE INSTALLED TO PREVENT RUNOFF AND PONDING. OVER SPRAY OR WIND DRIFT ONTO PAVING AREAS IS NOT PERMITTED. THE SITE WILL BE REQUIRED TO PASS A 'SPRINKLER COVERAGE TEST' ADMINISTERED BY CITY STAFF TO ENSURE RECYCLED WATER REMAINS IN AUTHORIZED USE AREAS ONLY. PROVIDE A MINIMUM OF 48 HOURS NOTICE WHEN CONTACTING THE CITY TO SCHEDULE THIS TEST.
8. ANY CONNECTIONS BETWEEN THE POTABLE WATER AND RECYCLED WATER ARE PROHIBITED.
9. THE CITY BUILDING DIVISION MUST BE NOTIFIED FOR INSPECTION AT LEAST 24 HRS. PRIOR TO BACK FILL OF THE POINT OF CONNECTION. CERTIFICATE OF FINAL COMPLETION SHALL BE SUBMITTED TO THE BUILDING INSPECTOR PRIOR TO FINAL OCCUPANCY.
10. SUBSTANTIAL CHANGES TO THE APPROVED PLANS SHALL BE SUBMITTED TO THE 'BUILDING AND WATER RESOURCE DIV.' FOR RE-APPROVAL AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION.
11. IDENTIFICATION FOR RECYCLED WATER APPLIES TO ALL PIPING, MAINLINES AND LATERALS. QUICK COUPLING VALVES SHALL HAVE PURPLE LOCKING LIDS. ALL VALVES TO BE INSTALLED IN PURPLE VALVE BOXES. DEPTH OF COVER SHALL BE AT LEAST 24" FOR MAINLINES.
12. A MINIMUM OF 10' HORIZONTAL SEPARATION BETWEEN POTABLE WATER AND RECYCLED WATER PIPING IS REQUIRED. AT CROSSINGS, RECYCLED WATER CONSTANT PRESSURE MAINS SHALL BE AT LEAST 12" BELOW POTABLE WATER PIPES WITHIN A 10' HORIZONTAL DISTANCE, LATERAL PIPING MAY CROSS ABOVE POTABLE WATER WITHIN A MINIMUM OF 12" CLEARANCE.
13. WHERE PIPE SLEEVES ARE USED, EITHER THE SLEEVE OR INTERIOR PIPE MUST BE IDENTIFIED AS RECYCLED WATER. IDENTIFICATION TAPE OR PURPLE COLORED PIPE IS PERMITTED ON THE SLEEVE. INTERIOR PIPE MUST BE PURPLE PIPE.
14. PURPLE PIPE SHALL NOT BE STORED IN DIRECT SUNLIGHT.
15. ALL IRRIGATION HEADS TO BE MARKED WITH RECYCLED WATER IDENTIFICATION CAPS.
16. HOSE BIBBS SHALL NOT BE USED.

LANDSCAPE PLANT LIST:

PLANT LIST: WATER REGIME PLANT FACTOR REFERENCED ARE PER WUCOLS IV - ZONE 1
MATURE HABIT PER SUNSET WESTERN GARDEN BOOK

TREES

no.	NATIVE	BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME HYDROZONE	MATURE HABIT H X W
		ACER R. 'OCTOBER GLORY'	OCTOBER GLORY MAPLE	15 GAL.	MEDIUM	40' X 25'
		CEDRUS DEODARA	DEODAR CEDAR	15 GAL.	LOW	60' X 30'
		LAGERSTROEMIA F. 'CATAWBA'	CREPE MYRTLE	15 GAL.	LOW	15' X 15'
		PISTACIA CHINENSIS	CHINESE PISTACHE	15 GAL.	LOW	40' X 35'
		METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	15 GAL.	LOW	30' X 30'
	X	QUERCUS SHUMARDII	SHURMARD OAK	15 GAL.	LOW	45' X 50'
		ULMUS 'FRONTIER'	FRONTIER ELM	15 GAL.	LOW	35' X 25'

GROUND COVER

					SPACING
		COPROSMA P. 'VERDE VISTA'	MIRROR PLANT	1 GAL.	LOW	36" O.C.
		COTONEASTER D. 'LOWFAST'	BEARBERRY	1 GAL.	LOW	36" O.C.
		TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL.	LOW	24" O.C.

STORMWATER TREATMENT PLANTING

						SPACING
	X	JUNCUS PATENS 'ELK BLUE'	ELK BLUE CALIFORNIA GRAY RUSH	1 GAL	LOW	36" O.C.
	X	NATIVE SEED MIX SEE RIGHT NON IRRIGATED	MFG. PACIFIC COAST SEED			

SHRUBS

no.	NATIVE	BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME HYDROZONE	MATURE HABIT H X W
	X	ARCTOSTAPHYLOS 'JOHN DOURLEY'	MANZANITA	5 GAL.	LOW	
		BERBERIS AUTROPURPUREA	JAPANESE PURPLE BARBERRY	5 GAL.	LOW	
		CEANOTHUS CONCHA	CALIFORNIA LILAC	5 GAL.	LOW	
	X	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL.	LOW	
		LOROPETALUM RAZZLEBERRI	RAZZLEBERRY	5 GAL.	MEDIUM	
		NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL.	LOW	
		NERIUM O. 'PETITE RED'	DWARF RED OLEANDER	5 GAL.	LOW	
		MISCANTHUS 'YAKU JIMA'	EULALIA GRASS	5 GAL.	MEDIUM	
		PHOTINIA FRASERI	FRASER PHOTINIA	5 GAL.	MEDIUM	
		RHAPHIOLEPIS I. 'PINK LADY'	INDIAN HAWTHORNE	5 GAL.	LOW	
		ROSA 'RED CARPET'	RED CARPET ROSE	2 GAL.	MEDIUM	
		PHORMIUM RUBRA	PURPLE FLAX	5 GAL.	MEDIUM	
		TULBAGHIA VIOLACEA	SOCIETY GARLIC	1 GAL.	LOW	
	X	SALVIA GREGGII 'PURPLE'	AUTUMN SAGE	5 GAL.	LOW	
		VIBURNUM 'SPRING BOUQUET'	COMPACT LAURUSTINUS	5 GAL.	LOW	
		XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	5 GAL.	LOW	

0 20 40 80
Scale 1" = 40 ft
sheet size = 36" x 24"

BEFORE EXCAVATING CALL: 811
48-HOURS BEFORE ALL PLANNED WORK OPERATIONS
811 Know what's below. Call before you dig.

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive Reno, NV.
p: 775 829 1364 email: bhatch00@charter.net

Napa Airport Corporate Center Bldgs. A and B

90 S. Kelly Road & 70 S. Kelly Road
American Canyon, CA 94508

ISSUE	DATE
--	--.--.--

LICENSED LANDSCAPE ARCHITECT
BARBARA M. HATCH
No. 4811
12-31-25
Renewal Date
STATE OF CALIFORNIA

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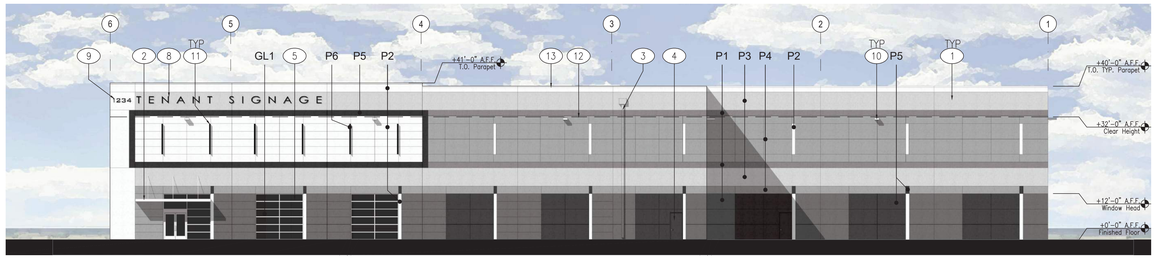
Approved	bh		
Drawn	kh	Reviewed	bh
Project No.	PL24-0023		
Scale		Issue Date	-.-.-

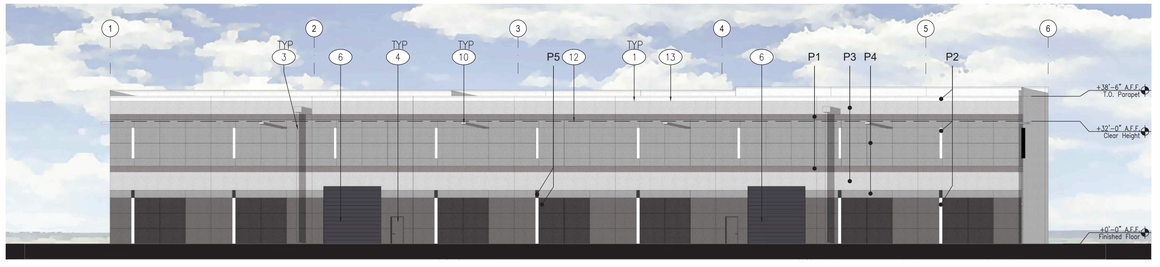
Preliminary Landscape Plan

L1.1

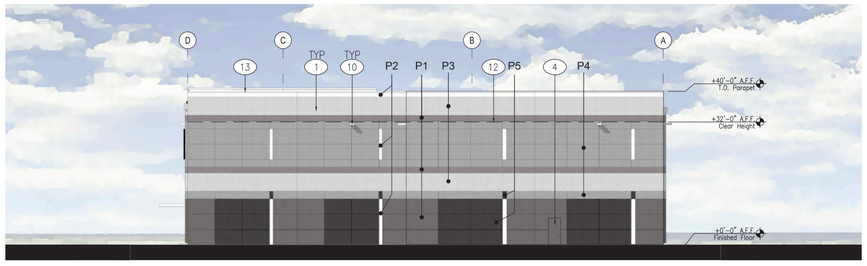
Attachment 3:
PL24-0023 NACC BLDGS A & B MM -
BLDG A Exterior Elevations



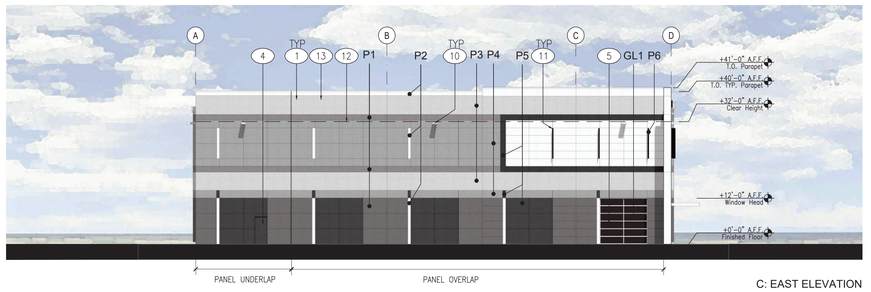
A: NORTH ELEVATION



B: SOUTH ELEVATION



D: WEST ELEVATION



C: EAST ELEVATION

E: PERSPECTIVE VIEW OF MAIN ENTRY

0' 8' 16' 32'

EXTERIOR ELEVATIONS
SCALE: 1/16" = 1'-0"
1

FINISH LEGEND:

- GL1 : 1" DUAL GLAZED INSULATING UNITS IN ALUMINUM FRAMES
  OUTSIDE PANE: VITRO GRAYLITE II 1/4" THICK DARK GRAY VISION GLAZ.
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- P1: ELASTOMERIC PAINT
  SHERWIN WILLIAMS SW7067 CITYSCAPE
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  SHERWIN WILLIAMS SW7069 IRON ORE
- P6: ELASTOMERIC PAINT
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KEYNOTES:

1. TYPICAL SITE CAST, CONCRETE TILT-UP PANELS WITH 3/4" REVEALS AND A MULTI COLOR COATING SYSTEM.
2. PAINTED STEEL ENTRY CANOPY
3. METAL SURFACE MOUNTED SCUPPERS AND DOWNSPOUTS. PAINT TO MATCH ADJACENT PANEL COLOR.
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City of American Canyon
Planning Division Approval
2/20/2025
Authorized Signature Date

RMW
RMW Architecture Interiors
1718 Third Street
Suite 101
Sacramento
California 95811
Office
916 449-1400
rmw.com

OWNER / DEVELOPER:

502 WHITMORE AVE
MODESTO, CA
CONTACT: STEVE LAY
PHONE: 209.252.1295

PRELIMINARY DESIGN DOCUMENTS FOR:

NEW INDUSTRIAL/
MANUFACTURING BUILDINGS

BUILDING A
90 S. KELLY ROAD
AMERICAN CANYON, CA 94503
PL24-0023

approved for the owner by :

approved for the architect by :

issue : description : date :

GENERAL CONTRACTOR:

drawn by : EF plot date : 09-05-2024

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-25
STATE OF CALIFORNIA

scale : AS NOTED

project number : 2234116

EXTERIOR ELEVATIONS BUILDING A

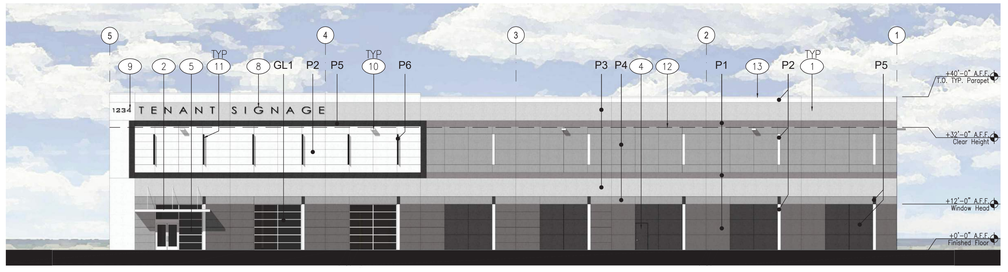
sheet no. :
A03.1

Attachment 4:
PL24-0023 NACC BLDGS A & B MM - BLDG B Exterior Elevations

City of American Canyon
Planning Division Approval

2/20/2025

Authorized Signature | Date



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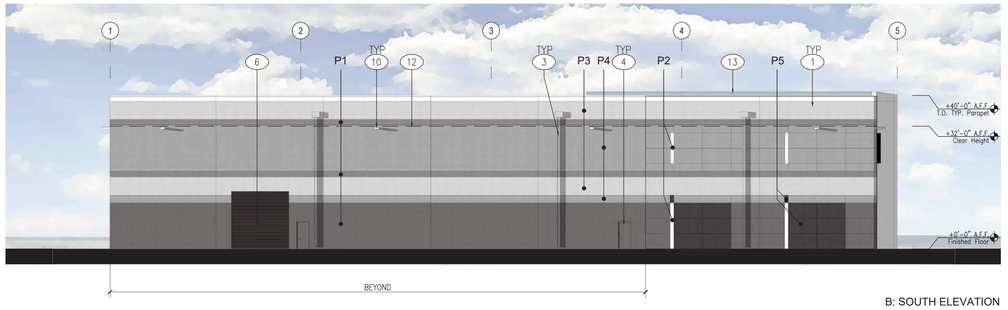

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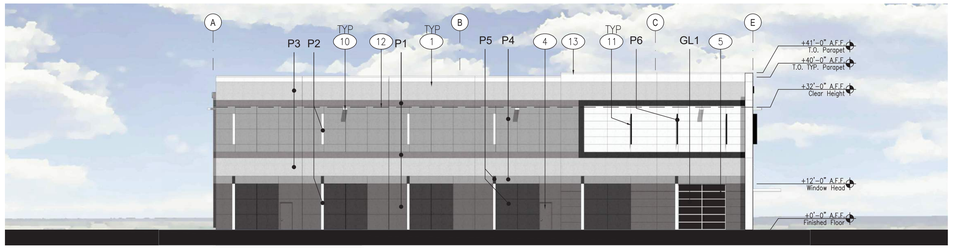

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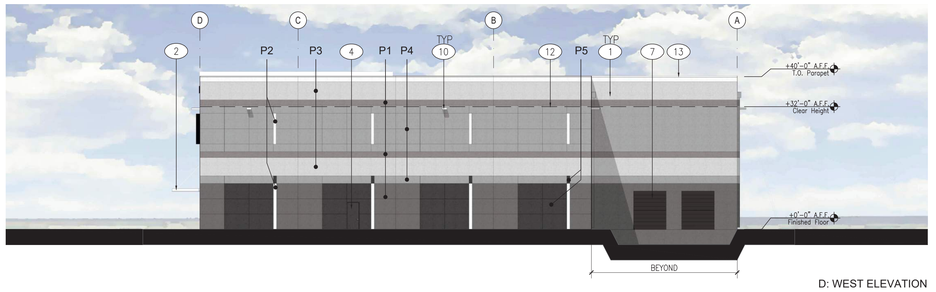

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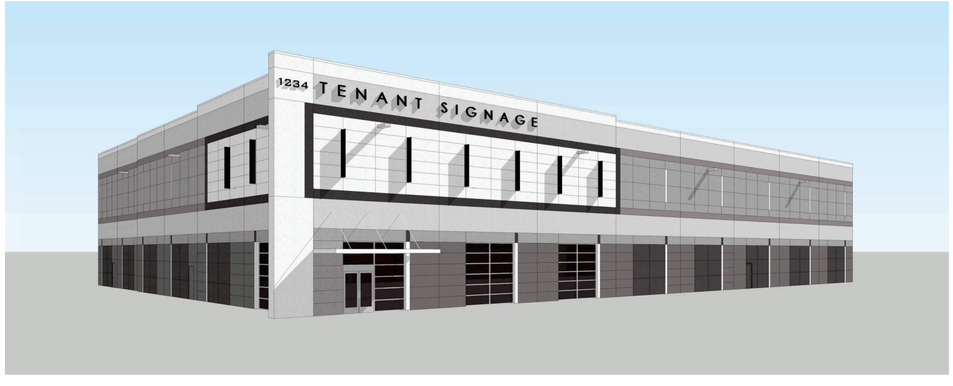

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PRELIMINARY DESIGN DOCUMENTS FOR:

NEW INDUSTRIAL/
MANUFACTURING BUILDINGS

BUILDING B
70 S. KELLY ROAD
AMERICAN CANYON, CA 94503
PL24-0023

approved for the owner by :

approved for the architect by :

issue : description : date :

GENERAL CONTRACTOR:

drawn by : EF plot date : 09-05-2024

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LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-25
STATE OF CALIFORNIA

scale : AS NOTED

project number : 2234116

EXTERIOR ELEVATIONS BUILDING B

sheet no. :

A03.2

EXHIBIT E
Applicant Confirmation of Conditions of Approval
NACC BLDGS A and B Minor Modification
(FILE NO. PL24-0023)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Minor Modification Approval dated February 20, 2025.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

Please return signed confirmation to the City of American Canyon Community Development Department, 4381 Broadway, Suite 201, American Canyon, CA 94503

EXHIBIT F

SUBSEQUENT APPROVAL – MINOR MODIFICATION PL24-0024

[to be inserted]

EXHIBIT F

CITY OF AMERICAN CANYON
COMMUNITY DEVELOPMENT DEPARTMENT

Sent by Email to:
Steven Lay, stevenlay@g3enterprises.com
Jeff Leonhardt, jleonhardt@rmw.com
Paymon Fardanesh, pay@lmce.net

February 20, 2025

Steven Lay
G3 Enterprises
502 E Whitmore Ave
Modesto, CA 95358

Subject: Approval of the NACC Building D Minor Modification (AA2025-05/PL24-0024) at 910 Devlin Road, APN 057-090-086

Dear Steven Lay:

I am pleased to inform you that the Napa Airport Commerce Center (NACC) Minor Modification (PL24-0016) at 910 Devlin Rd, APN 057-090-086, is approved with conditions. The Napa Airport Commerce Center (NACC) site consists of five industrial buildings of approximately 284,540 SF on a 30.28-acre site in the Napa County Airport Industrial Area Specific Plan (NCAIASP). The Building D Modification consists of the following:

a. Modifies the dock layout.
b. Relocation of retaining wall to the east side of easterly drive aisle.
c. Added 8 trailer stalls to the north side of Building D.
d. Reduced parking from 128 to 72 (whereas the Municipal Code requires 61).
e. Shifted Building D to the east by approximately 10 feet to provide room for bioretention facility adjacent to Devlin Rd.
f. Changes to exterior elevations.
g. Addition of a landscaping plan.

The goal of the changes is to increase the size of the building, develop more efficient vehicle circulation, and modernize the building facades.

In accordance with ACMC Section 19.45.030(D), approval of a minor modification must meet the following four findings.

1. The modification is in substantial conformity with the previously approved plan or permit, or if the change is substantive, that the revised project is equivalent to the original project design concept in terms of consistency with city design and development standards and policies.

The proposed modification changes the site parking layout and changes the exterior facades. The orientation and use classification of the building remains the same. The project is in substantial conformance of the original project (Use Permit #P07-00113-UP).

2. The modification will not create impacts substantially different from those of the previously approved project.

The original project consisted of a 90,799 SF building with 128 parking spaces. The current modification proposes a 90,799 SF building with 72 parking spaces, whereas the Municipal Code requires 61. The modification also adds 8 trailer parking stalls to the north of the site. The modification will not create impacts substantially different from the approved project.

3. The granting of the modification will not be materially detrimental to the public health, safety, or welfare, or to property or residents in the vicinity.

The modification is a reconfiguration of the parking and circulation areas, but the size of the building remains the same. There are no indications of detrimental effects to people or property in the vicinity.

4. The proposed modification is consistent with the policies and exhibits contained in the general plan.

The modification is consistent with the general plan because the changes to the parking and circulation areas meet the design criteria for height, bulk, and lot coverage. The main building is shifted approximately 10 feet away from the street from its original location, but the modified building location does not visually conflict with the character of the surrounding industrial business area. The updated architectural facades provide a modern look to the building, which will be consistent with the five buildings proposed in the NACC site.

Conditions of Approval

General

1. The applicant shall defend, indemnify, and hold harmless the City of American Canyon ("City"), its elected officials, officers, employees, attorneys, representatives, boards, commissions, consultants, volunteers and agents from and against all claims, actions, including actions to arbitrate or mediate, damages, losses, judgments, liabilities, expenses and other costs, or proceedings against the City, its elected officials, officers, employees, attorneys, representatives, boards, commissions, volunteers, or agents to attack, modify, set aside, void, or annul an approval, conditional approval, permit, entitlement, environmental document, environmental clearance, mitigation plan, or any other document or any of the proceedings, acts, or determinations taken, done, or made prior to granting of such approval, conditional approval, permit, entitlement, environmental clearance, environmental document, mitigation plan, or other documents, by the City, including, without limitation, an action against an advisory agency, appeal board, or legislative body within the applicable limitation period.

The obligation to defend, indemnify and hold the City harmless shall include the payment of all legal costs and attorney's fees (including a third party award of attorney's fees), arising out of, resulting from, or in connection with the City's act or acts leading up to and including approval of any environmental document or mitigation plan granting approvals to the applicant, incurred on behalf of, or by, the City, its elected officials, officers, employees, representatives, attorneys, boards, commissions, volunteers and agents in connection with the defense of any claim, action, or proceeding challenging the entire or a portion of an approval, conditional approval, permit, entitlement or any other document of any related claim.

The obligation to defend, indemnify, and hold the City harmless shall include, but not be limited to, the cost of preparation of any administrative record by the City, staff time, copying costs, court costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of a permit, approval, conditional approval, entitlement, environmental document, mitigation plan, environmental clearance, or any other document or approval related to the applicant's project.

The City will promptly notify the applicant of any claim, action, or proceeding and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or the City fails to cooperate fully in the defense, the applicant shall not be responsible to defend, indemnify, or hold harmless the City.

In the event a legal challenge to a City permit, approval, conditional approval, environmental document, environmental clearance, mitigation plan, entitlement or any other document, proceeding, determination, or action related to the applicant's project is successful, and an award of attorneys' fees is granted against the City, the applicant shall be responsible to timely pay the full amount of such an award.

2. The approval shall become effective on the expiration of the appeal period, ten (10) calendar days following the decision, unless an appeal is filed. An appeal may be filed with the Community Development Director by filling out an Appeal Form accompanied by a fee of $795.

3. The applicant is responsible for paying all charges related to the processing of this discretionary case application prior to the issuance of building or any other permits for this project. Failure to pay all charges shall result in delays in the issuance of required permits or the revocation of the approval of this application.

4. Prior to obtaining a building permit, all parties working on the project shall obtain a business license from the City.

Planning Division

5. The Community Development Director shall review any deviations from the approved permit. The project proposes a Minor Modification (PL24-0024) to NACC Building D. The modifications consist of the following:
    a. Modifies the dock layout.
    b. Relocation of retaining wall to the east side of easterly drive aisle.
    c. Added 8 trailer stalls to the north side of Building D.
    d. Reduced parking from 128 to 72.
    e. Shifted Building D to the east by approximately 10 feet to provide room for bioretention facility adjacent to Devlin Rd.
    f. Changes to exterior elevations.
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    The modifications are described in the site plan, landscaping plan, and architectural elevations shown in Exhibits A, B, and C. In the event the Community Development Director determines that the project is not in substantial conformance with the approval, the applicant shall submit a new application for a Design Permit or a Minor or Major Modification depending on which application is required by the zoning code.

6. All conditions of approval from Resolution 2018-86 (NACC Tentative Subdivision Map) and Ordinance 2020-03 (NACC Development Agreement), remain in effect.

7. Prior to the effective date of the Minor Modification Permit, the applicant and property owner shall sign the agreement to the conditions of approval. The form is available as Exhibit D.

Building Division

8. Prior to construction of the Minor Modification improvements, the applicant shall obtain a building permit.

9. Prior to the final inspection, the applicant shall submit a letter of certification to the Building Official from the project architect certifying that all improvements have been constructed in accordance with the approved building plans.

10. Construction activities on the site shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. Work between the hours of 6:00 pm and 7:00 am and work on weekends and holidays requires prior written approval from the Building Official. If weekends and holiday work is approved construction and grading activities on the site shall be limited to between 8:00 a.m. to6:00 p.m. on Saturdays, and between 10:00 a.m. and 6:00 p.m. on Sundays and State and Federal holidays.

11. Recycling of Construction and Demolition Debris: Prior to issuance of a building permit, the applicant shall submit a plan for the diversion of at least 70 percent of the debris from the building demolition and construction. The plan shall include the qualified recycler that will be used, the

methods of managing diversion of construction materials on site, and the proposed documentation that will be submitted to confirm that the diversion goal has been met.

12. Deferred Submittals: Prior to issuance of a building permit, the applicant shall submit a request to the Chief Building Official for any proposed deferred submittals on a form provided by the Building and Safety Division. The Deferred Submittal request shall include a justification for each proposed deferred submittal.

13. Accessibility: Prior to the final inspection, a Certified Access Specialist (CASp) shall submit a letter certifying that all improvements have been constructed in compliance with applicable state and federal accessibility standards.

14. NVUSD Developer Fees: Prior to issuance of each building permit, the applicant shall submit a Certificate of Compliance from the Napa Valley Unified School District (NVUSD). For more information contact NVUSD Developer Fees, link here: https://www.nvusd.org/doing-business-with-us/developerfees-clone .

Fire District

15. The buildings will be subject to the District's aerial apparatus impact fees as well as the fire impact fees due to the height of the buildings.

16. All Fire related underground piping and fire appurtenances shall be shown on the Civil plan submittal. In addition to the Civil plan submittal, at least (1) plan set under separate cover shall be submitted to American Canyon Building Division for routing to the American Canyon Fire Protection District detailing all underground piping and related fire appurtenances including but not limited to underground piping, underground sweep detail, underground trench details showing depth of burial, type of backfill, manufacturer's specifications of piping, valves joints, fittings and calculated size and locations of thrust blocks, hydrants locations (designate public or private), gate shut-off valves, PIV's, FDC's, fire pumps, fire pump and/or riser rooms.

17. Underground utility contractor, architect, and fire sprinkler contractor shall coordinate the location of risers and control valves prior to the issuance of a building permit.

18. An approved water supply capable of supplying the required fire flow for fire protection systems shall be provided to all premises upon which facilities or buildings are hereby constructed or moved into or within the City. Required fire flow and hydrant distribution shall be in accordance with Appendix B and C of the California Fire Code. Applicant shall demonstrate on plan submittal; square footage of each building on plan and provide the required fire flow information. Applicant shall demonstrate that the number and spacing of onsite fire hydrants meets with requirements of the California Fire Code. ***See sample below regarding fire flow and hydrant detail information needed.***

BUILDING FIRE FLOW REQUIREMENTS – CFC TABLES B105.2 & B105.1(2)

INFORMATION BELOW IS A SAMPLE AND FOR REFERENCE ONLY

Table B105.1(2) – Building size = 129, 600 square feet
Construction type = Type IIA
FF = 5,250 gpm at 20 psi
Duration = 4 hours

Table B105.2 – Fire sprinkler allowance = - 50%
5,250 – 2,625 = 2,625 gpm
FF = 2,625 gpm @ 20 psi
Duration = 2 hours

Table CC105.1 – Approximate number of hydrants = 3
Average spacing = 400 feet + 25% allowable increase = 500
Maximum distance from street or frontage = 225 feet = 50% allowable increase = 337.5

19. Fire Protection systems shall be installed in accordance with provisions set forth in the California Fire Code as amended by the American Canyon Fire Protection District and the applicable National Fire Protection Association Standard.

20. Fire Apparatus Access Roads shall be designed in accordance with provisions set forth in the California Fire Code Chapter 5 and Appendix D as amended by the American Canyon Fire Protection District and the applicable Public Works Standard.

21. Access roads shall be completed with all-weather surfaces prior to the stockpiling of combustible materials or beginning combustible construction. Fire apparatus access shall be provided to within 150 feet of the most remote portions of all building from an approved exterior route. If this cannot be achieved fire apparatus turn arounds will be needed.

22. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Vertical traffic calming in the form of speed pumps, humps or dips are prohibited along fire access roads without prior approval of the fire Code Official. The minimum width and clearances established in Section 503.2.1 shall be maintained at all times.

23. Where applicable improvement plan submittals for permit shall include locations of fire lane red curbing and fire lane signage. Please refer to and include City Public Works Standard FP-2A & 2B with plan submittals for permitting.

24. The City of American Canyon requires that a fire hydrant be in service within 250 feet of the furthest point of construction prior to the stockpiling of combustible materials for the beginning of construction.

25. Fire Department Connections (FDC) shall be located not more than 100 ft. from the nearest fire hydrant.

Public Works

26. Per CC Resolution 2018-86 Condition #37 a.2: Developer is required to install an 8-feet wide Class 1 multi-use path along the entire length of South Kelly Road frontage from Devlin Road to SR29. The Developer asked the City to include the Vine Trail portion within the Caltrans right-of-way with the South Kelly Road Improvements Project, TR23-0200, as a reimbursable item. The Developer will reimburse the City for the cost of the portion of the Vine Trail within the Caltrans right-of-way, including engineering, permitting and construction. Prior to approval of the Improvement Plans, Developer shall enter into a reimbursement agreement with the City.

27. Per CC Resolution 2018-86 Condition #37 b: Developer is required to install a 12" recycled water main from the end of the existing recycled water main in Devlin Road extending within South Kelly Road to the frontage of Lot 1. Developer asked the City to include the installation of the 12" recycled water main with the South Kelly Road Improvements Project, TR23-0200, as a reimbursable item. Developer will reimburse the City for the cost of the 12" recycled water main installation, including engineering, permitting and construction. Prior to approval of the Improvement Plans, Developer shall enter into a reimbursement agreement with the City.

28. Driveways do not conform to City Standard Drawing #3.11. A Design and Construction Exception approval shall be obtained prior to submittal of the Improvement Plans.

29. Prior to recordation of the Final Map, Lot D shall convey all private reciprocal easements with Lot B and Lot E for the construction, use and/or maintenance of roads or other access, drainage facilities, utilities and post-construction storm water management facilities on the Final Map or by separate easements.

30. Prior to recordation of the Final Map, Lot D shall establish a Shared Maintenance Agreement with Lot B and Lot E for the long term and ongoing maintenance and operation of all shared private improvements. Specifically, the parcel owners shall be responsible for the ongoing maintenance and operation of all onsite stormwater quality facilities, shared storm drains, and shared access roads. The Shared Maintenance Agreement shall be prepared to run with the land of each parcel. The Shared Maintenance Agreement shall be submitted to the City for review and approval prior to recordation.

We look forward to working with you on this project. Should you have any questions, please contact me by e-mail at whe@americancanyon.gov , or by phone at 707-647-4337.

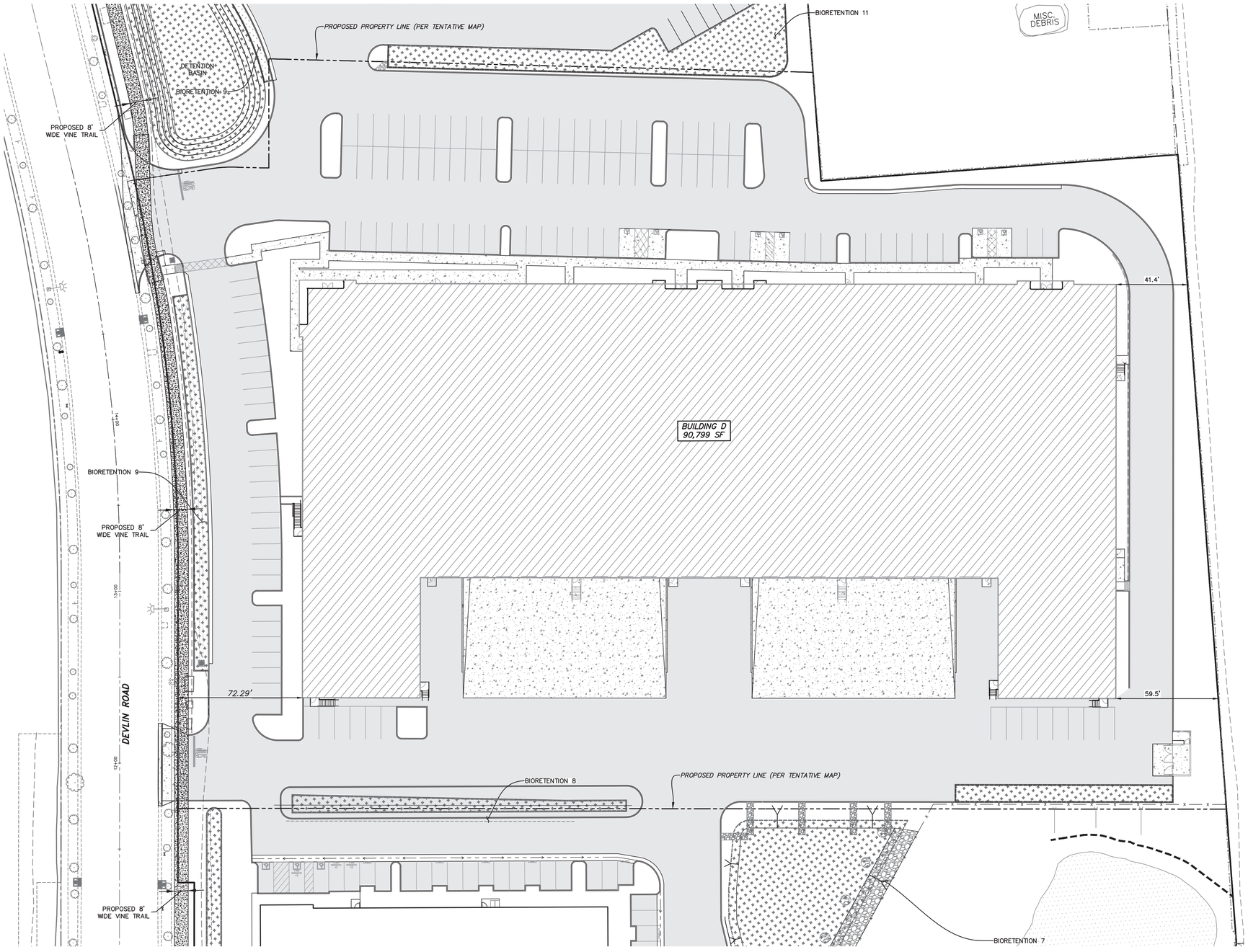
Sincerely,

City of American Canyon

William He, AICP
Senior Planner, Community Development Department

Attachments:
1. Exhibit A: Project Site Plan
2. Exhibit B: Landscaping Plan
3. Exhibit C: Architectural Plan
4. Exhibit D: Confirmation of Conditions of Approval

EC: Project Review Committee
File



APPROVED PARKING						
STANDARD	COMPACT	ACCESSIBLE	ACCESSIBLE EV CHARGING ONLY	STANDARD EV CHARGING ONLY	STANDARD EV CAPABLE	TOTAL
122	0	6 (3 VAN)	0	0	0	128

SITE PLAN NOTES:

- EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.

Attachment 1:
PL24-0024 NACC BLDG D MM - Site Plan

City of American Canyon
Planning Division Approval
2/20/2025
Authorized Signature Date

SHEET INDEX	
No.	TITLE
1	APPROVED SITE PLAN (P07-00113-UP)
2	PROPOSED SITE PLAN (PL24-0024)
3	GRADING PLAN
4	GRADING PLAN
5	UTILITY PLAN
6	TYPICAL CROSS SECTIONS
7	FIRE PLAN
8	DRIVEWAY VARIANCE PLAN
9	DRIVEWAY VARIANCE PLAN
L1.1	PRELIMINARY LANDSCAPE PLAN
L1.2	PRELIMINARY LANDSCAPE PLAN

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602
BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117
REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING D
910 DELVIN ROAD CITY OF AMERICAN CANYON CALIFORNIA

APPROVED SITE PLAN (P07-00113-UP)

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

1
SHEET 1 OF 11

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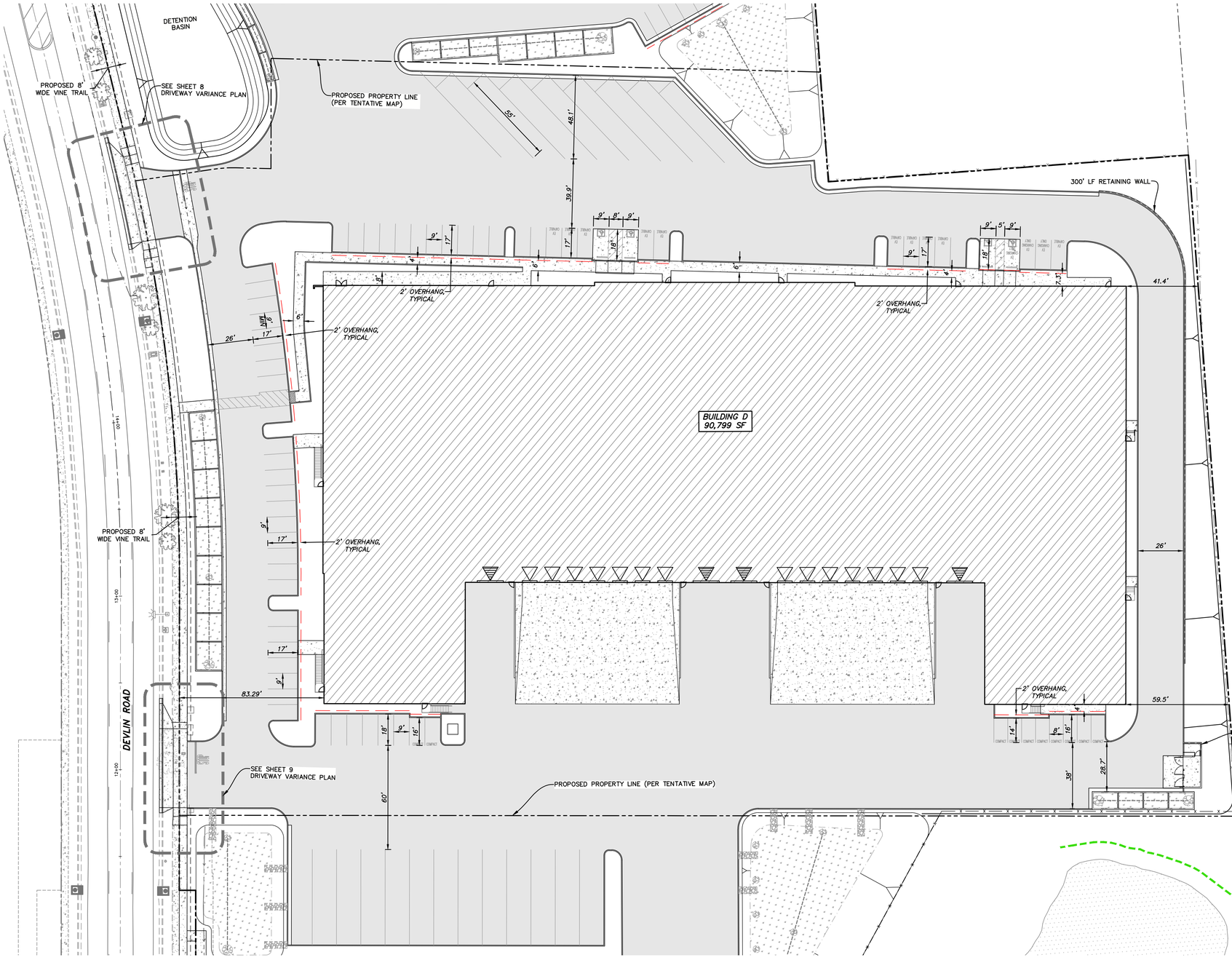

PARKING REQUIREMENTS	
BUILDING	D
WAREHOUSING/STORAGE SF	88,799
REQUIRED STALLS (SEE NOTE 1)	54
OFFICE SPACE SF	2,000
REQUIRED STALLS (SEE NOTE 2)	7
TOTAL STALLS REQUIRED	61

NOTES:
1. 1 STALL PER 1,000 SF OF FIRST 20,000 SF, PLUS 1 PER 2,000 SF THEREAFTER.
2. 1 STALL PER 300 SF.

PROPOSED PARKING						
STANDARD	COMPACT	ACCESSIBLE	ACCESSIBLE EV CHARGING ONLY	STANDARD EV CHARGING ONLY	STANDARD EV CAPABLE	TOTAL
46	10	3 (1 VAN)	1	2	10	72

SITE PLAN NOTES:

- EASEMENTS NOT SHOWN ON SITE PLAN FOR CLARITY.

DESIGNED BY PF
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CHECKED BY PDC

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING D
910 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

PROPOSED SITE PLAN (PL24-0024)

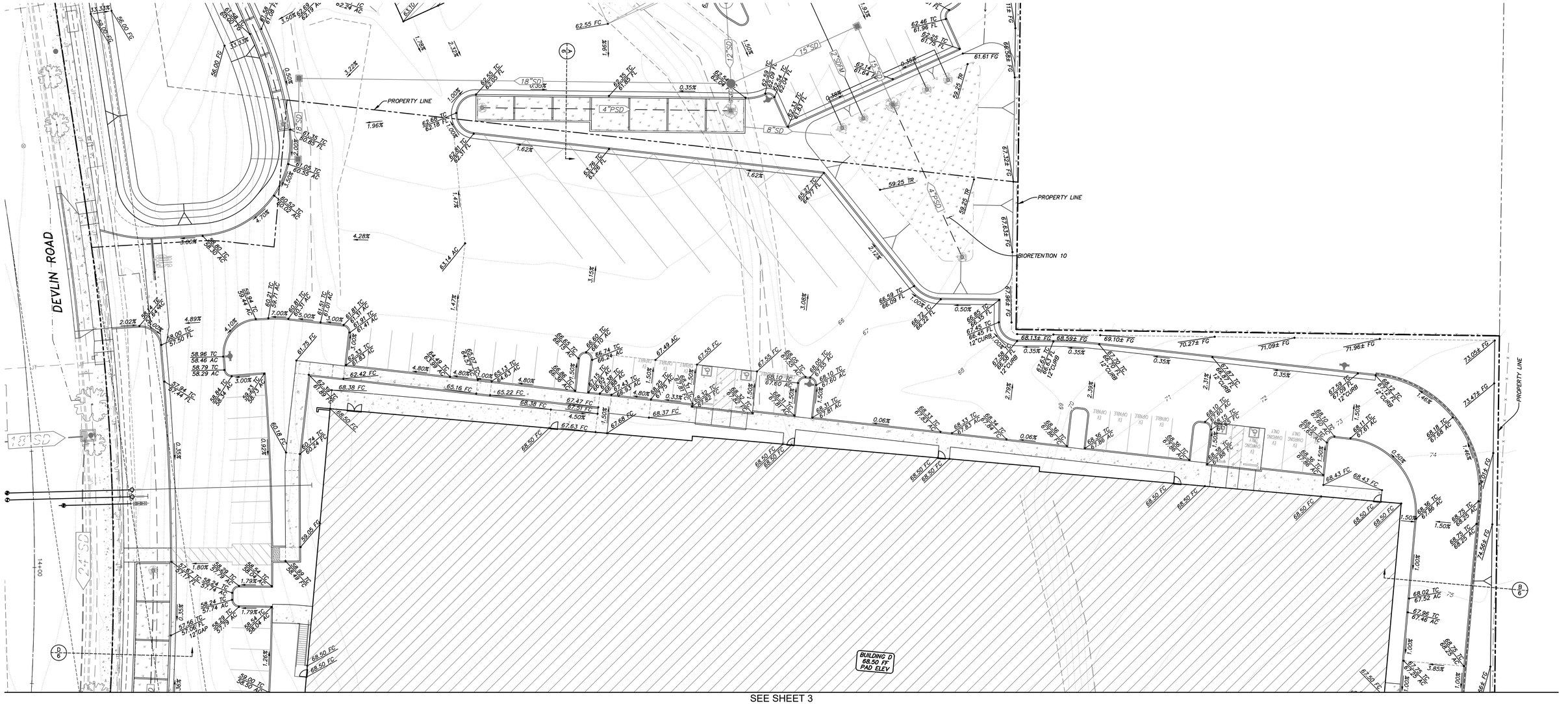
SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

2
SHEET 2 OF 11

X:\Land Projects\4775-1\dwg\4775-1_D-MM_02.dwg

SEE SHEET 4

DEVLIN ROAD
BIORETENTION 06
BUILDING D
68.50 FF
PAD ELEV
PROPERTY LINE
PROPERTY LINE
12"SD
12"SD
12"SD
15"SD
3"SDFM
4"PSD
4"PSD
4"PSD
12"SD
12"SD
12"S



GRADING LEGEND:

-R--R--R--R-- – PROPOSED RIDGE LINE

——→——— – PROPOSED PAVEMENT FLOW LINE

60.50 TC / 60.00 AC – PROPOSED ELEVATION (DESCRIPTIONS AS LISTED BELOW)
TC: TOP OF CURB
FF: FINISHED FLOOR
FL: FLOW LINE
AC: ASPHALTIC CONCRETE
FG: FINISHED GROUND

– PROPOSED BIORETENTION FACILITY

GENERAL NOTES:

1. TOP OF CURB (TC) = 0.5' + PAVEMENT ELEVATION (AC), FLOWLINE ELEVATION (FL), OR CONCRETE ELEVATION (FC), UNLESS OTHERWISE NOTED.
2. ALL ACCESSIBLE PARKING/LOADING AREAS SHALL HAVE NO MORE THAN 1.5% MAXIMUM SLOPE IN ANY DIRECTION.
3. ALL ACCESSIBLE PATHS OF TRAVEL SHALL BE CONTINUOUSLY ACCESSIBLE, HAVING A MAXIMUM 1/2" ABRUPT CHANGE IN ELEVATION, A MAXIMUM 5% SLOPE (IN THE DIRECTION OF TRAVEL) OR CURB RAMP AS NECESSARY, A MAXIMUM CROSS SLOPE OF 1.5%, AND A MINIMUM WIDTH OF 48". IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT RAMPS AND ACCESSIBLE PATHS OF TRAVEL MEET THESE REQUIREMENTS. ANY RAMPS FOUND OUT OF COMPLIANCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

0 10 20 40
LM
SCALE: 1"=20'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117
REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION — CALIFORNIA
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING D
910 DELVIN ROAD — CITY OF AMERICAN CANYON

GRADING PLAN

SCALE 1"=20'
DATE: 01-08-2024
JOB NO. 4775-1

4
SHEET 4 OF 11

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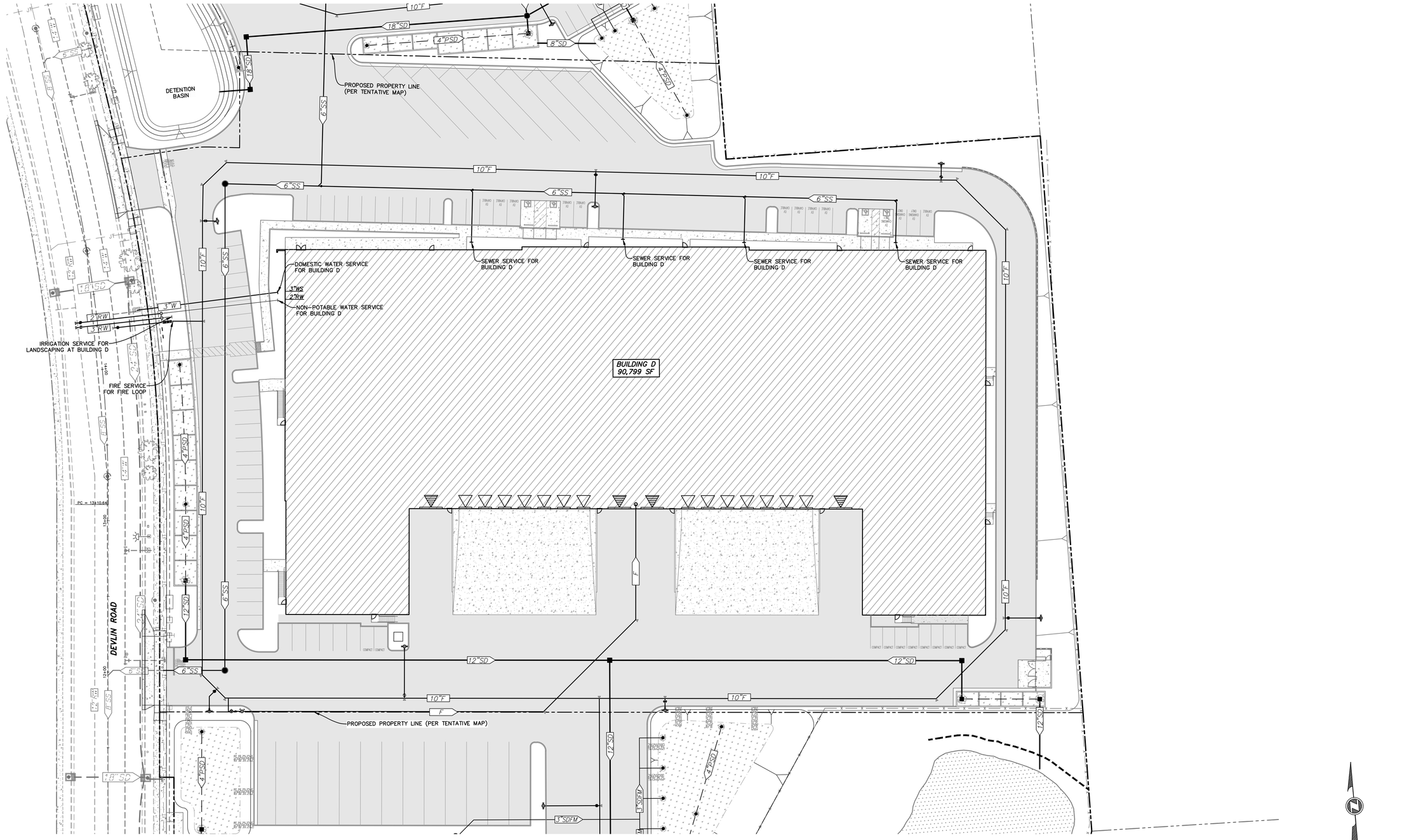

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING D
910 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

UTILITY PLAN

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

5
SHEET 5 OF 11

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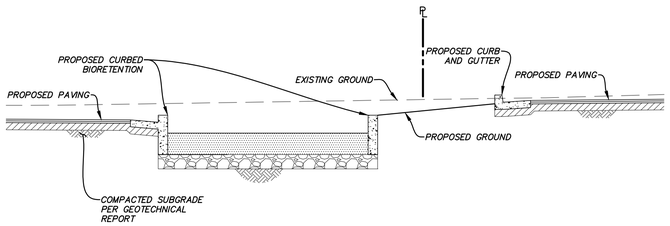
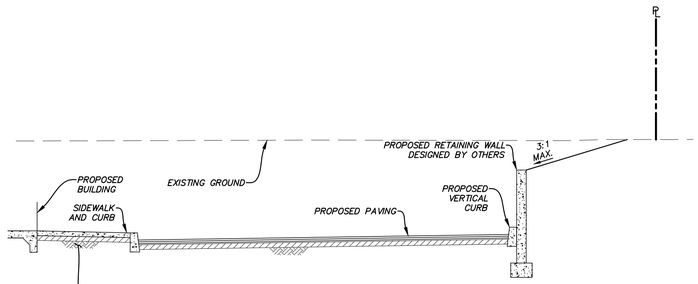


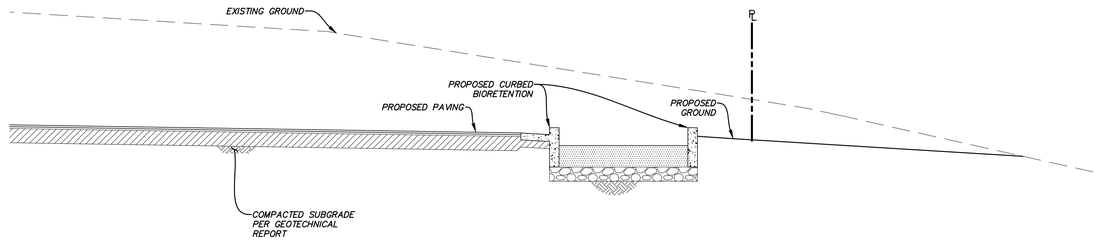
NORTH SIDE BUILDING D

A NTS



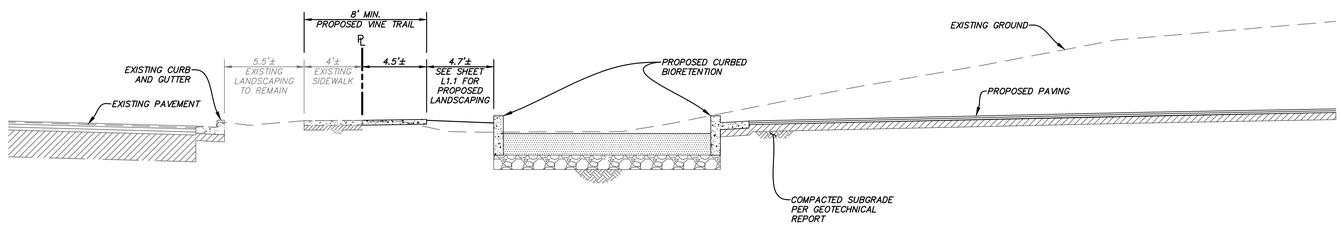
EAST SIDE BUILDING D

B NTS



SOUTH SIDE BUILDING D

C NTS



DEVLIN ROAD AT BUILDING D

D NTS

DESIGNED BY PF	REV.	DATE	DESCRIPTION	BY	APP'D.
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CHECKED BY PDC					

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BY PAYMON FARDANESH
DATE 01-08-2024 P.E. 68117

REGISTERED PROFESSIONAL ENGINEER · PAYMON FARDANESH · No. 68117 · CIVIL · STATE OF CALIFORNIA

MINOR MODIFICATION FOR
NAPA AIRPORT CORPORATE CENTER BUILDING D
910 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

TYPICAL CROSS SECTIONS

SCALE NONE
DATE: 01-08-2024
JOB NO. 4775-1

6
SHEET 6 OF 11

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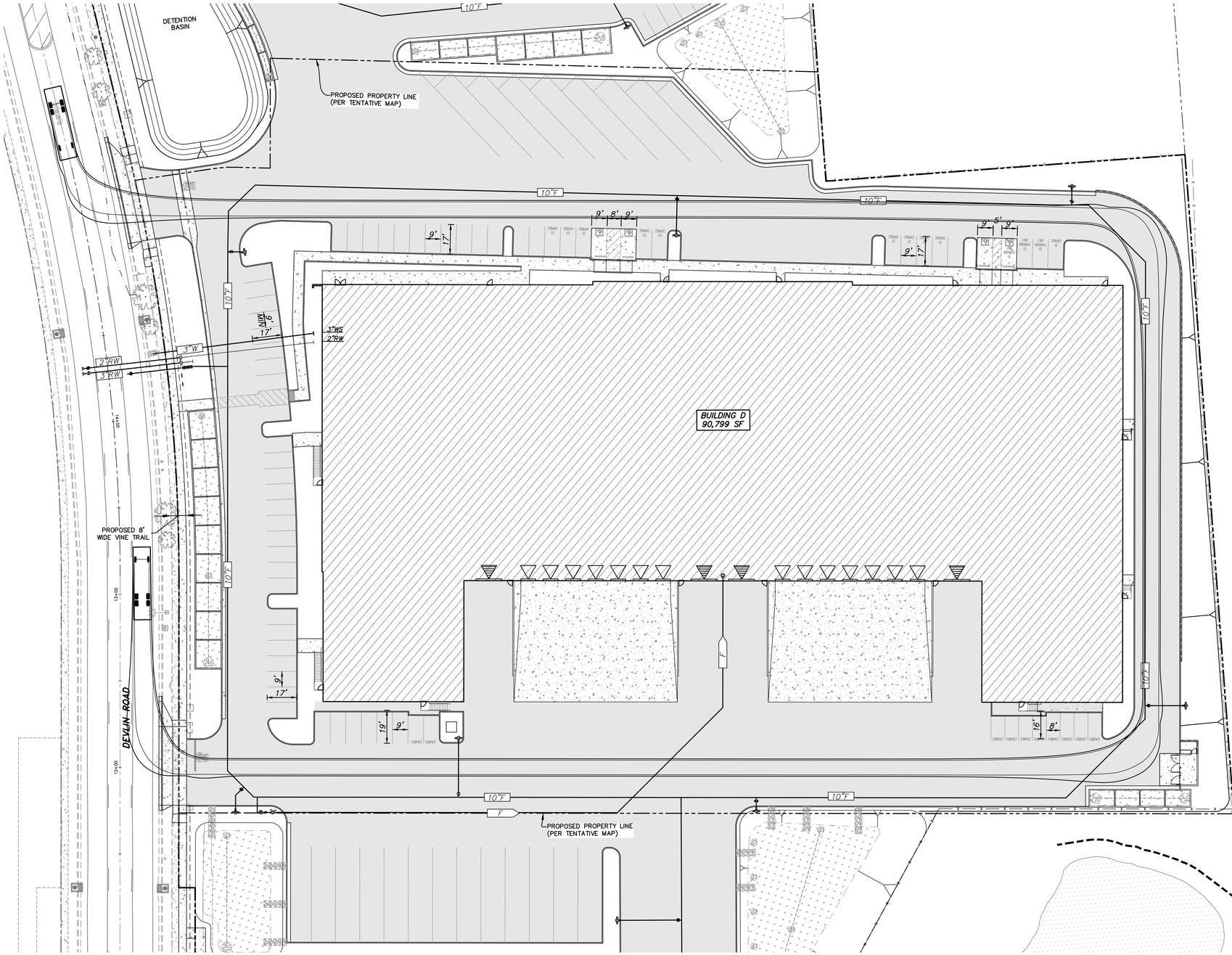
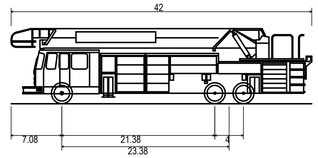
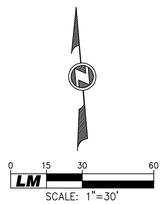




City of Napa Ladder Truck

Overall Length	42.000ft
Overall Width	10.000ft
Overall Body Height	10.495ft
Min Body Ground Clearance	0.925ft
Track Width	8.360ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	41.20°



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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING D
910 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

FIRE PLAN

SCALE 1"=30'
DATE: 01-08-2024
JOB NO. 4775-1

7
SHEET 7 OF 11

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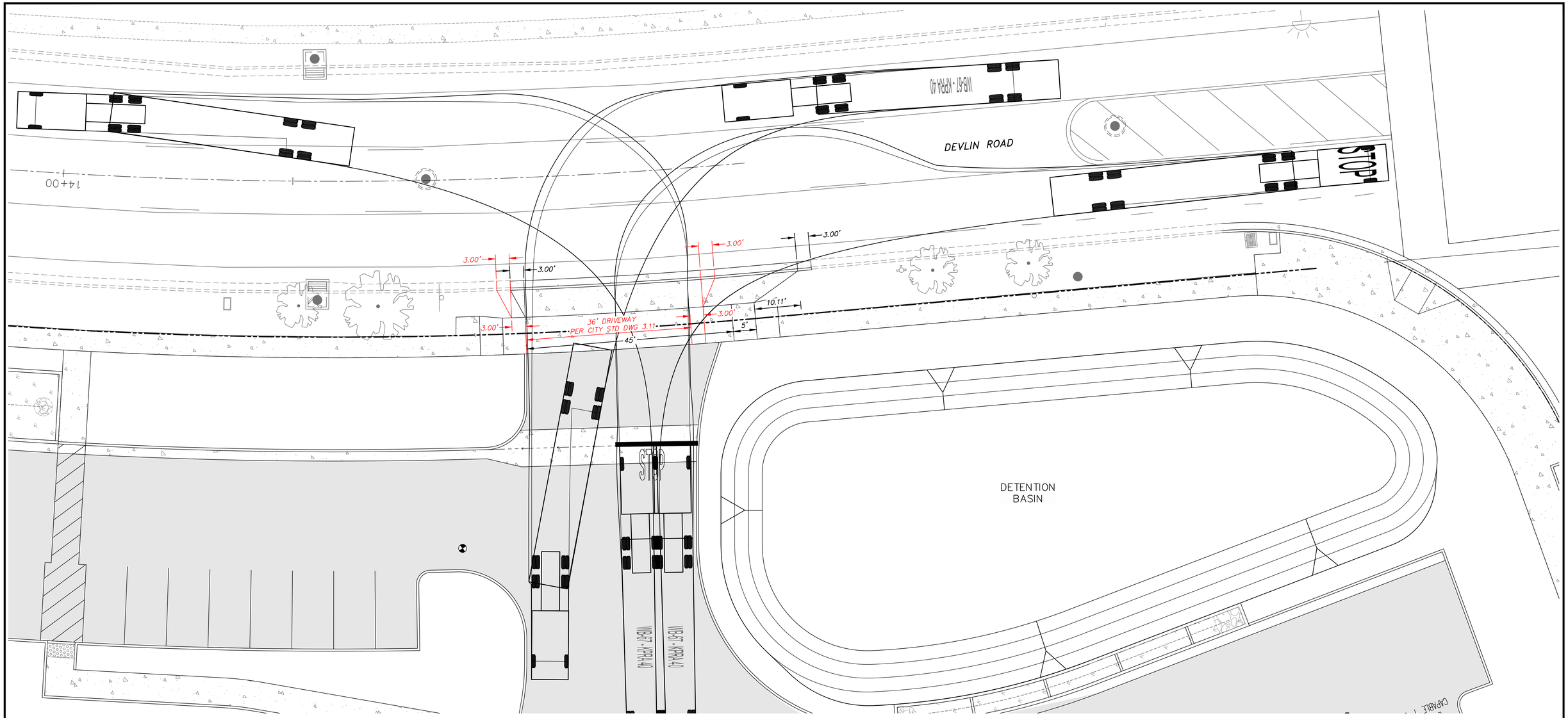

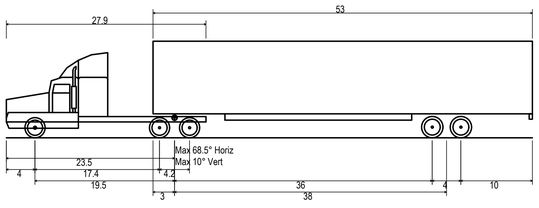

VARIANCE REQUEST:
APPLICANT REQUESTS A VARIANCE TO COMMERCIAL CURB CUTS & DRIVEWAY REGULATIONS (STANDARD DWG. # 3.11) TO ACCOMMODATE TRUCK TURN MOVEMENTS.

WB-67 - KPRA 40	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

0 5 10 20
SCALE: 1"=10'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING D
910 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

DRIVEWAY VARIANCE PLAN

SCALE 1"=10'
DATE: 01-08-2024
JOB NO. 4775-1

8
SHEET 8 OF 11

X:\Land Projects\4775-1\dwg\4775-1_D-MM_07.dwg

DEVLIN ROAD

12+00

13+00

14+00

WB-67 - KPRA 40

3.0'

3.00'

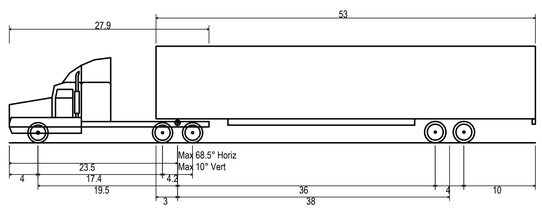
14.5'

45.50'

36.00' DRIVEWAY
PER CITY STD. DWG. 3.11

STOP

BUILDING D



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Overall Length	73.501ft
Overall Width	8.500ft
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Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

VARIANCE REQUEST:
APPLICANT REQUESTS A VARIANCE TO COMMERCIAL CURB CUTS & DRIVEWAY REGULATIONS (STANDARD DWG. # 3.11) TO ACCOMMODATE TRUCK TURN MOVEMENTS.

0 5 10 20
SCALE: 1"=10'

DESIGNED BY PF
DRAWN BY JB
CHECKED BY PDC

REV.	DATE	DESCRIPTION	BY	APP'D.

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MINOR MODIFICATION
FOR
NAPA AIRPORT CORPORATE CENTER
BUILDING D

910 DELVIN ROAD — CITY OF AMERICAN CANYON — CALIFORNIA

DRIVEWAY VARIANCE PLAN

SCALE 1"=10'
DATE: 01-08-2024
JOB NO. 4775-1

9
SHEET 9 OF 11

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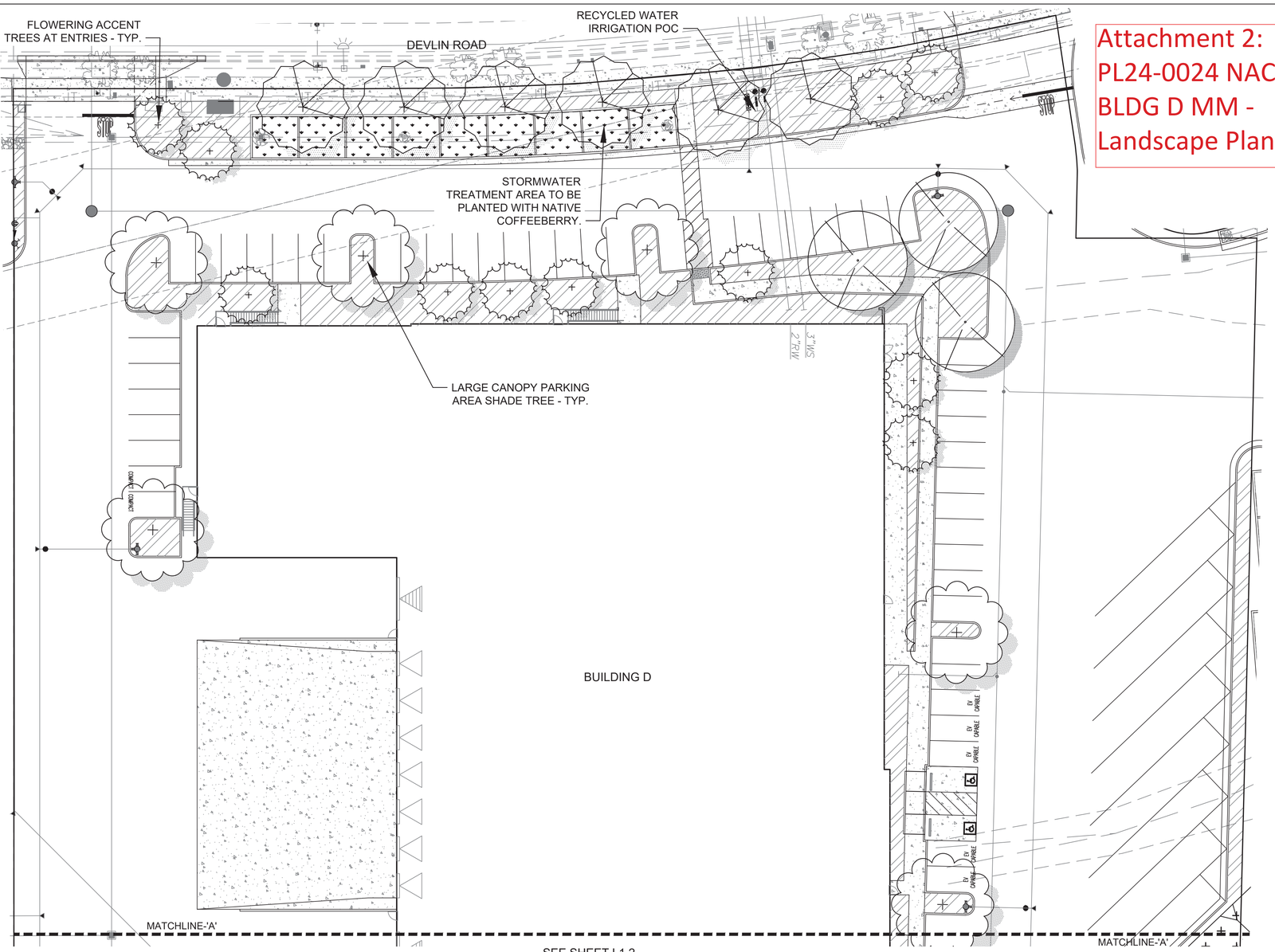

Attachment 2:
PL24-0024 NACC
BLDG D MM -
Landscape Plans

LANDSCAPE CALCULATIONS:

Total Site Area	243,024 s.f.
Total Landscape Area	30,250 s.f.
Landscape % of overall site	12 %
Landscape Planting Area Provided	24,675 s.f.
Irrigated Bio-Retention	2,600 s.f.
Non-irrigated Bio-Retention	2,975 s.f.
Non-irrigated Hydro-seed	0 s.f.
Landscape Totals	30,250 s.f.

Preliminary MAWA

LA= 27,275 s.f.
SLA = 0 s.f.
ETo= 45.8 inches/year

MAWA = (ETo) x 0.62) x ((0.45xLA)+(0.3xSLA))
MAWA = 425,975 gallons per year

Preliminary ETWU

LA= 27,275 s.f.
SLA = 0 s.f.
ETo= 45.8 inches/year

ETWU = (ETo) x 0.62) x ((PFxHA/IE)+SLA))
ETWU = 285,852 gallons per year

PRELIMINARY LANDSCAPE NOTES:

1. THERE IS APPROXIMATELY 27,275 S.F. OF LANDSCAPE AREA.
2. ALL PLANTS AND TREES ARE 'WUCOLS' LOW/MEDIUM WATER VARIETIES.
3. SOIL AMENDMENTS WILL BE INCORPORATED PER SOILS TEST. COMPOST WILL BE ORGANIC COMPOSTED GREEN WASTE.
4. ALL PLANTER AREAS SHALL BE TREATED WITH A 3" LAYER OF MULCH.
5. THERE IS 10 % LANDSCAPE AREA WITHIN THE PARKING AND CIRCULATION AREA.
6. THERE ARE 72 PARKING STALLS AND 24 SHADE TREES. 1 TREE PER 3 STALLS = 24 TREES.

PRELIMINARY IRRIGATION NOTES:

A FULLY AUTOMATIC IRRIGATION SYSTEM THAT MEETS THE CURRENT WATER EFFICIENT LANDSCAPE ORDINANCE REQUIREMENTS SHALL BE INSTALLED INCLUDING THE FOLLOWING:

1. AN 'ET' SMART CONTROLLER AND 'ET' SENSOR SHALL BE USED FOR WEATHER BASED IRRIGATION CONTROL.
2. A MASTER VALVE AND FLOW SENSOR SHALL BE INSTALLED IN THE SYSTEM.
3. ALL PLANTER AREAS SHALL BE IRRIGATED WITH PLACE-DRIP IRRIGATION.
4. TREES SHALL RECEIVE DEEP WATERING BUBBLERS.
5. 'WELO' DOCUMENTATION SHALL BE SUBMITTED WITH LANDSCAPE IMPROVEMENTS PLANS (CONSTRUCTION DOCUMENTS).
6. SEE RECYCLED WATER NOTES SHEET L1.2

LANDSCAPE PLANT LIST:

PLANT LIST- WATER REGIME PLANT FACTOR REFERENCED ARE PER WUCOLS IV - ZONE 1
MATURE HABIT PER SUNSET WESTERN GARDEN BOOK

TREES

no.	NATIVE	BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME HYDROZONE	MATURE HABIT H X W
		ACER R. 'OCTOBER GLORY'	OCTOBER GLORY MAPLE	15 GAL.	MEDIUM	40' X 25'
		CEDRUS DEODARA	DEODAR CEDAR	15 GAL.	LOW	60' X 30'
		LAGERSTROEMIA F. 'CATAWBA'	CREPE MYRTLE	15 GAL.	LOW	15' X 15'
		PISTACIA CHINENSIS	CHINESE PISTACHE	15 GAL.	LOW	40' X 35'
		METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	15 GAL.	LOW	30' X 30'
	X	QUERCUS SHUMARDII	SHURMARD OAK	15 GAL.	LOW	45' X 50'
		ULMUS 'FRONTIER'	FRONTIER ELM	15 GAL.	LOW	35' X 25'

GROUND COVER

						SPACING
		COPROSMA P. 'VERDE VISTA'	MIRROR PLANT	1 GAL.	LOW	36" O.C.
		COTONEASTER D. 'LOWFAST'	BEARBERRY	1 GAL.	LOW	36" O.C.
		TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL.	LOW	24" O.C.

STORMWATER TREATMENT PLANTING

						SPACING
	X	RHAMNUS CALIFORNICA	CALIFORNIA COFFEEBERRY	1 GAL	LOW	6' O.C.
	X	NATIVE SEED MIX SEE RIGHT NON IRRIGATED	MFG. PACIFIC COAST SEED			

SHRUBS

no.	NATIVE	BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME HYDROZONE	MATURE HABIT H X W
	X	ARCTOSTAPHYLOS 'JOHN DOURLEY'	MANZANITA	5 GAL.	LOW	
		BERBERIS AUTROPURPUREA	JAPANESE PURPLE BARBERRY	5 GAL.	LOW	
		CEANOTHUS CONCHA	CALIFORNIA LILAC	5 GAL.	LOW	
	X	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL.	LOW	
		LOROPETALUM RAZZLEBERRI	RAZZLEBERRY	5 GAL.	MEDIUM	
		NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL.	LOW	
		NERIUM O. 'PETITE RED'	DWARF RED OLEANDER	5 GAL.	LOW	
		MISCANTHUS 'YAKU JIMA'	EULALIA GRASS	5 GAL.	MEDIUM	
		PHOTINIA FRASERI	FRASER PHOTINIA	5 GAL.	MEDIUM	
		RHAPHIOLEPIS I. 'PINK LADY'	INDIAN HAWTHORNE	5 GAL.	LOW	
		ROSA 'RED CARPET'	RED CARPET ROSE	2 GAL.	MEDIUM	
		PHORMIUM RUBRA	PURPLE FLAX	5 GAL.	MEDIUM	
		TULBAGHIA VIOLACEA	SOCIETY GARLIC	1 GAL.	LOW	
	X	SALVIA GREGGII 'PURPLE'	AUTUMN SAGE	5 GAL.	LOW	
		VIBURNUM 'SPRING BOUQUET'	COMPACT LAURUSTINUS	5 GAL.	LOW	
		XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	5 GAL.	LOW	

STORMWATER TREATMENT BASIN SEED MIX

48 LBS. PER ACRE PACIFIC COAST SEED

APPLY COMPACT BIO SWALE MIX VIA HYDROSEED AT THE FOLLOWING RATES:
BIO SWALE SEE MIX - 48LBS. PER ACRE
MULCH - 2,000 LBS PER ACRE
M-BINDER TACKIFIER - 180 LBS. PER ACRE

FESTUCA RUBRA, MOLATE FESCUE
ACHILLEA MILLEFOLIUM, COMMON YARROW
CAREX BARBAREA, SANTA BARBARA SEDGE
OENETHERA HOOKERI, HOOKER'S EVENING PRIMROSE

BEFORE EXCAVATING CALL: 811
48-HOURS BEFORE ALL PLANNED WORK OPERATIONS

811 Know what's below. Call before you dig.

0 10 20 40
Scale 1" = 20 ft
sheet size = 24" x 36"

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive Reno, NV.
p: 775 829 1364 email: bhatch00@charter.net

Napa Airport Corporate Center Building 'D'

910 Devlin Road, American Canyon, CA 94508

ISSUE	DATE
--	--.--.--

LICENSED LANDSCAPE ARCHITECT
BARBARA M. HATCH
No. 4011
12-31-25
Renewal Date
1-6-24
Date
STATE OF CALIFORNIA

OWNERSHIP AND USE OF DOCUMENTS
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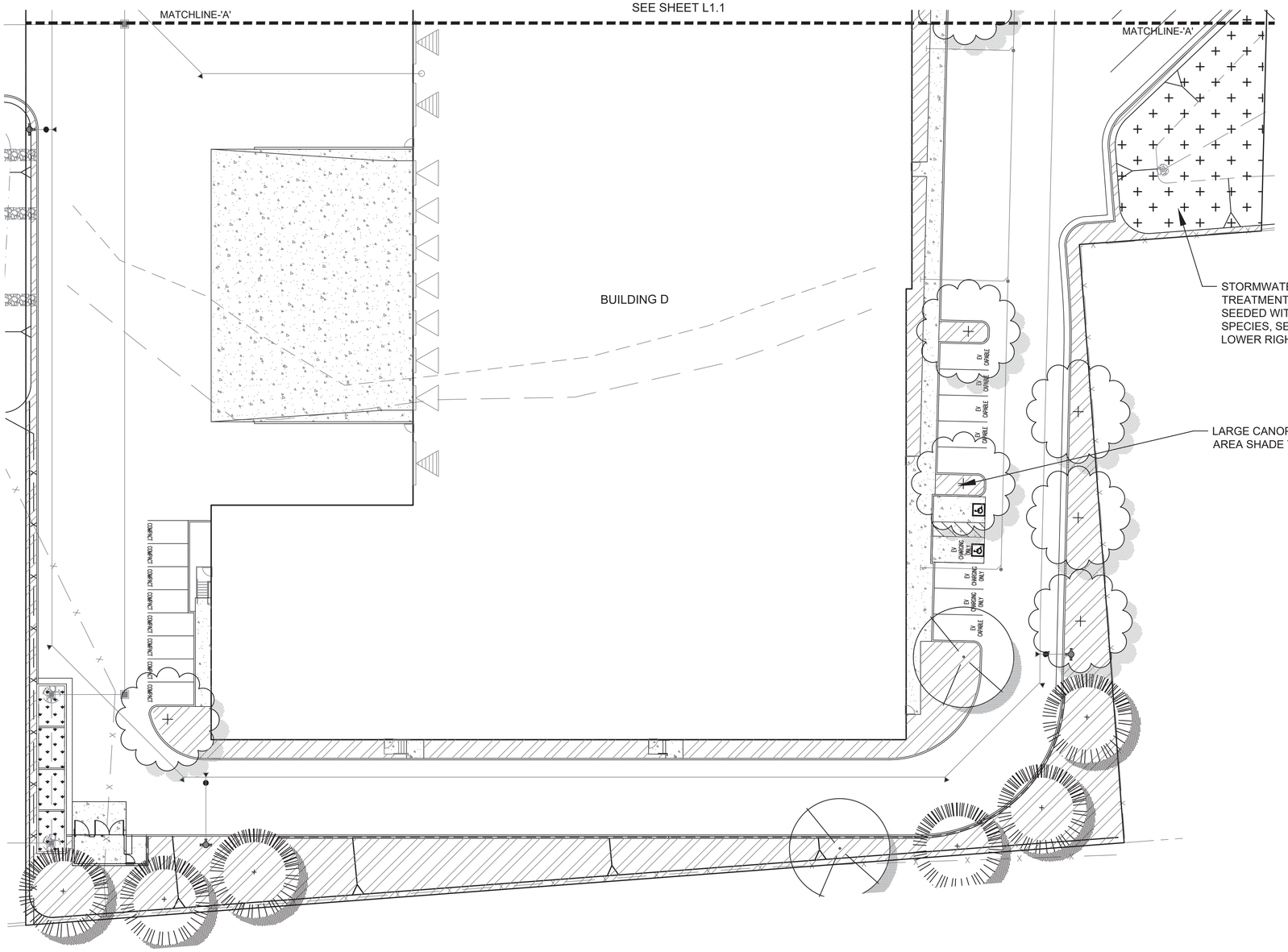
Approved	bh		
Drawn	kh	Reviewed	bh
Project No.	PL24-0024		
Scale	---	Issue Date	-.-.-

Preliminary Landscape Plan

L1.1



PRELIMINARY IRRIGATION NOTES:

A FULLY AUTOMATIC RECYCLED WATER IRRIGATION SYSTEM THAT MEETS THE CURRENT WATER EFFICIENT LANDSCAPE ORDINANCE REQUIREMENTS SHALL BE INSTALLED INCLUDING THE FOLLOWING:

1. AN 'ET' SMART CONTROLLER AND 'ET' SENSOR SHALL BE USED FOR WEATHER BASED IRRIGATION CONTROL.
2. A MASTER VALVE AND FLOW SENSOR SHALL BE INSTALLED IN THE SYSTEM.
3. ALL PLANTER AREAS SHALL BE IRRIGATED WITH PLACE-DRIP IRRIGATION.
4. TREES SHALL RECEIVE DEEP WATERING BUBBLERS.
5. 'WELO' DOCUMENTATION SHALL BE SUBMITTED WITH LANDSCAPE IMPROVEMENTS PLANS (CONSTRUCTION DOCUMENTS).

PRELIMINARY RECYCLED WATER NOTES

1. MAINLINE, QUICK COUPLERS AND VALVE BOX LIDS, AND PIPING SHALL HAVE RECYCLED WATER SYMBOL AND WARNING.
2. THE IRRIGATION SYSTEM SHALL MEET ALL CITY REQUIREMENTS FOR RECYCLED WATER.
3. A WATER METER IS REQUIRED FOR FOR RECYCLED WATER IRRIGATION CONNECTION PER INDIVIDUAL SYSTEMS
4. WARNING TAGS SHALL BE PURPLE PLASTIC AND BEAR THE WORDS "RECYCLED WATER" ON EACH SIDE (ONE IN ENGLISH, THE OTHER SIDE SPANISH)
5. WARNING TAGS SHALL BE INSTALLED ON THE WATER METER, BACKFLOW PREVENTER , VALVES, AND EXPOSED PIPING OF ALL RECYCLED WATER SYSTEMS PER THE CITY GUIDELINES: ANGLE STOP, METER AND BACKFLOW ARE PAINTED PURPLE.
6. ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT VERSION OF "GUIDELINES FOR THE USE OF RECYCLED WATER" AVAILABLE BY WATER PURVEYOR.
7. THE IRRIGATION SHALL BE INSTALLED TO PREVENT RUNOFF AND PONDING. OVER SPRAY OR WIND DRIFT ONTO PAVING AREAS IS NOT PERMITTED. THE SITE WILL BE REQUIRED TO PASS A 'SPRINKLER COVERAGE TEST' ADMINISTERED BY CITY STAFF TO ENSURE RECYCLED WATER REMAINS IN AUTHORIZED USE AREAS ONLY. PROVIDE A MINIMUM OF 48 HOURS NOTICE WHEN CONTACTING THE CITY TO SCHEDULE THIS TEST.
8. ANY CONNECTIONS BETWEEN THE POTABLE WATER AND RECYCLED WATER ARE PROHIBITED.
9. THE CITY BUILDING DIVISION MUST BE NOTIFIED FOR INSPECTION AT LEAST 24 HRS. PRIOR TO BACK FILL OF THE POINT OF CONNECTION. CERTIFICATE OF FINAL COMPLETION SHALL BE SUBMITTED TO THE BUILDING INSPECTOR PRIOR TO FINAL OCCUPANCY.
10. SUBSTANTIAL CHANGES TO THE APPROVED PLANS SHALL BE SUBMITTED TO THE 'BUILDING AND WATER RESOURCE DIV.' FOR RE-APPROVAL AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION.
11. IDENTIFICATION FOR RECYCLED WATER APPLIES TO ALL PIPING, MAINLINES AND LATERALS. QUICK COUPLING VALVES SHALL HAVE PURPLE LOCKING LIDS. ALL VALVES TO BE INSTALLED IN PURPLE VALVE BOXES. DEPTH OF COVER SHALL BE AT LEAST 24" FOR MAINLINES.
12. A MINIMUM OF 10' HORIZONTAL SEPARATION BETWEEN POTABLE WATER AND RECYCLED WATER PIPING IS REQUIRED. AT CROSSINGS, RECYCLED WATER CONSTANT PRESSURE MAINS SHALL BE AT LEAST 12" BELOW POTABLE WATER PIPES WITHIN A 10' HORIZONTAL DISTANCE, LATERAL PIPING MAY CROSS ABOVE POTABLE WATER WITHIN A MINIMUM OF 12" CLEARANCE.
13. WHERE PIPE SLEEVES ARE USED, EITHER THE SLEEVE OR INTERIOR PIPE MUST BE IDENTIFIED AS RECYCLED WATER. IDENTIFICATION TAPE OR PURPLE COLORED PIPE IS PERMITTED ON THE SLEEVE. INTERIOR PIPE MUST BE PURPLE PIPE.
14. PURPLE PIPE SHALL NOT BE STORED IN DIRECT SUNLIGHT.
15. ALL IRRIGATION HEADS TO BE MARKED WITH RECYCLED WATER IDENTIFICATION CAPS.
16. HOSE BIBBS SHALL NOT BE USED.

STORMWATER TREATMENT BASIN SEED MIX

48 LBS. PER ACRE PACIFIC COAST SEED

APPLY COMPACT BIO SWALE MIX VIA HYDROSEED AT THE FOLLOWING RATES:
BIO SWALE SEE MIX - 48/LBS. PER ACRE
MULCH - 2,000 LBS PER ACRE
M-BINDER TACKIFIER - 180 LBS. PER ACRE

FESTUCA RUBRA, MOLATE FESCUE
ACHILLEA MILLEFOLIUM, COMMON YARROW
CAREX BARBAREA, SANTA BARBARA SEDGE
OENETHERA HOOKERI, HOOKER'S EVENING PRIMROSE

0 10 20 40
Scale 1" = 20 ft
sheet size = 24" x 36"

BEFORE EXCAVATING CALL: 811
48-HOURS BEFORE ALL PLANNED WORK OPERATIONS
811
Know what's below. Call before you dig.

GreenDesign
Landscape Architects, Inc.
1464 Popinjay Drive Reno, NV.
p: 775 829 1364 email: bhatch00@charter.net

Napa Airport Corporate Center Building 'D'

910 Devlin Road, American Canyon, CA 94508

ISSUE	DATE
--	--.--.--

LICENSED LANDSCAPE ARCHITECT
BARBARA M. HATCH
No. 4911
12-31-25
Renewal Date
1-6-24
Date
STATE OF CALIFORNIA

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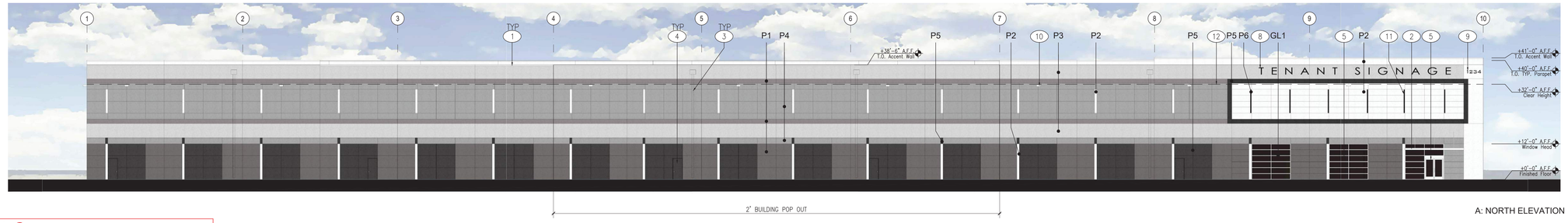
Approved	bh		
Drawn	kh	Reviewed	bh
Project No.	PL24-0024		
Scale		Issue Date	-.-.-

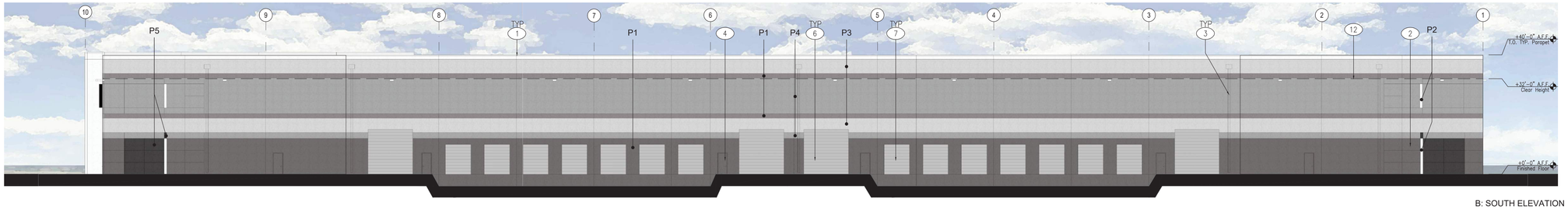
Preliminary Landscape Plan

L1.2

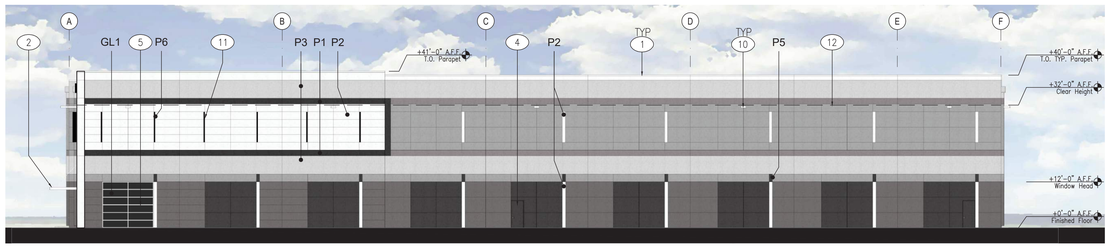


A: NORTH ELEVATION

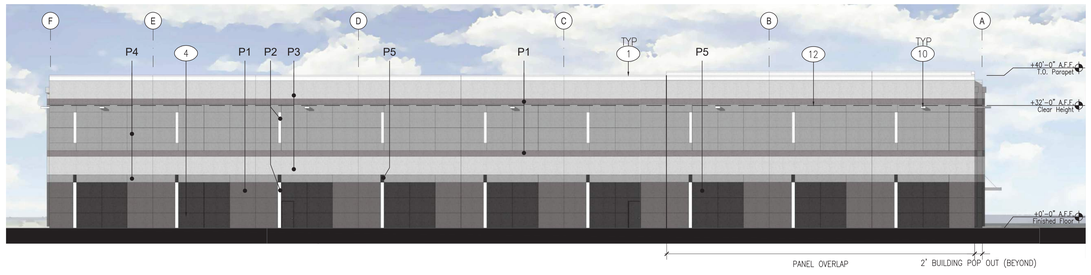
Attachment 3:
PL24-0024 NACC BLDG D MM - BLDG D Exterior Elevations



B: SOUTH ELEVATION



D: WEST ELEVATION



C: EAST ELEVATION

E: PERSPECTIVE VIEW OF MAIN ENTRY

0' 8' 16' 32'

EXTERIOR ELEVATIONS 1
SCALE: 1/16" = 1'-0"

FINISH LEGEND:

GL1 : 1" DUAL GLAZED INSULATING UNITS IN ALUMINUM FRAMES
OUTSIDE PANE: VITRO GRAYLITE II 1/4" THICK DARK GRAY VISION GLAZ.
INSIDE PANE: CLEAR FLOAT 1/4" GLASS
FRAMES: THERMALLY BROKEN CLEAR ANODIZED ALUMINUM FRAMES

P1: ELASTOMERIC PAINT
SHERWIN WILLIAMS SW7067 CITYSCAPE

P2: ELASTOMERIC PAINT
SHERWIN WILLIAMS SW7008 ALABASTER

P3: ELASTOMERIC PAINT
SHERWIN WILLIAMS SW7016 PASSIVE

P4: ELASTOMERIC PAINT
SHERWIN WILLIAMS SW7660 EARL GREY

P5: ELASTOMERIC PAINT
SHERWIN WILLIAMS SW7069 IRON ORE

P6: ELASTOMERIC PAINT
SHERWIN WILLIAMS SW6990 CAVIAR

KEYNOTES:

1. TYPICAL SITE CAST, CONCRETE TILT-UP PANELS WITH 3/4" REVEALS AND A MULTI COLOR COATING SYSTEM.
2. PAINTED STEEL ENTRY CANOPY
3. METAL SURFACE MOUNTED SCUPPERS AND DOWNSPOUTS. PAINT TO MATCH ADJACENT PANEL COLOR.
4. TYPICAL 3' X 7' STEEL MAN DOOR WITH LIGHT FIXTURE CENTERED OVER DOOR. PAINT TO MATCH ADJACENT PANEL COLOR.
5. TYPICAL WINDOW SYSTEM: DUAL PANE GLAZING IN 2" x 4" (NOMINAL) THERMALLY BROKEN, CLEAR ANODIZED ALUMINUM FRAMES. GLAZING TO BE TINTED WITH LOW-E COATING. STOREFRONT DOORS TO MATCH WINDOW SYSTEM.
6. 15' X 15' GRADE LEVEL O.H. SECTIONAL ROLL UP DOOR
7. 8'-6" X 10' DOCK LEVEL O.H. SECTIONAL ROLL UP DOOR
8. TENANT SIGNAGE: UNDER SEPARATE PERMIT AT TIME OF TENANT IMPROVEMENTS
9. ADDRESS SIGNAGE PER BUILDING, FIRE, AND SHERIFF DEPT REQUIREMENTS.
10. SURFACE MOUNTED LIGHT FIXTURE.
11. SURFACE MOUNTED BENT PLATE STEEL OR ALUMINUM "ACCENT FINS". PAINT AS SPECIFIED.
12. DASHED LINE INDICATES INTERNAL CLEAR HEIGHT.
13. FUTURE ROOF MOUNTED HVAC EQUIPMENT TO BE SCREENED FROM VIEWS FROM THE PUBLIC ROAD WAYS. SCREENING TO BE ACCOMPLISHED VIA THE BUILDING PARAPET OR A MECHANICAL SCREEN AS DEEMED NECESSARY BY THE PLANNING DEPARTMENT AT THE TIME WHEN THE FUTURE EQUIPMENT IS LOCATED AND SIZED.
14. STEEL DOCK STAIRS. PAINT AS SPECIFIED.

RMW
RMW Architecture Interiors
1718 Third Street
Suite 101
Sacramento
California 95811

Office
916 449-1400

rmw.com

OWNER / DEVELOPER:

502 WHITMORE AVE
MODESTO, CA
CONTACT: STEVE LAY
PHONE: 209.252.1295

PRELIMINARY DESIGN DOCUMENTS FOR:

NEW INDUSTRIAL/
MANUFACTURING BUILDINGS

BUILDING D
910 DEVLIN ROAD
AMERICAN CANYON, CA 94503
PL24-0024

approved for the owner by :

approved for the architect by :

issue : description : date :

City of American Canyon
Planning Division Approval
2/20/2025
Authorized Signature Date

GENERAL CONTRACTOR:

drawn by : EF plot date : 09-05-2024

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-25
STATE OF CALIFORNIA

scale : AS NOTED

project number : 2234116

EXTERIOR ELEVATIONS BUILDING D

sheet no. :

A03.3

EXHIBIT D
Applicant Confirmation of Conditions of Approval
NACC BLDG D Minor Modification
(FILE NO. PL24-0024)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Minor Modification Approval dated February 20, 2025.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

Please return signed confirmation to the City of American Canyon Community Development Department, 4381 Broadway, Suite 201, American Canyon, CA 94503

EXHIBIT G

CITY COUNCIL RESOLUTION 2025-XX

[to be inserted]

Exhibit G

ATTACHMENT 1 EXHIBIT B

Addendum Napa Airport Corporate Center Project Final EIR
2020 Proposed Minor Modifications and Development Agreement

1. Background – 2018 Approvals

On July 31, 2018, the City Council certified the Final EIR for the Napa Airport Corporate Center Project and adopted a Mitigation Monitoring and Reporting Program for the Project. (City Council Resolution 2018-85). The Draft EIR evaluated a Project consisting of 571,808 square feet of warehouse space. In the Final EIR, the proposed development was reduced to 515,621 square feet. [1]

At the time of the 2018 Project approvals, the lot west of Devlin Road, which was proposed for a 254,080 building, had been sold to a third party and removed from the Project. On July 31, 2018, the City Council approved 261,541 square feet of warehouse development on four lots (Lots 1, 2, 4 and 5) located east of Devlin Road.

The 2018 approvals included: (a) the tentative subdivision map; (b) the conditional use permit for Buildings A and B on Lots 1 and 2; (c) the conditional use permit and design permit for Building E on Lot 4; and (d) the conditional use permit and design permit for Building G on Lot 5. (Referred to below as "the 2018 approvals.")

2. 2020 Approvals

Following the 2018 City approval, the project sponsor has been working to obtain approvals from the Regional Water Quality Board and the U.S. Army Corps of Engineers for the permits necessary to fill a portion of the wetlands on the Project site. As a result of these permitting processes, the Project has been modified to increase the area of preserved wetlands and reduce building square footage and building site coverage.

The project sponsor has applied to: (a) extend the life of the tentative map; (b) approve a minor modification of the conditional use permit/design permit for Building E on Lot 4; (c) approve a minor modification of the conditional use permit/design permit for Building G on Lot 5; (d) adopt a development agreement and implementing ordinance to extend the life of the 2018 and 2020 Project approvals to five (5) years in exchange for certain public benefits. (Referred to below as "the proposed 2020 approvals.")

The proposed 2020 approvals will reduce the size of the buildings on Lots 4 and 5. Building E on Lot 4 will be reduced from 67,547 square feet to 52,956 square feet. Building site coverage on Lot 4 will be reduced from 23.04% to 20.75%. Building G on Lot 5 will be reduced from 146,929 square feet to 93,720. Building site coverage on Lot 5 will be reduced from 29.54% to 16.55%

Overall, under the proposed 2020 approvals, the Project square footage will be reduced from 261,541 square feet under the 2018 approvals to 193,741 square feet for a total reduction of 67,800 square feet.

[1] The EIR also evaluated a development option referred to as "Option 2,"which included a gas station, truck refueling, convenience market and quick serve restaurant on a portion of Lot 1. The 2018 approvals did not include Option 2 and it is not included in the 2020 approvals.

Wetland preservation on the site will increase from 1.08 acres under the 2018 approvals to 2.84 acres. Wetland impacts will be reduced from 2.41 acres under the 2018 approvals to 0.66 acres.

3. California Environmental Quality Act (CEQA) Requirements

Under CEQA, when an EIR has been prepared, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency unless: (a) substantial changes are proposed in the project or substantial changes occur in the circumstances under which the project is undertaken that will require major revisions of the EIR due to new significant impacts or a substantial increase in the severity of previously identified significant effects; or (b) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows that the project will have one or more new or substantially more severe significant effects than shown in the EIR, that mitigation measures or alternatives previously found not to be feasible would be feasible and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative, or mitigation measures or alternatives which are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects, but the project proponents decline to adopt the mitigation measure or alternative.

The Project changes significantly reduce the size of the Project analyzed in the EIR and increase wetland preservation on the Project site. These proposed Project modifications will reduce the Project impacts identified in the EIR. Thus, the Project changes do not result in new or more severe significant environmental effects than those identified in the EIR. There are no changed circumstances that will result in new or more severe significant environmental effects. None of the requirements for a subsequent or supplemental EIR have been met for the Project.

4. EIR Topics

The Project EIR assessed Project impacts based on 571,808 square feet of warehouse development on five lots. Although the Final EIR reduced the Project to 515,621 square feet, the analysis of Project impacts was not revised in the Final EIR to reflect the reduced square footage and instead continued to rely on the larger square footage from the Draft EIR thereby providing a conservative analysis.

The proposed 2020 approvals will reduce the Project to 193,741 square feet of warehouse development on four lots. This reduction is 378,067 square feet less (66% less) than evaluated in the Draft EIR. Additionally, the proposed 2020 approvals will increase the wetland preservation on the Project site from 1.08 acres to 2.84 acres. Wetland impacts will be reduced from 2.41 acres to 0.66 acres.

The proposed minor modifications to the conditional use permit/design permit approvals for Lots 4 and 5, the extension of the tentative map, and the terms of the proposed Development Agreement will not result in new physical development or impacts.

As demonstrated below, the proposed 2020 approvals will not result in new or increase impacts and are covered by the analysis, impact conclusions, and mitigation measures in the Project EIR.

a. *Aesthetics, Light and Glare*: The Project will be substantially smaller than the development assumed in the EIR. As described above, the Project square footage, site coverage, and size of the overall Project site (removal of the lot on the west side of Devlin Road) will be reduced. Additionally, the Project will increase the area of preserved wetlands by 1.76 acres from 1.08 acres to 2.84 acres. These changes will reduce the less than significant visual impacts. The Project will be subject

to the lighting mitigation measure (AES-3) and this impact will remain less than significant. Thus, the proposed 2020 approvals are within the scope of the Project EIR analysis and conclusions

b. *Air Quality/Greenhouse Gas Emissions*: The analysis and conclusions in the Project EIR were based on development of 571,808 square feet of warehouse uses on the Project site. The significant reduction in Project square footage to 193,741 square feet under the proposed 2020 approvals will reduce both the construction and operational (traffic and on-site uses) emissions identified in the Project EIR. Thus, the proposed 2020 approvals are within the scope of the EIR analysis and conclusions. Additionally, the adopted mitigation measures will continue to apply to the Project.

c. *Biological Resources*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking and landscaping. The proposed 2020 approvals will reduce the development on Lots 4 and 5, where the existing wetlands are located, in terms of square footage and site coverage. As described above, the proposed 2020 approvals will increase the wetland preservation on the site from 1.08 acres to 2.84 acres. Wetland impacts will be reduced from 2.41 acres to 0.66 acres. The proposed 2020 approvals will reduce the biological impacts identified in the Project EIR. Thus, the proposed 2020 approvals are within the scope of the biological resources impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

d. *Cultural Resources*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals, which significantly reduce the Project square footage, will reduce the site disturbance on Lots 4 and 5 and otherwise will be constructed on areas of the Project site assumed to be developed. No new or increased excavation or grading will occur. Thus, the proposed 2020 approvals are within the scope of the cultural resources impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

e. *Geology, Soils, and Seismicity*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals significantly reduce the Project square footage and reduce the building site coverage on Lots 4 and 5. All construction activities will occur on areas of the Project site assumed to be developed. No new, increased, or different excavation, grading or construction activities or techniques will occur in connection with the construction of the Project. Thus, the proposed 2020 approvals are within the scope of the geology, soils and seismicity impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

f. *Hazards and Hazardous Materials*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals, which reduce the Project square footage and the site coverage on Lots 4 and 5, will be constructed on an areas of the Project site assumed to be developed. No new, increased, or different excavation, grading or construction activities will occur in connection with construction of the Project. The Project uses remain the same as the uses evaluated in the Project EIR and approved in the 2018 approvals. Thus, the proposed 2020 approvals are within the scope of the hazards and hazardous materials impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

g. *Hydrology and Water Quality*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals will be constructed on areas of the Project site assumed to be developed. The reduced development and reduced site coverage on Lots 4 and 5 will reduce potential hydrology and water quality impacts. The proposed 2020 approvals will be subject to the requirements identified in the Project EIR for construction and post-construction drainage and water quality protection. Thus, the proposed 2020 approvals are within the scope of the hydrology and water quality impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

h. *Land Use and Plans*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals will be consistent with the land uses analyzed in the Project EIR and allowed by the 2018 approvals. No new or different uses are proposed. Thus, the proposed 2020 approvals are within the scope of the land use and plans impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measure will continue to apply to the Project.

i. *Noise*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. Construction and operation of the proposed 2020 approvals will have the same types of noise impacts as analyzed in the Project EIR, but those impacts will be reduced given the reduction in square footage and removal of one lot from the Project site. No new or different construction equipment or activities will be required for the construction and operation of the Project under the proposed 2020 approvals. Additionally, the smaller Project will generate reduced operational noise and reduced noise from traffic due to the reduction in vehicle trips. Thus, the proposed 2020 approvals are within the scope of the noise impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

j. *Public Services and Utilities*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals, which reduce the Project square footage to 193,741 (a 66% reduction), will reduce demand for fire and police services and result in reduced wastewater generation, water use, and solid waste generation. Thus, the proposed 2020 approvals are within the scope of the public services and utilities impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

k. *Transportation*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals, which reduce the Project square footage to 193,741, will significantly reduce the Project's trip generation.

The Project EIR determined that the proposed 571,808 square feet of warehouse development would generate 2,212 daily trips, with 215 trips in the AM peak hour and 182 trips in the PM peak hour. (Draft EIR, Table 3.11-7: *Project Trip Generation Summary*, p. 3.11-32.) The Project EIR impact conclusions and mitigation measures are based on the impact assessment using these trip generation numbers.

Fehr and Peers, the EIR transportation consultant, has determined that the proposed 2020 approvals will generate 871 daily trips, which is 1,341 fewer daily trips (60% decrease) than projected and analyzed

in the Project EIR. The proposed 2020 approvals will generate 119 AM peak hour trips, which is 96 fewer trips (45% decrease) than projected and analyzed in the Project EIR. The proposed 2020 approvals will generate 91 trips in the PM peak hour, which is 91 fewer trips (50% decrease) than projected and analyzed in the Project EIR. (*Napa Airport Center Project – Trip Generation Update* Memorandum from Bob Grandy, Fehr and Peers to Tim Schaedler, Panattoni Development Company, dated May 27, 2020.)

Fehr and Peers also compared the trip generation of the 2018 approvals to the proposed 2020 approvals. The proposed 2020 approvals will generate 256 fewer daily trips than the 2018 approvals (1,127 trips for the 2018 approvals compared to 871 trips for the proposed 2020 approvals). The AM and PM peak hour trips also will be reduced with the proposed 2020 approvals in comparison to the 2018 approvals. The AM peak hour trips will be reduced from 140 trips to 119 trips. The PM peak hour trips will be reduced form 110 trips to 91 trips. (*Napa Airport Center Project – Trip Generation Update* Memorandum from Bob Grandy, Fehr and Peers to Tim Schaedler, Panattoni Development Company, dated May 27, 2020.)

The Project EIR identified the Project's contribution to the cumulative traffic impacts on SR 29 and at other locations. With the daily trip generation reduced by 60% under the proposed 2020 approvals, the Project's contribution to these impacts will be reduced. The City has also received a design permit application from the project sponsor of the Napa Logistics Phase 2 Project (a nearby project considered in the cumulative impact scenario in the Project EIR), which will reduce the approved development of 2,271,000 square feet by approximately 1,000,000 square feet. The reduced development associated with the Project and the Napa Logistics Phase 2 Project will collectively reduce the expected traffic generation from the airport industrial area of American Canyon on SR 29 and other roadways in the area of these projects.

Since certification of the Project EIR, the City has certified two other major EIRs: Watson Ranch Specific Plan EIR (WRSP EIR) and the Broadway District Specific Plan EIR (BDSP EIR). These two EIRs also evaluate the cumulative traffic impacts in American Canyon, including cumulative traffic impacts on SR 29.

The BDSP EIR uses a methodology for evaluating cumulative impacts on SR 29 that relies on tiering from the American Canyon General Plan Circulation Element EIR and references four roadway segments, including two roadway segments of SR 29 (SR 29 north of Kelly Road to north of American Canyon Road and SR 29 south of American Canyon Road). The BDSP EIR found significant cumulative impacts on both roadway segments of SR 29.

The WRSP EIR evaluates a mixed use (residential/commercial) project located east of Highway 29. Trip distribution patterns from the WRSP project will be different from the trip distribution for the Napa Airport Corporate Center Project. Consequently, the traffic study for the WRSP EIR evaluated an overlapping, but different, set of intersections than the Project EIR. Generally, both EIRs found the respective projects contribute to significant cumulative impacts at numerous intersections along SR 29 consistent with the trip distribution for each project.

The WRSP Final EIR included a comprehensive explanation of the cumulative traffic forecasts along SR 29 in and near American Canyon and the plans for local, regional, and state improvements to SR 29. Cumulative traffic includes American Canyon trips from existing and foreseeable development and trips from regional through traffic. This explanation describes the City's efforts to implement improvements within its jurisdiction to improve traffic flow on SR 29, including the implementation of the Devlin Road extensions and the Newell Drive extension, which will provide parallel roadway capacity west (Devlin

Road) and east (Newell Road) of SR 29. Additionally, the BDSP will extend Main Street from Rio Del Mar to Donaldson Way on the east side of SR 29. (WRSP Final EIR, Chapter 10, pp. 10-1-10-8, which are incorporated herein by reference.)

Consistent with the WRSP EIR, the American Canyon General Plan Circulation Element EIR, and the BDSP EIR, the Project EIR acknowledges the significant cumulative impacts along SR 29, the Project's contribution to those impacts, and the local, regional, and state plans for improvements. The mitigation measures identified in the Project EIR remain applicable to the Project.

5. COVID-19

On March 4, 2020, Governor Gavin Newsom proclaimed a State of Emergency to exist in California as a result of the threat of the COVID-19. Governor Newsom and other state and local agencies have issued various orders, directives, and policies to address the COVID-19 pandemic and the health, safety and welfare of California residents, including a stay at home mandate and provisions intended to provide for the continued delivery of necessary goods and services.

Executive Order N-33-20, which includes the stay at home mandate, provided that residents working in 13 critical infrastructure sectors identified by the federal government may continue working, because of the importance of these sectors to California's health and well-being. The State Public Health Officer has identified the following sectors as essential critical infrastructure with essential workers who should continue reporting to work as normal: communications and information technology; chemical; critical manufacturing; defense industrial base; emergency services; energy; financial services; food and agriculture; hazardous materials; healthcare/public health; community-based government operations and essential functions; transportation and logistics; and water and wastewater. These sectors have been identified as critical infrastructure to allow state, local, tribal, and industry partners to work to protect communities and ensure continuity of functions critical to public health and safety as well as economic and national security.

Under this Order, local governments, including the City of American Canyon and Napa County, have continued to provide critical functions and services to the public. Many critical workers are allowed to continue working under the Order. These functions and services include, among others, law enforcement, fire protection, public safety, emergency management, emergency medical technicians, public works, health care, and transportation. Additionally, local government agencies have emergency plans that provide appropriate procedures and actions to implement during emergency situations such as the COVID-19 pandemic. These plans address many of the concerns associated with the consequences of the pandemic, such as the continued provision of emergency and essential services.

Private sector businesses also continue to provide critical infrastructure functions and services such as food and transportation among many others. Firms that enable logistics operations, including cooling storage, packaging and distributing products for wholesale or retail sale or use are identified as essential. Roadways are considered part of the essential transportation system sector.

The COVID-19 pandemic and the stay in place Order and other orders and policies have resulted in certain social and economic impacts. Whether these social and economic impacts will result in any significant, adverse physical environmental impacts has not been documented and it would be speculative to make such determinations as there is no valid, reliable evidence available to the City at this time. A number of federal, state, and local programs (e.g., state unemployment, expansion of

workers covered by the unemployment program, the federal supplement for unemployment benefits, the CARE Act, pandemic relief for migrant workers, and various locally-enacted residential and commercial rent relief) are available to assist individuals and businesses with funding to offset the economic impacts of the stay at home mandate.

Certain physical impacts resulting from the stay at home Order have been beneficial, including a substantial reduction in traffic and related impacts such as noise reduction and vehicle air quality and greenhouse gas emission reductions. Additionally, the continued provision of critical infrastructure functions and services, including emergency services, ensure that no significant adverse impacts would occur from the COVID-19 pandemic with respect to public services, safety, or utilities. The COVID-19 pandemic and stay at home Order would not adversely affect resources related to geology, hydrology, hazards, cultural resources, aesthetics, land use, biology, energy, and other topics, because the pandemic has not necessitated significant construction activities.

In May, the state and local jurisdictions have been implementing phased reopening plans for certain employment and recreation sectors subject to implementation of appropriate protocols to reduce the potential for spreading the virus. It is expected that a COVID-19 vaccine will be available in the foreseeable future. Buildout of the Project and full occupancy of the site is not expected until after the current state of emergency has expired.

If construction is initiated prior to the availability of a COVID-19 vaccine, construction activities would be subject to various safety measures necessary to reduce the potential for the spread of the virus. These measures will be addressed in a project construction site safety plan and could include, among other measures, social distancing requirements, masks for all workers, daily worker screening for potential symptoms, disinfecting protocols for all shared surfaces, avoidance of tool sharing, and provision of sufficient hand sanitizer for all workers.

Therefore, the COVID-19 pandemic will not result in new significant impacts or substantial increases in previously identified significant impacts associated with the Project. No new or revised mitigation measures are required as a result of the COVID-19 pandemic. Thus, no revisions in the Project EIR are required.

6. Conclusion

The proposed 2020 approvals are within the scope of the Project EIR because the construction and operation of the proposed buildings were part of the development analyzed in the Project EIR and because the Project square footage will be substantially reduced (66% reduction) from the square footage analyzed in the EIR. Thus, the Project will result in reduced impacts in comparison to the impacts identified in the Project EIR. The Project remains subject to the applicable conditions of approval associated with the 2018 approvals and the requirements of the Mitigation Monitoring and Reporting Program. Based on the information presented in this memorandum, no further environmental review is required.

2020 NACC DEVELOPMENT AGREEMENT

ORDINANCE NO. 2020-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON, CALIFORNIA, APPROVING A DEVELOPMENT AGREEMENT FOR THE NAPA AIRPORT CORPORATE CENTER PROJECT APPROVALS TO EXTEND THE TIME PERIOD FOR ACTING ON THE APPROVALS FOR FIVE YEARS FOR THE PROJECT LOCATED AT THE CORNER OF SOUTH KELLY ROAD AND STATE ROUTE 29, WITHIN THE BOUNDARIES OF THE NAPA AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (APN 057-090-086)

WHEREAS, the Development Agreement Law (Gov. Code § 65864 et seq.) authorizes the City of American Canyon ("City") to enter into agreements for the development of real property with any party having a legal or equitable interest in such property to establish certain development rights in such property for their mutual benefit in a manner not otherwise available to the contracting parties. Such agreements can assure property owners that they may proceed with projects as approved by the City and that those approvals will not be modified (consistent with the legal principles of vesting) during the period covered by said agreements. The City is equally assured that elements of the project with peculiar and specific public interests are achieved and that its local land use policies are advanced; and

WHEREAS, the City has enacted Municipal Code Title 19, Chapter 19.47 to implement Government Code section 65865(c), establishing the procedures and requirements for the consideration of development agreements to carry out the City's planning policies; and

WHEREAS, Napa Airport Corporate Center I, LLC, has submitted an application for a Development Agreement to extend the term of the approved Napa Airport Corporate Center ("NACC") Project Approvals consisting of: 1) a Tentative Subdivision Map for subdivision of the Property into five lots, including public road rights-of-way; and, 2) Conditional Use Permits and Design Permits approving a Conditional Use Permit for Buildings A and B on Lots 1 and 2; a Conditional Use Permit and Design Permit for Building E on Lot 4; a Conditional Use Permit and Design Permit for Building G on Lot 5); and, 3) modifications of the Conditional Use Permit/Design Permit for Building E on Lot 4 and Building G on Lot 5, which would increase the area of preserved wetlands on Lot 4 and Lot 5, reduce the square footage and building site coverage of Building E and Building G, adjust parking and loading consistent with the revised buildings and reduce overall development on the Property from approximately 261,541 square feet to approximately 193,741 square feet (collectively, the "Project Approvals"); and

WHEREAS, the Project Approvals will expire prior to the time when the Project Sponsor could initiate construction of the Project based on the need to obtain permits from the Regional Water Quality Control Board and the U.S. Army Corps of Engineers prior to obtaining City construction permits; and

WHEREAS, the Development Agreement would extend the Project Approvals for 5 years under the Development Agreement; and

WHEREAS, on July 31, 2018, the City Council conducted a duly noticed public hearing to evaluate the NACC Project and consider certification of the NACC Project Final Environmental Impact Report ("Final EIR"; State Clearinghouse No. 2014122005) and heard all public speakers and considered written materials in the record, including the staff report, and oral testimony given at the hearing; and

WHEREAS, on July 31, 2018 the City Council certified the Final EIR as adequate to address environmental impacts associated with the NACC Project, pursuant to the requirements of the California Environmental Quality Act ("CEQA"; Pub. Res. Code Sections 21000, *et seq.*) and the CEQA Guidelines (Cal. Code Regs,

Title 14, Section 15000, *et seq.*), adopted a Statement of Overriding Considerations for the project, and adopted the Mitigation Monitoring and Reporting Program, based on all of the evidence in the record and presented at the hearing, as set forth in City Council Resolution 2018-85; and approved the Project Approvals by adopting City Council Resolutions 2018-86, 2018-87, 2018-88, and 2018-89; and

WHEREAS, the City caused the 2020 Addendum to the Napa Airport Corporate Center Project Final EIR (the "Addendum"), included and incorporated by reference in this Ordinance as Exhibit A, to evaluate the reduced project square footage, expansion of the preserved wetlands on the project site, and whether approval of the Development Agreement had the potential to present any significantly increased or new impacts over the project impacts evaluated and identified in the Final EIR or whether there was any new information of substantial importance, which was not known and could not have been known at the time the Final EIR was certified as complete, that would require additional environmental review pursuant to Public Resources Code Section 21166 and the CEQA Guidelines Sections 15162-15164; and

WHEREAS, on June 25, 2020, the Planning Commission conducted a duly noticed public hearing on the proposed Development Agreement and heard all public speakers and considered all material in the record including written materials, the staff report, and oral testimony given at the meeting; and

WHEREAS, on June 25, 2020, the Planning Commission unanimously adopted Resolution No. 2020-07 recommending that the City Council determine the Final EIR and Addendum provide the necessary environmental review as required by CEQA and the CEQA Guidelines for the proposed Development Agreement and approve the Development Agreement, included as Exhibit B to this Ordinance; and

WHEREAS, the City Council heard all public speakers and considered all material in the record including written materials, the staff report, and oral testimony given at a duly noticed public hearing on July 21, 2020 as well as the findings and recommendations of the City Planning Commission; and

WHEREAS, the City Council has heard all public speakers and considered all material in the record including written materials, the staff report, and oral testimony presented at the public hearing on July 21, 2020, in addition to hearing all public speakers and considering all material in the record including written materials, the staff report, and oral testimony presented on August 4, 2020, as well as the findings and recommendations of the City Planning Commission.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: This Ordinance incorporates by this reference, the Development Agreement attached hereto as Exhibit B.

SECTION 2: This Ordinance is adopted under the authority of the Development Agreement Law (Gov. Code § 65864 et seq.) and the City Development Agreement Standards (American Canyon Municipal Code Title 19, Chapter 19.47).

SECTION 3: The City Council makes the following Findings to Approve the Development Agreement in accordance with American Canyon Municipal Code Section 19.47.080:

A. **The proposal for which the Development Agreement is requested conforms with the maps and policies of the general plan and any applicable specific, community, or area plans because:**

When approving the Project Approvals in 2018, the City Council found the NACC Project consistent with the City's General Plan and the Napa County Napa Valley Business Park Specific Plan, which applies to the subject property. The Development Agreement will not change the project as it was approved in 2018 subject to the minor modifications approved in Exhibits G and H attached to the Development Agreement. The Development Agreement extends the time period within which the Project Approvals may be exercised and will revise the timing requirement for dedications/easements for certain rights-of-way required to implement the widening of South Kelly Road and related intersections improvements at South Kelly and SR-29 and South Kelly and Devlin Road.

B. **The proposal for which the development agreement is requested complies with the requirements of California Government Code Sections 65865 through 65869.5, and any other applicable state law, because:**

The property that will be subject to the Development Agreement is located within the municipal boundaries of the City; and the Development Agreement will be between the City and the owner of the property;

C. **The proposal for which the development agreement is requested is consistent with the zoning ordinance and all applicable codes and ordinances because:**

When approving the Project Approvals in 2018 and as set forth in the City Council Project Approval Resolutions 2018-86, 2018-87, 2018-88, and 2018-89, the City Council found the NACC project consistent with the Zoning Ordinance; the other goals and purposes for which Municipal Code Title 19, Chapter 19.47 was enacted by the City and the City's other applicable codes and ordinances.

D. **The proposal for which the Development Agreement is requested will not be detrimental to or cause adverse effects on adjacent property owners, residents, or the general public because:**

The City Council made findings when approving the Project Approvals that the proposed development would not be detrimental to or cause adverse effects on adjacent property owners, residents, or the general public, and the extension of time within which the property owner may exercise the Project Approvals will not cause adverse effects.

E. **The proposal for which the Development Agreement is requested provides clear and substantial benefit to the residents of the city because:**

Approval of the proposed Development Agreement will extend the Project Approvals for five years. The extension will eliminate uncertainty in the City's land use planning for the project site and its vicinity, and will provide for orderly growth and development consistent with the City's General Plan, the Napa County Napa Valley Business Park Specific Plan and other policies and programs; will provide critical public benefits; and will otherwise achieve the goals and purposes for which Municipal Code Title 19, Chapter 19.47 was enacted by the City.

SECTION 4: The City Council finds that the Final EIR certified by City Council Resolution 2018-85 and the Addendum, incorporated by this reference, provide the necessary environmental review as required by CEQA and the CEQA Guidelines for the proposed Development Agreement.

SECTION 5: The City Council approves the Development Agreement included as Exhibit B to this Ordinance and authorizes the City Manager to finalize and execute the Agreement.

SECTION 6: The City Manager is hereby authorized and directed to perform all acts authorized to be performed by the City Manager in the administration of the Development Agreement pursuant to the terms of the Development Agreement.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of American Canyon, State of California, held on the 21st day of July, 2020, by the following vote:

AYES: Council Members Aboudamous, Joseph, Leary, Vice Mayor Oro, and Mayor Garcia

NOES: None

ABSTAIN: None

ABSENT: None

The foregoing Ordinance was adopted at a regular meeting of the City Council of the City of American Canyon, State of California, held on the 4th day of August, 2020, by the following vote:

AYES: Council Members Aboudamous, Joseph, Leary, and Mayor Garcia

NOES: None

ABSTAIN: None

ABSENT: Vice Mayor Oro

Leon Garcia

Leon Garcia, Mayor

ATTEST:

Suellen Johnston

Suellen Johnston, CMC, City Clerk

APPROVED AS TO FORM:

William D. Ross, City Attorney

EXHIBIT A - 2020 Addendum to the Napa Airport Corporate Center Project Final EIR

EXHIBIT B – Draft NACC Development Agreement

ATTACHMENT 1 EXHIBIT A

Addendum Napa Airport Corporate Center Project Final EIR
2020 Proposed Minor Modifications and Development Agreement

1. Background – 2018 Approvals

On July 31, 2018, the City Council certified the Final EIR for the Napa Airport Corporate Center Project and adopted a Mitigation Monitoring and Reporting Program for the Project. (City Council Resolution 2018-85). The Draft EIR evaluated a Project consisting of 571,808 square feet of warehouse space. In the Final EIR, the proposed development was reduced to 515,621 square feet. [1]

At the time of the 2018 Project approvals, the lot west of Devlin Road, which was proposed for a 254,080 building, had been sold to a third party and removed from the Project. On July 31, 2018, the City Council approved 261,541 square feet of warehouse development on four lots (Lots 1, 2, 4 and 5) located east of Devlin Road.

The 2018 approvals included: (a) the tentative subdivision map; (b) the conditional use permit for Buildings A and B on Lots 1 and 2; (c) the conditional use permit and design permit for Building E on Lot 4; and (d) the conditional use permit and design permit for Building G on Lot 5. (Referred to below as "the 2018 approvals.")

2. 2020 Approvals

Following the 2018 City approval, the project sponsor has been working to obtain approvals from the Regional Water Quality Board and the U.S. Army Corps of Engineers for the permits necessary to fill a portion of the wetlands on the Project site. As a result of these permitting processes, the Project has been modified to increase the area of preserved wetlands and reduce building square footage and building site coverage.

The project sponsor has applied to: (a) extend the life of the tentative map; (b) approve a minor modification of the conditional use permit/design permit for Building E on Lot 4; (c) approve a minor modification of the conditional use permit/design permit for Building G on Lot 5; (d) adopt a development agreement and implementing ordinance to extend the life of the 2018 and 2020 Project approvals to five (5) years in exchange for certain public benefits. (Referred to below as "the proposed 2020 approvals.")

The proposed 2020 approvals will reduce the size of the buildings on Lots 4 and 5. Building E on Lot 4 will be reduced from 67,547 square feet to 52,956 square feet. Building site coverage on Lot 4 will be reduced from 23.04% to 20.75%. Building G on Lot 5 will be reduced from 146,929 square feet to 93,720. Building site coverage on Lot 5 will be reduced from 29.54% to 16.55%

Overall, under the proposed 2020 approvals, the Project square footage will be reduced from 261,541 square feet under the 2018 approvals to 193,741 square feet for a total reduction of 67,800 square feet.

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[1] The EIR also evaluated a development option referred to as "Option 2,"which included a gas station, truck refueling, convenience market and quick serve restaurant on a portion of Lot 1. The 2018 approvals did not include Option 2 and it is not included in the 2020 approvals.

Wetland preservation on the site will increase from 1.08 acres under the 2018 approvals to 2.84 acres. Wetland impacts will be reduced from 2.41 acres under the 2018 approvals to 0.66 acres.

3. California Environmental Quality Act (CEQA) Requirements

Under CEQA, when an EIR has been prepared, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency unless: (a) substantial changes are proposed in the project or substantial changes occur in the circumstances under which the project is undertaken that will require major revisions of the EIR due to new significant impacts or a substantial increase in the severity of previously identified significant effects; or (b) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows that the project will have one or more new or substantially more severe significant effects than shown in the EIR, that mitigation measures or alternatives previously found not to be feasible would be feasible and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative, or mitigation measures or alternatives which are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects, but the project proponents decline to adopt the mitigation measure or alternative.

The Project changes significantly reduce the size of the Project analyzed in the EIR and increase wetland preservation on the Project site. These proposed Project modifications will reduce the Project impacts identified in the EIR. Thus, the Project changes do not result in new or more severe significant environmental effects than those identified in the EIR. There are no changed circumstances that will result in new or more severe significant environmental effects. None of the requirements for a subsequent or supplemental EIR have been met for the Project.

4. EIR Topics

The Project EIR assessed Project impacts based on 571,808 square feet of warehouse development on five lots. Although the Final EIR reduced the Project to 515,621 square feet, the analysis of Project impacts was not revised in the Final EIR to reflect the reduced square footage and instead continued to rely on the larger square footage from the Draft EIR thereby providing a conservative analysis.

The proposed 2020 approvals will reduce the Project to 193,741 square feet of warehouse development on four lots. This reduction is 378,067 square feet less (66% less) than evaluated in the Draft EIR. Additionally, the proposed 2020 approvals will increase the wetland preservation on the Project site from 1.08 acres to 2.84 acres. Wetland impacts will be reduced from 2.41 acres to 0.66 acres.

The proposed minor modifications to the conditional use permit/design permit approvals for Lots 4 and 5, the extension of the tentative map, and the terms of the proposed Development Agreement will not result in new physical development or impacts.

As demonstrated below, the proposed 2020 approvals will not result in new or increase impacts and are covered by the analysis, impact conclusions, and mitigation measures in the Project EIR.

a. *Aesthetics, Light and Glare*: The Project will be substantially smaller than the development assumed in the EIR. As described above, the Project square footage, site coverage, and size of the overall Project site (removal of the lot on the west side of Devlin Road) will be reduced. Additionally, the Project will increase the area of preserved wetlands by 1.76 acres from 1.08 acres to 2.84 acres. These changes will reduce the less than significant visual impacts. The Project will be subject

to the lighting mitigation measure (AES-3) and this impact will remain less than significant. Thus, the proposed 2020 approvals are within the scope of the Project EIR analysis and conclusions

b. *Air Quality/Greenhouse Gas Emissions*: The analysis and conclusions in the Project EIR were based on development of 571,808 square feet of warehouse uses on the Project site. The significant reduction in Project square footage to 193,741 square feet under the proposed 2020 approvals will reduce both the construction and operational (traffic and on-site uses) emissions identified in the Project EIR. Thus, the proposed 2020 approvals are within the scope of the EIR analysis and conclusions. Additionally, the adopted mitigation measures will continue to apply to the Project.

c. *Biological Resources*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking and landscaping. The proposed 2020 approvals will reduce the development on Lots 4 and 5, where the existing wetlands are located, in terms of square footage and site coverage. As described above, the proposed 2020 approvals will increase the wetland preservation on the site from 1.08 acres to 2.84 acres. Wetland impacts will be reduced from 2.41 acres to 0.66 acres. The proposed 2020 approvals will reduce the biological impacts identified in the Project EIR. Thus, the proposed 2020 approvals are within the scope of the biological resources impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

d. *Cultural Resources*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals, which significantly reduce the Project square footage, will reduce the site disturbance on Lots 4 and 5 and otherwise will be constructed on areas of the Project site assumed to be developed. No new or increased excavation or grading will occur. Thus, the proposed 2020 approvals are within the scope of the cultural resources impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

e. *Geology, Soils, and Seismicity*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals significantly reduce the Project square footage and reduce the building site coverage on Lots 4 and 5. All construction activities will occur on areas of the Project site assumed to be developed. No new, increased, or different excavation, grading or construction activities or techniques will occur in connection with the construction of the Project. Thus, the proposed 2020 approvals are within the scope of the geology, soils and seismicity impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

f. *Hazards and Hazardous Materials*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals, which reduce the Project square footage and the site coverage on Lots 4 and 5, will be constructed on an areas of the Project site assumed to be developed. No new, increased, or different excavation, grading or construction activities will occur in connection with construction of the Project. The Project uses remain the same as the uses evaluated in the Project EIR and approved in the 2018 approvals. Thus, the proposed 2020 approvals are within the scope of the hazards and hazardous materials impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

g. *Hydrology and Water Quality*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals will be constructed on areas of the Project site assumed to be developed. The reduced development and reduced site coverage on Lots 4 and 5 will reduce potential hydrology and water quality impacts. The proposed 2020 approvals will be subject to the requirements identified in the Project EIR for construction and post-construction drainage and water quality protection. Thus, the proposed 2020 approvals are within the scope of the hydrology and water quality impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

h. *Land Use and Plans*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals will be consistent with the land uses analyzed in the Project EIR and allowed by the 2018 approvals. No new or different uses are proposed. Thus, the proposed 2020 approvals are within the scope of the land use and plans impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measure will continue to apply to the Project.

i. *Noise*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. Construction and operation of the proposed 2020 approvals will have the same types of noise impacts as analyzed in the Project EIR, but those impacts will be reduced given the reduction in square footage and removal of one lot from the Project site. No new or different construction equipment or activities will be required for the construction and operation of the Project under the proposed 2020 approvals. Additionally, the smaller Project will generate reduced operational noise and reduced noise from traffic due to the reduction in vehicle trips. Thus, the proposed 2020 approvals are within the scope of the noise impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

j. *Public Services and Utilities*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals, which reduce the Project square footage to 193,741 (a 66% reduction), will reduce demand for fire and police services and result in reduced wastewater generation, water use, and solid waste generation. Thus, the proposed 2020 approvals are within the scope of the public services and utilities impact analysis and conclusions in the Project EIR. Additionally, the adopted mitigation measures will continue to apply to the Project.

k. *Transportation*: The analysis and conclusions in the Project EIR assumed the Project site would be developed with 571,808 square feet of uses and associated infrastructure, parking, and landscaping. The proposed 2020 approvals, which reduce the Project square footage to 193,741, will significantly reduce the Project's trip generation.

The Project EIR determined that the proposed 571,808 square feet of warehouse development would generate 2,212 daily trips, with 215 trips in the AM peak hour and 182 trips in the PM peak hour. (Draft EIR, Table 3.11-7: *Project Trip Generation Summary*, p. 3.11-32.) The Project EIR impact conclusions and mitigation measures are based on the impact assessment using these trip generation numbers.

Fehr and Peers, the EIR transportation consultant, has determined that the proposed 2020 approvals will generate 871 daily trips, which is 1,341 fewer daily trips (60% decrease) than projected and analyzed

in the Project EIR. The proposed 2020 approvals will generate 119 AM peak hour trips, which is 96 fewer trips (45% decrease) than projected and analyzed in the Project EIR. The proposed 2020 approvals will generate 91 trips in the PM peak hour, which is 91 fewer trips (50% decrease) than projected and analyzed in the Project EIR. (*Napa Airport Center Project – Trip Generation Update* Memorandum from Bob Grandy, Fehr and Peers to Tim Schaedler, Panattoni Development Company, dated May 27, 2020.)

Fehr and Peers also compared the trip generation of the 2018 approvals to the proposed 2020 approvals. The proposed 2020 approvals will generate 256 fewer daily trips than the 2018 approvals (1,127 trips for the 2018 approvals compared to 871 trips for the proposed 2020 approvals). The AM and PM peak hour trips also will be reduced with the proposed 2020 approvals in comparison to the 2018 approvals. The AM peak hour trips will be reduced from 140 trips to 119 trips. The PM peak hour trips will be reduced form 110 trips to 91 trips. (*Napa Airport Center Project – Trip Generation Update* Memorandum from Bob Grandy, Fehr and Peers to Tim Schaedler, Panattoni Development Company, dated May 27, 2020.)

The Project EIR identified the Project's contribution to the cumulative traffic impacts on SR 29 and at other locations. With the daily trip generation reduced by 60% under the proposed 2020 approvals, the Project's contribution to these impacts will be reduced. The City has also received a design permit application from the project sponsor of the Napa Logistics Phase 2 Project (a nearby project considered in the cumulative impact scenario in the Project EIR), which will reduce the approved development of 2,271,000 square feet by approximately 1,000,000 square feet. The reduced development associated with the Project and the Napa Logistics Phase 2 Project will collectively reduce the expected traffic generation from the airport industrial area of American Canyon on SR 29 and other roadways in the area of these projects.

Since certification of the Project EIR, the City has certified two other major EIRs: Watson Ranch Specific Plan EIR (WRSP EIR) and the Broadway District Specific Plan EIR (BDSP EIR). These two EIRs also evaluate the cumulative traffic impacts in American Canyon, including cumulative traffic impacts on SR 29.

The BDSP EIR uses a methodology for evaluating cumulative impacts on SR 29 that relies on tiering from the American Canyon General Plan Circulation Element EIR and references four roadway segments, including two roadway segments of SR 29 (SR 29 north of Kelly Road to north of American Canyon Road and SR 29 south of American Canyon Road). The BDSP EIR found significant cumulative impacts on both roadway segments of SR 29.

The WRSP EIR evaluates a mixed use (residential/commercial) project located east of Highway 29. Trip distribution patterns from the WRSP project will be different from the trip distribution for the Napa Airport Corporate Center Project. Consequently, the traffic study for the WRSP EIR evaluated an overlapping, but different, set of intersections than the Project EIR. Generally, both EIRs found the respective projects contribute to significant cumulative impacts at numerous intersections along SR 29 consistent with the trip distribution for each project.

The WRSP Final EIR included a comprehensive explanation of the cumulative traffic forecasts along SR 29 in and near American Canyon and the plans for local, regional, and state improvements to SR 29. Cumulative traffic includes American Canyon trips from existing and foreseeable development and trips from regional through traffic. This explanation describes the City's efforts to implement improvements within its jurisdiction to improve traffic flow on SR 29, including the implementation of the Devlin Road extensions and the Newell Drive extension, which will provide parallel roadway capacity west (Devlin

Road) and east (Newell Road) of SR 29. Additionally, the BDSP will extend Main Street from Rio Del Mar to Donaldson Way on the east side of SR 29. (WRSP Final EIR, Chapter 10, pp. 10-1-10-8, which are incorporated herein by reference.)

Consistent with the WRSP EIR, the American Canyon General Plan Circulation Element EIR, and the BDSP EIR, the Project EIR acknowledges the significant cumulative impacts along SR 29, the Project's contribution to those impacts, and the local, regional, and state plans for improvements. The mitigation measures identified in the Project EIR remain applicable to the Project.

5. COVID-19

On March 4, 2020, Governor Gavin Newsom proclaimed a State of Emergency to exist in California as a result of the threat of the COVID-19. Governor Newsom and other state and local agencies have issued various orders, directives, and policies to address the COVID-19 pandemic and the health, safety and welfare of California residents, including a stay at home mandate and provisions intended to provide for the continued delivery of necessary goods and services.

Executive Order N-33-20, which includes the stay at home mandate, provided that residents working in 13 critical infrastructure sectors identified by the federal government may continue working, because of the importance of these sectors to California's health and well-being. The State Public Health Officer has identified the following sectors as essential critical infrastructure with essential workers who should continue reporting to work as normal: communications and information technology; chemical; critical manufacturing; defense industrial base; emergency services; energy; financial services; food and agriculture; hazardous materials; healthcare/public health; community-based government operations and essential functions; transportation and logistics; and water and wastewater. These sectors have been identified as critical infrastructure to allow state, local, tribal, and industry partners to work to protect communities and ensure continuity of functions critical to public health and safety as well as economic and national security.

Under this Order, local governments, including the City of American Canyon and Napa County, have continued to provide critical functions and services to the public. Many critical workers are allowed to continue working under the Order. These functions and services include, among others, law enforcement, fire protection, public safety, emergency management, emergency medical technicians, public works, health care, and transportation. Additionally, local government agencies have emergency plans that provide appropriate procedures and actions to implement during emergency situations such as the COVID-19 pandemic. These plans address many of the concerns associated with the consequences of the pandemic, such as the continued provision of emergency and essential services.

Private sector businesses also continue to provide critical infrastructure functions and services such as food and transportation among many others. Firms that enable logistics operations, including cooling storage, packaging and distributing products for wholesale or retail sale or use are identified as essential. Roadways are considered part of the essential transportation system sector.

The COVID-19 pandemic and the stay in place Order and other orders and policies have resulted in certain social and economic impacts. Whether these social and economic impacts will result in any significant, adverse physical environmental impacts has not been documented and it would be speculative to make such determinations as there is no valid, reliable evidence available to the City at this time. A number of federal, state, and local programs (e.g., state unemployment, expansion of

workers covered by the unemployment program, the federal supplement for unemployment benefits, the CARE Act, pandemic relief for migrant workers, and various locally-enacted residential and commercial rent relief) are available to assist individuals and businesses with funding to offset the economic impacts of the stay at home mandate.

Certain physical impacts resulting from the stay at home Order have been beneficial, including a substantial reduction in traffic and related impacts such as noise reduction and vehicle air quality and greenhouse gas emission reductions. Additionally, the continued provision of critical infrastructure functions and services, including emergency services, ensure that no significant adverse impacts would occur from the COVID-19 pandemic with respect to public services, safety, or utilities. The COVID-19 pandemic and stay at home Order would not adversely affect resources related to geology, hydrology, hazards, cultural resources, aesthetics, land use, biology, energy, and other topics, because the pandemic has not necessitated significant construction activities.

In May, the state and local jurisdictions have been implementing phased reopening plans for certain employment and recreation sectors subject to implementation of appropriate protocols to reduce the potential for spreading the virus. It is expected that a COVID-19 vaccine will be available in the foreseeable future. Buildout of the Project and full occupancy of the site is not expected until after the current state of emergency has expired.

If construction is initiated prior to the availability of a COVID-19 vaccine, construction activities would be subject to various safety measures necessary to reduce the potential for the spread of the virus. These measures will be addressed in a project construction site safety plan and could include, among other measures, social distancing requirements, masks for all workers, daily worker screening for potential symptoms, disinfecting protocols for all shared surfaces, avoidance of tool sharing, and provision of sufficient hand sanitizer for all workers.

Therefore, the COVID-19 pandemic will not result in new significant impacts or substantial increases in previously identified significant impacts associated with the Project. No new or revised mitigation measures are required as a result of the COVID-19 pandemic. Thus, no revisions in the Project EIR are required.

6. Conclusion

The proposed 2020 approvals are within the scope of the Project EIR because the construction and operation of the proposed buildings were part of the development analyzed in the Project EIR and because the Project square footage will be substantially reduced (66% reduction) from the square footage analyzed in the EIR. Thus, the Project will result in reduced impacts in comparison to the impacts identified in the Project EIR. The Project remains subject to the applicable conditions of approval associated with the 2018 approvals and the requirements of the Mitigation Monitoring and Reporting Program. Based on the information presented in this memorandum, no further environmental review is required.

ATTACHMENT EXHIBIT B

Recording requested by

And when recorded, mail to

APN: 057-090-086

DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF AMERICAN CANYON AND
NAPA AIRPORT CORPORATE CENTER I, LLC

EFFECTIVE DATE

September 3, 2020

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EXHIBIT F. City Council Resolution No. 2018-85

EXHIBIT G. Minor Modification No. PL20-016

EXHIBIT H. Minor Modification No. PL20-017

EXHIBIT I. 2020 Addendum to the Napa Airport Corporate Center Project Final EIR

Development Agreement By and Between the City of American Canyon and Napa Airport Corporate Center I, LLC

This Development Agreement ("Agreement") is made and entered into on _____, by and between the City of American Canyon ("City"), a California General Law City and Napa Airport Corporate Center I, LLC, a Delaware Limited Liability Company ("Owner"), pursuant to the authority of California Government Code Title 7, Division 1, Chapter 4, Article 2.5, section 65864 *et seq.*, and City Municipal Code Title 19, Chapter 19.47.

RECITALS

1. In order to strengthen the public land use planning process, to encourage private participation in the process, to reduce the economic risk of development, and to reduce the waste of resources, the Legislature adopted the Development Agreement Law (Gov. Code § 65864 *et seq.*).

2. The Development Agreement Law authorizes the City to contract with private interests for their mutual benefit in a manner not otherwise available to the contracting parties. Such agreements can assure property owners that they may proceed with projects as approved by the City and that those approvals will not be modified (consistent with the legal principles of vesting) during the period covered by said agreement. The City is equally assured that elements of the project with peculiar and specific public interests are achieved and that its local land use policies are advanced.

3. The City has enacted Municipal Code Title 19, Chapter 19.47 as an implementing regulation of Government Code section 65865(c), establishing the procedures and requirements for the consideration of development agreements to carry out the City's planning policies.

4. The Owner owns in fee that certain real property located in the City described in Exhibit A, attached hereto and incorporated herein by reference ("Property").

5. On July 31, 2018, the Owner obtained approval from the City for: 1) a Tentative Subdivision Map (Exhibit B, City Council Resolution No. 2018-86, attached hereto and incorporated herein by reference) for subdivision of the Property into five lots, including public road rights-of-way; and, 2) Conditional Use Permits (Exhibit C, City Council Resolution No. 2018-87, attached hereto and incorporated herein by reference) approving a Conditional Use Permit for Buildings A and B on Lots 1 and 2); (Exhibit D, City Council Resolution No. 2018-88 attached hereto and incorporated herein by reference approving a Conditional Use Permit and Design Permit for Building E on Lot 4); (Exhibit E City Council Resolution No. 2018-89 approving a Conditional Use Permit and Design Permit for Building G on Lot 5 attached hereto and incorporated herein by reference). These approvals allowed development of the Property with up to 261,541 square feet of industrial uses (warehouse, distribution, and/or E-commerce with accessory retail/office uses), and allowed the relaxation of certain lot size, front yard setbacks, and side yard landscaping requirements. The City conditioned the approval of the Project on the Owner's agreement to provide public infrastructure and other benefits to the City.

On July 10, 2020, the Owner obtained approvals from the City for modifications of the Conditional Use Permit/Design Permit for Building E on Lot 4 and Building G on Lot 5, which increased the area of preserved wetlands on Lot 4 and Lot 5, reduced the square footage and building site coverage of Building E and Building G, adjusted parking and loading consistent with the revised buildings and reduced overall development on the Property from approximately 261,541 square feet to approximately 193,741 square feet (Exhibit G, Minor Modification No. PL20-106; Exhibit H, Minor Modification No. PL20-017, attached hereto and incorporated herein by reference). The approvals described in this paragraph collectively constitute the Project.

6. The Owner has a desire to extend the life of the Project approvals described above in Recital No. 5 (Exhibit B, Exhibit C, Exhibit D, Exhibit E, Exhibit G, and Exhibit H) and have certainty to develop this Project. The City has a desire and a need for the public improvements and other benefits associated with the Project.

7. The City has determined that the development of the Project, in accordance with the terms and conditions of the City's General Plan, the Napa County Airport Industrial Area Specific Plan (now known as the Napa County Napa Valley Business Park Specific Plan), Zoning Ordinance, the City Subdivision Ordinance, and this Agreement, will eliminate uncertainty in the City's land use planning for, and will provide for orderly growth and development consistent with the City's General Plan, other policies and programs, and the Napa County Airport Industrial Area Specific Plan (now known as the Napa County Napa Valley Business Park Specific Plan), will provide critical public benefits, and will otherwise achieve the goals and purposes for which Municipal Code Title 19, Chapter 19.47 was enacted by the City.

8. The Owner recognizes that it is being afforded greater latitude in exchange for agreeing to contribute greater public benefits than could otherwise be required, and does so freely and with its full knowledge and consent.

9. The City recognizes that the Project Sponsor and/or its predecessors-in-interest have contributed substantial public benefit in advance of any development on the Project Site, including but not limited to:

(a) The Project Sponsor consented to the inclusion of the Property in the Green Island Road Community Facilities District.

(b) The Project Sponsor funded and constructed certain Devlin Road improvements. These improvements have provided critical infrastructure for the City of American Canyon.

10. The City examined the environmental effects of the Project (as defined in this Agreement) in an Environmental Impact Report prepared pursuant to the California Environmental Quality Act ("CEQA," Pub. Res. Code § 21000 *et seq*). In addition, the 2020 Addendum analyzing the environmental effects of this Agreement pursuant to CEQA was prepared (Exhibit I attached hereto and incorporated herein). The City Council found that the environmental impacts of the Project were adequately considered in the certified Final Environmental Impact Report ("FEIR") for the Napa Airport Corporate Center Project (State Clearinghouse No. 2014122005) as set forth in Exhibit F attached hereto and incorporated herein

by reference, City Council Resolution No. 2018-85, which adopted findings, a Mitigation Monitoring and Reporting Program, and a statement of overriding considerations for the Project. The City determined that, in connection with the approval of this Agreement, and the Addendum, there have been no Project changes, changed circumstances, or new information which would result in new, or substantially more severe, environmental impacts. The City Council found that approval of this Agreement based on the FEIR and the Addendum complies with CEQA.

11. On June 25, 2020, after conducting a duly noticed public hearing on this Agreement pursuant to City Municipal Code Title 19, Chapter 19.47, Section 060, the Planning Commission unanimously recommended that the City Council approve this Agreement based on the findings and determinations set forth in Planning Commission Resolution 2020-07.

12. On July 21, 2020, the City Council held a duly noticed public hearing on this Agreement pursuant to City Municipal Code Title 19, Chapter 19.47, Section 070. The City Council has reviewed and approves this Agreement. The City Council finds, pursuant to the requirements of Government Code section 65867.5, that this Agreement is consistent with the City's General Plan and the Napa County Napa Valley Business Park Specific Plan and readopts by reference its findings to this effect in Exhibits B, C, D, E, G, and H for the approval of the Project. The City Council finds that Agreement complies with the requirements of Government Code sections 65865 through 65869.5. The City Council also finds that this Agreement is consistent with City Municipal Code Title 19, specifically Chapter 19.47, its Zoning Ordinance, its Subdivision Ordinance, and all other applicable City ordinances, rules, and regulations, and that its implementation is in the best interest of the City and the health, safety, and welfare of its residents. Additionally, the City Council finds that the Project and this Agreement provide clear and substantial public benefits to the residents of the City. The City has considered and acted upon this Agreement by introducing Ordinance No. __ ("Adopting Ordinance") on July 21, 2020 authorizing execution of this Agreement by the City. A second reading of the Adopting Ordinance was conducted on August 4, 2020 when the City Council adopted the Adopting Ordinance.

NOW, THEREFORE, pursuant to the authority contained in the Development Agreement Law and City Municipal Code Title 19, Chapter 19.47, and in consideration of the mutual covenants and promises of the City and Owner herein contained, the parties hereto agree as follows:

ARTICLE 1
TERM AND DEFINITIONS

Section 1.1 The Property.

Owner owns in fee the parcel of real property as described in Exhibit A. Any reference to the "Property" in this Agreement is solely for the purpose of identifying the legal parcel or parcels on which the entitlements granted by the City for the Project are located.

Section 1.2 The Project.

The Project is the development and use of the Property consistent with the Tentative Subdivision Map approved in City Council Resolution No. 2019-86 (Exhibit B) and the Conditional Use Permits and Design Permits approved in City Council Resolution No. 2018-87 (Exhibit C), City Council Resolution No. 2018-88 (Exhibit D), and City Council Resolution No. 2018-89 (Exhibit E), Minor Modification No. PL20-016 (Exhibit G), and Minor Modification No. PL20-017 (Exhibit H) as further described in Section 3.1, including any modifications authorized by Subsequent Approvals.

Section 1.3 Definitions.

As used in this Agreement the following terms, phrases and words shall have the meanings and be interpreted according to their plain meaning as set forth in this Section. Certain other terms shall have the meaning set forth for such term in this Agreement.

(a) "Adopting Ordinance" means Ordinance No. ____, adopted on August 4, 2020, which approves this Agreement.

(b) "Affiliated Party" means any person or entity which is controlling of, controlled by, or under common control of Owner, and "control" shall mean the ability to influence, direct, or otherwise significantly affect the major policies, activities, or action of any person or entity.

(c) "City Manager" means the City Manager or his or her designee as designated in writing from time to time. The Owner may rely on the authority of the designee of the City Manager.

(d) "Collective Standards" means the regulations contained in this Agreement, the Project Approvals (as defined below), and the Existing Land Use Regulations (as defined below).

(e) "Effective Date" means the effective date of the Adopting Ordinance pursuant to Government Code section 65867.5, as specified in Recital 12 of this Agreement.

(f) "Environmental Documentation" means the Napa Airport Corporate Center Project EIR (State Clearinghouse No. 2014122005) certified by the City Council on July 31, 2018 by Resolution No. 2018-85, adopting findings pursuant to CEQA, certifying the FEIR, adopting a statement of overriding considerations, and adopting a Mitigation Monitoring and Reporting Program for the Project (Exhibit F) and the 2020 Addendum to the FEIR prepared in conjunction with this Agreement (Exhibit I).

(g) "Existing Land Use Regulations" means the ordinances, resolutions, rules, regulations, and official policies of the City, in effect as of the Effective Date, establishing and/or regulating design, density, permitted land uses, subdivisions, occupancy, improvement, impact fees, dedications, exactions, and the timing of development applicable to the Project, except as otherwise expressly set forth in this Agreement, and without limiting the foregoing, shall include the City General Plan, the Napa County Airport Industrial Area Specific Plan (now known as the Napa County Napa Valley Business Park Specific Plan), the City Zoning Ordinance and Subdivision Ordinance.

(h) "Improvement Plans" means the grading, building, and infrastructure plans as well as associated plans for the construction of the Project.

(i) "Project Approvals" means the Project approval described in Recital 5 and the Environmental Documentation.

(j) "Reserved Powers" means those powers explicitly reserved to the City by this Agreement.

(k) "Subsequent Approvals" means any and all permits and approvals of any kind or character required by the City to authorize and entitle the Owner to develop and occupy the Property and approved or issued after the Effective Date of this Agreement.

Section 1.4 Parties to the Development Agreement.

The parties to this Agreement are:

(a) The City of American Canyon, a General Law City under the laws of the State of California exercising general governmental functions and power. The principal place of business of the City is located at 4381 Broadway Street, Suite 201, American Canyon, CA 94503.

(b) Napa Airport Corporate Center I, LLC, a Delaware Limited Liability Company (Owner). The principal place of business of Owner is located at 8775 Folsom Boulevard, Suite 200 CA 95826.

Section 1.5 Term of the Development Agreement.

This Agreement shall commence upon the Effective Date and shall continue in force for five (5) years from such date, unless extended or terminated as provided herein ("Term") or by operation of law. Development moratoriums initiated by City shall not apply to this Project. Following the expiration of the Term or extension thereof, this Agreement shall have no force and effect. The Term of this Agreement and any subdivision map, Project Approvals or Subsequent Approvals shall not include any period of time during which a lawsuit involving the approval of the Agreement or any such subdivision maps, Project Approvals, or Subsequent Approvals is pending, including actions brought under CEQA.

Section 1.6 Term of the Subdivision Maps, Project Approvals, Subsequent Approvals.

The term of any parcel map, lot line adjustment, tentative subdivision map, vesting parcel map, or vesting tentative subdivision map, relating to the Project, and the term of any subdivision improvement agreement related to development of the Property or any portion thereof, shall be extended for the longer of: (i) the Term, or (ii) the term of the particular map otherwise allowed under the Subdivision Map Act, and the City's Subdivision Ordinance. The term of any Project Approvals or Subsequent Approvals for development relating to the Project shall be extended for the longer of: (i) the Term; or (ii) the term of the permit or entitlement; or (iii) the term of the subdivision or parcel map relating to that portion of the Property that is the subject of the permit or other entitlement.

ARTICLE 2
VESTING RIGHTS AND LIMITATIONS

Section 2.1 Vested Rights of Owner.

Provided that Owner is not in default under this Agreement during its Term, Owner is assured, and City agrees, that the development rights, obligations, terms, and conditions specified or referenced in this Agreement are fully vested in Owner and may not be changed or modified by City except as may be expressly permitted by, and in accordance with, the terms and conditions of this Agreement, including changes to existing land use regulations as set forth in Section 2.5, the City Reserved Powers as set forth in Section 2.6, or as consented to by the Owner in writing.

Section 2.2 Permitted Uses and Development Standards.

The permitted uses, the density and intensity of use, the maximum height and size of proposed buildings, provisions for reservation and dedication of land or payment of fees in lieu of dedication for public purposes, payment of fees, the construction, installation, and extension of public improvements, development guidelines and standards and other conditions of development for the Project shall be those set forth in this Agreement, the Project Approvals, and the Collective Standards. The parties intend that the Collective Standards shall serve as the definitive and controlling document for all Subsequent Approvals, discretionary or ministerial, relating to the development and occupancy of the Project, except as provided in this Article. Owner shall have those benefits granted and obligations created to develop the Project in accordance with the Collective Standards and this Agreement.

Section 2.3 No Conflicting Enactments.

Except as provided for in the explicitly Reserved Powers under this Agreement, neither the City nor any agency of the City shall enact any specific or generally applicable ordinance, resolution or other measure that relates to the development or construction of the Project, including but not limited to any enactment affecting the intensity, design, use, timing, or sequencing of the development, construction or use of the Property, that is in conflict with the Collective Standards or this Agreement or the development rights associated therewith.

Section 2.4 Subsequent Approvals.

City shall accept for processing and shall review and act on all applications for Subsequent Approvals necessary for development of the Project, as set forth herein. Owner and City acknowledge that the Collective Standards contemplate the sole items for further review by the City. Owner shall provide the City with the processing fees, applications, documents, plans, materials and other information necessary for the City to carry out its review and processing obligations. Owner shall submit all applications and requests for Subsequent Approvals in the manner required under applicable City laws in effect as of the time of such submittal. The Parties shall cooperate with each other and shall use diligent, good faith efforts to cause the expeditious review, processing, and issuance of the approvals and permits for the development and

occupation of the Project in accordance with the Project Approvals, the Subsequent Approvals, and this Agreement.

Section 2.5 Changes to Existing Land Use Regulations.

Except as provided herein, and subject to Section 2.6 of this Agreement, only the following changes to the Existing Land Use Regulations may apply to the development of the Project:

(a) Land use regulations, ordinances, policies, programs, resolutions, or fees adopted or undertaken by City in order to comply with regional, state, or federal laws to which the legal principles of vesting do not apply. Provided that in the event that such regional, state, or federal laws prevent or preclude compliance with one or more provisions of this Agreement, such provision or provisions shall be modified or interpreted as narrowly as possible to comply with such regional, state, or federal laws or regulations.

(b) City land use regulations, ordinances, policies, programs, resolutions, or fees adopted after the Effective Date that are not in conflict with the terms and conditions for development of the Project established by this Agreement or otherwise by Existing Land Use Regulations.

(c) City land use regulations, ordinances, policies, programs, resolutions, or fees adopted after the Effective Date, which are in conflict with the Existing Land Use Regulations, but the application of which to the Project has been consented to in writing by the Owner, either through this Agreement or by later separate document.

Section 2.6 Reserved Powers.

Notwithstanding any other provision of this Agreement, and without limitation as to any other exceptions contained in this Agreement, the City shall retain the authority to take the following actions and apply the same to the Project:

(a) Adopt regulations to protect the City and its citizens from an immediate risk to health and safety;

(b) Apply changes in rules, regulations, or official policies of the City to the extent that the application of such changes is specifically required by changes in state or federal laws or regulations to which the legal principles of vesting do not apply;

(c) Impose conditions upon any new, discretionary permits not contemplated under the Collective Standards that the City approves for the Project after the Effective Date of this Agreement if such permits approve substantial changes to the Project that involve new significant environmental effects or a substantial increase in the severity of previously identified significant environmental effects on the environment, as such conditions are determined to be necessary under CEQA and other applicable law by the City to mitigate adverse impacts associated with the granting of such permits; and

(d) Apply standards contained in uniform building, construction, plumbing, electric, fire, or other uniform codes, as the same may be adopted or amended from time to time, to the extent such uniform code is applied generally to all development in the City and the application of such uniform code to the Project is required by state law.

Section 2.7 Processing Procedures.

Nothing herein shall be deemed to prevent the City from enacting or adopting changes in the methods and procedures for processing Improvement Plans, subdivision maps, and parcel maps so long as such changes do not preclude or materially burden Owner's realization of the rights conferred under the Collective Standards.

Section 2.8 Infrastructure Improvements.

To the extent not expressly covered in the Collective Standards, or unless otherwise specified in this Agreement, all infrastructure improvements will be designed in accordance with the City's rules, regulations, and engineering policies in effect at the time of approval of the Improvement Plans.

Section 2.9 No Liability.

To the extent that any actions of federal or state agencies (or actions of regional local agencies, including the City or its agencies, required by federal or state agencies) have the effect of preventing, delaying, or modifying development of the Project or any portion thereof, the City shall not in any manner be liable for such prevention, delay, or modification of such development.

Section 2.10 City Fees.

Notwithstanding any other provisions in this Agreement, all application fees, processing fees, development impact, and regulatory fees, set by or within the control of the City and imposed generally on all other development within the City: (i) levied upon the Project; (ii) charged as a condition to any application for or approval of development or condition thereof; or (iii) imposed to mitigate adverse environmental impacts, shall be paid at the rates in existence at the time of the applicable application submittal or permit issuance as required by the terms of such fees.

In addition, Owner acknowledges and agrees the City has expended significant Staff and Legal resources in processing the Owner's requests to extend the life of the Project approvals described above in Recital No. 5 (Exhibit B, Exhibit C, Exhibit D, and Exhibit E), and agrees it will pay all outstanding invoices thereon within ten (10) days of the execution of this Agreement.

Section 2.11 Bonds.

Notwithstanding any other provision in this Agreement, City may require performance, material, labor, or other bonds only for improvements to be located within the public streets

rights of way and/or on portions of the Project to be dedicated as public utility easements. No bonds shall be required for other improvements.

Section 2.12 Taxes and Assessments.

Notwithstanding any other provisions in this Agreement, City may impose such new taxes and assessments on the Owner and on the Project as are also equally imposed on all other persons or entities and on all other properties within the City, whether by City Council action or by citizen-sponsored initiative or referendum.

Section 2.13 Initiatives and Referenda.

With the exception of citizen-sponsored initiatives or referendums for taxes or assessments, if, after the Effective Date of this Agreement, any City law is enacted or imposed by a citizen-sponsored initiative or referendum, or by the City Council directly or indirectly in connection with any proposed initiative or referendum, which would conflict with the Collective Standards and Subsequent Approvals, such City law shall not apply to the Property or Project.

ARTICLE 3
PROJECT DEVELOPMENT

Section 3.1 Project Summary.

The Project includes the following general improvements:

- Construction of up to 193,741square feet of industrial uses (warehouse, distribution, and/or E-commerce with accessory retail/office uses).
- On-site parking spaces and loading docks consistent with the requirements for end users.
- Grading for Project improvements.
- Storm drainage system and associated detention areas.
- Water connections to the City system.
- On-site and off-site recycled water connection lines.
- On-site and off-site sewer connection lines.
- Landscaping improvements.
- On-site and off-site infrastructure improvements.

The Project Conditional Use Permits and Design Permits also permit the relaxation of certain development standards as provided therein.

Section 3.2 Development Rights Vested Pursuant to this Agreement.

This Agreement shall vest Owner's rights to develop the Project in accordance with the approvals and conditions of approval contained in the Project Approvals (including but not limited to, designated permitted uses of the Property, density or intensity of use, and maximum height and size of proposed buildings) attached to this Agreement as Exhibits B, C, D, E, F, G, and H and incorporated herein by reference, any and all Subsequent Approvals, and the terms of this Agreement.

Section 3.3 Public Benefits.

(a) Pursuant to the Tentative Subdivision Map approval Condition of Approval No. 44.d (i), (ii) and (iii) and as shown on the approved Tentative Subdivision Map, Owner shall provide to the City: (1) the Irrevocable Offers of Dedication for the right-of-way necessary to accommodate the planned widening of South Kelly Road and the planned improvements to the intersection of South Kelly Road with both Devlin Road and SR 29 as shown on the final approved plans for these improvements; and, (2) the offers for public utility and public access easements, within thirty (30) days of receiving a notice from the City that approval of the final plans for the construction of the improvements associated with the particular requested right-of-way and easement has been obtained from Caltrans, the City, and all other necessary governmental agencies and that construction of the improvements will proceed within sixty (60) days of the date of the notice.

(b) Pursuant to Section 2.10, Owner has agreed to pay applicable City fees at the rates in existence at the time of the applicable application submittal or permit issuance as required by the terms of such fees.

(c) The Project will provide additional substantial financial benefits to the City through increased taxes, sales, jobs, business license fees, and other sources.

(d) Owner's obligations under the provisions of this Section 3.3 are subject to confirmation that no legal challenges, including without limitation any referendum and/or legal challenge brought pursuant to CEQA, have been initiated challenging the City Council's approval of the Agreement and/or the Adopting Ordinance. In the event a legal challenge is filed, or a referendum qualifies for the ballot, challenging the City Council's approval of the Agreement and/or the Adopting Ordinance, and as a result Owner is unable to proceed with the Project, the Owner's obligations under this Section 3.3 shall be suspended until the legal action and or referendum is resolved in a manner that upholds the Agreement ("Resolution Date"). In this event the timing requirements in this Section 3.3 shall be adjusted by mutual agreement based on the Resolution Date and such adjustment shall not constitute an amendment of this Agreement.

Section 3.4 Timing of Development.

The parties acknowledge that the most efficient and economical development of the Project depends upon numerous factors, such as market conditions and demand, interest rates, competition, and similar factors, and it will be most economically beneficial to have the rate of development determined by the Owner. Accordingly, the timing, sequencing, and phasing of the development is solely the responsibility of the Owner, except as otherwise set forth in the Collective Standards. In the event that an ordinance, resolution, or other regulation is enacted, whether by action of the City Council or by initiative or otherwise, which governs the rate, timing, phasing, or sequencing of new development or construction in the City, such regulation shall not apply to the Project. In particular, and without limitation thereof, City acknowledges that it will not withhold or delay approval of any entitlements for development of the Project or the construction of public improvements required therefore that are consistent with the terms and conditions of the Agreement.

Section 3.5 Subsequent Approvals.

The parties acknowledge that applications for Subsequent Approvals, including without limitation, land use approvals, subdivision maps, and other necessary permits will be submitted by Owner to construct, implement, operate, and/or modify the Project. Upon submission by Owner of an appropriate application and processing fee for any Subsequent Approval, the City shall promptly and diligently, subject to City ordinances, policies, and procedures, commence and complete all steps necessary to act on Owner's Subsequent Approval applications. The granting of a Subsequent Approval, including an amendment of a Project Approval, shall not be considered an amendment of this Agreement and shall automatically be deemed incorporated into the Project and vested under this Agreement.

ARTICLE 4
PERIODIC OR SPECIAL REVIEW FOR COMPLIANCE

Section 4.1 Periodic Review.

The City shall, pursuant to the requirements of Government Code section 65865.1 and City Municipal Code Title 19, Chapter 19.47, Section 100, review this Agreement annually, on or before the anniversary of the Effective Date, in order to ascertain compliance by the Owner with the terms of the Agreement. The Owner shall submit an annual report, in a form acceptable to the City, on August 1 of each year commencing with August 1, 2021. If, as a result of such periodic review, the City determines, after a noticed, public hearing by the City Council that, on the basis of substantial evidence, the Owner has not complied in good faith with the terms of this Agreement, the City may, after following the default procedures required by Article 5, terminate this Agreement in accordance with applicable laws, including holding a public hearing on any such proposed termination. Owner shall pay to City all reasonable expenses incurred by City in conducting such review.

Section 4.2 Certificate of Compliance.

If, at the conclusion of a periodic review, the Owner is found to be in compliance with this Agreement, the City shall issue a Certificate of Compliance to the Owner stating that after the most recent periodic review that: (a) this Agreement remains in effect, and (b) the Owner is not in default. This Certificate shall be in recordable form, shall contain information necessary to communicate constructive notice of the finding of compliance and shall state the anticipated date of commencement of the next periodic review. Owner shall pay to City all reasonable expenses incurred in the preparation of such Certificate.

ARTICLE 5
DEFAULT AND LEGAL REMEDIES

Section 5.1 General Provisions.

Subject to extensions of time by mutual consent in writing, any material failure or delay by either party to perform any term or provision of this Agreement shall constitute a default. In the event of alleged default or breach of any terms or conditions of this Agreement, or as a result of a finding made pursuant to Section 4.1, the party alleging such default or breach shall give the other party notice in writing specifying the nature of the alleged default, the matter in which such default may be cured, and a reasonable time period, which shall not be less than thirty (30) days, in which to cure the default ("Cure Period"). During the Cure Period the party charged shall not be considered in default for purposes of termination or institution of legal proceedings. The City shall conduct a periodic review in accordance with Section 4.1 prior to giving notice to Owner pursuant to this Section.

After notice and expiration of the Cure Period, if said default has not been cured, or is not being diligently cured in the manner set forth in the notice, the other party to this Agreement may, at its option, exercise its remedies pursuant to Sections 5.2 and 5.3.

Section 5.2 Default by the City: Owner Remedies.

In the event the City does not cure the default as set forth in Section 5.1, Owner shall have the right to exercise any of the following remedies:

(a) To waive in its absolute and sole discretion such default as not material;

(b) To pursue legal remedies provided for in Sections 5.4 and 5.5 hereof; and

(c) To terminate this Agreement with mutual consent of the City due to an uncured material default pursuant to Government Code section 65868. In the event Owner wishes to exercise this remedy, Owner shall provide written notice to the City and City shall comply with the applicable provisions of Government Code section 65867; and

(d) To suspend Owner performance that is related to the default identified in Section 5.1 under the Agreement.

Section 5.3 Default by the Owner: City Remedies.

In the event the Owner does not cure the default as set forth in Section 5.1, City shall have the right to exercise any of the following remedies:

(a) To waive in its absolute and sole discretion such default as not material;

(b) To refuse processing of an application for, or the granting of any permit, approval, or other land use entitlement for, development or construction of the Project that is related to the

default identified in Section 5.1, including, but not limited to, the withholding of grading, excavation, building, and occupancy permits;

(c) To pursue legal remedies provided for in Sections 5.4 and 5.5 hereof;

(d) To terminate this Agreement with mutual consent of the Owner due to an uncured material default pursuant to Government Code section 65868 and City Municipal Code Title 19, Chapter 19.47, Section 100. In the event City wishes to exercise this remedy, City shall notify Owner in the manner provided by Government Code section 65867;

(e) To terminate this Agreement on a finding Owner has not demonstrated good faith compliance with the terms of this Agreement pursuant to Government Code section 65865.1, after complying with Government Code section 65867; and

(f) To delay or suspend City performance that is related to the default identified in Section 5.1 under the Agreement.

Section 5.4 Legal Actions.

In addition to any other rights or remedies, either party may institute legal action to cure, correct, or remedy any default by the other party to this Agreement, to enforce any covenant or agreement under this Agreement, or to enjoin any threatened or attempted violation hereunder.

Section 5.5 Specific Performance.

The parties acknowledge that money damages and remedies at law generally are inadequate and specific performance is an appropriate remedy for the enforcement of this Agreement and should be available to the parties for the following reasons: due to the nature and scope of the Project, it may not be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun. After such implementation, Owner may be foreclosed from other choices it may have to utilize the Property. The Owner has invested significant time and resources and performed extensive planning, processing, and construction of the Project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in further implementing the Project in reliance upon the terms of this Agreement, and it is not possible to determine the sum of money which would adequately compensate the Owner for such efforts.

Section 5.6 Waiver; Remedies Cumulative

Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by another party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such party's right to demand strict compliance by such other party in the future. No waiver by a party of a default shall be effective or binding upon such party unless made in writing by such party, and no such waiver shall be implied from any omission by a party to take any action with respect to such default. No express written waiver of any default shall affect any other default, or cover any other period of time, other than any default and/or period of time specified in such express waiver. All of the remedies permitted or

available to a party under this Agreement, or at law or in equity, shall be cumulative and not alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right or remedy.

Section 5.7 Effect on Prior Approvals by City.

In no event shall the failure to perform by either party have any effect on the Project Approvals or any Subsequent Approvals. The parties acknowledge that said approvals are independent of this Agreement and shall not be invalidated by any provision of this Agreement. All Project Conditions of Approval, whether in the Project Approvals or Subsequent Approvals remain fully in effect.

ARTICLE 6
TERMINATION

Section 6.1 Termination upon Completion of Development.

This Agreement shall terminate upon the expiration of its Term as defined in Section 1.5 or when the Project has been fully developed and all of the Owner's and City's obligations in connection therewith are satisfied, whichever occurs first. Upon termination of this Agreement, the City shall record a notice of such termination in a form satisfactory to the City Attorney, within ten (10) days of receiving a request from Owner.

Section 6.2 Effect of Termination on Owner Obligations and Rights.

Termination of this Agreement shall not affect any of the Owner's obligations to comply with the City's General Plan, the Napa County Airport Industrial Area Specific Plan (now known as the Napa County Napa Valley Business Park Specific Plan), and the terms and conditions of any applicable zoning, subdivision map, or other land use entitlements approved with respect to the Project. Termination of this Agreement shall not affect or invalidate in any manner Owner's obligations of defense and indemnification under Section 7.6.

Section 6.3 Effect of Termination on City Obligations and Rights.

Upon termination of this Agreement, the entitlements, conditions of development, and all other terms and conditions of this Agreement shall no longer be vested with respect to the portions of the Project affected by such termination, except as to portions of the Project as described in Article 3 which have been constructed or are being constructed. Further, the City shall no longer be limited, by this Agreement, to make any changes or modifications to such entitlements or conditions applicable to such portions of the Project, except as to portions of the Project as described in Article 3 which have been constructed or are being constructed. Termination of this Agreement shall not affect or invalidate in any manner City's obligations of defense and indemnification under Section 7.6.

ARTICLE 7
GENERAL PROVISIONS

Section 7.1 Transfer, Assignments, and Mortgagee Protection.

(a) Assignment of Interests. Rights and Obligations. Owner shall have the full right to assign this Agreement, in connection with any sale, transfer or conveyance of the Property or portion thereof. Upon the express written assumption by the assignee of such assignment and the conveyances of Owner's interest in the property related thereto, Owner shall be released from any further liability or obligation hereunder related to the portion of the property so conveyed. If the transferred property consists of a less than the entire Property, or less than Owner's entire title to or interest in the Property, Owner shall have the right to transfer, sell and/or assign to the transferee only those of Owner's rights and obligations under this Agreement that are allocable or attributable to the transferred property. Any transferee shall assume in writing the obligations of Owner under this Agreement and the Project Approvals or any Subsequent Approvals relating to the transferred property and arising or accruing from and after the effective date of such transfer, sale, or assignment. Owner's rights to assign shall be subject to City's approval pursuant to Section 7.l(b)(ii).

(b) Transfer Agreements.

(i) In connection with the transfer or assignment by Owner of all of any portion of the Property (other than a transfer or assignment by Owner to an Affiliated Party or a Mortgagee), Owner and the transferee shall enter into a written agreement (a "Transfer Agreement") regarding the respective interests, rights, and obligations of Owner and the transferee in and under this Agreement. Such Transfer Agreement may: (i) release Owner from obligations under this Agreement that pertain to that portion of the Property being transferred, as described in the Transfer Agreement, provided that the transferee expressly assumes such obligations, and (ii) shall address any other matter deemed by City to be reasonably necessary or appropriate in connection with the transfer or assignment.

(ii) Owner shall seek City consent to any Transfer Agreement (other than a transfer or assignment by Owner to an Affiliated Party or Mortgagee), which consent shall not be unreasonably withheld, conditioned, or delayed; provided, however, that the City shall consent to any Transfer Agreement unless it reasonably determines, based upon substantial evidence, that the transferee is not financially capable of fulfilling the terms and conditions of this Agreement or the transferee is unwilling or unable to work cooperatively with the City.

(iii) Any Transfer Agreement shall be binding on Owner, City, and the transferee. Upon recordation of any Transfer Agreement in the Official Records of Napa County, Owner shall automatically be released from those obligations assumed by transferee.

(c) Mortgagee Protection.

(i) This Agreement shall be superior and senior to any lien placed upon the Property, or any portion thereof, after the date of recording of this Agreement, including any lien of any deed of trust or mortgage ("Mortgage"). The foregoing notwithstanding, no breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all of the terms and conditions contained in the Agreement shall be binding upon and effective against any person or entity, including any deed of trust beneficiary or mortgagee ("Mortgagee") who acquires title to the Property, or any portion thereof by foreclosure, trustee's sale, deed in lieu of foreclosure or otherwise.

(ii) The provisions of section 7.1(c)(i) notwithstanding, no Mortgagee shall have any obligation or duty under this Agreement to construct or complete the construction of improvements, or to guarantee such construction or completion; provided, however, that a Mortgagee shall not be entitled to devote the Property to any uses or to construct any improvements other than those uses or improvements provided for or authorized by the Agreement or otherwise under the Project Approvals or any Subsequent Approvals.

(iii) If the City receives written notice from a Mortgagee or from Owner requesting a copy of any notice of default given to Owner and specifying the address for notice, the City shall deliver to the Mortgagee, concurrently with delivery to Owner, any notice with respect to any claim by the City that Owner committed an event of default. Each Mortgagee shall have the right during the same period available to Owner to cure or remedy, or to commence to cure or remedy, the event of default claimed or the areas of noncompliance set forth in the City's notice. The City Manager is authorized on behalf of the City to grant to the Mortgagee an extension of time to cure or remedy, not to exceed an additional sixty (60) days.

Section 7.2 Covenants Running with the Land.

The conditions and covenants set forth in this Agreement and incorporated herein by exhibits shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties. Each and every purchaser, assignee, or transferee of an interest in the Property, shall be obligated and bound by the terms and conditions of this Agreement, and shall be the beneficiary thereof and a party thereto, but only with respect to the Property, or such portion thereof, sold, assigned, or transferred to it. Any such purchaser, assignee, or transferee shall observe and fully perform all of the duties and obligations of Owner contained in this Agreement, as such duties and obligations pertain to the property sold, assigned, or transferred to it.

Section 7.3 Amendment or Cancellation of Agreement.

Except as otherwise provided in this Agreement, this Agreement may be amended, modified, or cancelled in whole or in part by mutual consent of the parties in writing, and then only the manner provided for in Government Code section 65868 and City Municipal Code Title 19, Chapter 19.47, Sections 110 and 111. Any amendment to this Agreement which does not relate to the term of this Agreement, the Collective Standards, or the conditions relating to the

Project shall require the giving of notice pursuant to Government Code section 65867, as specified by section 65868 thereof, but shall not require a public hearing before the parties may make such amendment.

Section 7.4 Notices.

All notices herein required shall be in writing and delivered in person or sent by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed to have been given and received on the first to occur of: (i) actual receipt, or (ii) five (5) days after a registered or certified mail containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. If personally delivered, notice shall be deemed to have been given when delivered to the party to whom it is addressed.

City of American Canyon
Attention: City Manager
4381 Broadway, Suite 201
American Canyon, California 94503

And with copies to:

William D. Ross, Esq.
Law Office of William D. Ross
400 Lambert Street
Palo Alto, California 94306

Notices required to be given to Owner shall be addressed as follows:

Napa Airport Corporate Center I, LLC
Panattoni Development Company, Inc.
8775 Folsom Boulevard, Suite 200
Sacramento, CA 95826

A party may change its mailing address at any time by giving to the other parties ten (10) days' notice of such change in the manner provided for§ in this Section 7.4. All notices under this Agreement shall be deemed given, received, made or communicated on the date personal delivery is effected or, if mailed, on the delivery date or attempted delivery date shown on the return receipt.

Section 7.5 Invalidity of Agreement/Severability.

If this Agreement in its entirety is determined by a court to be invalid or unenforceable, this Agreement shall automatically terminate as of the date of final entry of judgment. If any provision of this Agreement shall be determined by a court to be invalid and unenforceable, or if any provision of this Agreement is rendered invalid or unenforceable according to the terms of any federal or state statute, which became effective after the Effective Date, the remaining

provisions shall continue in full force and effect so long as the invalid and unenforceable provisions do not alter the material provisions of the Agreement.

Section 7.6 Cooperation in the Event of Legal Challenge.

In the event of any administrative, legal, or equitable action or other proceeding instituted by any person not a party to this Agreement challenging the validity of any provision of this Agreement or all actions, discretionary or ministerial, relating to the development and occupancy of the Project, the parties shall cooperate in defending such action or proceeding to settlement, stipulation, or final judgment including all appeals as set forth in this Section.

(a) Each party shall select its own legal counsel, subject to approval of the City, and in no event shall City be required to bear the fees and costs of Owner's attorneys. The Owner shall indemnify, defend, and hold harmless the City and the City's elected and appointed officers and officials, agents, employees, and independent contractors from and against any claims, including those brought under CEQA, losses, or liabilities, including attorney's fees, assessed or awarded against the City by way of judgment, settlement, or stipulation related to this Agreement, the Adopting Ordinance, the Project Approvals, any Subsequent Approvals, or any other permit or approval.

(b) The City shall have the right, but not the obligation, to defend such action, except that if Owner timely provides City with written notice that the Owner has elected to defend the action, the City shall not allow any default or judgment to be taken against it and shall not enter into any settlement or compromise of any claim which has the effect, directly or indirectly, of prohibiting, preventing, delaying, or further conditioning or impairing Owner's rights hereunder. In addition, if Owner elects to defend the action the City shall provide reasonable assistance to Owner, such assistance to include: (i) making available upon reasonable notice, and at no cost to Owner, City officials and employees who are or may be witnesses in such action, and (ii) provision of other non-privileged information within the custody or control of the City that is relevant to the subject matter of the action.

(c) Owner shall have the right, but not the obligation, to defend such action. If Owner defends any such action, it shall indemnify, defend, and hold harmless the City and the City's elected and appointed officers and officials, agents, employees, and independent contractors from and against any claims, losses, or liabilities, including attorneys' fees, assessed or awarded against the City by way of judgment, settlement, or stipulation. In such event, Owner shall further have the right to settle such action, provided that nothing herein shall constitute an amendment of this Agreement unless such amendment is approved by the City in accordance with applicable legal requirements, and the City reserves its full legislative discretion with respect thereto. With respect to actions challenging the validity of this Agreement, the Adopting Ordinance, the Project Approvals, any Subsequent Approvals, or any other permit or approval, including claims brought under CEQA, if Owner does not defend any such action, Owner shall be liable to City, to the same extent as is provided for in the Indemnification Agreement executed by Owner as a condition of obtaining the Use Permits approved in Exhibits B, C, D, and E attached to this Agreement.

Section 7.7 Joint Preparation of this Agreement.

This Agreement has been reviewed and revised by legal counsel for the City and Owner, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this agreement.

Section 7.8 Attorney's Fees.

If any action or proceeding, at law or in equity (including, without limitation, any cross-complaint, counterclaim, or third-party claim), is brought by either party to enforce or interpret provisions of this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and costs of such action or proceeding.

Section 7.9 Recordation.

This Agreement shall be recorded in the Official Records of Napa County within ten (10) days of its Effective Date as required by Government Code section 65868.5.

Section 7.10 Entire Agreement.

This Agreement contains the entire understanding and agreement of the parties with respect to the subject matter hereof. There are no oral or written representations, understandings, undertakings, or agreements which are not contained or expressly referred to in this Agreement, and any such representations, understandings, or agreements not contained or expressly referred to herein are superseded in total by this Agreement.

Section 7.11 Exhibits.

The Exhibits referred to herein are deemed incorporated into this Agreement in their entirety.

Section 7.12 Governing Law.

This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California without regard to its conflict of law principles.

Section 7.13 Time is of the Essence.

Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

Section 7.14 Mutual Covenants.

The covenants contained in this Agreement are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the benefited party of the covenants to be performed by such party.

Section 7.15 Project as a Private Undertaking.

It is specifically understood and agreed that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect, and that each party is an independent contracting entity with respect to the terms, covenants, and conditions contained in this Agreement. The only relationship between the City and the Owner is that of a government entity regulating the development of private property and the owner of such property. None of the terms or provisions of this Agreement shall be deemed to create a partnership between or among the parties or cause them to be considered a joint venture or members of any joint enterprise. This Agreement is not intended and shall not be construed to create any third-party beneficiary rights in any person who is not a party or a transferee.

Section 7.16 Further Actions.

Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement.

Section 7.17 Approvals Independent.

All Project Approvals and Subsequent Approvals which may be granted pursuant to this Agreement and all Project Approvals and Subsequent Approvals, which have been, or may be, issued or granted by the City with respect to the Property, constitute independent actions and approvals of the City. If any provisions of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, or if the City terminates this Agreement for any reason, such invalidity, unenforceability, or termination of this Agreement or any part hereof shall not affect the validity or effectiveness of any Project Approvals or Subsequent Approvals.

Section 7.18 Indemnification.

(a) Owner shall indemnify and hold the City, its elected and appointed officers and officials, agents, employees, and independent contractors free and harmless from any liability based or asserted upon any negligent or intentional act of omission of the Owner, its officers, agents, employees, subcontractors, and independent contractors, for property damage, bodily injury, or death or any other element of damage, relating to or in any way connected with the Property or arising from Owner's activities contemplated under this Agreement save and except claims for damages arising through the sole negligence or willful misconduct of the City.

(b) The City shall indemnify and hold harmless the Owner, its officers, agents, employees, and independent contractors free and harmless from any liability based or asserted upon any negligent or intentional act of omission of the City, its elected and appointed officers and officials, agents, employees, and independent contractors, for property damage, bodily injury, or death or any other element of damage, relating to or in any way connected with the Property or arising from City's activities contemplated under this Agreement save and except claims for damages arising through the sole negligence or willful misconduct of the Owner.

Section 7.19 Force Majeure.

If Owner is unable to meet the terms and conditions of this Agreement due to any cause beyond its reasonable control, including but not limited to fire, weather, flood, disease, act of God, theft, explosion, war, labor strike or disturbance, boycott, utility interruption, or government regulation or directive, then Owner shall have the option to be relieved from performing its obligations under this Agreement to the extent such causes prevent performance. Notice of such shall be promptly given in writing to the City and such notice will release the Owner from any further obligation associated therewith.

Section 7.20 Construction of Agreement

The provisions of this Agreement shall be construed as a whole according to their common meaning and not strictly for or against any party in order to achieve the objectives and purpose of the parties. The captions preceding the text of each Article, Section, Subsection and the Table of Contents are included only for convenience of reference and shall be disregarded in the construction and interpretation of this Agreement. Wherever required by the context, the singular shall include the plural and vice versa, and the masculine gender shall include the feminine or neuter genders, or vice versa. All references to "person" shall include, without limitation, any and all corporations, partnerships, limited liability companies or other legal entities.

Section 7.21 Counterparts.

This Agreement may be executed in any number of counterparts, each of which so executed shall be deemed as original, but all of which when taken together shall constitute but one Agreement.

ARTICLE 8
PUBLIC BENEFIT

Section 8.1 Public Benefit.

The parties acknowledge and agree that the Project will create a substantial public benefit for the City and its citizens and that it confers substantial private benefits on the Owner. Accordingly, the Owner has agreed to deliver the consideration and undertake the obligations of this Agreement to balance the private benefits conferred on the Owner, to provide public assurance that this Agreement is fair, just, and reasonable and prompted by the necessities of the situation, and to provide extraordinary benefits to the City and the public. The Owner acknowledges that this consideration is reasonably related to the impacts of the Project on the community. The City hereby acknowledges the fairness and adequacy of such consideration. It is further acknowledged by the parties that neither party would have entered into this Agreement if each party had not acknowledged that a reasonable relationship exists between all requirements of the Project and all the benefits to the community of the Project.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set forth below.

"City"
City of American Canyon

By: _____
Jason B. Holley
City Manager

Dated: _____

"Owner"
Napa Airport Corporate Center I, LLC, a Delaware limited liability company

By: _____

Name: _____

Title: _____

Dated: _____

ATTEST:

By: _____
Suellen Johnston, CMC
City Clerk

Dated: _____

APPROVED AS TO FORM:

By: _____
William D. Ross
City Attorney

Dated: _____

ATTACHMENT 2

NACC Project Location

April 29, 2024

Mr. Brent Cooper, City Community Development Director
City of American Canyon
4381 Broadway Suite 201
American Canyon, CA 94503

RE: Annual Report for Development Agreement (the "Development Agreement") by and between the City of American Canyon (the "City") and Napa Airport Corporate Center I, LLC

Dear Mr. Cooper,

On June 12, 2023, G3 Kelly Devlin LLC ("G3") acquired the property commonly referred to as the Napa Airport Corporate Center ("Property"), which is described in Exhibit A of the Development Agreement, from Napa Airport Corporate Center I, LLC ("Prior Owner"), for the development of 5 buildings on 5 parcels ("Project"). The Property and Project is subject to the Development Agreement. G3 submits this letter to the City as the Annual Report required by Section 4.1 of the Development agreement, and to demonstrate good faith compliance with the terms of the Development Agreement (Gov't Code § 65865.1). G3 will request a Minor Modification to change the footprint of 2 of the 5 buildings to be constructed on the Property and a 10-year extension of the term of the Development Agreement to reflect current market conditions.

Development Agreement Section 3.1: Project Summary

On July 31, 2018, the Prior Owner obtained approval from the City for: 1) a Tentative Subdivision Map for subdivision of the Property into five lots, including public road rights-of-way; 2) Conditional Use Permits approving a Conditional Use Permit for Buildings A and B on Lots 1 and 2); 3) Conditional Use Permit and Design Permit for Building E on Lot 4; 4) Conditional Use Permit and Design Permit for Building G on Lot 5. These approvals allowed development of the Property with up to 261,541 square feet of industrial uses (warehouse, distribution, and/or E-commerce with accessory retail/office uses), and allowed the relaxation of certain lot size, front yard setbacks, and side yard landscaping requirements. The City conditioned the approval of the Project on the provision of public infrastructure and other benefits to the City.

On July 10, 2020, Prior Owner obtained approvals from the City for modifications of the Conditional Use Permit/Design Permit for Building E on Lot 4 and Building G on Lot 5, which increased the area of preserved wetlands on Lot 4 and Lot 5, reduced the square footage and building site coverage of Building E and Building G, adjusted parking and loading consistent with the revised buildings and reduced overall development on the Property from approximately 261,541 square feet to approximately 193,741 square feet.

The Prior Owner also consented to the inclusion of the Property in the Green Island Road Community Facilities District.

Development Agreement Section 3.2 and Section 3.5: Vested Rights and Subsequent Approvals

In addition to the vested rights described in Section 3.2 of the Development Agreement, Prior Owner obtained one Subsequent Approval from the City: A grading permit to allow for the export of stockpiled soil at the site (permit #DV21-0006, dated 7/13/21). This grading is not in preparation for the development of the Project.

Prior Owner obtained all requisite approvals and permits, related to the on-site wetlands, from the United States Army Corps of Engineers ("USACE") and the San Francisco Bay Regional Water Quality Control Board ("SFBRWQB"). The SFBRWQB issued its Clean Water Act section 401 Water Quality Certification and Order on February 14, 2022. USACE issued its permit pursuant to section 404 of the Clean Water Act on May 27, 2022.

As a condition of the approvals for the on-site wetlands, G3 will construct wetlands mitigation at the neighboring Napa Logistics Wetland Preserve. In preparation for that construction, there is an Endowment Funding Agreement with DWF IV NLP II, LLC (Napa Logistics) and Golden State Land Conservancy, and 100% of its required funding for that endowment, totaling $200,890.06, was provided in June of 2021. G3 is working with its wetlands consultant and design team to complete the construction documents for the wetlands mitigation.

The Use Permits for Lots 1, 2, 4, and 5 require that G3 reimburse Napa Logistics Phase 2 and/or the City for its fair-share of the costs of two offsite projects: 1) sewer and pump station improvements, which are currently nearing completion; and 2) various road improvements at S. Kelly Road, including its intersections with SR-29 and Devlin Road, the design for which has not yet been completed. We understand that the City is in the process of confirming G3's fair-share percentage of these costs.

Development Agreement Section 3.3: Public Benefits

The Project has and will continue to provide substantial public benefits to the City as described in Section 3.3 of the Development Agreement. The following sets forth the status of each required public benefit:

a) G3 will provide to the City: (1) the Irrevocable Offers of Dedication for the right-of-way necessary to accommodate the planned widening of South Kelly Road and the planned improvements to the intersection of South Kelly Road with both Devlin Road and SR 29 as shown on the final approved plans for these improvements; and, (2) the offers for public utility and public access easements, within thirty (30) days of receiving a notice from the City that approval of the final plans for the construction of the improvements associated with the particular requested right-of way and easement has been obtained from Caltrans, the City, and all other necessary governmental agencies and that construction of the improvements will proceed within sixty (60) days of the date of the notice.

b) Pursuant to Section 2.10 of the Development Agreement, G3 will pay applicable City fees at the rates in existence at the time of the applicable application submittal or permit issuance as

required by the terms of such fees. Fees applicable to the grading permit described above were paid, and G3 will pay any applicable fees for future submittals and approvals.

c) Development of the Property will provide additional substantial financial benefits to the City through increased taxes, sales, jobs, business license fees, and other sources. These financial benefits will accrue once the project is constructed and operational.

Minor Modification

G3 has been working with Mr. He on a Minor Modification to increase the square footage of Buildings E and G by 3-5% and to modify the circulation near those two buildings. We plan to submit the application for the Minor Modification during May 2024.

Development Agreement Section 3.4: Timing

G3 intends to develop the Project in phases at a rate driven by market demand for the buildings to be developed. As recognized by Section 3.4 of the Development Agreement, market conditions and demand, interest rates, and competition, among other factors, will impact the timing and completion of construction. Market conditions has significantly changed since the City and the Prior Owner entered into the Development Agreement, with much higher interest rates and a softening wine market and demand for industrial space. G3's plan is to develop the buildings over time as new users are identified, currently forecasted for a building every 18-36 months. Therefore, G3 is requesting a ten-year extension to the Development Agreement.

Sincerely,

Steve Lay
Property Development Manager

CC: William Ross, Jason Holley, William He, Erica Ahmann Smithies, Edison Bisnar, Christine Bellardo, Nicole Hall, Tim Byrd, Kevin Luttenegger, Mike Ash, Doug Smith

TITLE

Crawford Way Multifamily Project Design Permit

RECOMMENDATION

Approve a Design Permit for development of 100 multifamily residential units on a 4.34-acre site in the Local Serving Mixed-Use (LSMU) Zoning District in the Broadway District Specific Plan (BDSP) at the Southwest corner of Crawford Way and Highway 29, APNs 058-302-001 and 058-290-012 (File No. PL23-0003)

CONTACT

William He, AICP, Senior Planner

BACKGROUND & ANALYSIS

Introduction: The proposed Crawford Way Multifamily Project consists of 100 townhome dwelling units on a 4.34-acre site located in the Local Serving Mixed Use (LSMU) zoning district at the southwest corner of Crawford Way and Highway 29. A location map and site photo is included in Attachment 2.

Multifamily residential projects are designated in the LSMU zoning district as "Permitted." In contrast to a Conditional Use Permit, when a Permitted Use complies with applicable local, regional, and state development policies, and municipal code standards, the Planning Commission must generally approve the project. A list of Permitted, Conditionally-Permitted, and Prohibited uses in the LSMU zoning district is included as Attachment 3. “P” = Permitted Use; “C” = Conditional Use Permit Required; “M” = Minor Use Permit; “MU” = Permitted in a Mixed-Use building; “-“ = Prohibited.

Design Permit Process: The proposed Design Permit application demonstrates that the Crawford Way Multifamily Project complies with applicable codes and policies. The Design Permit application process is outlined in the American Canyon Municipal Code (ACMC) Chapter 19.41.

To ensure compliance with applicable codes and policies, the typical process involves the following:

- Staff reviews the project thoroughly and communicates with the applicant.
- The project is revised until staff is satisfied and the project meets standards.
- Outreach in the form of an on-site sign, website posting, email distribution, newspaper

notification, and hardcopy letters enables the public to review the project and ask questions.

- The Planning Commission conducts its independent review and administers a public hearing to ensure all viewpoints are heard and addressed in the context of "substantial information". Substantial information means input that is fact based and not unsubstantiated opinion.
- Following approval of a Design Permit, the applicant will satisfy conditions of approval prior to issuance of grading and building construction permits.

State of California Housing Laws: One area of codes and policies that can influence a project design are State laws that apply to housing projects. With an intent to lower the cost of housing and make approvals easier, the State of California adopts new laws every year that often supersede local (i.e.: American Canyon) regulations.

Last year was no exception. In 2024, the State adopted 33 new and amended housing-related laws. A summary of 2024 State Housing Laws prepared by the Association of Bay Area Governments is included as Attachment 4. While State Laws can be unpopular because they relax or supersede City standards, they represent a right that the property owner may invoke at their discretion. As discussed further in the staff report, this project qualifies for several exceptions (i.e.: waivers) from local zoning standards.

Recent Site History:

- On November 26, 2018, the property owner, the Yeh Area Group, LLC, submitted a Design Permit for an assisted living facility on the site. In December 2020, the project application was withdrawn.
- In July 2019, the Broadway District Specific Plan (BDSP) was approved and the project site zoning was amended from Community Commercial (CC) to Local Serving Mixed-Use (LSMU).
- Both the former zoning (i.e.: Community Commercial) and current zoning (i.e.: LSMU) allow multifamily residential development.
- On April 11, 2022, the property owner filed a preliminary application to receive answers to due diligence issues for development of 100 multifamily dwelling units.
- On January 23, 2023, the property owner submitted a Design Permit for the Crawford Way Project.
- On January 21, 2025, at the request of the applicant, the Planning Commission continued the public hearing to February 27, 2025 and again to March 27, 2025.
- On March 27, 2025, at the request of the applicant, the Planning Commission continued the public hearing to April 24, 2025.
- On April 24, 2025, at the request of the applicant, the Planning Commission continued the public hearing to May 22, 2025.

On April 14, 2025, the applicant requested a continuance to May 22, 2025 (See Attachment 13). The Crawford Way project is subject to the Housing Crisis Act. According to the Housing Crisis Act, a housing project is limited to 5 hearings. With the May hearing, the project has consumed 5 of the 5 allowable hearings (i.e.: January 23, February 27, March 27, April 24, and May). Given the 5-hearing

limit, the project cannot be further continued.

You can read the Housing Crisis Act from the Southern California Association of Governments in Attachment 14. Out of an abundance of caution, staff provided a presentation with a recommendation for approval for the Planning Commission to consider on the March 27 Public Hearing. The Planning Commission received the presentation and public testimony. Ultimately, the Planning Commission continued the meeting to allow staff to research and respond to public comments. Staff's response to technical questions and concerns raised in the March 27 Planning Commission meeting is available in Attachments 15 and 16.

Proposed Development: The 100 Crawford Way multifamily residential units are arranged in 16 three-story residential buildings and one single-story community building. The dwelling unit mix includes 68 two-bedroom units and 32 three-bedroom units. Each dwelling unit will have a two-car garage and private balcony. At this time, the project is for rental apartments. If the applicant wishes to sell the units for individual ownership, a condominium tentative subdivision map application is needed. Listed below is a summary of the site information:

Table 1: Site Information

General Plan Designation	Local Serving Mixed-Use (LSMU)
Zoning District	Local Serving Mixed-Use (LSMU)
Site Size	4.34 Acres
Present Use	Vacant Site
Surrounding Zoning and Uses	North: Community Commercial (CC) / Canyon Plaza Shopping Center South: Neighborhood Commercial (CN) / Open Door Christian Church East: Public Right-of-Way (P) / Highway 29 West: Rural Residential (RS-10,000 and RS-20,000) /single-family homes
Access	Crawford Way

Architecture and Amenities: The Broadway District Specific Plan favors "Modern Industrial" and "Modern Farmhouse" aesthetic architecture. To provide a harmonizing appearance, consistent with BDSP Design Guidelines, staff advised the applicant to develop an architectural style that reflects the Farmhouse aesthetic of the Canyon Plaza shopping center located across Crawford Way from the site.

The applicant's architect describes the project as having Modern Industrial architecture featuring forms that also reflect Modern Farmhouse. The building corners are wrapped with upper floor balconies, wall plane articulation, and a variety of materials. The deep framed gable elements provide a light and airy appearance to the front elevations, while the large balconies across the front facades help to break down the massing.

The material and color palettes help reinforce the architectural style. The materials include cement plaster, lap siding, panel siding, metal railings, and contemporary light fixtures, the subtle white plaster with natural colored lap siding, grey panel siding and accent-colored doors further enhance the unique aesthetic.

The project includes a 2,614 square foot community building and communal open space on the south side of the site. The community areas include casual seating, shade structures, covered barbecue areas, and a children's play structure. The community mailboxes are also located near there. Additionally, there are three paseos in the site that provide communal open space between the residential buildings. Each 3-story unit will have a private balcony and ground floor porch. The project description and project plans are included in the project description letter in Attachment 1, Exhibits A and F.

Vehicle and Bicycle Parking: The project includes 200 garage parking spaces, 16 uncovered guest parking spaces, and 8 bicycle parking spaces. Vehicle access is provided on Crawford Way and the dwelling units facing Crawford and Highway will have pedestrian access directly to the street. Street improvements on Crawford Way and Highway 29 include new curb, gutter, sidewalks, and landscaping.

The Napa Valley Bicycle Coalition pointed out that the California Green Building Code requires more than 8 bicycle parking spaces. Staff researched this issue and notes that the California Green Building Code residential bicycle parking space requirements is voluntary, not mandatory. A new building code will be adopted state-wide in January 2026 which may increase mandatory bicycle parking requirements. Depending on how quickly the applicant can apply for building permits, the project will be subject to the current or next building code standards.

Vehicle Access: The project includes a vehicle access off Crawford Way and an emergency vehicle access (EVA) off Highway 29. When a multifamily project has more than 200 dwelling units, the California Fire Code requires two separate and approved fire apparatus access roads (Appendix D, Section D106.). Multifamily residential projects with fewer than 200 dwelling units require only one vehicle access point.

The project exceeds the California Fire Code by providing two separate fire access roads. In a disaster, residents have two vehicle access points - the EVA access route and the Crawford Way access road. In addition, all homes have pedestrian access directly to Crawford Way and Broadway.

Landscaping: The project includes approximately 0.95 acres of landscaping irrigated with recycled water. The street frontages will include shrubs, groundcover and trees. Crape Myrtle and Oklahoma Redbud trees will be planted along Highway 29. Gingko Biloba "Princeton Sentry" trees will be planted along Crawford Way. The landscaping plans are included as Attachment 1, Exhibit C. The project includes a variety of fencing depicted on Page 4 of Attachment 1.3 - Landscape Plans.

- On Crawford Way and Highway 29, the fencing consists of a 3 and one-half-foot high metal horizontal slat fence.
- The western and southern property lines will be enclosed with a 6-foot high wood horizontal slat fence.
- The north side of the Community Park Center outdoor park will be enclosed by a 6-foot laser-cut metal fence.
- The east and west sides the Community Park Center outdoor park will be enclosed by a 6-foot-high wire mesh fence.

Inclusionary Housing: Inclusionary housing is a State Law and Zoning Code requirement that a portion of new homes constructed remain affordable to targeted income groups for a long term. The zoning code provides different Inclusionary Housing Requirements for ***rental apartments*** than ***for sale*** residential development. (See ACMC Section 19.28). The project at this time is for rent although the applicant may apply for a tentative subdivision map to enable the units to be sold. The Inclusionary Housing Ordinance supports the General Plan Housing Element requirement to achieve the City's Regional Housing Need Allocation (RHNA) over 8 years. This includes 169 Very-Low Income homes; 109 Low-Income homes; 95 Moderate-Income homes; and 249 Above Moderate Income Homes. The Housing Element table depicting the City's 8-Year RHNA allocation is included as Attachment 5.

Rental apartments require 15 percent of the housing units to be affordable. The 15 percent affordable requirement is made up of five percent affordable to Very Low-Income residents, five percent affordable to Low-Income residents, and five percent to Moderate-income households. The income definitions are as follows:

- A Very Low-Income household is defined as one whose income is 30–50 percent of the Napa County area median income (AMI).
- A Low-Income household is defined as one whose income is 50–80 percent of the Napa County AMI.
- A Moderate-Income household is defined as one whose income is 80–120 percent of the Napa County AMI.

Ownership units require ten percent of the housing units to be affordable although the exact amount per income category is not specified.

Inclusionary units shall remain affordable to the targeted household(s) for a period of at least fifty-five years, or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. (ACMC 19.28.4.(B)(C)). As a condition of approval, the applicant must prepare an affordable housing agreement prior to the issuance of construction permits. The agreement will reflect whether the homes are rented or sold.

Density Bonus and Development Standard Waivers: The project complies with the State Density

Bonus Law and includes several waivers to development standards. A developer who meets the requirements of the State Density Bonus law is entitled to receive the density bonus and other benefits as a matter of right. The waivers to standards for this project include:

1. increased density from 20 to 24 dwelling units per acre, which allowed the project site to increase the units from 87 to 100;
2. increased building height from 24 feet to 38 feet and 8 inches in the street side setback;
3. reduced building-to-building setback from 35 feet to 25 feet;
4. reduced required parking from 225 parking spaces to 216 parking spaces;
5. reduction in garage size from 400 square feet to 360 square feet;
6. and reduction of balcony depth from 6 feet to 4 feet and 6 inches.

A table that identifies the development standards is included as Attachment 1.2.4.

BDSP SubArea Development Transfer: BDSP Table 2-4, allocates a total of 1,200 units to the Broadway District Plan. Within the plan, each subarea receives a share. The LSMU subarea was allocated 86 dwelling units. The proposed 100 dwelling unit project exceeds the LSMU unit maximum by 14 units.

The BDSP anticipated that there may be a need to shift the dwelling unit allocation among subareas. To allow flexibility and remain within the 1,200 dwelling unit limit, Section 7.4, Plan Administration, allows an administrative (staff-level) transfer among subareas to reflect the needs of a discretionary application.

The Medium Density Residential (RM) subarea has a 276 unit allocation. Staff will shift 14 units from the Medium Density Residential subarea to Local Serving Mixed Use. The transfer is feasible because no new residential development is proposed or constructed in the Medium Density subarea since the BDSP was adopted in 2019. Furthermore, after subtracting constructed and approved projects, the BDSP has 855 remaining dwelling units within the overall cap, which gives plenty of flexibility to further shift units as needed. An accounting of the BDSP Subarea Allocations is included as Attachment 6. This topic is provided for information purposes only.

Traffic Impact Fee: The city collects a Traffic Impact Fee (TIF) from new development at the time of building permit issuance. The TIF is used to help fund mobility improvements throughout the City as part of the 5-Year Capital Improvement Plan (CIP) and mobility improvements constructed off the project site by the applicant. Mobility improvements include new and expanded roadways, bicycle, pedestrian facilities, traffic calming, among others. At the recommendation of the Napa Valley Bicycle Coalition, staff proposes to require the applicant to construct a mid block pedestrian crossing on Crawford Way. This issue is discussed further in the staff report.

For residential projects, the TIF allocation is calculated by multiplying the net new daily trips generated by the project times the traffic impact fee. The current Traffic Impact fee is $735.69 per

Net New Daily Trip.

A traffic impact report was prepared by Abrams Associates. The report concludes that the proposed project will generate 674 net new daily trips. Adjusted annually for inflation, the current TIF for this project equals $495,855. The traffic impact analysis that forms the basis for the TIF is available in Attachment 7.1 and 7.2.

Vehicle Miles Travelled (VMT): In California, traffic impact as measured by driver delay caused by traffic congestion or "level of service," is no longer considered a significant environmental impact under the California Environmental Quality Act (CEQA) due to Senate Bill 743 (SB 743). A major reason the State of California abandoned traffic level of service standards is because expanding roadways to alleviate traffic congestion results in a cycle of larger roads, which encourage more automobile use, which leads to more traffic congestion, and increasing levels of greenhouse gas emissions which lead to climate change.

SB 743 requires an effort to reduce reliance on single-occupant automobiles as much as possible. In place of traffic level of service, Vehicle Miles Travelled (VMT) is a new way to measure mobility from all transportation sources. VMT is reduced by constructing homes near services and jobs with support by alternative transportation modes, such as transit, bicycle and walking. Consistent with State Law, the City adopted a VMT Policy in September 5, 2023 (Resolution 2023-14).

The project is consistent with the City's VMT policy because it is located within a short walking distance to numerous amenities. These include: the Post Office, Public Library, the Canyon Plaza Shopping Center, Canyon Corners Shopping Center, the Marketplace (Safeway Center), places of worship, Express Bus stop to Bart and the Vallejo Ferry.

To improve pedestrian connectivity, the project will construct a new sidewalk, curb, and gutter along the Crawford Way and Broadway (Highway 29) frontage. The Broadway sidewalk improvements include a landscaped 12-foot-wide multi-purpose path, across the project frontage from Crawford Way to the Open-Door Christian Church. The project also includes accessible paths of travel inside the site. The preliminary civil plans are available as Attachment 1.2.1.

In addition, the project will include a condition of approval that reimburses the applicant for the cost to construct a raised mid-block pedestrian crossing on Crawford Way. This raised pedestrian mid-block crossing will provide safe pedestrian access to the Post Office, Public Library, Canyon Plaza Shopping Center, and Express Bus stop to Bart and the Vallejo Ferry. The raised crosswalk feature will slow traffic, which has the added benefit of enhancing traffic calming on Crawford Way.

Overhead Utilities: BDSP Policy 3-4 requires the applicant to underground overhead utility poles and wires located on their site and along the property frontage. Upon further review of the applicant's site survey, 4 utility poles (3 PG&E utility and 1 AT&T) on the southeast corner of the site appears to

be serving the Open Door Church. Because the existing overhead utility is not on the Project site and not on the Project frontage, the applicant is **not required** to remove the overhead utility. A graphic showing the overhead utility poles and the project land survey is included as Attachment 8.

Noise and Acoustics: The project is required to comply with the Municipal Code, General Plan, and California Building Code Title 24 standards for construction noise and noise impacted interiors. A noise assessment study, developed by Edward Pack Associates, identifies recommendations to achieve the noise standards. These include sound-reducing transmission class (STC) rated windows and doors for units adjacent to Broadway.

Construction noise reduction recommendations include placing exterior stationary equipment a minimum of 100 feet from the nearest neighboring residential property line unless the equipment is acoustically shielded. Other measures include use of quiet equipment, and designating a noise complaint officer to receive and respond to complaints by phone and e-mail. As a condition of approval, the applicant is required to comply with all noise reduction standards outlined in the Noise Assessment Study. The study is available in Attachment 9.

Fire Apparatus and Trash Collection: The project includes 20-foot wide vehicle paths which are narrower than typical multifamily developments. In addition, the applicant provides six examples of multifamily projects from other jurisdictions that have a similar width for travel ways.

The Fire District reviewed and approved a firetruck turning radius plan, as well as Recology reviewed a garbage truck turning radius plan. The fire truck and garbage truck turning radius plans are available in Attachment 1.2.5, and the alley width examples from projects in other cities are available in Attachment 10.

Alquist-Priolo Earthquake Zone: The site is located in the Alquist-Priolo (AP) Earthquake Zone and near the West Napa fault. According to the 1972 State Law - Alquist-Priolo Earthquake Fault Zoning Act, no structure for human occupancy may be placed within 50-feet of an active fault.

The applicant conducted an earthquake fault zone study in March 2018. The fault investigation report concluded that the West Napa fault is not located within the property lines and that residential property is feasible from a geological hazard perspective. The fault study is available as Appendix D of the CEQA Addendum in Attachment 1.4.

Public Outreach: City outreach occurred between May 15, 2023, and April 18, 2025. The applicant also conducted their own public outreach in July 2023. A copy of the public notification addresses, and map is included in Attachment 11. Specific events are outlined below:

May 15, 2023 – Project Posted on website
May 15, 2023 – Project Information Announcement to GovDelivery Recipients (4,150+ people)
May 16, 2023 - Neighborhood letters sent within 300 feet

July 26, 2023 – Applicant mailed postcards regarding a public outreach meeting at the American Canyon Public Library
Aug. 3, 2023 – Public Outreach Meeting at the Public Library conducted by Applicant
Feb. 23, 2024 – Public Sign installed on site.
Jan. 10, 2025 – Public Hearing Notice mailed to property owners and residents within 500 feet
Jan. 10, 2025 – GovDelivery Notice of Public Hearing Bulletin sent to email subscribers list (4,150+ people)
Jan. 13, 2025 – Public Hearing Notice Published in the Vallejo Times Herald
Jan. 17, 2025 – Staff Report published on City Website and emailed to GovDelivery Recipients
Jan. 22, 2025 – GovDelivery Reminder Notice of Public Hearing emailed to subscribers (4,150+ people)
Jan. 23, 2025 – Planning Commission meeting (continued to February)
Feb. 21, 2025 - Staff Report published on City Website and emailed to GovDelivery Recipients
Feb. 26, 2025 - GovDelivery Reminder Notice of Public Hearing emailed to subscribers (4,150+ people)
Feb. 27, 2025 - Planning Commission meeting (continued to March)
Mar. 21, 2025 – Staff Report published on City Website and emailed to GovDelivery Recipients
Mar. 26, 2025 - GovDelivery Reminder Notice of Public Hearing emailed to subscribers (4,150+ people)
Mar. 27, 2025 - Planning Commission meeting (continued to April)
Apr. 18, 2025 - Staff Report published on City Website and emailed to GovDelivery Recipients
Apr. 23, 2025 - GovDelivery Reminder Notice of Public Hearing emailed to subscribers (4,150+ people)
Apr. 24, 2025 - Planning Commission meeting
May 16, 2025 - Staff Report published on City Website and emailed to GovDelivery Recipients
May 21, 2025 - GovDelivery Reminder Notice of Public Hearing emailed to subscribers (4150+ people)
May 22, 2025 - Planning Commission meeting

Throughout the public review period, Staff received 25 comments from the public and one comment from Caltrans. The public comments are available at Attachment 12.

On March 27, 2025, staff provided a presentation on the project to the Planning Commission. The Planning Commission and the public provided questions and comments. Staff reviewed the project files and provided the responses to technical questions in Attachment 15, with an explanation of inclusionary alternatives in Attachment 16.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Economic Development and Vitality: "Attract and expand diverse business and employment opportunities."

FISCAL IMPACT

The Crawford Way Multifamily Project Design Permit application required a developer deposit for review and processing, so there is no fiscal impact for staff time.

ENVIRONMENTAL REVIEW

The project is required to comply with the California Environmental Quality Act (CEQA). The Broadway District Specific Plan (BDSP) Final Environmental Impact Report (FEIR) evaluated the development of the 292-acre site area along the Broadway corridor. (BDSP EIR, SCH #2017042025).

An addendum to the BDSP EIR evaluated the potential impacts of the Crawford Way Project. In accordance with CEQA Guidelines Section 15162, the Addendum found that there were no substantial changes proposed by the Project. Therefore, the Project does not require preparation of a new subsequent or supplemental EIR. The Addendum identified applicable mitigation measures from the BDSP EIR, which have been included into the conditions of approval. The CEQA addendum is available as Attachment 1, Exhibit D.

ATTACHMENTS:

1.0 Crawford Way Design Permit - Resolution
1.1 Exhibit A - Project Description Letter
1.2 Exhibit B - Project Architectural Plans
1.2.1 Exhibit B1 Civil Plans
1.2.2 Exhibit B2 Prelim. Joint Trench Plans
1.2.3 Exhibit B3 Photometric Study
1.2.4 Exhibit B4 Development Standards
1.2.5 Exhibit B5 Fire and Garbage Truck Turning Radius Plans
1.3 Exhibit C - Landscaping Plans 06.18.2024
1.4 Exhibit D - Final EIR Addendum Crawford Way
1.5 Exhibit E - Yocha Dehe Protocols
1.6 Exhibit F - Crawford Way Confirmation of COAs
2. Crawford - Location Map and Site View
3. LSMU Allowable Uses
4. Summary of New 2024 State Housing Laws Adopted
5. RHNA Allocation
6. BDSP Table 2-4 SubArea Allocation Accounting
7.1 Crawford Townhomes TIA
7.2 Crawford Townhomes TIA Technical Appendix
8. Overhead Poles on Church site
9. Acoustic Report
10. Alley Width Samples
11. Public Outreach Map and Labels
12. Public Comments
13. Applicant request for continuance e-mail

14. Housing Crisis Act
15. Crawford Way - Public Hearing Questions and Comments
16. Inclusionary Housing Alternatives

PC RESOLUTION NO. 2025-XX

A RESOLUTION APPROVING A DESIGN PERMIT FOR DEVELOPMENT OF 100 MULTIFAMILY RESIDENTIAL UNITS ON A 4.34-ACRE SITE IN THE LOCAL SERVING MIXED-USE (LSMU) ZONING DISTRICT IN THE BROADWAY DISTRICT SPECIFIC PLAN (BDSP) AT THE SOUTHWEST CORNER OF CRAWFORD WAY AND HIGHWAY 29, APNS 058-302-001 AND 058-290-012 (FILE NO. PL23-0003)

WHEREAS, on January 23, 2023, the Yeh Area Group, LLC, filed a Design Permit application (File No. PL23-0003) for the Crawford Way Multifamily Project (Project), which consists of 100 dwelling units and a community building on a 4.34-acre site in the Local Serving Mixed-Use (LSMU) Zoning District, APNs 058-302-001 and 058-290-012; and

WHEREAS, the Project consists of 16 three-story residential buildings with 68 two-bedroom units and 32 three-bedroom units; and

WHEREAS, the Project includes 216 vehicle parking spaces and 8 bicycle parking spaces; and

WHEREAS, the Project includes a density bonus, which increases density from 20 dwelling units per acre to 24 dwelling units per acre, and qualified for a State-mandated parking reduction from 225 parking spaces to 216 parking spaces; and

WHEREAS, the Project is entitled to four State-mandated waivers to development standards, which includes (1) increased building height from 24’ to 38’-8” in the street side setback, (2) reduced building-to-building setback from 35’ to 25’, (3) reduction in garage size from 20’ x 20’ x 7’-6” to 18’ x 20’ x 6’-3”, and (4) reduction of balcony depth from 6’ to 4’-6”; and

WHEREAS, the project is required to submit an affordable housing agreement prior to the issuance of the first building permit; and

WHEREAS, a multifamily development is a permitted use in the LSMU zoning district; and

WHEREAS, in accordance with the General Plan Housing Element Program M, “Incentives for Affordable Housing”, the City shall facilitate development of affordable housing through State-mandated regulatory incentives, such as reduced parking requirements; and

WHEREAS, a duly-noticed public hearing was held by the City of American Canyon Planning Commission on January 23, 2025, February 27, 2025, March 27, 2025, April 24, 2025, and May 22, 2025, on the subject application, at which time all those in attendance were given the opportunity to speak on this proposal and to submit comments; and

WHEREAS, the Planning Commission considered all the written and oral testimony presented at the public hearing in making its decision on May 22, 2025; and

NOW THEREFORE BE IT RESOLVED that the American Canyon Planning Commission hereby makes the following CEQA findings and Design Permit findings set out in Sections 1 and 2 to approve Design Permit PL23-0003 for the Project, subject to the conditions of approval set out in Section 3.

SECTION 1: CEQA FINDINGS

The Broadway District Specific Plan (BDSP) Final Environmental Impact Report (FEIR) evaluated the development of the 292-acre site area along the Broadway corridor. The City made findings of overriding

consideration for significant and unavoidable impacts. The City Council certified the Broadway District Specific Plan Environmental Impact Report (BDSP EIR, SCH #2017042025) in July 2019 and amended the BDSP in September 2020. The applicant provided an addendum to the BDSP EIR that evaluated the potential impacts of the Crawford Way Project. In accordance with CEQA Guidelines Section 15162, the Addendum found that there were no substantial changes proposed to by the Project and the proposed revisions do not require preparation of a new subsequent or supplemental EIR.

SECTION 2. DESIGN PERMIT FINDINGS

Approval of the Crawford Way Multifamily Project Design Permit requires all the following findings be made, pursuant to American Canyon Municipal Code Section 19.41.050:

A. The project complies with all applicable provisions of this title and any applicable approvals granted for the project by any decision-making authority.

The project includes 100 multifamily dwelling units. Multifamily residential development is a permitted use in the BDSP LSMU Zone.

B. The project and its design comply with any applicable design guidelines.

The project consists of 68 two-bedroom units and 32 three-bedroom units. The design is of Modern Industrial Architecture character, and features large bay windows, decorative siding, and functional balconies. The design is aligned with the goals of the LSMU zone and the BDSP.

C. The project and its design comply with all applicable general plan policies, and applicable local, regional, and state development policies, and municipal code standards.

The project is required to meet the standards in the BDSP LSMU zone, as described in BDSP Table 2-13. The applicant is entitled to 6 State-mandated waivers to standards which includes (1) increased density from 20 dwelling units per acre to 24 dwelling units per acre, (2) increased building height from 24' to 38'-8" in the street side setback, (3) reduced building-to-building setback from 35' to 25', (4) reduced required parking from 225 parking spaces to 216 parking spaces, (5) reduction in garage size from 400 square feet to 360 square feet, and (6) reduction of balcony depth from 6' to 4'-6". The table below shows how the project meets LSMU development standards.

	Required	*Proposed*	*Compliance*
Min. Area	*1 acre*	*4.34 acres*	*Yes*
Min. Setback from Broadway	*30'*	*32'*	*Yes*
Min. Front Yard Setback	*15'*	*15'*	*Yes*
Min. Side Yard Setbacks	*10'*	*10'*	*Yes*
Min. Rear Yard Setback	*10'*	*10'*	*Yes*
Setback between building face (front or rear building face)	*35'*	*25'*	*Waiver*
Setback between building faces and building side (front or rear building face)	*25'*	*25'*	*Yes*
Residential Density (dwelling units per acre)	*20 DU/AC*	*24 DU/AC*	*Density Bonus (see GC 65925(f)(2))*
Maximum No. of Stories	*3*	*3*	*Yes*
Max Building Height when setback 15' from Public ROW	*24'*	*38'-8"*	*Waiver*

Max Building Height when setback 30' from Public ROW	*42'*	*38'-8"*	*Yes*
Private Balcony Depth	*6'*	*4'-6"*	*Waiver*
Parking Required (per ACMC Section 19.21.030A)	*225 spaces*	*216 spaces*	*Density Bonus (see GC65915(P)(1))*
Garage Size Minimum (per ACMC Section 19.21.030E)	*20' x 20' x 7'-6"*	*18' x 20' x 6'-3"*	*Waiver*

D. The project complies with applicable policies of the Napa County Airport land use compatibility plan.

The project is located outside of the Napa County Airport Land Use Compatibility Plan Zone.

E. The proposed design provides for adequate and safe on-site vehicular and pedestrian circulation.

Access to the project will be available from Crawford Way. The reduced widths of circulation paths to 20' is compatible with the Fire District and Public Works. The site includes clearly marked pedestrian paths of travel. Additionally, pedestrian access is available to the units that face Crawford Way and Highway 29.

SECTION 3: CONDITIONS OF APPROVAL

1. The Design Permit approval is granted development of 100 townhome style dwelling units on a 4.34-acre site in the Broadway District Specific Plan Local-Serving Mixed-Use Zoning District, APNs 058-302-001 & 058-290-012 (file no. PL23-0003), which is on file in the Community Development Department, except as modified by conditions contained in this approval. Exhibits A through F includes the following:
    a. Project Narrative prepared by Property Owner, dated January 23, 2023.
    b. Architectural Plans prepared by SDG Architects, consisting of 25 sheets showing the proposed site plans, building elevations, and roof plans, dated 11-15-2024.
        i. Preliminary Civil Plans prepared by Lea & Braze Engineering, consisting of 6 sheets, dated 2/2/2022.
        ii. Joint Trench Plans prepared by Tarrar Utility Consultants, consisting of 8 sheets, dated 1/23/2024.
        iii. Photometric Plans prepared by Associated Lighting Representatives, consisting of one sheet dated 1/23/2023.
        iv. Development Standards Table prepared by SDG Architects.
        v. Fire Truck Turning Plan and Garbage Truck Access Plan prepared by Lea & Braze Engineering, consisting of 2 sheets, dated 2/2/2022.
    c. Landscaping Plans prepared by VanderToolen Associates, consisting of 5 sheets showing the proposed landscaping plans, dated June 18, 2024.
    d. CEQA Addendum prepared by WRA, dated November 1, 2024.
    e. Yocha Dehe Protocols for handling human remains and cultural items affiliated with the Yocha Dehe Wintun Nation, dated August 18, 2022.
    f. Confirmation of Conditions of Approval.

2. The applicant shall defend, indemnify, and hold harmless the City of American Canyon ("City"), its elected and appointed officials, officers, employees, attorneys, representatives, boards, commissions, consultants, volunteers and agents from and against all claims, actions, including actions to arbitrate or mediate, damages, losses, judgments, liabilities, expenses and other costs, or proceedings against

the City, its elected and appointed officials, officers, employees, attorneys, representatives, boards, commissions, volunteers, or agents to attack, modify, set aside, void, or annul an approval, conditional approval, permit, entitlement, environmental document, environmental clearance, mitigation plan, or any other document or any of the proceedings, acts, or determinations taken, done, or made prior to granting of such approval, conditional approval, permit, entitlement, environmental clearance, environmental document, mitigation plan, or other documents, by the City, including, without limitation, an action against an advisory agency, appeal board, or legislative body within the applicable limitation period.

The obligation to defend, indemnify and hold the City harmless shall include the payment of all legal costs and attorney's fees (including a third party award of attorney's fees), arising out of, resulting from, or in connection with the City's act or acts leading up to and including approval of any environmental document or mitigation plan granting approvals to the applicant, incurred on behalf of, or by, the City, its elected and appointed officials, officers, employees, representatives, attorneys, boards, commissions, volunteers and agents in connection with the defense of any claim, action, or proceeding challenging the entire or a portion of an approval, conditional approval, permit, entitlement or any other document of any related claim.

The obligation to defend, indemnify, and hold the City harmless shall include, but not be limited to, the cost of preparation of any administrative record by the City, staff time, copying costs, court costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of a permit, approval, conditional approval, entitlement, environmental document, mitigation plan, environmental clearance, or any other document or approval related to the applicant's project.

The City will promptly notify the applicant of any claim, action, or proceeding and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or the City fails to cooperate fully in the defense, the applicant shall not be responsible to defend, indemnify, or hold harmless the City.

3. Appeal. The approval shall become effective on the expiration of the appeal period, ten calendar days following the decision, unless an appeal to the City Council is filed. An appeal may be filed with the Community Development Director by filling out an Appeal Form accompanied by a fee of $795. This approval is also subject to return of the "Applicant Confirmation of Conditions of Approval" form signed by the property owner. Should an appeal period end on a Saturday, Sunday or holiday, the final day for filing an appeal shall be the following Monday, or the next business day following a holiday. If there is no appeal, this approval will be final on June 2, 2025.

4. The applicant is responsible for paying all charges related to the processing of this discretionary case application within 30 days of the issuance of the final invoice or prior to the issuance of building permits for this project, whichever occurs first. Failure to pay all charges shall result in delays in the issuance of required permits or the revocation of the approval of this application.

5. The date upon which the approval is final shall be considered the day of the imposition of the fees, dedications, reservations and exactions required by these conditions approval for the purposes of protesting the imposition pursuant to California Government Code Section 66020.

6. Expiration of this Approval. If no construction permits have been issued and construction commenced within two years of the date upon which this approval is final, the approval shall become null and void and of no effect. An extension of time may be granted by the Community Development Director upon the written request by a responsible party before the expiration of the two-year period, provided that

the Director can make the findings that there have been no substantial changes in the approved plans, and that there has been no change in circumstances which would prevent any of the required findings of approval being made.

7. All plans submitted for review and approval and all development shall be in substantial conformance with the approved exhibits, except where modified by a condition of approval. The Community Development Director or designee may approve minor changes to the project as approved by the Planning Commission on the plans submitted for the construction permits with a determination that the changes are in substantial compliance with the representation of the project as reviewed by the Planning Commission and City Council, that the proposed change will be in compliance with the required development standards, and the change will not materially affect adjacent private or public property.

8. Prior to obtaining a building permit, all parties working on the project must obtain a business license from the City.

9. Prior to issuance of each building permit, the applicant shall submit a Certificate of Compliance from the Napa Valley Unified School District (NVUSD). For more information contact NVUSD Developer Fees - developerfees@nvusd.org.

10. The Applicant is responsible to remove any graffiti that occurs on the site within 24 hours.

Planning

11. The conditions of this Permit shall be printed on the first sheet of each plan set submitted for a building permit pursuant to this Design Permit, under the title "Design Permit Conditions." The second sheet may also be used if the first sheet is not of sufficient size to list all of the conditions. The sheet(s) containing the conditions shall be of the same size as those sheets containing the construction drawings; 8-1/2" by 11" sheets are not acceptable.

12. Prior to the issuance of the first building permit, the applicant shall prepare an affordable housing agreement in accordance with the American Canyon Municipal Code (ACMC) Section 19.28.080 that includes the following:

    a. The project shall provide local preference for residents and military preference for the affordable units in compliance with Resolution 2007-46 and 2007-48.

13. Prior to the issuance of the first Building Permit, the applicant shall record a Lot Line Adjustment to merge the two parcels on site (APN 058-302-001 and APN 058-290-012).

14. Prior to the issuance of the first Building Permit, the applicant shall submit a street name and address plan for approval by the Community Development Director and the American Canyon Fire Protection District.

15. In accordance with the Broadway District Specific Plan (BDSP) Section 2.2, all development shall exceed compliance with Title 24 Part 6 Energy Standards by 15 percent. Prior to the issuance of the first building permit, the applicant shall provide a letter from the architect or energy consultant that certifies the site complies with this standard.

16. All new rooftop equipment is required to be screened. The parapet shall be opaque and equal in height to the top of the rooftop mechanical equipment.

17. All utility meters and ground mounted AC units viewable from the public right-of-way shall be fully screened. Wooden screens are required to be stained or painted to match the townhome color and materials.

18. On sheet T2 of the Design Permit plans, the project data sheet identified 8 bicycle parking spaces for the site. Prior to the issuance of the site improvement plans, identify 8 bicycle parking spaces for the site. Prior to the first occupancy, complete the installation of the 8 bicycle parking spaces.

19. Plans submitted for building permits shall include all exterior site lighting including building mounted lighting, lighting within the parking areas and along walkways that provide a minimum of 1-foot candle illumination of these areas. Lighting shall be shielded as appropriate and avoid light spillage or glare from the project site. Exterior light fixtures on buildings shall be oriented downward and shall be shielded to return potential light and glare impacts.

20. Prior to the issuance of a final occupancy, the 6' tall wood horizontal slat fence shall be stained or painted to match the townhome color and materials.

Landscape and Irrigation Plans

21. The landscape plan shall comply with the requirements of the California Government Code 65591 et. seq. known as the Water Conservation in Landscaping Act as set out in the model water efficient landscape ordinance adopted by the California Department of Water Resources and amended in 2015. All plant materials shall be served by a city-approved automatic irrigation system.

22. Fifty percent (50%) of the trees bordering Broadway and Crawford Way shall be 15 gallons in size or larger. All other on-site trees shall be 5 gallons or larger.

23. Prior to the issuance of a certificate of occupancy, all landscaping shall be completed and the project's landscape architect shall provide a written certification that all plant materials have been installed in accordance with the approved landscape plan.

24. All planting shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning of debris and trash, fertilizing and regular watering. Whenever necessary, planting shall be replaced with other plant materials to ensure continued compliance with applicable landscaping requirements. Required irrigation systems shall be fully maintained in sound operating condition with heads periodically cleaned and replaced when missing to insure continued regular watering of landscape areas, and health and vitality of landscape materials.

25. All tree stakes and ties shall be removed within one year following installation or as soon as trees are able to stand erect without support.

26. Clear sight triangles shall be maintained at all driveways. Low-lying plantings and other site fixtures, including signs, shall be no taller than 30 inches within the site vision triangles.

Signs

27. Signs for the project shall require a sign permit approval from the Community Development Department. This requirement does not apply to traffic signs, building addressing or directional signs for wayfinding.

Building and Safety

28. Prior to the final inspection, the applicant shall submit a letter of certification to the Building Official from the project architect, civil engineer, and landscape architect certifying that all improvements have been constructed in accordance with the approved building plans.

29. Construction and grading activities on the site shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. Work between the hours of 6:00 pm and 7:00 am and work on weekends and holidays requires prior written approval from the Building Official. If weekends and holiday work is approved construction and grading activities on the site shall be limited to between 8:00 a.m. to 6:00 p.m. on Saturdays, and between 10:00 a.m. and 6:00 p.m. on Sundays and State and Federal holidays.

30. Prior to issuance of a building permit, the applicant shall submit a plan for the diversion of at least 70 percent of the debris from the building demolition and construction. The plan shall include the qualified recycler that will be used, the methods of managing diversion of construction materials on site, and the proposed documentation that will be submitted to confirm that the diversion goal has been met.

31. Prior to issuance of a building permit, the applicant shall submit a request to the Chief Building Official for any proposed deferred submittals on a form provided by the Building and Safety Division. The Deferred Submittal request shall include a justification for each proposed deferred submittal. The Chief Building Official shall issue a determination on each proposed deferred submittal request.

32. Prior to the final inspection, a Certified Access Specialist (CASp) shall submit a letter certifying that all improvements have been constructed in compliance with applicable state and federal accessibility standards. Determination of consistency shall be subject to the review and approval of the Building Official.

33. Construction noise shall comply with the noise reduction recommendations identified in the Noise Assessment Study for the Crawford Multi-family Development, by Edward L. Pack Associates (July 14, 2022).

34. Prior to the issuance of the first dwelling unit building permit, the applicant shall provide plans that implement the noise reduction recommendations for windows and doors identified in the Noise Assessment Study for the Crawford Multi-family Development, by Edward L. Pack Associates (July 14, 2022).

Fire District

35. New and modified buildings shall conform to requirements set forth in the currently adopted editions of the California Building Code, California Fire Code, as amended by the City of American Canyon and American Canyon Fire Protection District, and Nationally Recognized Standards.

36. There shall be no deferred submittals for fire protection equipment and related utilities. Fire protection plans shall not be attached to or bound with the building plan submittal package. This includes but is not limited to Automatic Fire Sprinkler, Fire Alarm, Fixed Fire Protection and Civil plans.

37. All Fire related underground piping and fire appurtenances shall be shown on the Civil plan submittal. In addition to the Civil plan submittal, at least (1) plan set under separate cover shall be submitted to American Canyon Building Division for routing to the American Canyon Fire Protection District detailing all underground piping and related fire appurtenances including but not limited to underground

piping, underground sweep detail, underground trench details showing depth of burial, type of backfill, manufacturer's specifications of piping, valves joints, fittings and calculated size and locations of thrust blocks, hydrants locations (designate public or private), gate shut-off valves, PIV's, FDC's, fire pumps, fire pump and/or riser rooms.

38. Underground utility contractor, architect and fire sprinkler contractor shall coordinate the location of risers and control valves prior to the issuance of a building permit.

39. Fire Department plan review shall be based on the information submitted at the time of permit application. Any changes to the approved/permitted scope of work including additions, alterations, demolition, repair or a change in occupancy/use may impact the project requirements, including but not limited to the installation of additional fire protection systems or components.

40. An approved water supply capable of supplying the required fire flow for fire protection systems shall be provided to all premises upon which facilities or buildings are hereby constructed or moved into or within the City. Required fire flow and hydrant distribution shall be in accordance with Appendix B and C of the California Fire Code. Applicant shall demonstrate on plan submittal; square footage of each building on plan and provide the required fire flow information. Applicant shall demonstrate that the number and spacing of onsite fire hydrants meets the California Fire Code.

BUILDING FIRE FLOW REQUIREMENTS – CFC TABLES B105.2 & B105.1(2)
INFORMATION BELOW IS A SAMPLE AND FOR REFERENCE ONLY

Table B105.1(2) – Building size = 129, 600 square feet
Construction type = Type IIA
FF = 5,250 gpm at 20 psi
Duration = 4 hours
Table B105.2 – Fire sprinkler allowance = - 50%
5,250 – 2,625 = 2,625 gpm
FF = 2,625 gpm @ 20 psi
Duration = 2 hours
Table CC105.1 – Approximate number of hydrants = 3
Average spacing = 400 feet + 25% allowable increase = 500
Maximum distance from street or frontage = 225 feet = 50% allowable increase = 337.5

41. Fire Protection systems shall be installed in accordance with provisions set forth in the California Fire Code as amended by the City of American Canyon and the applicable National Fire Protection Association Standard.

42. The fire protection equipment shall be located within an interior room having an approved exterior access door or in an exterior enclosure attached to the building, specifically, for the purpose of housing such equipment.

43. Fire Apparatus Access Roads shall be designed in accordance with provisions set forth in the California Fire Code Chapter 5 and Appendix D as amended by the City of American Canyon and the applicable Public Works Standard.

44. Fire apparatus access roads shall have an unobstructed minimum width of 20 feet (curb to curb) and a minimum unobstructed vertical clearance of 13' 6". They shall have an all-weather paved surface

capable of supporting a GVW of 71,000 pounds. Where hydrants are provided – the width shall be a minimum of 26-feet.

45. Access roads shall be completed with all-weather surfaces prior to the stockpiling of combustible materials or beginning combustible construction. Fire apparatus access shall be provided to within 150 feet of the most remote portions of all building from an approved exterior route. If this cannot be achieved fire apparatus turnarounds will be needed.

46. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Vertical traffic calming in the form of speed pumps, humps or dips are prohibited along fire access roads without prior approval of the fire Code Official. The minimum width and clearances established in Section 503.2.1 shall be maintained at all times.

47. When required by the Fire Chief, fire apparatus access roads shall be designated as Fire Lanes and appropriate signs and/or markings installed in accordance with the California Vehicle Code and approved City standards.

48. Where applicable improvement plan submittals for permit shall include locations of fire lane red curbing and fire lane signage. Please refer to and include City Public Works Standard FP-2A & 2B with plan submittals for permitting.

49. The City of American Canyon requires that a fire hydrant be in service within 250 feet of the furthest point of construction prior to the stockpiling of combustible materials for the beginning of construction.

50. Fire Department Connections (FDC) shall be located not more than 100 ft. from the nearest fire hydrant.

Public Works

Public Works General Conditions

51. The Applicant shall be responsible for all City plan check, map check and inspection costs. The Applicant shall establish a Developer Deposit Account with the City upon the initiation of plan check services. The amount of the initial deposit shall be determined by the City Engineer. Additional funds may be required based upon actual costs.

52. All improvements shall be designed in accordance with the American Canyon Municipal Code (ACMC), City of American Canyon Engineering Standard Plans and Specifications for Public Improvements (City Standards), except as specifically noted otherwise in these conditions.

53. All proposed utilities, both on-site and along project frontages to serve the project, shall be placed underground. Exceptions may be allowed for surface mounted transformers, pedestal mounted terminal boxes and meter cabinets.

54. Unless otherwise explicitly permitted, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Napa County Department of Environmental Services or other designated agency. If there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.

55. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic

risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

56. A drainage report prepared by a California Registered Civil Engineer shall be submitted for review with the initial submittal of the Improvement Plans. The report shall include detailed hydrologic and hydraulic calculations to support the design and sizing of all public and private drainage facilities including storm drains and detention facilities. The report shall include an analysis of the capacity of existing downstream storm drain facilities and hydraulic conditions which may impact the design of proposed facilities and improvements.

57. A final detailed post-construction Stormwater Control Plan (SWCP) that identifies and sizes all permanent post-construction stormwater treatment BMPs shall be prepared and submitted for review and approval. The SWCP shall be prepared in accordance with the latest edition of the *Bay Area Stormwater Management Agencies Association (BASMAA) Post-Construction Manual* and the requirements of the State Water Resources Control Board Phase II Municipal Separate Storm Water System (MS4) General Permit (Order 2022-0057- DWQ). It is the City's discretion whether to accept alternative treatment facilities other than bioretention.

58. A Post Construction Stormwater Operations and Maintenance Plan that includes a plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner(s) shall enter into an agreement with the City that provides the terms, conditions, and security associated with the ongoing requirements of the post-construction Stormwater Best Management Practices.

59. The Applicant shall secure all necessary rights-of-way and public and private easements for both onsite and offsite improvements. The Applicant shall prepare all necessary legal descriptions and deeds.

60. To the extent any offsite public improvements require the acquisition of property not currently owned by the Applicant or the City, the Applicant shall first make a good-faith effort to acquire the necessary property rights, however if the Applicant makes such an effort and is unable to acquire such rights, then the Applicant may request the City acquire the necessary property rights through the exercise of eminent domain provided that the Applicant enters first into an agreement with the City to pay for all costs incurred by the City to acquire such rights and if the City does not acquire the rights necessary to allow the offsite public improvements to be completed by the Applicant within statutory timeline provided by law, then the Applicant shall be relieved of the obligation to construct those off-site improvements only to the extent they require property not currently owned by the Applicant or the City. The Applicant shall make a good-faith effort to identify and acquire the necessary property rights at the earliest opportunity. A good faith offer includes identification of property rights needed (permanent and temporary), appraisal of the value of the highest and best use of the property, and a bonafide offer to pay this amount at the close of escrow.

61. The Applicant shall submit site Improvement Plans, prepared by a registered Civil Engineer, for review and approval of the City's Public Works Department. **Please be aware that this is a separate submittal from the building permit application.** The final plan set shall include all civil, landscape and joint trench drawings under a single cover sheet. No final grading or other construction shall be performed until the Improvement Plans have been approved. The Applicant shall not begin clearing, grubbing, or rough grading at the site prior to approval of the Improvement Plans, unless explicitly approved by the City of American Canyon through the standard grading and utilities only permit process. An Encroachment

Permit is required for any work within City right of way. Encroachment Permits will not be issued prior to the approval of the Improvement Plans.

62. Cathodic protection shall be provided for all water valves, fittings, hydrants, meters, backflow devices, ductile iron pipe, and other metal appurtenances, regardless of the findings of any soils corrosivity analysis.

63. No grading or any construction activity shall be performed until the Improvement Plans have been approved and signed by the City Engineer. Encroachment Permits and Building Permits will not be issued prior to approval of the Improvement Plans. An Encroachment Permit is required for any work within City right of way.

64. The Applicant shall keep adjoining public and private streets free and clean of project dirt, mud, materials, and debris during the construction period in accordance with an approved SWPPP and Erosion and Sediment Control Plan using appropriate BMPs and as found necessary by the City Engineer.

65. If any hazardous material is encountered during the construction of this project, all work shall be immediately stopped and the Fire Department, Napa County Department of Environmental Services or other designated agency, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

66. Prior to final preparation of the subgrade and placement of base materials, all underground utilities shall be installed and service connections stubbed out behind the sidewalk. Public utilities, Cable TV, sanitary sewers, and water lines shall be installed in a manner that will not disturb the street pavement, curb, gutter and sidewalk, when future service connections or extensions are made.

67. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. Additionally, if field conditions warrant installation of any subdrains, the location, size and construction details must be provided to the City for review and approval prior to construction.

68. All new fire hydrants shall be covered with burlap sacks until the hydrants have been tested and found to be in conformance with City flow requirements. No storage of combustible materials or construction of building shall be permitted until all hydrants meet City flow requirements.

69. Prior to placing the final lift of asphalt, all public storm drains and sanitary sewer lines shall be video inspected at the Applicant's expense. All video media (CD, DVD, or portable hard drive) shall be submitted to the City. If any inadequacies are found, they shall be repaired prior to the placement of the final lift of asphalt.

70. All streets, curbs, gutters, sidewalks or other public facilities damaged in the course of construction associated with this Project shall be the responsibility of the Applicant and shall be repaired to the satisfaction of the City at the Applicant's expense.

71. After all of the new underground utilities within existing public streets have been installed, the entire affected areas shall be milled and repaved to present a neat finished pavement area. Multiple trench patches are not acceptable.

72. All construction stormwater pollution prevention best management practices (BMP's) shall be installed as the first order of work and in accordance with the *State Water Resources Control Board's*

General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ, as amended), the Applicant's Storm Water Pollution Prevention Plan (SWPPP), and the City's Erosion and Sediment Control Plan in accordance with the City's MS4 Permit. All stormwater BMP's shall be maintained to the satisfaction of the Qualified SWPPP Developer (QSD), Qualified SWPPP Practitioner (QSP), and the City Engineer.

73. With the exception of water used for loading and testing of potable water lines, all construction water used for the project shall be recycled water.

74. The development shall comply with the City's Zero Water Footprint policy.

75. All landscaping irrigation systems shall include an ET/SMART controller.

Public Works Special Conditions of Approval

76. The Applicant shall submit Improvement Plans prepared by a registered Civil Engineer (Engineer of Record) in substantial conformance with the preliminary civil plans titled "Tentative Map for Condominium Purposes Crawford Development" prepared by Lea & Braze Engineering, Inc., Preliminary Plans, dated May 11,2023, except as modified by these conditions.

77. Improvement Plans shall be tied to the State of California coordinate system.

78. The Applicant shall design and construct all the Public Improvements as generally described below.

    a. Install curb, gutter, curb ramp, a 10-foot-wide sidewalk (including width of the curb), and pave the gap between the new curb and gutter and existing edge of pavement along the entire Crawford Way frontage beginning from the western end of the property, APN 058-302-001 and extending to the SR 29 intersection. The new pavement shall be consistent with the existing road structural section. The new curb shall be parallel with the existing curb along the north side of Crawford Way maintaining a distance of 40 feet curb to curb. The frontage sidewalk shall have a minimum unobstructed width of 10 feet. The property shall convey an irrevocable offer of dedication to the City a 5 foot wide Public Access Easement (PAE) along the south side of Crawford Way across the frontage of the Property, APN 058-302-001.

    b. Install streetlights along the south side of Crawford Way property frontage of the property. Streetlights shall conform to City of American Canyon Engineering Standard Plans and Specifications.

    c. Install a new ADA curb ramp at the northeast corner of the property, APN 058-302-001, and restripe the existing crosswalk to the existing ADA curb ramp southeast corner of APN 058-301-008.

79. The Applicant shall design and construct all of the Public Improvements as generally described below and in accordance with the Fee Reimbursement Agreement, as applicable. The Applicant shall enter into a Fee Reimbursement Agreement with the City prior to approval of the project improvement plans.

    a. Remove the existing 15" SD and install a new 24" diameter storm drain from the project storm drainage point of connection in Crawford Way to the intersection of Crawford Way and James Road. The cost of this improvement is reimbursable through the City's Measure A Storm Drain Fund.

b. Replace the existing 8" asbestos water main at Crawford Way between James Road and State Route 29 with a new 8" PVC C900 pipe, approximately 825 LF. The cost of this improvement is reimbursable through the City's Water Department Operations Fund.

c. Install a raised mid-block pedestrian crossing with bulb-outs on Crawford Way. The raised pedestrian mid-block crossing will provide safe pedestrian access to the Post Office, Public Library, Canyon Estates Plaza Shopping Center and Public Bus Stop. The cost of the mid-block crossing improvement is reimbursable through the City's Measure U Funds.

80. The Applicant shall construct all of the on-site private drive aisles, parking spaces, sidewalks, walkways, water, sanitary sewer, storm drainage and stormwater quality and landscaping **"Private Improvements"** generally shown on the Preliminary Plans and more specifically described below. All private drive isles, parking spaces, walks, water, sewer, storm drainage and stormwater quality improvements shall be designed in accordance with the City of American Canyon Engineering Standard Plans and Specifications for Public Improvements (City Standards), except as specifically noted otherwise in these conditions. All private water main, sewer mains and storm drain shall be clearly labeled as "Private" on the Improvement Plans.

    a. Storm Drain Facilities: Construct private on-site drainage facilities, detention facilities, and other appurtenances to collect and convey all surface drainage to an approved private storm drain facility or outfall. Onsite drainage facilities shall provide for the positive drainage of all adjacent upstream or upgrade properties to prevent ponding. Existing run-on from adjacent properties shall not be obstructed and shall be conveyed onsite. Off-site peak storm water discharge shall not exceed 90% of the undeveloped peak flow from the 24-hour, 100-year event. The storm drains and detention facilities shall be substantially consistent with the Preliminary Plans. However, the sizing of all storm drains and detention facilities shall be determined by the approved final drainage report.

    b. Stormwater Quality Facilities: Permanent on-site private post-construction stormwater treatment BMPs shall be designed and constructed in accordance with the approved final SWCP. Runoff from all roof drains shall be conveyed to the onsite stormwater treatment facilities.

    c. Landscape Irrigation Water: In the interim, on-site landscape irrigation water demand can be fulfilled by connecting to the city's potable water system. When the future recycled water system along SR29/Broadway Street, as noted in the 2016 City of American Canyon Recycled Water Master Plan is in place, on-site landscape irrigation water supply shall be converted at the developer's expense. Water demand allocated for irrigation in the interim shall be returned to the city. On-site landscape irrigation system shall conform to Title 22 of the California Code of Regulations.

81. Prior to SUBMITTAL OF THE IMPROVEMENT PLANS, the Applicant shall:

    a. Submit the City's "Improvement Plan Checklist".

    b. Pay an initial cash deposit for City plan check services in amount to be determined by the City prior to the time of submittal. The Project engineer shall contact City staff to discuss submittal details to determine initial deposit amount.

    c. Provide the following:
        i. Public Street Repair Plan
        ii. Utility Plan and Joint Trench Plan

iii. Construction Storm Water Pollution Prevention Plan (SWPPP) and a City Erosion and Sediment Control Plan (ESCP)
iv. Drainage Report
v. Post-Construction Stormwater Control Plan (SWCP)
vi. Geotechnical Report
vii. Construction Traffic Control Plan.
viii. Application for Water Will Serve

d. Pothole and physically determine (by way of a survey performed by the Engineer of record) the actual horizontal location and vertical depth of all existing underground utilities throughout the proposed areas of work and provide the design of all new utility installations required to serve the project including a schedule for implementation of such work as to prevent disrupting of utility service to adjacent properties

82. Prior to ISSUANCE OF A GRADING PERMIT AND/OR APPROVAL OF THE IMPROVEMENT PLANS, the Applicant shall:

a. Provide written acknowledgment by the Geotechnical Engineer of Record that the Plans incorporate all design and construction criteria specified in the Geotechnical Report.

b. Furnish proof that all permits that may be required by the California Department of Fish & Game, State and Regional Water Quality Control Board, US Army Corps of Engineers and any other regulatory agencies with jurisdiction over the proposed construction have been obtained.

c. Complete and submit the City's Erosion and Sediment Control Plan (ESCP) Template. Applicant may refer to a SWPPP, as appropriate, by referencing page number within the SWPPP that addresses the requirements of the ESCP.

d. Submit a copy of the Notice of Intent and WDID# for coverage under the State Water Resources Control Board' General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ).

e. Submit Encroachment Permit approved by Caltrans for improvements in State Route 29.

83. Prior to APPROVAL OF A BUILDING PERMIT, the Applicant shall:

a. Pay all account balances and current City, and American Canyon Fire Protection District fees (Mitigation and Capacity) based on rates in effect at the time of permit issuance. These fees include but may not be limited to the following: Traffic Mitigation, General Plan Update, Civic Facilities, Fire District, Water Capacity, Wastewater Capacity and Zero Water Footprint Mitigation.

84. Prior to COMMENCEMENT OF CONSTRUCTION ACTIVITIES, the Applicant shall:

a. Pay off all current account balances with the City of American Canyon.

b. Pay an inspection fee in amount to be determined at the time of commencement for the City's inspection of the Public Improvements.

c. Conduct a pre-construction meeting with representatives of the City whereby the Applicant, the Legally Responsible Party (LRP), Qualified SWPPP Practitioner (QSP), Qualified SWPPP Developer (QSD), and/or the Contractor provides the following:
    i. Six (6) full-size bond copies of the approved Improvement Plans for the City's use.
    ii. One (1) job-site copy of the latest edition of the City Standards for the Contractor use.
    iii. One (1) job-site copy of the SWPPP for use by the LRP, QSP, QSD, and Contractor.
    iv. Electronic copies of Improvement Plans and SWPPP

85. Prior to ACCEPTANCE OF IMPROVEMENTS AND/OR OCCUPANCY, the Applicant shall:

    a. Submit an inspector's punch list report indicating that all of the "Public and Private Improvements" are constructed to the satisfaction of the City Engineer.

    b. Restore all adjacent off-site road surfaces to pre-project conditions.

    c. Submit a certification by the Geotechnical Engineer of Record that all the work has been completed in substantial conformance with the recommendations in Soils Investigation/Geotechnical Report.

    d. Provide a digital copy of the Improvement Plans that include all as-built or field changes, in digital AutoCAD (.dwg) and (.pdf) format (void of any AutoCAD block formats preventing full editing capabilities of the drawings), compatible with the City's current version, and tied to the NAD83 (California Zone 2, feet) coordinate system.

    e. Provide a letter stating that all of the Developer's Conditions of Approval have been met.

    f. Provide a letter from the Civil Engineer of Record certifying that all the site improvements were constructed and inspected in substantial conformance with the approved plans and City Standards.

    g. Provide a letter from a Certified Access Specialist (CASp) certifying that all onsite and offsite improvements have been constructed in compliance with applicable state and federal accessibility standards.

    h. Enter into and record a post-construction Stormwater Operations and Maintenance Agreement with the City.

Mitigation Measures

All applicable mitigations in the Mitigation Monitoring and Reporting Program (MMRP) for the Broadway District Specific Plan Project Environmental Impact Report (Resolution No. 2019-51, State Clearinghouse No. 2017042025) are incorporated as conditions of approval by reference as listed below. This information is in reference to the BDSP EIR Addendum prepared by WRA, Inc of November of 2024.

86. **BDSP EIR MM AIR-2:** Prior to issuance of the first construction permit for projects that occur pursuant to the Specific Plan, the applicant shall submit construction plans to the City of American Canyon with the following notes on them. The dust abatement measures described in the notes shall be implemented during construction. During construction activities, the following air pollution control measures shall be implemented:

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, or more as needed.
b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
c. All visible mud or dirt track-out 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.
d. All vehicle speeds on unpaved roads and surfaces shall be limited to 15 miles per hour.
e. All roadways, driveways, and sidewalks shall be paved as soon as possible.
f. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
g. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes (beyond the 5-minute limit required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
h. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified visible emissions evaluator.
i. A publicly visible sign shall be posted with the name and telephone number of the person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

87. **BDSP EIR MM AIR-3:** Prior to issuance of the first construction permit for development projects that occur pursuant to the Specific Plan, the applicant shall provide documentation to the City of American Canyon demonstrating that all off-road diesel equipment proposed for use are powered with Tier 3 or cleaner engines.

88. **BDSP EIR MM AIR-4a:** Prior to issuance of building permits for any sensitive receptor use (residential areas, elementary school, daycare centers, etc.) that would be developed pursuant to the Specific Plan, the applicant shall complete either of the following two options:

    a. Prepare and submit a toxic air contaminant risk screening assessment to the City of American Canyon that demonstrates the potential risk from roadways, rail, and stationary sources would not exceed BAAQMD's cumulative risk threshold for toxic air contaminant impacts.

    b. Prepare and submit a Health Risk Analysis to the City of American Canyon, consistent with BAAQMD's recommended methodology, that demonstrates the potential risk from roadways, rail, and stationary sources would not exceed the BAAQMD's cumulative risk threshold for toxic air contaminant impacts. If mitigation is required to reduce a potentially significant risk to less than the cumulative risk threshold, that mitigation shall be clearly identified, and the associated risk reduction quantified. The mitigation must be incorporated into the project and implemented.

89. **BDSP EIR MM BIO-1a:** Prior to development activities within undeveloped properties within the BDSP area, the applicant shall retain a qualified biologist to conduct a reconnaissance-level biological assessment. The assessment shall evaluate the potential presence of special-status plant and wildlife species, sensitive natural communities, jurisdictional features, and wildlife and fish movement. If the reconnaissance-level biological assessment determines that protocol-level surveys or pre-construction surveys are warranted, these studies shall be completed prior to construction. Additionally, any

required mitigation (protective buffers, passive relocation, restoration, etc.) shall be completed at the appropriate time. This mitigation measure shall not apply to sites that are entirely or mostly hardscaped or disturbed.

90. **BDSP EIR MM BIO-1b:** Prior to tree removal activities that occur during the nesting season (February 1 and August 31), the applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey no more than 14 days prior to vegetation removal. If the biologist observes nesting birds to be present, a minimum 250-foot protective buffer shall be established around the nest until the young have fledged. This mitigation measure shall not apply to tree removal activities that occur outside the nesting season (September 1 to January 31).

91. **BDSP EIR MM CUL-1:** If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities associated with new development that occurs pursuant to the Specific Plan, all construction activities within 100 feet of the find shall halt and the City of American Canyon shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the City of American Canyon. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

92. **BDSP EIR MM CUL-3:** If potential fossils are discovered during project implementation, all earthwork or other types of ground disturbance within 100 feet of the find shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find. The paleontologist shall report his/her findings to the City of American Canyon. Based on the scientific value or uniqueness of the find, the paleontologist shall either record the find and recommend that the City of American Canyon allow work to continue or recommend salvage and recovery of the fossil. The paleontologist shall, if required, propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations will be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice. If required, treatment for fossil remains shall include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and, if required, shall also include preparation of a report for publication describing the finds.

93. **BDSP EIR MM CUL-4:** In the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease until the Napa County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American (PRC Section 5097.98), who in turn would make recommendations to the City of American Canyon for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5(d)).

94. **BDSP EIR MM GEO-1a:** Prior to issuance of building permits for development projects that occur pursuant to the Specific Plan that are located within an Alquist-Priolo Special Study Zone, the City of American Canyon shall verify that the applicant has commissioned a fault investigation. The fault investigation shall be prepared by a licensed geologist or geotechnical engineer and determine the precise location of the West Napa Fault in relation to the proposed project. All recommended fault setbacks set forth in the fault investigation shall be shown on project plans.

95. **BDSP EIR MM GEO-1b:** Prior to issuance of building permits for development projects that occur pursuant to the Specific Plan, the City of American Canyon shall verify that the applicant has commissioned a design-level geotechnical report. The report shall be prepared by a licensed geologist or geotechnical engineer and determine whether the geologic conditions of the site in question are suitable for development. All recommendations for grading, soil engineering, and construction shall be incorporated into the project plans.

96. **BDSP EIR MM HYD-1a:** Prior to issuance of grading permits for development projects that occur pursuant to the Specific Plan, the City of American Canyon shall verify that the applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit. The SWPPP shall be designed to address the following objectives: (1) all pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity are controlled; (2) where not otherwise required to be under a Regional Water Quality Control Board permit, all non-stormwater discharges are identified and either eliminated, controlled, or treated; (3) site best management practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized nonstormwater discharges from construction activity; and (4) stabilization BMPs are installed to reduce or eliminate pollutants after construction are completed. The SWPPP shall be prepared by a qualified SWPPP developer. The SWPPP shall include the minimum BMPs required for the identified Risk Level. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook—Construction or the Caltrans Stormwater Quality Handbook Construction Site BMPs Manual.

97. **BDSP EIR MM HYD-1b:** Prior to issuance of building permits for development projects that occur pursuant to the Specific Plan, the project applicant shall prepare a Stormwater Control Plan that includes post-construction stormwater controls in the site design to satisfy requirements of the Phase II Small MS4 Permit. This shall include a review of the final Stormwater Control Plan by the City of American Canyon to ensure that the required controls are in place. Provision E.12.h of the MS4 Permit requires that an operation and maintenance program be implemented for post-construction stormwater management features. Responsible parties and funding for long-term maintenance of all BMPs must be specified. This plan shall specify a regular inspection schedule of stormwater treatment facilities in accordance with the requirements of the MS4 Permit. Reports documenting inspections and any remedial action conducted shall be submitted regularly to the City for review and approval.

98. **BDSP EIR MM NOI-1:** Prior to issuance of building permits of noise-sensitive land uses within the 65 dBA Ldn roadway noise contours shown in Exhibit 3.9-4 or within the 65 dBA Ldn roadway noise contours specified in Table 3.9- 15 (within 350 feet of the centerline of Broadway Street or 127 feet of the centerline of American Canyon Road), the applicant shall retain an acoustical engineer to conduct a detailed acoustical analysis. The detailed acoustical analysis shall confirm the roadway noise levels impacting the sensitive receptors, and if necessary, shall identify mitigation measures to reduce interior noise levels at the sensitive land uses to within City noise standards.

99. **BDSP EIR MM NOI-2a:** Prior to issuance of grading permits, if construction activities will (1) pile drive within 150 feet or (2) utilize mobile construction equipment within 20 feet of any existing structure with sensitive receptors, the applicant shall retain an acoustical engineer to conduct a vibration analysis for potential impacts from construction-related vibration impacts to the existing structure(s) with sensitive receptors. The vibration analysis shall determine the vibration levels created by construction activities at the existing structure(s) with sensitive receptors and, if necessary, develop mitigation to reduce the vibration levels to within the Caltrans threshold of 0.25 inch per second PPV.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the Planning Commission of the City of American Canyon held on the 22nd day of May, 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Davet Mohammed, Vice Chair

ATTEST:

_____
Nicolle Hall, Deputy City Clerk

APPROVED AS TO FORM:

_____
William D. Ross, City Attorney

EXHIBITS:
A. Project Narrative
B. Architecture and Civil Plans
C. Landscaping Plans
D. CEQA Addendum
E. Yocha Dehe Protocols
F. Confirmation of Conditions of Approval

Attachment 1: Exhibit A - Project Description Letter

January 13, 2023
Community Development Department, Planning Division
4381 Broadway Street, Suite 201
American Canyon, CA 94503

Mr. William He,

Project data

Address:	Crawford Way and CA 29, American Canyon, CA 94503	
County:	Napa County	
APN:	058-302-001 & 058-290-12	
General Plan:	CN Commercial Neighborhood	
Zoning:	CN Commercial Neighborhood (Residential Overlay)	
	Broadway District Specific Plan LSMU	
Gross Site Area:	188,876 SF:	(4.336 Acres)
Net Site Area:	186,276 SF:	(4.276 Acres)

Project description
This 4.276 acre proposed multifamily development site is located at the intersection of Crawford Way and Broadway and falls within the Broadway District Specific Plan (BDSP). The project proposes 100 Townhome style apartments within sixteen 3-story buildings including a mix of 68 two bedroom and 32 three bedroom units. The buildings are arranged around allies for garage parking and paseos which include both common and private open space. Front porches will be located along the paseos or facing out to street frontages. Each unit will contain an attached tuck-under private two car garage. The development embraces a Modern Industrial design aesthetic consistent with the BDSP and will provide significant amenities for residents including a large Common Open Space with Community Building. All buildings will be constructed to comply with the latest practices in resource efficient design. This project may qualify as a transit district project given its proximity to the bus stop next to the post office.

Architectural Description
This is an infill project on an empty corner lot along Broadway at the intersection of Crawford Way. We are meeting the Guiding Principles of the Specific Plan by beautifying the corridor with landscaping, trees, and architecture as well as providing a multi-purpose pathway along the project frontage that connects it to the neighboring properties. The project has a strong identity with a unique architectural style while fitting in to the context of the Specific Plan area. The site is designed so that front doors face out to the existing streets and onto paseos within the project, while garage doors face each other onto allies at the rears of the buildings. The building corners are wrapped with upper floor balconies, wall plane articulation, and a variety of materials. Within the project site are numerous gathering spaces for the community along the street frontages, interior paseos, and the Community Building and Open Space. We have favored an interpretation of a Modern Industrial concept with basic forms that also mimic a simple Farmhouse geometry. The clean lines of the deep framed gable elements provide a light and airy appearance to the front elevations, while the large balconies that expand across the front facades help to break down the massing. The material and color palettes help to reinforce the Modern Industrial style. The materials include, cement plaster, lap siding, panel siding, metal railings, and contemporary light fixtures, the subtle white plaster with natural colored lap siding, grey panel siding and accent colored doors further enhance the unique aesthetic**.**

Development Standards

Density

Base: (20 du/ac):	87 Units
Density Bonus (20%):	18 Units
Allowed Density:	105 Units
Proposed Density:	100 Units
Lot Coverage (N/A):	___
Landscaping (N/A):	___
Open Space (N/A):	___
Common Open Space (N/A):	___
Private Open Space:	Ground Floor: 100 SF min. / 8' deep min.
	Upper Floor: 50 SF min. / 6' deep min.
Max. Height:	2 Stories / 24' @ 15' setback - 3 Stories / 42' @ 30' setback
Setbacks:	
Front:	30' Landscape Setback along 29
Street Side:	15' @ 24' Max Height
	30' @ 42' Max Height
Side:	10'
Rear:	10'

Parking Analysis

<u>Required Parking per Table 19.21.030 (A)</u>

Resident (2 per Unit with 1 covered*):	200 spaces
Guest (1/4 Units Guest):	25 spaces
Total Required:	225 spaces

*Garage Spaces: 10'x20'x7'-6" Min.

<u>Required Parking for Density Bonus per Gov. Code 65915 (p) (1)</u>

1 space per 1 Bedroom Unit (N/A):	
1.5 spaces per 2-3 bedroom unit (100 units):	150 spaces
2 spaces per 4+ bedroom unit (N/A):	
Guest (included):	0 spaces
ADA (included):	0 spaces
Total Required:	150 spaces

<u>Provided Parking</u>

Resident (2 per Unit with 2 covered*):	200 spaces
Guest:	18 spaces
Total:	218 spaces

*Garage Spaces: Waiver for Reduced Spaces

Affordable Housing and Density Bonus

Affordable Housing:	5% Very Low: 4.35 Units: 5 Units
	5% Low: 4.35 Units: 5 Units
	5% Moderate: 4.35 Units: 5 Units
Density Bonus:	5% Very Low = 20% Density Bonus
	20% x 87 Units: 17.4 Units: 18 Units
Proposed Max Density:	105 Units / 4.336 Acres: 24 du/ac
Concessions:	5% Very Low = 1 Concession

Density Bonus Application

Pursuant to the State Density Bonus Law (Government Code Sections 65915 et seq.) and the City's Density Bonus Ordinance, the base residential density applicable to the Project is 87 dwelling units and the Project Sponsor is proposing a project of 100 dwelling units. To meet the City's Affordable Housing requirements of 15% BMR with 5% at each income level the Project Sponsor will provide (5) Very Low, (5) Low, and (5) Moderate Income BMR units for a total of (15) BMR units. The (15) BMR units represent 17.2% affordable units. The (5) Very Low Income units represent 5.7% Very Low Income affordable units which entitles the project to a 20% Density Bonus. The 20% Density Bonus equals an additional (18) units for a total of 105 units.

Density Bonus Law Explanation

The purpose of the State Density Bonus Law (DBL) is to encourage cities to offer bonuses and incentives to housing developers that will "contribute significantly to the economic feasibility of lower income housing in proposed housing developments." (Gov. Code Section 65917.) The State Density Bonus Law has four distinct primary components: (1) Density Bonuses; (2) Incentives/Concessions; (3) Development Standard Waivers; and (4) Parking Standards. Although interrelated, each component serves a different purpose and is governed by unique standards as follows:

1. Section 65915(b) (1) of the State Density Bonus Law provides that requests for a density bonus *must* be granted "when an applicant for a housing development seeks and agrees to construct a housing development" that meets one or more of the statute's thresholds. Our proposed development will provide 5% of the Specific Plan allowed density (i.e. calculated to be ten (5) units) to households that meet the "Very Low" income qualification, which would entitle it to receive a 20% density bonus over and above the maximum density allowed in the General Plan.

2. Section 65915(d)(2)(B) of the State Density Bonus Law provides that requests for Incentives or Concessions must be granted when an applicant for a housing development seeks and agrees to construct a housing development" that meets one or more of the statute's thresholds. The number of Incentives and concessions to which a project applicant is entitled depends upon the percentage of Very Low, Low-, or Moderate-income units provided. The project applicant is entitled to receive (1) one incentive for projects that include at least 5% of the base units for very low income households, as is the case here. The incentives or concessions requested are ones which are "proposed by the developer" and result "in identifiable and actual cost reductions to provide for affordable housing costs". The applicant proposes using the one incentive or concession as follows: The project sponsor has elected not to request any Concessions at this time but reserves the rights to request the Concession should necessity dictate, subject to review by the City.

3. The third component of the State Density Bonus Law, Development Standard Waivers, is separate from and in addition to requests for incentives. The law states that a density bonus applicant may request a waiver or reduction of development standards that would have the effect of physically precluding the construction of the project at the densities or with the incentives permitted under the statute. (Section 65915(e) (1).) The definition of a "development standard" includes a site or construction condition, including, without limitation, local height, setback, floor area ratio, onsite open space, and parking area ratio requirements that would otherwise apply to residential development pursuant to ordinances, general plan elements, specific plans, charters, or other local condition, law, policy, resolution, or regulation. (Section 65915(o) (1).) A request for a development standard waiver neither reduces nor increases the number of incentives to which the developer is otherwise entitled. (Section 65915(e) (2). Furthermore, there is no limit on the number of waivers that may be issued. The design team has made significant efforts to comply with the original intent of the Broadway District Specific Plan. The proposed development will specifically require the following Development Standards Waivers; Building Height at Side Street, Garage Size Minimums, Building to Building Setbacks, and ___ as outlined below in order to physically achieve the Density Bonus on the subject site, however we reserve the right to request other waivers consistent with the DBL should necessity dictate, subject to review by the City.

4. The fourth component of the State Density Bonus Law concerns the project parking ratio. In addition to the incentives allowed under Section 65915(d), an applicant may request that the city not require a vehicular parking ratio for a density bonus project that exceeds the following: 1 onsite space for 0-1 bedroom; 1.5 onsite spaces for 2-3 bedrooms; and 2 onsite spaces for four or more bedrooms. (Section 65915(p) (1).) Furthermore per 65915 as amended by AB 744 Section (p)(3)(A) If the development is located within one-half mile of a major transit stop, as defined in subdivision (b) of Section 21155 of the Public Resources Code, and there is unobstructed access to the major transit stop from the development, the ratio shall not exceed 0.5 spaces per unit. See included Parking Calculations for the proposed parking configurations.

Concession or Incentive: By meeting State Density Bonus requirement of at least 5 percent of the base units for very low-income households, the Project shall receive one (1) concessions or incentive per Government Code Section 65915(d)(2)(B). The concession requested are ones which are "proposed by the developer" and result "in identifiable and actual cost reductions to provide for affordable housing costs". Additionally, the requested concessions would not result in any "adverse impact…upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources" nor would it be "contrary to state or federal law". (Government Code Section 65915(d)(1)).

Concession/Incentive 1: Not used at this time

Waiver or Reduction of Development Standards: Government Code Section 65915(e) provides that the City may waive or reduce development standards that would have the effect of physically precluding the construction of the development. The project is allowed unlimited Waivers. The Density Bonus provides for 18 additional units. The following waivers are required to provide the Density Bonus units, without these waivers the project cannot be developed at the stated density and as designed:

Waiver 1: Building Height at Side Street Setback

The Specific Plan calls for a reduced height of 24' when the building is located between 15'-30' of the

street side setback. The Project requests a Building Height waiver to accommodate the 3-story buildings that are partially located within the specified setback range. The Project requires a minimum of three stories in this area to accommodate the additional units provided by the Density Bonus otherwise we would need to remove at least one unit from each of the perpendicular buildings closest to Crawford Way. Without the waiver of the Building Height requirement, the density bonus Project could not be constructed at the stated density and as designed.

Waiver 2: Garage Size Minimums

Based on the City of American Canyons Parking Standards multi-family units require garage spaces to be 10' wide x 20' deep x 7'-6" high. The project is seeking a waiver from these requirements in order to provide 2 garage parking spaces per unit within a narrower garage space with some overhead stair encroachments. Otherwise, the extra garage width would require the removal of at least one unit per building on the site. Without the waiver of the garage size requirement, the density bonus Project could not be constructed at the stated density and as designed.

Waiver 3: Building to Building Setbacks

Based on the Broadway District Specific Plan the Setbacks between Building Face (front or rear building face) is 35'and the Setback between Building Faces and Building Side (front or rear building face) is 25'. Due to the constraints of the site, the affordable housing units, and the Density Bonus units the project requires a waiver of these setbacks in certain areas. Without the waiver of the Building to Building Setbacks requirement, the density bonus Project could not be constructed.

Waiver 4: Private Open Space

Based on the Broadway District Specific Plan Private Open Space at the upper levels is required to be 50 SF and 6' minimum in depth. We are seeking a waiver to reduce the depth of the required Private Open Space to 4'-6". This is required because the additional 1'-6" of balcony depth would require an additional 12' of depth across the site. This would require the removal of an entire row of buildings. Due to the constraints of the site, the affordable housing units, and the Density Bonus units the project requires a waiver of these depths. Without the waiver of the Private Open Space depth requirement, the density bonus Project could not be constructed.

Conclusion

The concessions and waivers requested are necessary to construct the project with the Density Bonus units as well as the additional Affordable units provided above the City requirements. In addition the requested Concessions/Incentives and waivers are proportional to the amount of the Density Bonus the applicant is entitled to. The waivers of development standards requested above will not have a specific, adverse impact upon health, safety, or the physical environment, for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.

Please let us know if you require any additional information. Thank you for your consideration of this exciting new development and a great addition to the Broadway corridor.

Sincerely,

William Yeh
Member
Gold Key Properties

CRAWFORD WAY

THIRD SUBMITTAL | NOVEMBER 15, 2024

Attachment 1: Exhibit B - Architectural Plans

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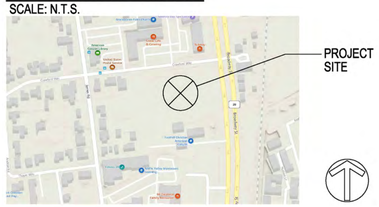
VICINITY MAP

SCALE: N.T.S.



PROJECT DIRECTORY

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399.211 Crawford Way
American Canyon, CA
November 15, 2024

Pensacola Residential, LLC
4957 Allison Pkwy, Suite 2, Vacaville, CA 95688

T1
TITLE SHEET

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

Broadway District Specific Plan LSMU

Chapter 2 - Development Standards

Zone **CN Commercial Neighborhood (Residential Overlay)**

BDSP Section	Zoning Standard				Proposed
BDSP Table 2-13	**Development Density**	Maximum	20 du/ac. =	87 Units	
		Density Bonus	20% =	18 Units	
		Total		105 Units	100 Units
BDSP Table 2-13	**Floor Area Ratio**				
		Maximum	N/A		
BDSP Table 2-13	**Setback**				
	Front - (Highway 29)		30 ft.		30 ft.
	Front		15 ft.		15 ft.
	Side - Street side		15 ft.		15 ft.
	Side - Interior		10 ft.		10 ft.
	Rear		10 ft.		10 ft.
	Building Face - Building Face		30 ft.		Waiver
	Building Face - Building Side		25 ft.		Waiver
BDSP Table 2-13	**Height**				
	Primary Structure (15' Setback)	Maximum	2 Stories / 24 ft.		Waiver
	Primary Structure (30' Setback)	Maximum	3 Stories / 42' ft.		38 ft.
ACMC 19.21.030	**Off-Street Parking**				
	Space size 20' x 20'				Waiver
	Multi-Family				
	1 Bed Units	1 / Unit			
	2 & 3 Beds	2 / Unit	100 Units =	200 Spaces	per zoning
	4 or more Beds	2 / Unit			
	Guest Parking	0.25/Unit	100 Units =	25 Spaces	per SB 65915 (p)(1)
			Total =	225 spaces	216 Spaces
BDSP Table 2-13	**Open Space**				
	Common Open Space	N/A			
	Private Open Space (Ground Level)	100 SF	Min 8' Deep		N/A
	Private Open Space (Upper levels)	50 SF	Min 6' Deep		Waiver

Unit Summary

	Unit 1	Unit 2	Unit 2-ALT	Total
Total # of Units	68	22	10	**100**
Living Space (SF)	82,416	34,826	16,320	**133,562**
Garage (SF)	29,512	10,780	4,820	**45,112**
Total Unit SF	111,928	45,606	21,140	**178,674**

Unit Areas

	Unit 1	Unit 2	Unit 2-ALT
Living Space (SF)	1,212	1,583	1,632
Garage (SF)	434	490	482
Unit Totals (SF)		**2,073**	**2,114**

Unit Mix

	Unit 1	Unit 2	Unit 2-ALT	Units per Bldg
Bldg 5	3	2	0	5
Bldg 5-ALT	3	2	0	5
Bldg 6	4	2	0	6
Bldg 7	5	2	0	7
Bldg 8	6	2	0	8

Building Areas

	Living Space	Garage	# of Bldgs	Total SF
Bldg 5-A	6,802	2,282	2	18,168
Bldg 5-B	6,802	2,282	4	36,336
Bldg 6	8,014	2,716	4	42,920
Bldg 7	9,226	3,150	2	24,752
Bldg 8	10,438	3,584	4	56,088
Community Building			1	2,614
Building Totals			**17**	**180,878**

AFFORDABLE HOUSING / DENSITY BONUS

AFFORDABLE HOUSING

LOT SIZE: 188,876 SF: (4.336 ACRES)
ALLOWABLE DENSITY: 20 DU/AC
BASE DENSITY: 87 UNITS
AFFORDABLE HOUSING: 10% LOW: 10 UNITS

DENSITY BONUS: 5% LOW = 20% DENSITY BONUS
20% X 87 UNITS: 17.4 UNITS: 18 UNITS
PROPOSED MAX DENSITY: 105 UNITS: (4.336 ACRES: 24 DU/AC)
SEE CALIFORNIA GOVERNMENT CODE 65925.(f)(2)

CONCESSIONS: 5% LOW = 1 CONCESSION
SEE CALIFORNIA GOVERNMENT CODE 65925.(d)(2)(A)

PROPOSED BUILDING CONFIGURATION

2 BEDROOM UNITS	68
3 BEDROOM UNITS	32
TOTAL UNITS	100

PROPOSED B.M.R. UNITS

UNIT TYPE: LOW INCOME (L)

2 BEDROOM :	7
3 BEDROOM :	3
TOTAL:	10

INCENTIVES

		STANDARD	INCENTIVE
1.	NONE REQUESTED AT THIS TIME		

WAIVERS

		STANDARD	WAIVER
1.	BUILDING HEIGHT AT SIDE STREET SETBACK	24'	38'-8"
2.	GARAGE SIZE MINIMUM	20'x20'x7'6"	18'x20'x6'-3"
3.	BUILDING TO BUILDING SETBACKS	25' and 35'	20' min.
4.	DEPTH OF PRIVATE OPEN SPACE	6'	4'-6"

PROJECT DESCRIPTION

THIS 4.276 ACRE PROPOSED MULTIFAMILY DEVELOPMENT SITE IS LOCATED AT THE INTERSECTION OF CRAWFORD WAY AND BROADWAY AND FALLS WITHIN THE BROADWAY DISTRICT SPECIFIC PLAN (BDSP) . THE PROJECT PROPOSES 100 FOR SALE TOWNHOMES WITHIN SIXTEEN 3-STORY BUILDINGS INCLUDING A MIX OF 68 TWO BEDROOM AND 32 THREE BEDROOM UNITS. THE BUILDINGS ARE ARRANGED AROUND ALLIES FOR GARAGE PARKING AND PASEOS WHICH INCLUDE BOTH COMMON AND PRIVATE OPEN SPACE. FRONT PORCHES WILL BE LOCATED ALONG THE PASEOS OR FACING OUT TO STREET FRONTAGES. EACH UNIT WILL CONTAIN AN ATTACHED TUCK-UNDER PRIVATE TWO CAR GARAGE. THE DEVELOPMENT EMBRACES A MODERN INDUSTRIAL DESIGN AESTHETIC CONSISTENT WITH THE BDSP AND WILL PROVIDE SIGNIFICANT AMENITIES FOR RESIDENTS INCLUDING A LARGE COMMON OPEN SPACE WITH COMMUNITY BUILDING. ALL BUILDINGS WILL BE CONSTRUCTED TO COMPLY WITH THE LATEST PRACTICES IN RESOURCE EFFICIENT DESIGN. THIS PROJECT MAY QUALIFY AS A TRANSIT DISTRICT PROJECT GIVEN ITS PROXIMITY TO THE BUS STOP NEXT TO THE POST OFFICE.

PROJECT DATA TABLE

ADDRESS:	CRAWFORD WAY AND CA 29, AMERICAN CANYON, CA 94503
APN:	058-302-001 & 058-290-12
GENERAL PLAN:	CN COMMERCIAL NEIGHBORHOOD
ZONING:	CN COMMERCIAL NEIGHBORHOOD (RESIDENTIAL OVERLAY) BROADWAY DISTRICT SPECIFIC PLAN LSMU
SITE AREA (GROSS) :	188,876 SF: (4.336 ACRES)
SITE AREA (NET) :	186,276 SF: (4.276 ACRES)
BASE DENSITY:	87 UNTIS (20 DU/AC)
PROPOSED DENSITY:	100 UNITS (23 DU/AC)

BUILDING CODE SUMMARY

BUILDING CODE:	2022 CALIFORNIA RESIDENTIAL CODE (C.R.C.) 2022 CALIFORNIA FIRE CODE (C.F.C.) CITY OF AMERICAN CANYON STANDARDS NATIONAL RECOGNIZED STANDARDS
OCCUPANCY:	TOWNHOUSES PER 2022 C.R.C. W/ COMMON 1-HOUR RATED WALL SEPARATIONS
FIRE SPRINKLER SYSTEM:	NFPA 13D
TYPE OF CONSTRUCTION:	VB NON-RATED
ALLOWABLE HEIGHT:	3 STORIES (30' EAVES - SEE BUILDING ELEVATIONS)
ALLOWABLE AREA:	UNLIMITED PER C.R.C.
ACCESSIBILITY:	PER 2022 C.B.C. CHAPTER 11A
TITLE 24:	PER BDSP POLICY 2.1, ALL DEVELOPMENT SHALL EXCEED TITLE 24 STANDARDS BY 15%.

PARKING ANALYSIS

REQUIRED PARKING PER ACMC TABLE 19.21.030 (A)

RESIDENT (2 PER UNIT WITH 1 COVERED*) :	200 SPACES
GUEST (1/4 UNITS GUEST) :	25 SPACES
TOTAL REQUIRED:	225 SPACES

*GARAGE SPACES: 10'X20'X7'-6" MIN.

REQUIRED PARKING FOR DENSITY BONUS PER GOV. CODE 65915 (P) (1)

1 SPACE PER 1 BEDROOM UNIT (N/A) :	
1.5 SPACES PER 2-3 BEDROOM UNIT (100 UNITS) :	150 SPACES
2 SPACES PER 4+ BEDROOM UNIT (N/A) :	
GUEST (INCLUDED) :	0 SPACES
ADA (INCLUDED) :	0 SPACES
TOTAL REQUIRED:	150 SPACES

PROVIDED PARKING

RESIDENT (2 PER UNIT WITH 2 COVERED*) :	200 SPACES
GUEST:	16 SPACES
TOTAL:	216 SPACES

*GARAGE SPACES: WAIVER FOR REDUCED SPACES

NOTE- ALL SURFACE PARKING TO BE STRIPED PER ACMC

BICYCLE PARKING STANDARDS

REQUIRED SPACES
CLASS II SPACES 200-299 PARKING STALLS: 8 SPACES
PROVIDED SPACES
CLASS II (2 BICYCLE RACKS): 8 SPACES

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American Canyon, CA
November 15, 2024

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PROJECT DATA SHEET
T2

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10% OF THE UNITS IN THIS PROJECT WILL MEET THE ADA STANDARDS SET FORTH IN CHAPTER 11A OF THE CBC

ARCHITECTURAL SITE PLAN
AS1

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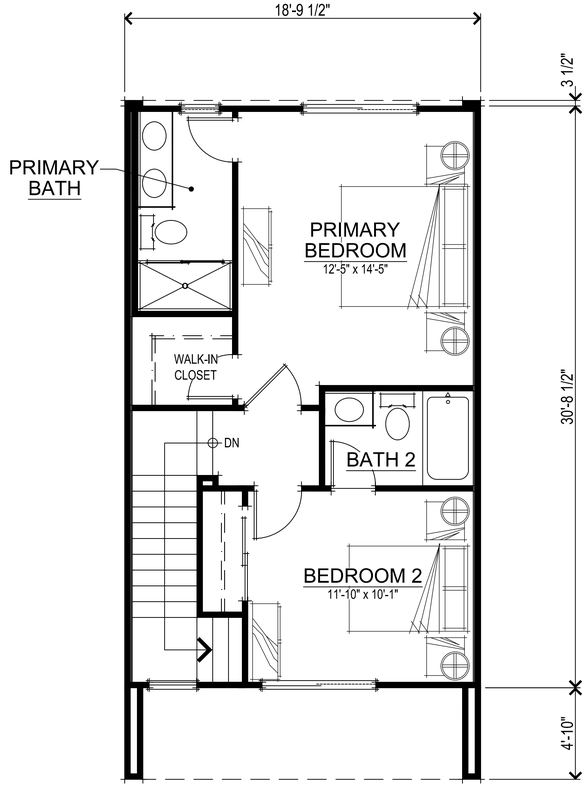
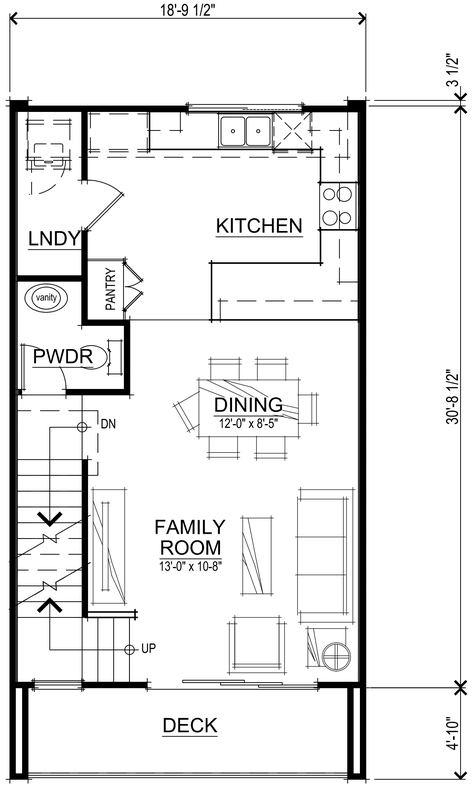
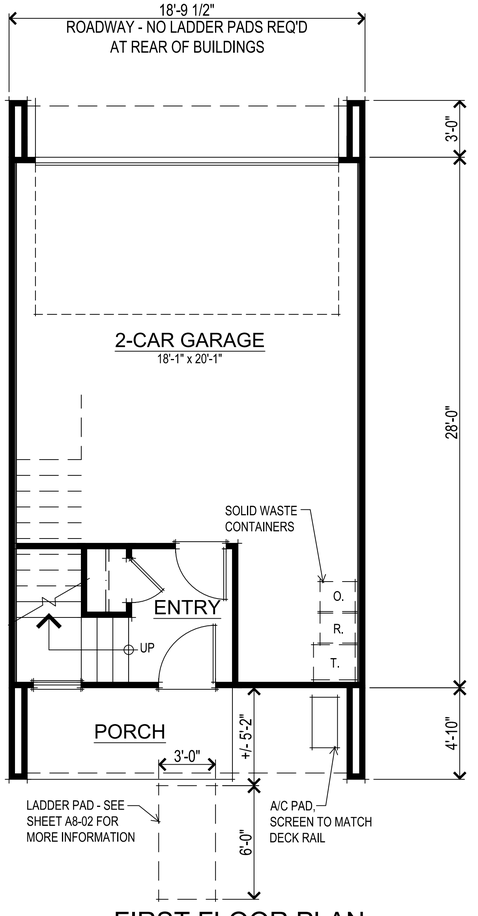


THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

UNIT 1 SQUARE FOOTAGES	
FIRST FLOOR	92 SQ. FT.
SECOND FLOOR	577 SQ. FT.
THIRD FLOOR	543 SQ. FT.
TOTAL LIVING	1212 SQ. FT.
2-CAR GARAGE	434 SQ. FT.
PORCH	52 SQ. FT.
DECK	82 SQ. FT.

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0 1' 2' 3' 4' 8'

UNIT 1 FLOOR PLANS
A1-01

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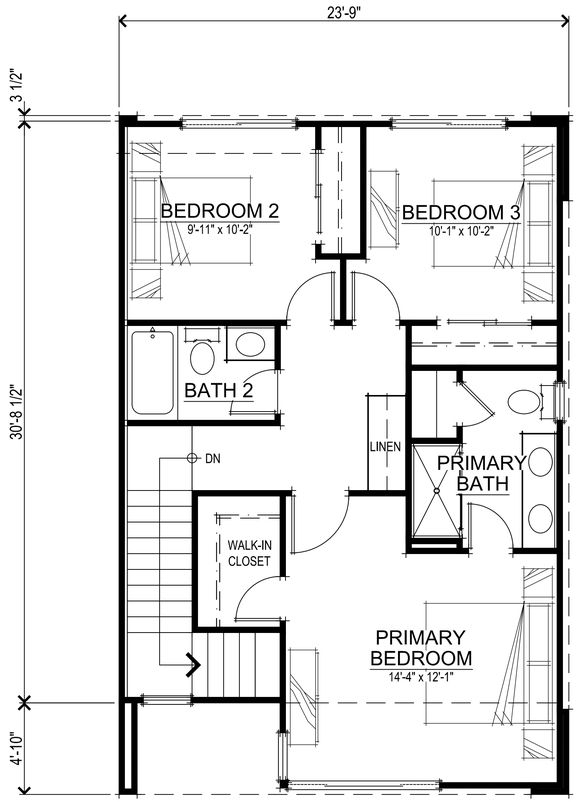
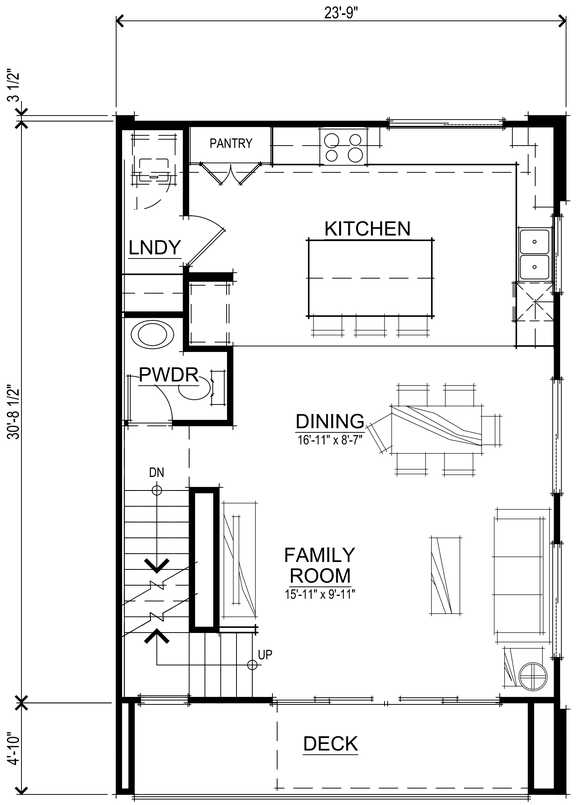


THIRD FLOOR PLAN



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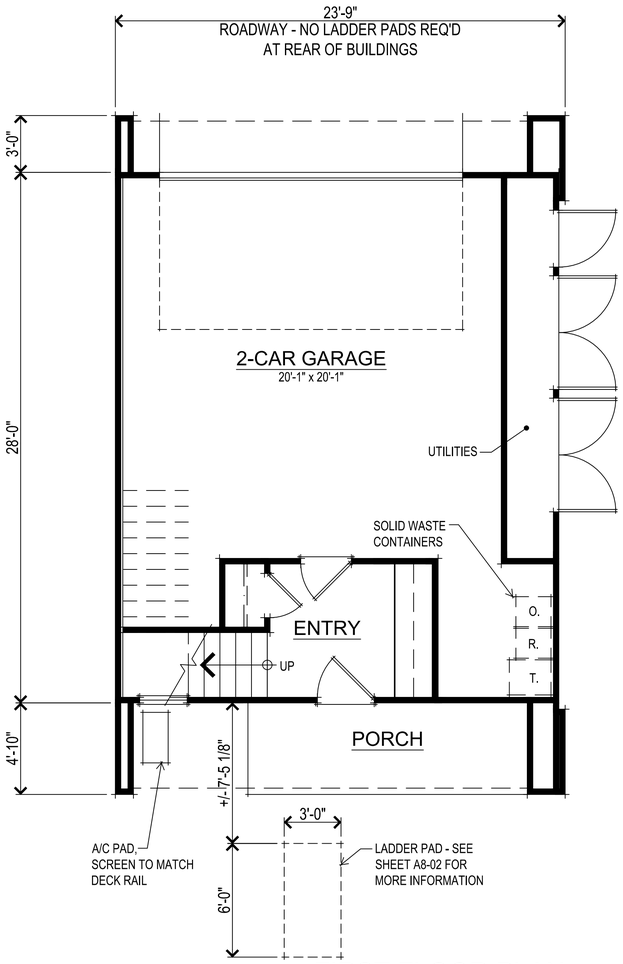
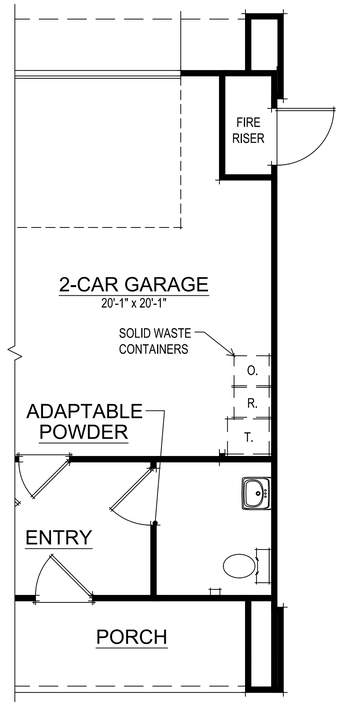


FIRST FLOOR PLAN



ADA ALTERNATE FIRST FLOOR PLAN

UNIT 2 SQUARE FOOTAGES	
FIRST FLOOR	110 SQ. FT.
SECOND FLOOR	719 SQ. FT.
THIRD FLOOR	754 SQ. FT.
TOTAL LIVING	1583 SQ. FT.
2-CAR GARAGE	490 SQ. FT.
PORCH	71 SQ. FT.
DECK	100 SQ. FT.

UNIT 2-ALT. SQUARE FOOTAGES	
FIRST FLOOR	159 SQ. FT.
SECOND FLOOR	719 SQ. FT.
THIRD FLOOR	754 SQ. FT.
TOTAL LIVING	1632 SQ. FT.
2-CAR GARAGE	482 SQ. FT.
PORCH	71 SQ. FT.
DECK	100 SQ. FT.

0 1' 2' 3' 4' 8'

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UNIT 2 FLOOR PLANS
A2-01

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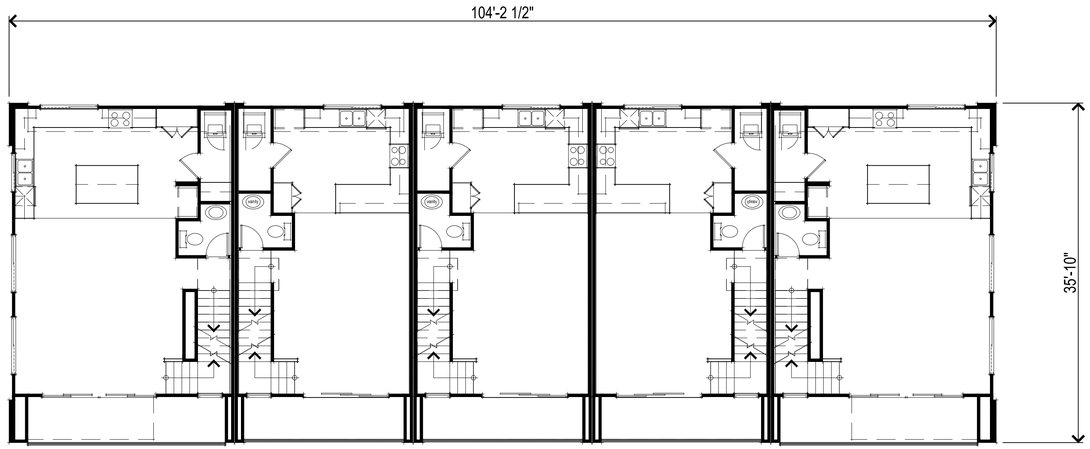
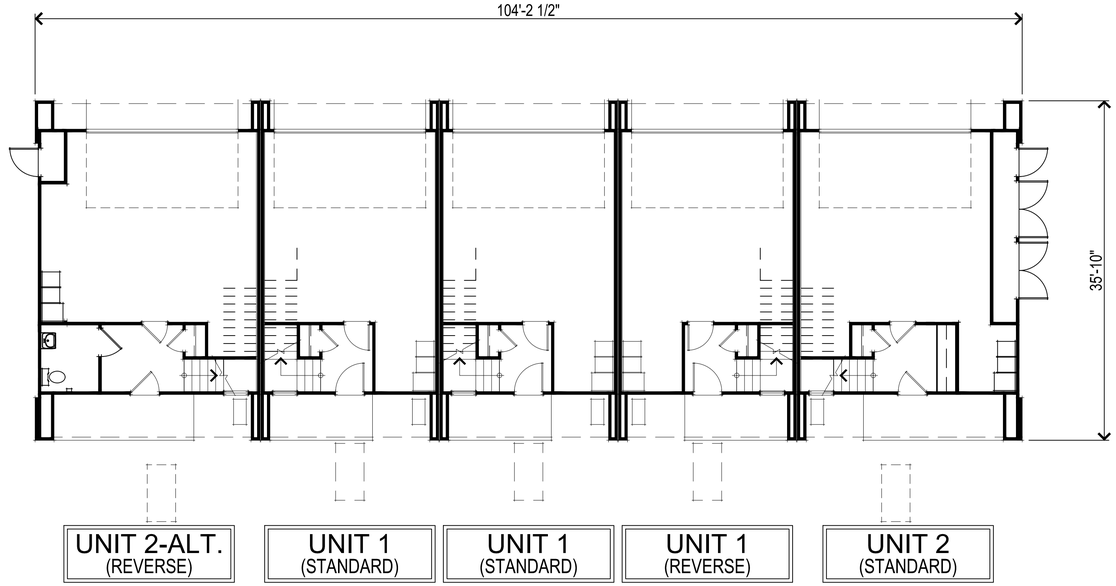


SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

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November 15, 2024

5-UNIT BUILDING A FIRST & SECOND FLOOR PLAN
A3-01

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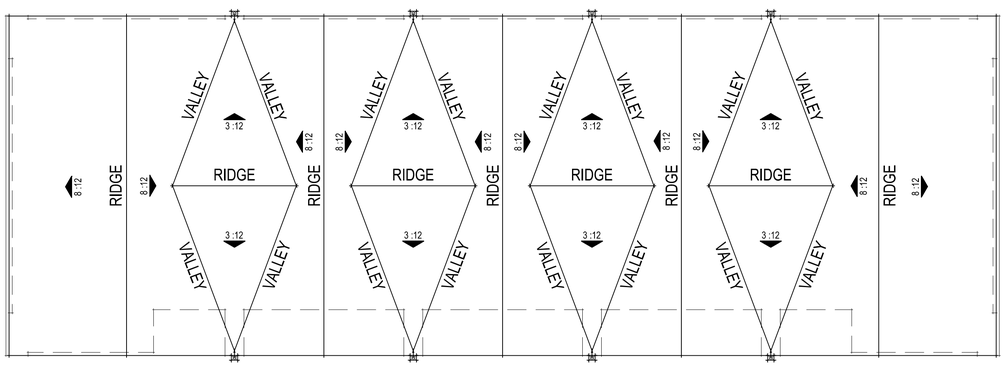
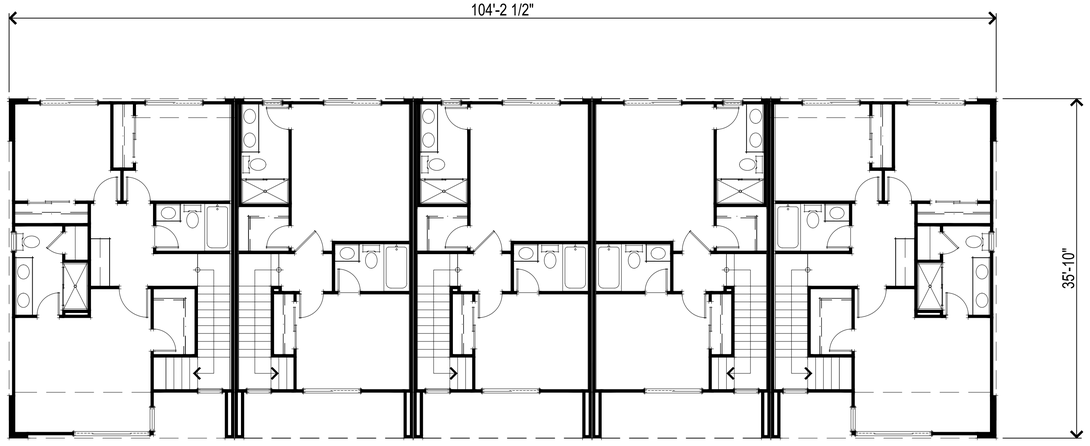


UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

ROOF PLAN



UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

5-UNIT BUILDING A THIRD FLOOR & ROOF PLAN
A3-02

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REAR ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

FRONT ELEVATION

0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

5-UNIT BUILDING A EXTERIOR ELEVATIONS
A3-03

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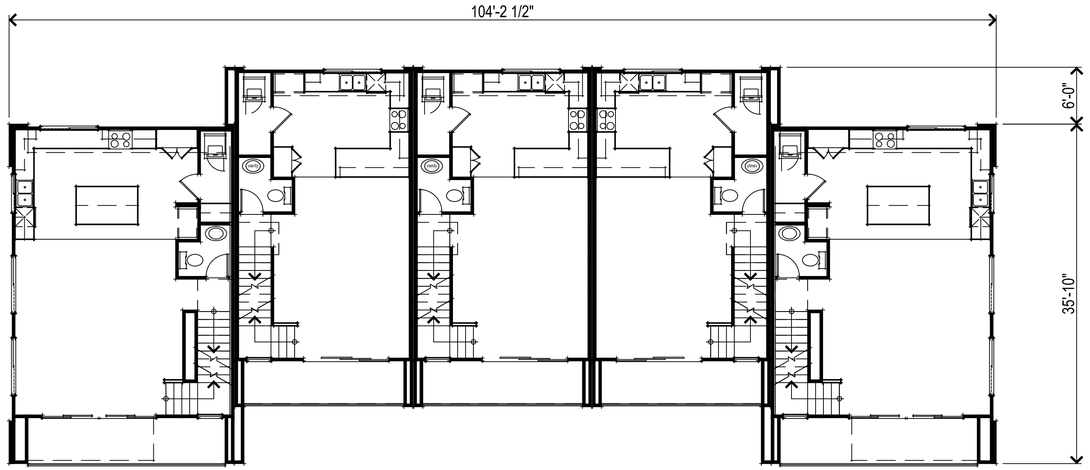
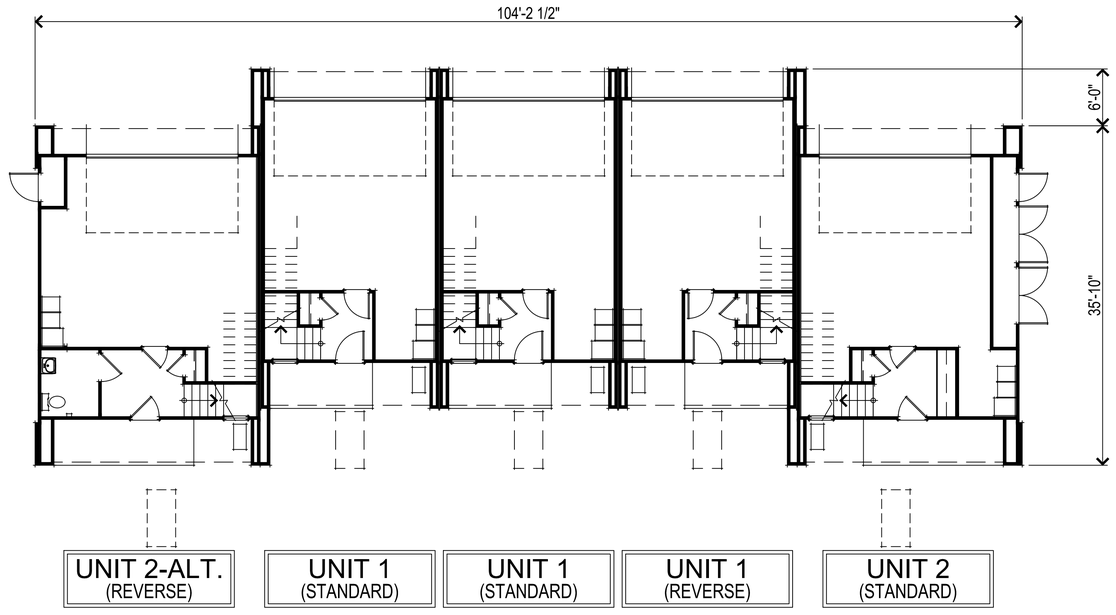


SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

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November 15, 2024

5-UNIT BUILDING B FIRST & SECOND FLOOR PLAN
A4-01

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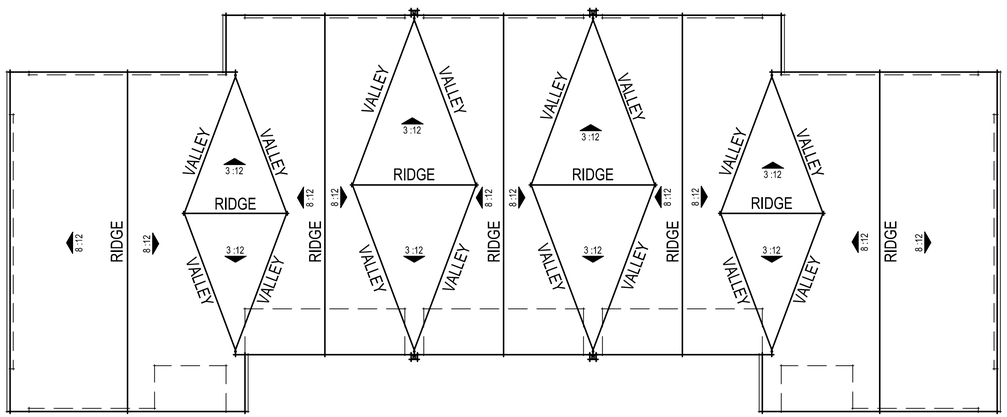
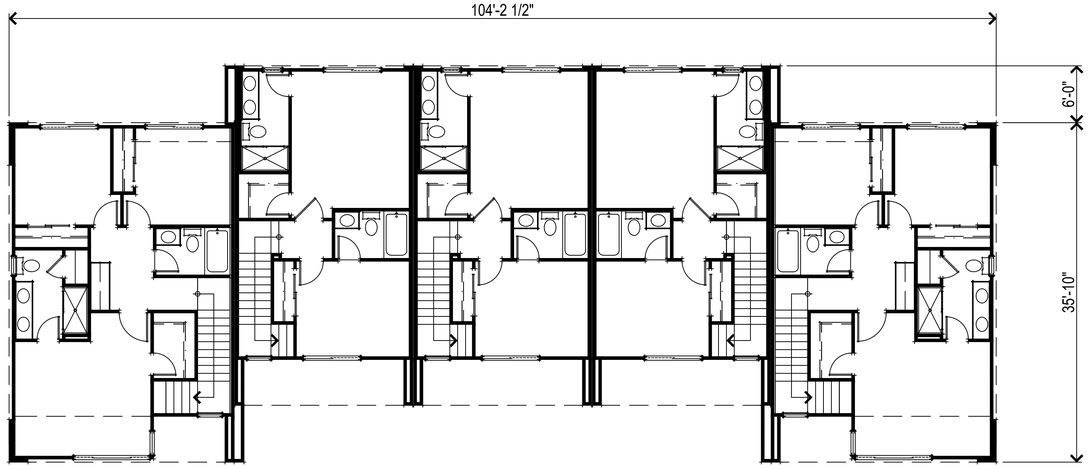


UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

ROOF PLAN



UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

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November 15, 2024

5-UNIT BUILDING B THIRD FLOOR & ROOF PLAN
A4-02

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REAR ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

FRONT ELEVATION

399.211 Crawford Way
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0 2' 4' 6' 8' 16'

5-UNIT BUILDING B EXTERIOR ELEVATIONS
A4-03

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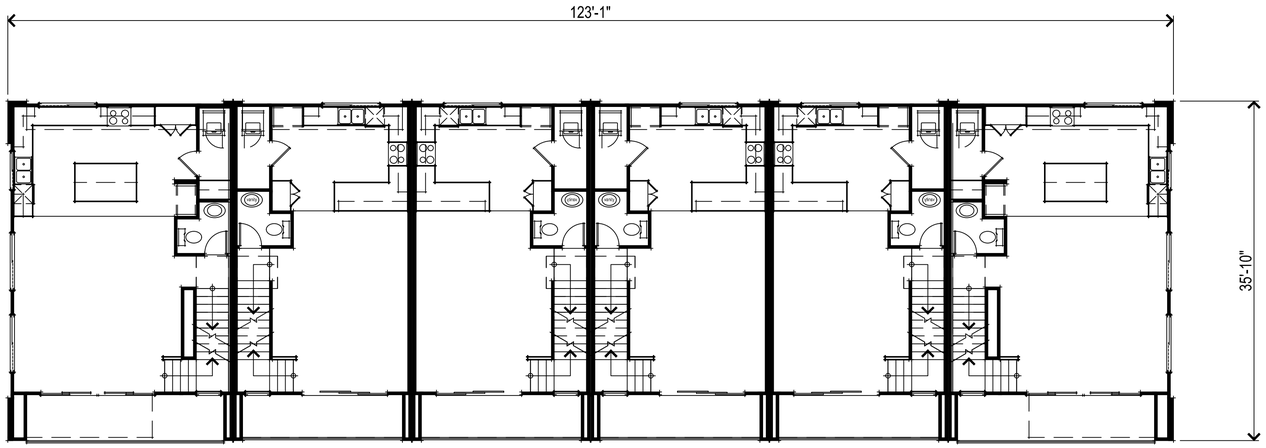
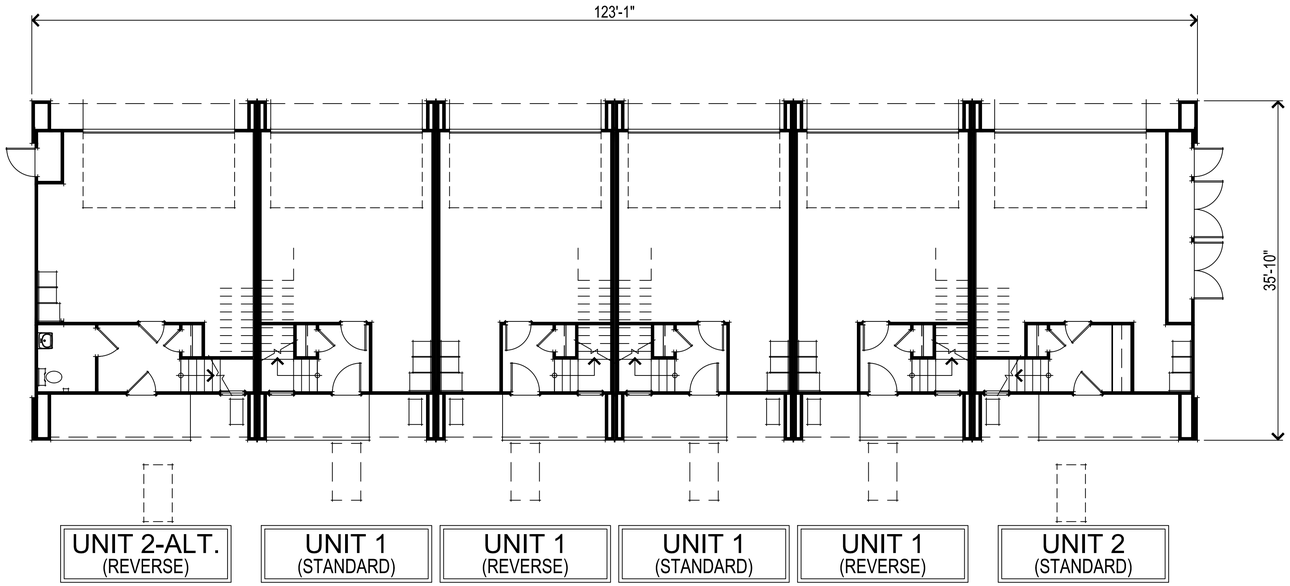


SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

399.211 Crawford Way
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November 15, 2024

6-UNIT BUILDING FIRST & SECOND FLOOR PLAN
A5-01

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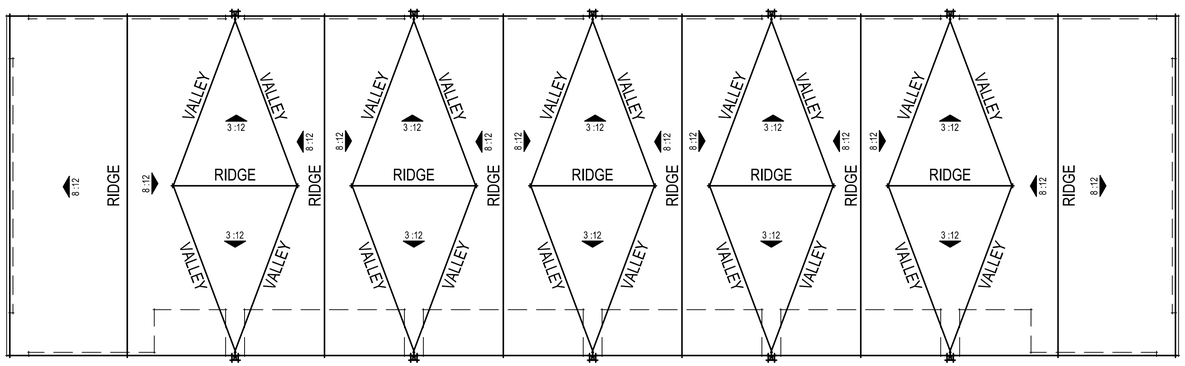
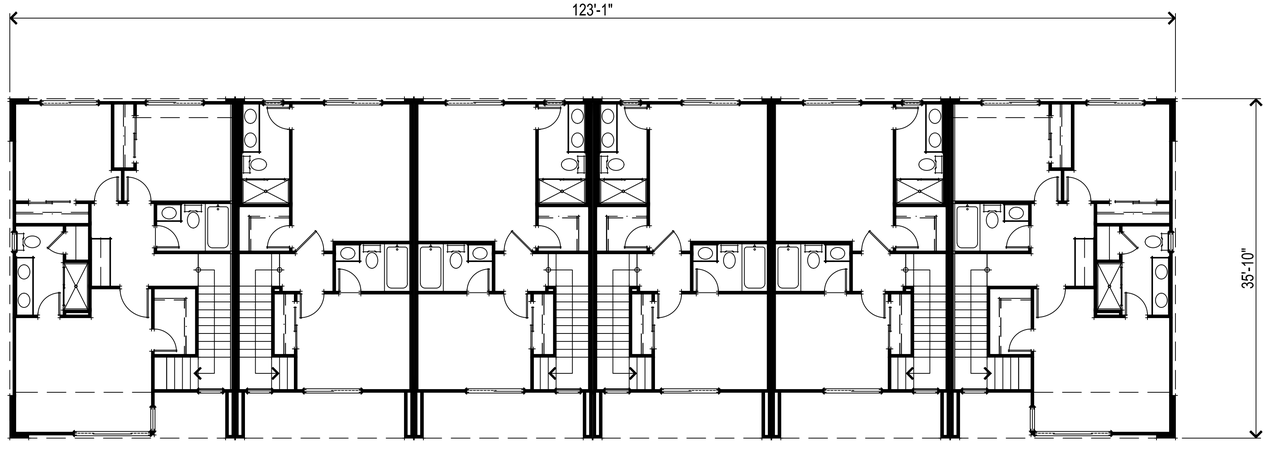


UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

ROOF PLAN



UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

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American Canyon, CA
November 15, 2024

6-UNIT BUILDING THIRD FLOOR & ROOF PLAN
A5-02

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REAR ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

FRONT ELEVATION

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0 2' 4' 6' 8' 16'

6-UNIT BUILDING EXTERIOR ELEVATIONS
A5-03

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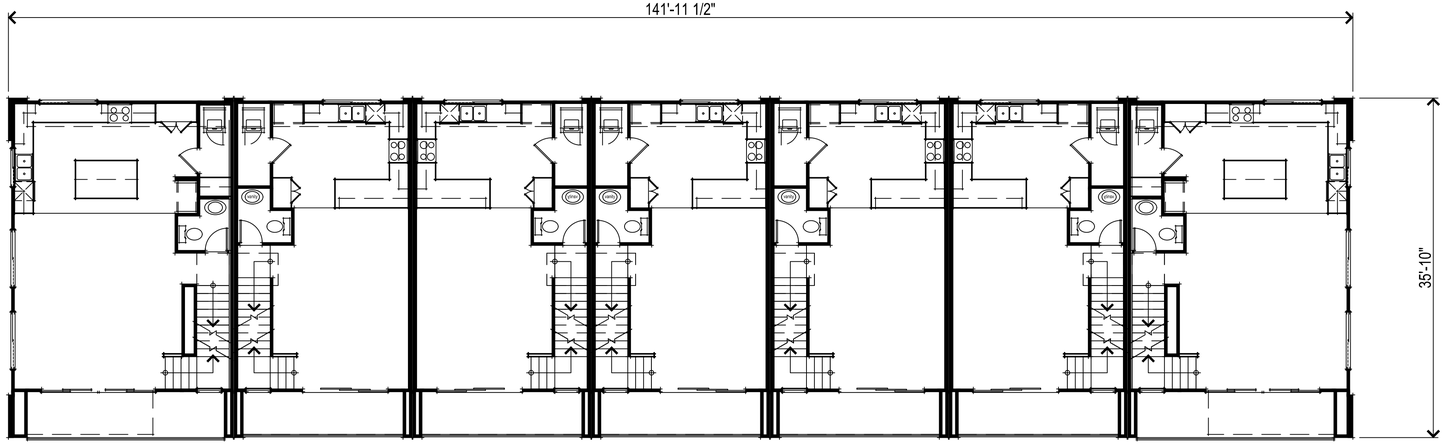
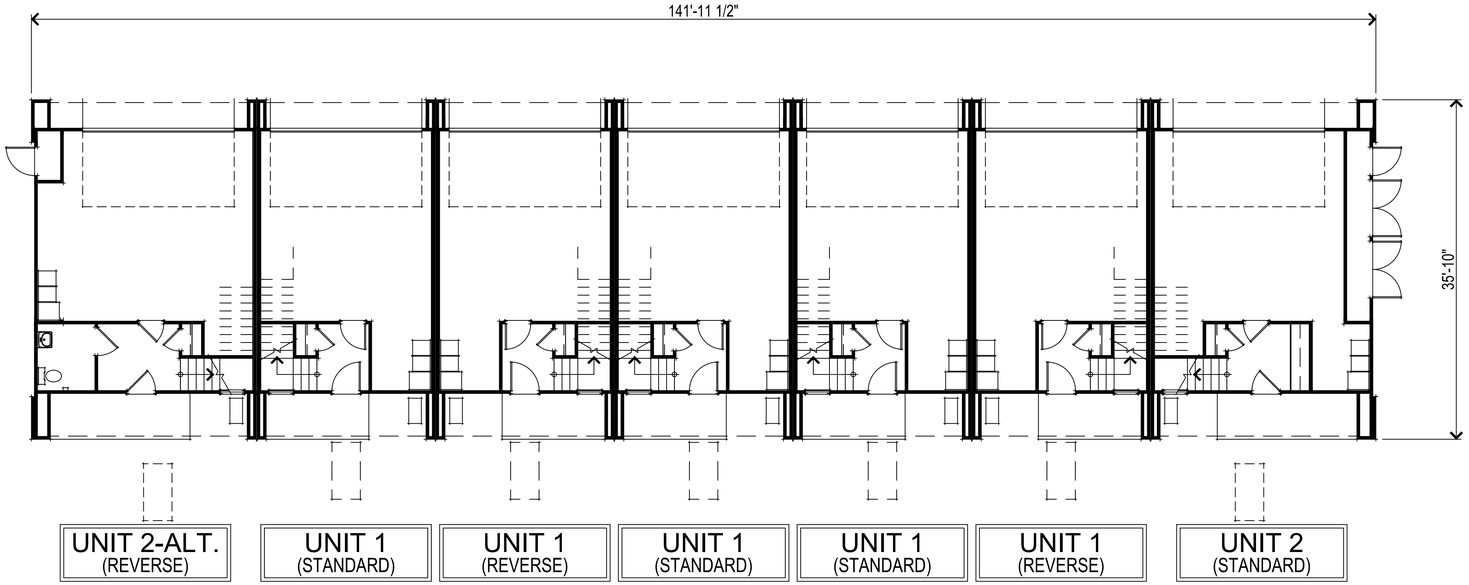


SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

7-UNIT BUILDING FIRST & SECOND FLOOR PLAN
A6-01

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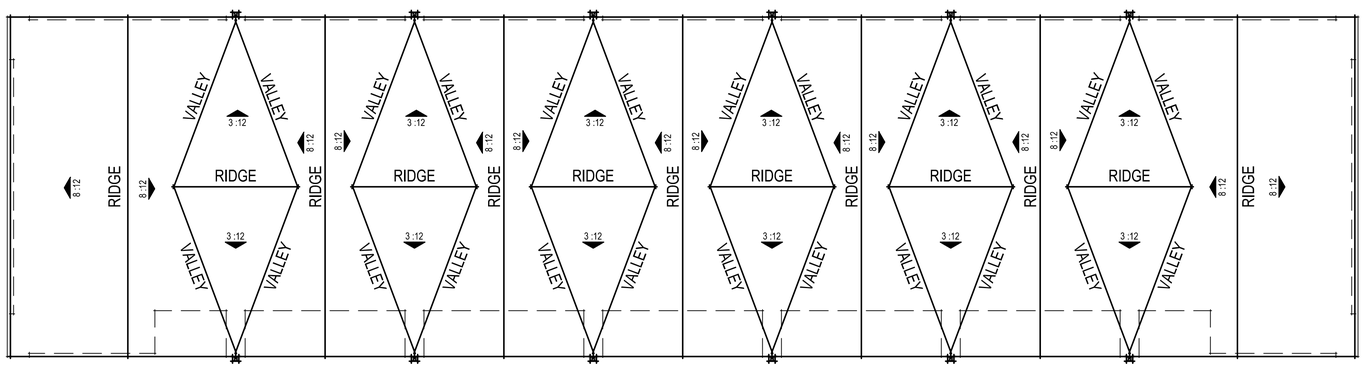
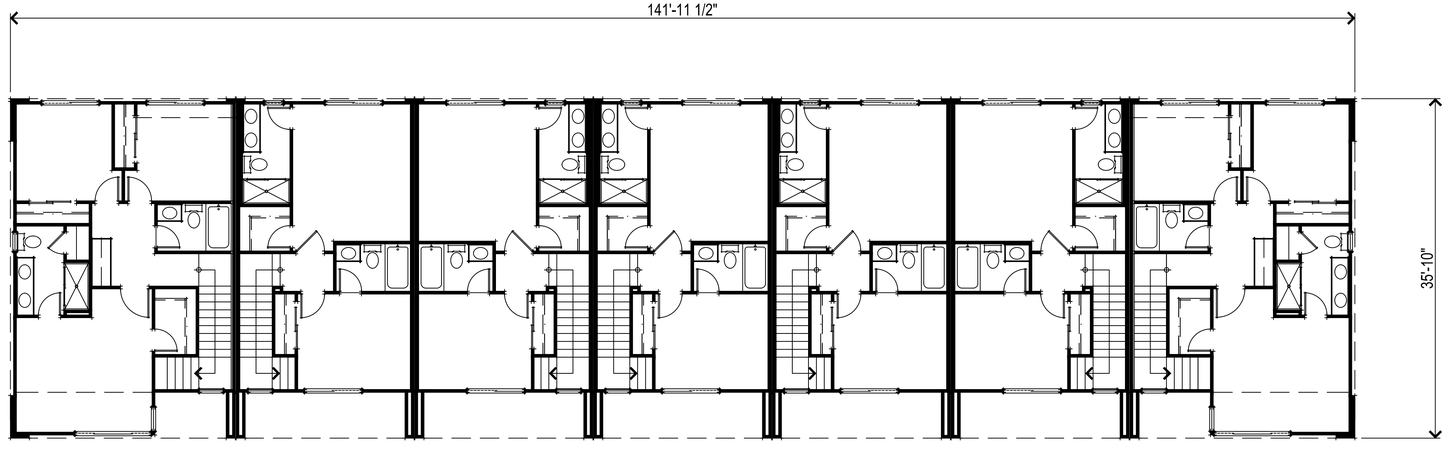


UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

ROOF PLAN



UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

7-UNIT BUILDING THIRD FLOOR & ROOF PLAN
A6-02

Pensacola Residential, LLC
4957 Allison Pkwy, Suite 2, Vacaville, CA 95688

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

REAR ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

FRONT ELEVATION

0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

7-UNIT BUILDING EXTERIOR ELEVATIONS
A6-03

Pensacola Residential, LLC
4957 Allison Pkwy, Suite 2, Vacaville, CA 95688

SDG Architects, Inc.
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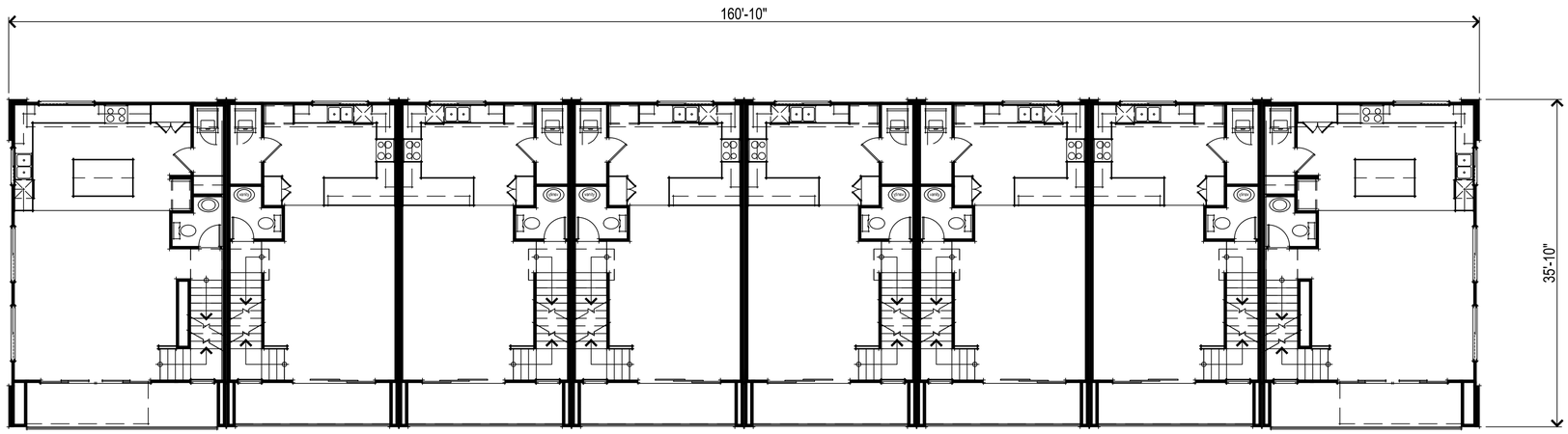
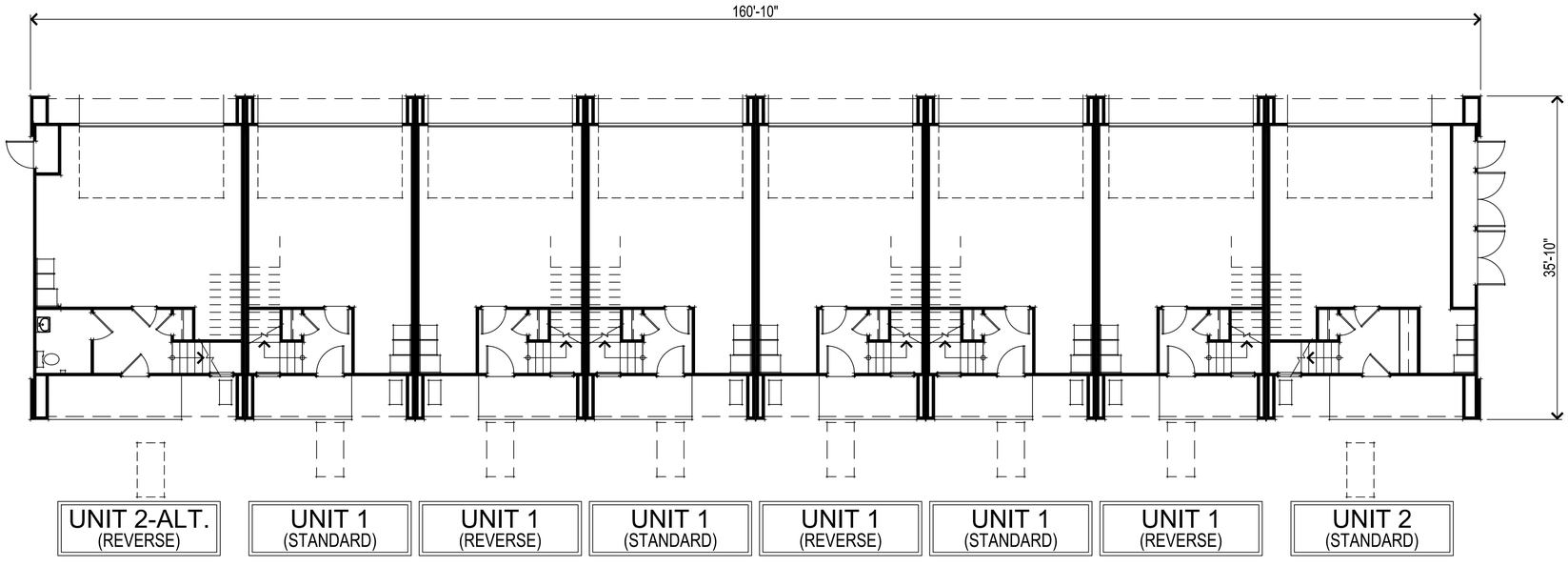


SECOND FLOOR PLAN



FIRST FLOOR PLAN

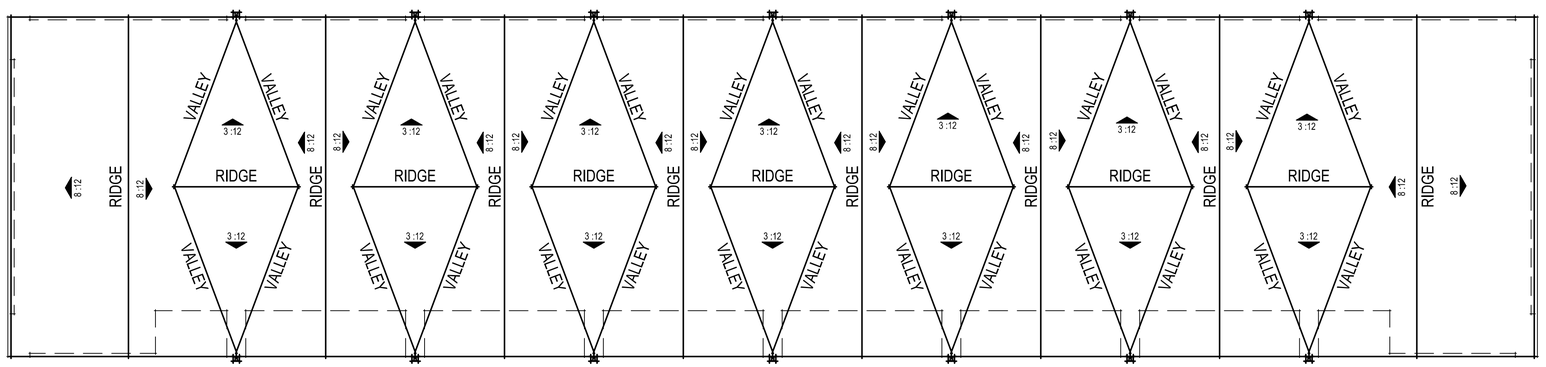
0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

8-UNIT BUILDING FIRST & SECOND FLOOR PLAN
A7-01

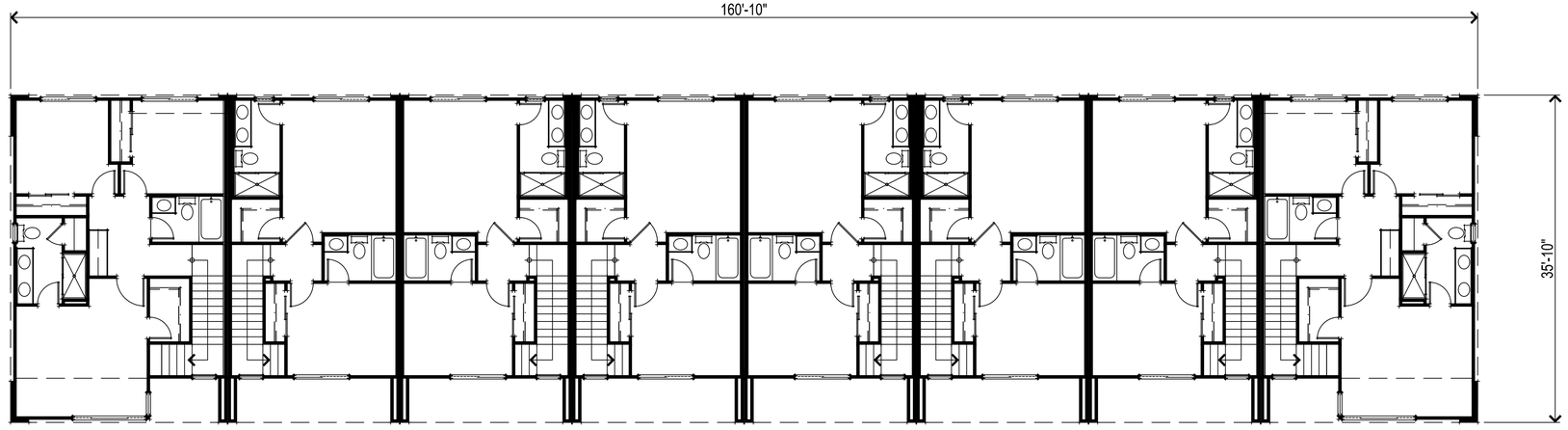
Pensacola Residential, LLC
4957 Allison Pkwy, Suite 2, Vacaville, CA 95688

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com



UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

ROOF PLAN



UNIT 2-ALT. (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 1 (STANDARD)	UNIT 1 (REVERSE)	UNIT 2 (STANDARD)

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

8-UNIT BUILDING THIRD FLOOR & ROOF PLAN
A7-02

Pensacola Residential, LLC
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REAR ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

FRONT ELEVATION

0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

8-UNIT BUILDING EXTERIOR ELEVATIONS
A7-03

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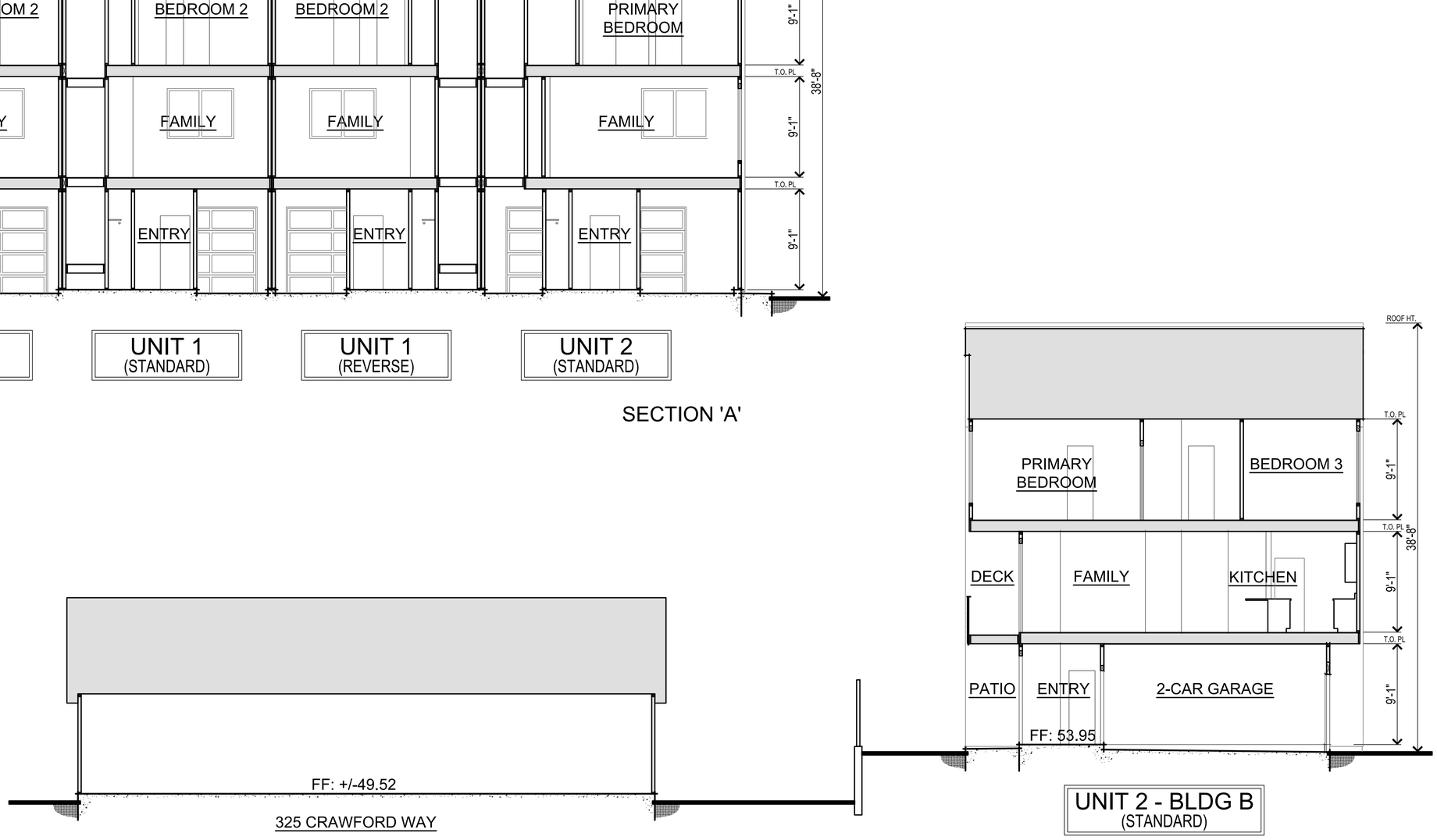
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

UNIT 2-ALT. (REVERSE) | UNIT 1 (STANDARD) | UNIT 1 (STANDARD) | UNIT 1 (REVERSE) | UNIT 2 (STANDARD)

SECTION 'A'



UNIT 2 - BLDG B (STANDARD)

SECTION 'B'

0 1' 2' 3' 4' 8'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

TYPICAL BUILDING SECTIONS
A8-01

Pensacola Residential, LLC
4957 Allison Pkwy, Suite 2, Vacaville, CA 95688

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
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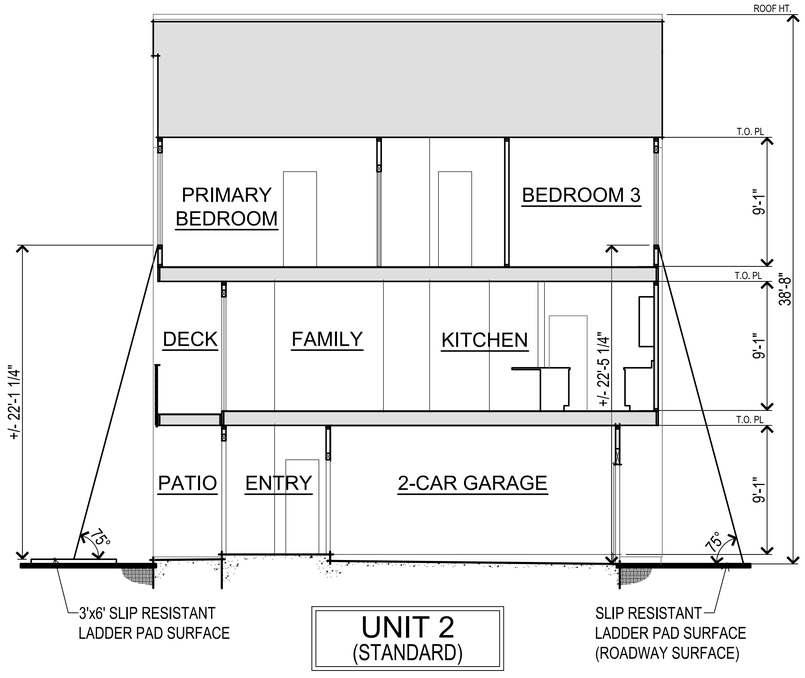
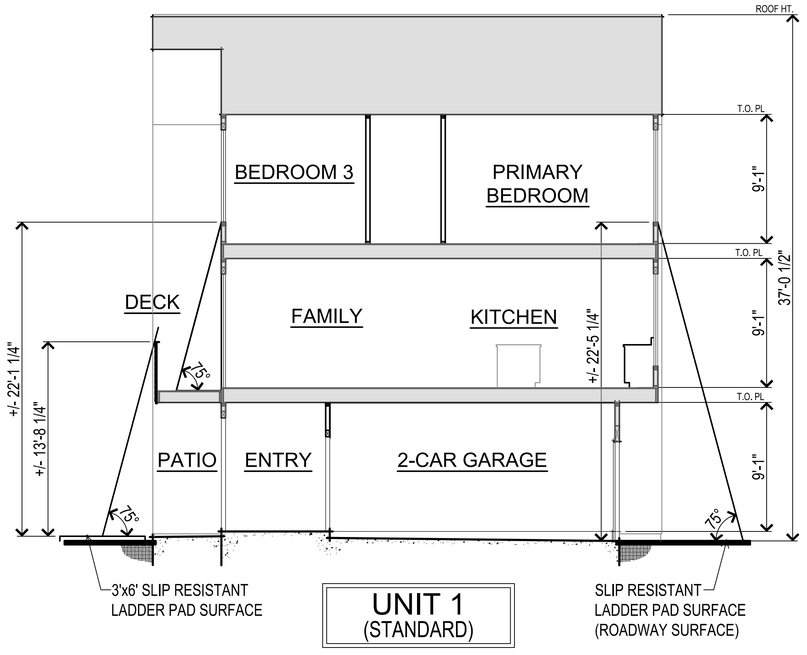


SECTION 'B'



SECTION 'A'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

0 1' 2' 3' 4' 8'

TYPICAL LADDER PAD SECTIONS
A8-02

Pensacola Residential, LLC
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3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
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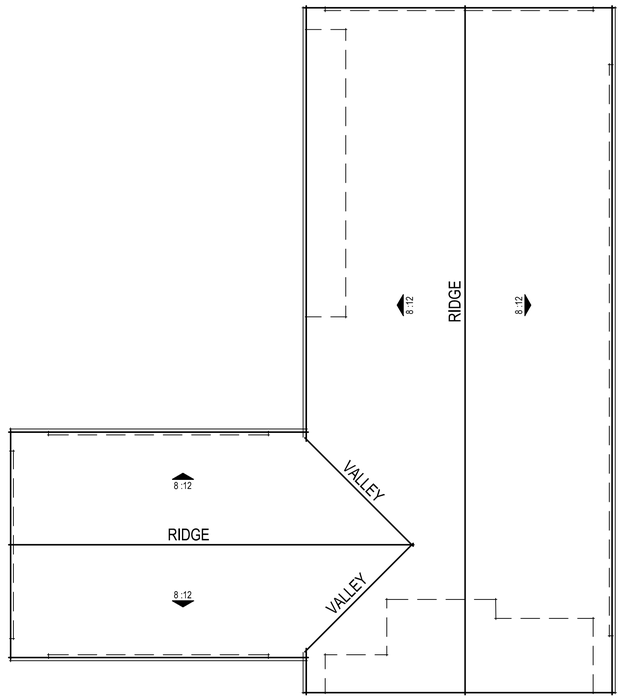
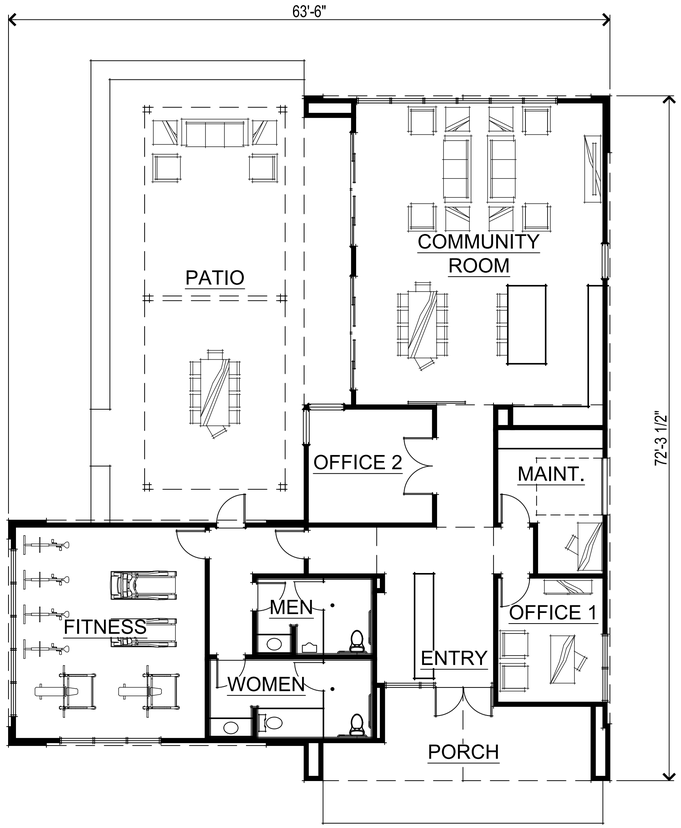


ROOF PLAN



FLOOR PLAN

CLUBHOUSE SQUARE FOOTAGES	
FLOOR AREA	2614 SQ. FT.

0 2' 4' 6' 8' 16'

399.211 Crawford Way
American Canyon, CA
November 15, 2024

COMMUNITY BUILDING FLOOR AND ROOF PLANS
A9-01

Pensacola Residential, LLC
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SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

REAR ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

FRONT ELEVATION

399.211 Crawford Way
American Canyon, CA
November 15, 2024

0 2' 4' 6' 8' 16'

COMMUNITY BUILDING EXTERIOR ELEVATIONS
A9-02

Pensacola Residential, LLC
4957 Allison Pkwy, Suite 2, Vacaville, CA 95688

SDG Architects, Inc.
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Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

TYPICAL REAR ELEVATION

TYPICAL FRONT ELEVATION

COLOR & MATERIALS

399.211 Crawford Way
American Canyon, CA
November 15, 2024

Pensacola Residential, LLC
4957 Allison Pkwy, Suite 2, Vacaville, CA 95688

COLOR SCHEMES
A10-01

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Brentwood, CA 94513
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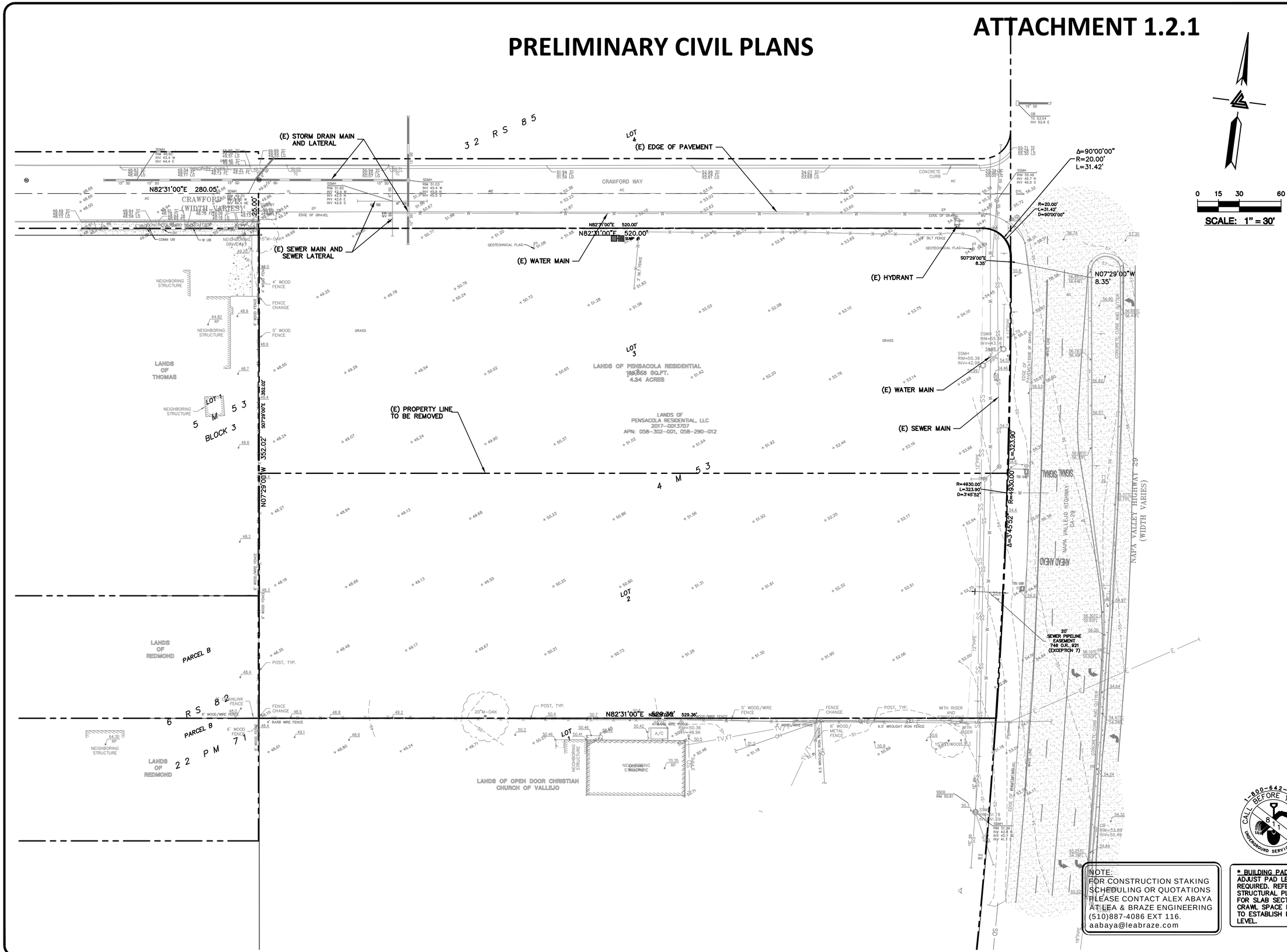
ATTACHMENT 1.2.1

PRELIMINARY CIVIL PLANS



NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

*** BUILDING PAD NOTE:** ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. C79555 — CIVIL — ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS | LAND SURVEYORS
MAIN OFFICE: 2495 INDUSTRIAL PKWY WEST HAYWARD, CALIFORNIA 94545 (510) 887-4086
REGIONAL OFFICES: ROSEVILLE DUBLIN SAN JOSE
WWW.LEABRAZE.COM

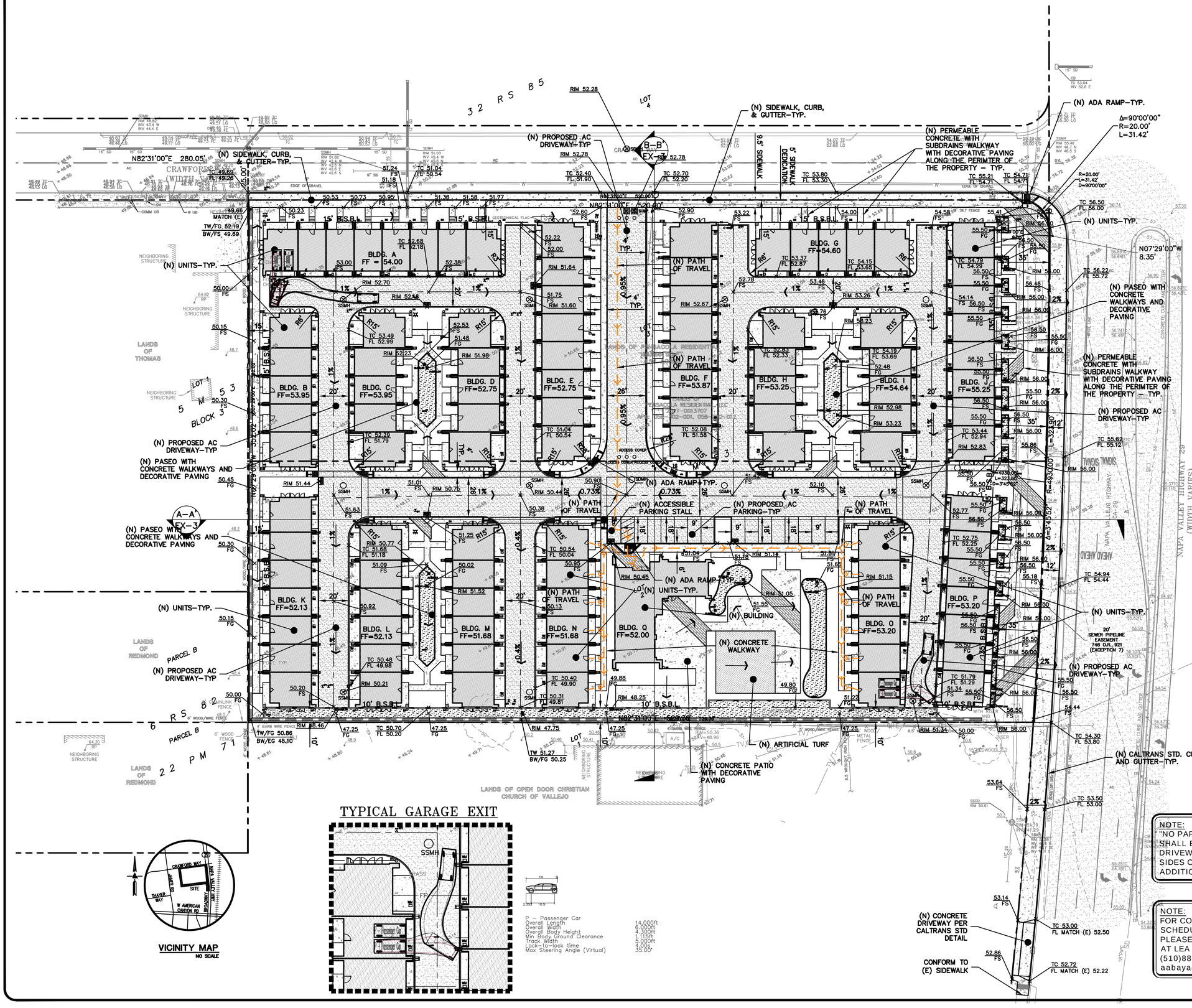
CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA
APN: 058-302-001 & 058-290-012
NAPA COUNTY

EXISTING SITE PLAN

-	-
-	-
-	-
-	-
-	-
REVISIONS	BY
JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-0

02 OF 09 SHEETS

1-800-642-2444 CALL BEFORE YOU DIG 811 UNDERGROUND SERVICE ALERT



Preliminary Earthworks			
	Cut	Fill	Net
Buildings	277	2613	2336
Driveway/Parking	612	1409	797
Walkways	88	1308	1220
Landscape	647	361	286
Total	1624	5691	4067

NOTE:
GRADING QUANTITIES REPRESENT BANK YARDAGE. IT DOES NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND IS INTENDED TO REPRESENT IN-SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER-EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PIERS, OR POOL EXCAVATION (IF ANY). NOTE ADDITIONAL EARTHWORKS, SUCH AS KEYWAYS OR BENCHING MAY BE REQUIRED BY THE GEOTECHNICAL ENGINEER IN THE FIELD AT TIME OF CONSTRUCTION. CONTRACTOR TO VERIFY QUANTITIES.

HATCH LEGEND

- BUILDING ROOF
- ASPHALT
- CONCRETE
- DECORATIVE WALKWAYS
- BIO-RETENTION PLANTER

TYPICAL GARAGE EXIT

VICINITY MAP
NO SCALE

NOTE:
"NO PARKING-FIRE LANE" SIGNS SHALL BE INSTALLED BETWEEN DRIVEWAYS AND ON BOTH SIDES OF THE STREET IN ADDITION TO RED CURBS.

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

1-800-642-2444 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

REGISTERED PROFESSIONAL ENGINEER ALEXANDER C. PEDRO No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS I LAND SURVEYORS
MAIN OFFICE: 2495 INDUSTRIAL PKWY WEST HAYWARD, CALIFORNIA 94545 (510) 887-4086
REGIONAL OFFICES: ROSEVILLE DUBLIN SAN JOSE
WWW.LEABRAZE.COM

CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA

APN: 058-302-001 & 058-290-012

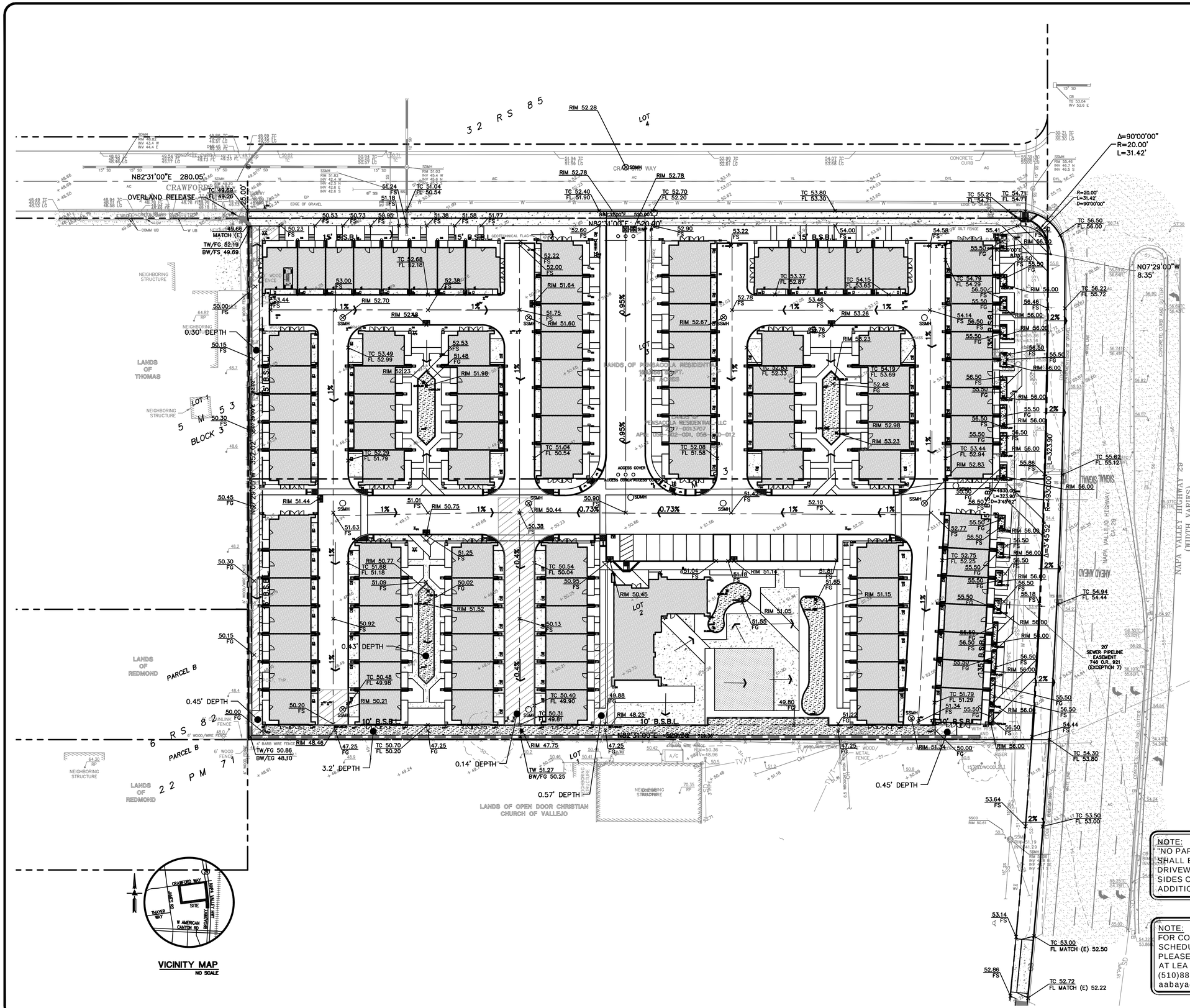
NAPA COUNTY

PRELIMINARY SITE PLAN GRADING & DRAINAGE

REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-1

03 OF 09 SHEETS



VICINITY MAP
NO SCALE

HATCH LEGEND

- BUILDING ROOF
- ASPHALT
- CONCRETE
- DECORATIVE WALKWAYS
- BIO-RETENTION PLANTER
- 100 YEAR INUNDATION

NOTE:
"NO PARKING-FIRE LANE" SIGNS SHALL BE INSTALLED BETWEEN DRIVEWAYS AND ON BOTH SIDES OF THE STREET IN ADDITION TO RED CURBS.

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

1-800-642-2444 CALL BEFORE YOU DIG 811 UNDERGROUND SERVICE ALERT

*** BUILDING PAD NOTE:** ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

REGISTERED PROFESSIONAL ENGINEER ALEX CHRISTOPHER ABAYA No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS I LAND SURVEYORS
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HAYWARD, CALIFORNIA 94545
(510) 887-4086
REGIONAL OFFICES:
ROSEVILLE
DUBLIN
SAN JOSE
WWW.LEABRAZE.COM

CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA

APN: 058-302-001 & 058-290-012

NAPA COUNTY

PRELIMINARY 100-YR INUNDATION AND OVERLAND RELEASE

REVISIONS	BY
–	–
–	–
–	–
–	–
–	–

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-1.1

04 OF 09 SHEETS

(E) 15" STORM DRAIN MAIN SHALL BE REPLACED WITH (N) 24" RCP PIPE. CONTRACTOR SHALL REUSE EXISTING MANHOLE AT THE SAME LOCATIONS PER PUBLIC WORKS STANDARDS AND RECONNECT ALL (E) LATERALS – CONTRACTOR TO VERIFY ~410LF (PIPE REPLACEMENT TO MANHOLE AT THE INTERSECTION OF CRAWFORD AT JAMES ROAD) S=0.5%

(E) 12" LATERAL TO BE CAPPED AND ABANDON IN PLACED

(E) SANITARY SEWER MAIN– CONTRACTOR TO VERIFY

(E) 15" STORM DRAIN MAIN SHALL BE REPLACED WITH (N) 24" RCP PIPE. CONTRACTOR SHALL REUSE EXISTING MANHOLE AT THE SAME LOCATIONS PER PUBLIC WORKS STANDARDS AND RECONNECT ALL (E) LATERALS – CONTRACTOR TO VERIFY ~410LF (PIPE REPLACEMENT TO MANHOLE AT THE INTERSECTION OF CRAWFORD AT JAMES ROAD) S=0.5%

(N) SDMH

(N) 12" RCP LATERAL PIPE ~40LF S=0.5%

(N) WATER SERVICE/FIRE PROTECTION WATER SERVICE–TYP.

(N) RECYCLED WATER SERVICE–TYP.

(E) WATER MAIN– CONTRACTOR TO VERIFY

(N) SANITARY SEWER CLEANOUT–TYP.

(N) SD SUMP PUMP

(N) OFFSITE AD

(N) SANITARY SEWER CLEANOUT–TYP.

(N) SANITARY SEWER MANHOLE–TYP.

(N) BLOW OFF AT THE ENDS OF ON–SITE WATER MAIN–TYP.

8" EMERGENCY OVERFLOW PIPE

(N) 3–36" STORM DRAIN LATERAL–TYP.

(N) PUBLIC WATER METER

(N) PRIVATE WATER METER AT EACH UNIT

(N) SD LATERAL S=1%

(N) SD LATERAL S=0.75%

(N) WATER SERVICE/FIRE PROTECTION WATER SERVICE–TYP.

(N) WATER SERVICE FOR FIRE SPRINKLER–TYP.

(N) SANITARY SEWER LATERAL–TYP.

(N) CURB INLET–TYP.

(N) HYDRANT–TYP.

(N) WATER METER–TYP.

(N) RECYCLED WATER SERVICE–TYP.

(N) BLOW OFF AT THE ENDS OF ON–SITE WATER MAINS–TYP.

(N) WATER VALVE–TYP.

(N) BUBBLER

(N) SANITARY SEWER MANHOLE–TYP.

(N) CATCH BASIN

(E) OVERHEAD UTILITIES TO BE UNDERGROUND

(N) RECYCLED WATER SERVICE–TYP.

(N) SANITARY SEWER MANHOLE–TYP.

(N) SANITARY SEWER LATERAL–TYP.

(N) WATER SERVICE FOR FIRE SPRINKLER–TYP.

(N) WATER SERVICE/FIRE PROTECTION WATER SERVICE–TYP.

(N) SD LATERAL S=1%

(E) SANITARY SEWER LATERAL–CONTRACTOR TO VERIFY INVERT ELEVATION

(N) SANITARY SEWER LATERAL–TYP.

(N) WATER SERVICE/FIRE PROTECTION WATER SERVICE–TYP.

(N) RECYCLED WATER SERVICE–TYP.

(N) WATER METER–TYP.

(E) OVERHEAD UTILITIES TO BE UNDERGROUND

Δ=90°00'00" R=20.00' L=31.42'

R=20.00' L=31.42' D=90°00'00"

N82°31'00"E 280.05'

N82°31'00"E 520.00'

N07°29'00"W 352.02'

N07°29'00"W 8.35'

N82°31'00"E 520.00'

0 15 30 60

SCALE: 1" = 30'

LANDS OF REDMOND

LANDS OF OPEN DOOR CHRISTIAN CHURCH OF VALLEJO

NAPA VALLEJO HIGHWAY CA-29 (WIDTH VARIES)

NAPA VALLEY HIGHWAY 29 (WIDTH VARIES)

20' SEWER PIPELINE EASEMENT 746 O.R. 921 (EXCEPTION 7)

PARCEL B 22 PM 71

BLOCK 3

UTILITY SERVICES ONSITE

WATER
8" WATER MAIN LINE
1" WATER SERVICE LINE TO EACH UNIT
2" FIRE PROTECTION LINE TO EACH UNIT

SEWER
6" SEWER MAIN LINE
4" SEWER LATERAL TO EACH UNIT

STORM DRAIN – ONSITE
12" STORM DRAIN LINE

PER BDSP POLICY 3-4, THE APPLICANT IS REQUIRED TO UNDERGROUND OVERHEAD UTILITY POLES AND WIRES ON-SITE AND ALONG THE PROPERTY FRONTAGE . REFER TO JOINT TRENCH INTENT PLANS FOR DETAILS.

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

* BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

CALL BEFORE YOU DIG 1-800-642-2444 811 UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER A. CARNEY No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

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CIVIL ENGINEERS I LAND SURVEYORS
MAIN OFFICE: 2495 INDUSTRIAL PKWY WEST HAYWARD, CALIFORNIA 94545 (510) 887-4086
REGIONAL OFFICES: ROSEVILLE DUBLIN SAN JOSE
WWW.LEABRAZE.COM

CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA

APN: 058-302-001 & 058-290-012

NAPA COUNTY

PRELIMINARY SITE PLAN UTILITY PLAN

REVISIONS	BY
–	–
–	–
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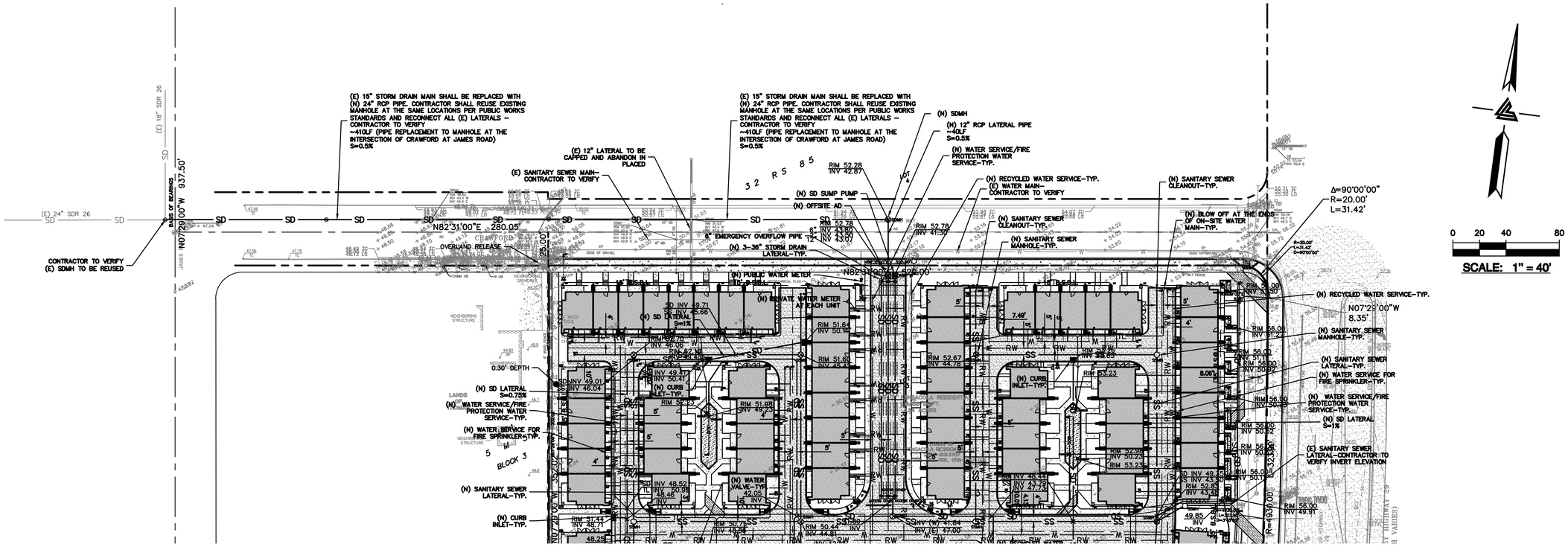
–	–

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-2

05 OF 09 SHEETS



PER BDSP POLICY 3-4, THE APPLICANT IS REQUIRED TO UNDERGROUND OVERHEAD UTILITY POLES AND WIRES ON-SITE AND ALONG THE PROPERTY FRONTAGE . REFER TO JOINT TRENCH INTENT PLANS FOR DETAILS.

NOTE:
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REGISTERED PROFESSIONAL ENGINEER JAMES R. CRAWFORD No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS I LAND SURVEYORS
MAIN OFFICE: 2495 INDUSTRIAL PKWY WEST HAYWARD, CALIFORNIA 94545 (510) 887-4086
REGIONAL OFFICES: ROSEVILLE DUBLIN SAN JOSE
WWW.LEABRAZE.COM

CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA

NAPA COUNTY

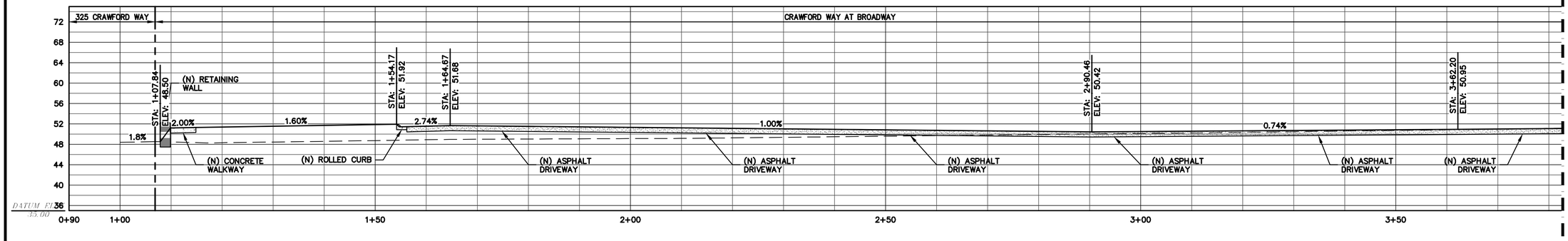
APN: 058-302-001 & 058-290-012

PRELIMINARY OFFSITE PLAN UTILITY PLAN

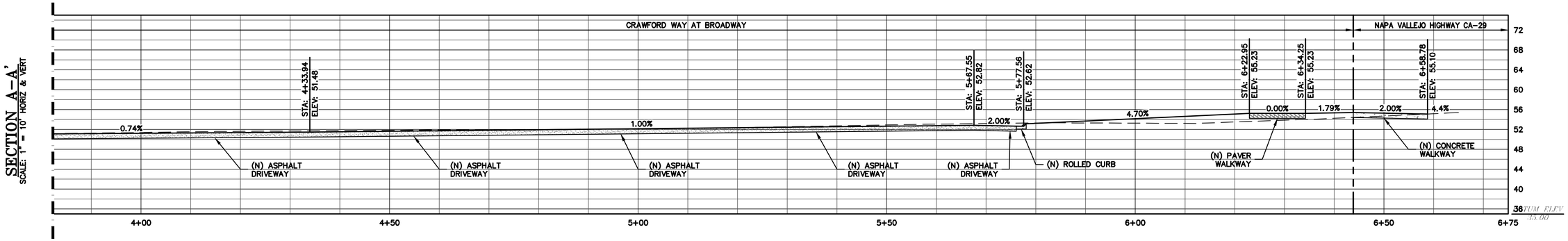
REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-2.1

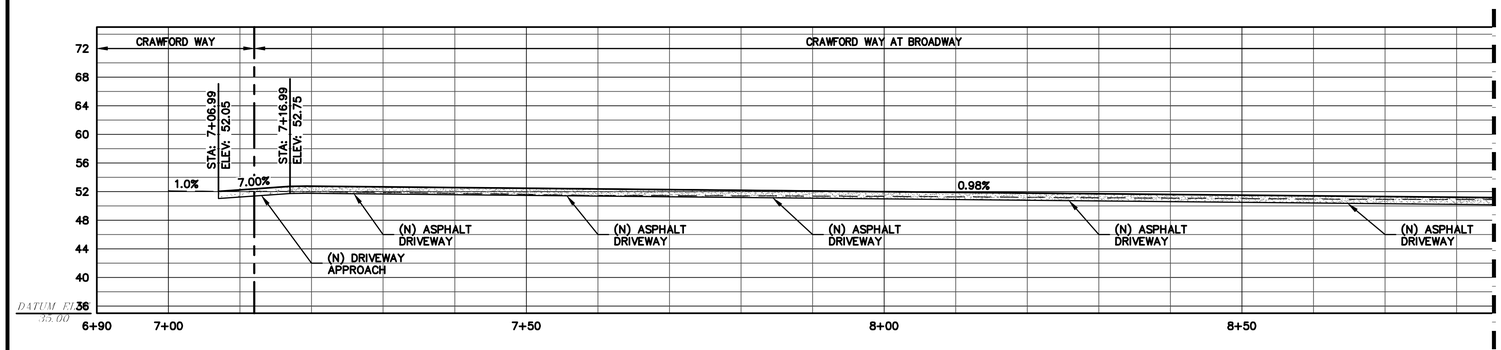
06 OF 09 SHEETS



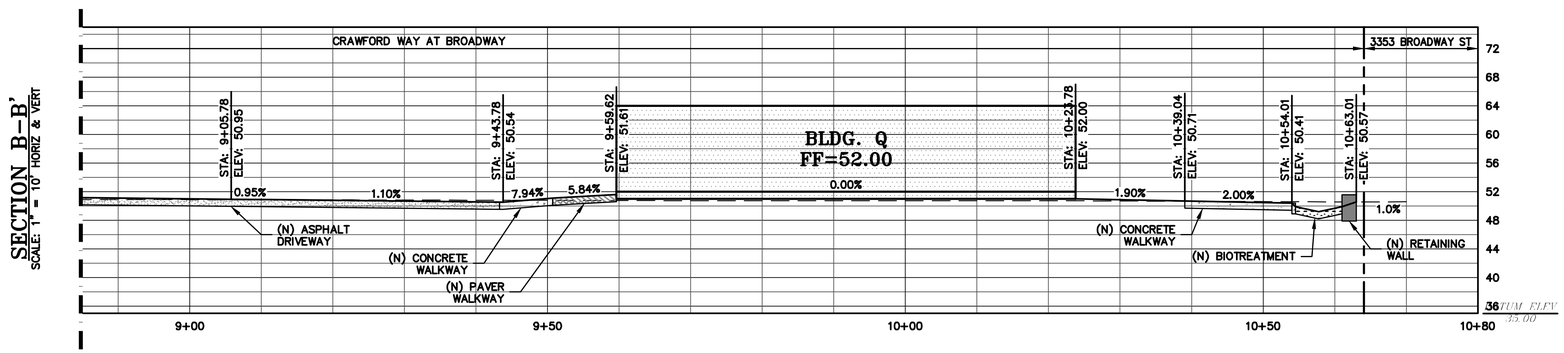
SECTION A–A'
SCALE: 1" = 10' HORIZ & VERT



SECTION A–A'
SCALE: 1" = 10' HORIZ & VERT



SECTION B–B'
SCALE: 1" = 10' HORIZ & VERT



SECTION B–B'
SCALE: 1" = 10' HORIZ & VERT

REGISTERED PROFESSIONAL ENGINEER
JAMES E. HARRIS
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS I LAND SURVEYORS
MAIN OFFICE:
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(510) 887-4086
REGIONAL OFFICES:
ROSEVILLE
DUBLIN
SAN JOSE
WWW.LEABRAZE.COM

CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA

APN: 058-302-001 & 058-290-012

NAPA COUNTY

SECTIONS

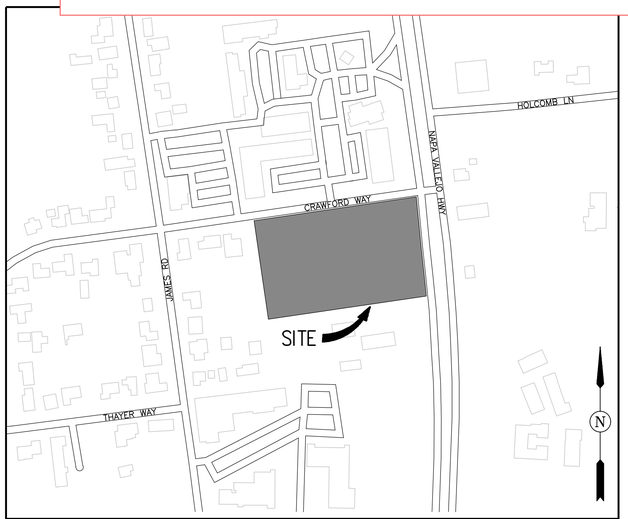
REVISIONS	BY
–	–
–	–
–	–
–	–
–	–

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-3

07 OF 09 SHEETS

Attachment 1.2.2: Preliminary Joint Trench Plans

PENSACOLA RESIDENTIAL, LLC
CRAWFORD WAY TOWNHOMES
AMERICAN CANYON NAPA COUNTY CALIFORNIA



VICINITY MAP
NOT TO SCALE

SHEET INDEX

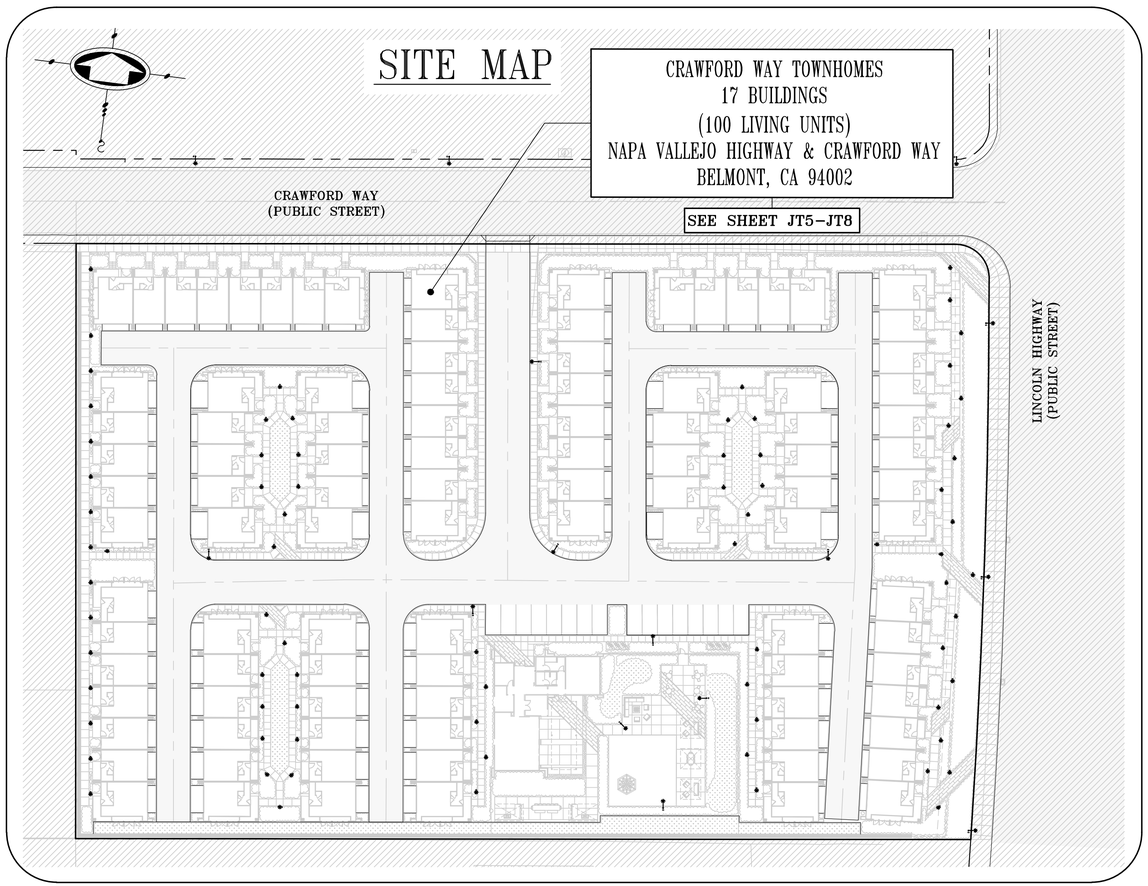
SHEET NO.	DESCRIPTION
JT1	JOINT TRENCH COMPOSITE TITLE SHEET
JT2	JOINT TRENCH GENERAL NOTES AND DETAILS
JT3	JOINT TRENCH DETAILS
JT4	JOINT TRENCH SECTIONS AND DETAILS
JT5 - JT8	JOINT TRENCH COMPOSITE PLAN

APPROXIMATE OF 2500 L.F. OF JOINT TRENCH
SHALL BE INSTALLED WITH THIS JOINT TRENCH PLAN SET

17 NEW SERVICE COMPLETIONS (ELECTRIC, TELEPHONE AND CATV)

1 NEW ELECTRIC SERVICE FOR CATV POWER SUPPLY

SITE MAP



TARRAR UTILITY REP.:	HAIDER KAMMOONAH	JOB NO.	223044	PHONE NO.	(925) 240-2595
DEVELOPER:	WILLIAM YEH	JOB NO.	223044	PHONE NO.	(707) 688-6668
PG&E ELECTRIC COORDINATOR:	AYANNA CLOY	JOB NO.	APP# 125786306	PHONE NO.	(707) 257-5933
PG&E GAS COORDINATOR:	-	JOB NO.	-	PHONE NO.	-
TELEPHONE REP.:	PATRICK GORMAN	JOB NO.		PHONE NO.	-
CABLE T.V. REP.:	ANDREW GREENWOOD	JOB NO.		PHONE NO.	-

FILES STATUS

DESCRIPTION:	BY:	DATE:	STATUS:
CIVIL IMPROVEMENTS PLANS	LEA & BRAZE ENGINEERING, INC	06/19/2023	R
ARCHITECTURAL PLANS	SDG ARCHITECTS INC.	06/19/2023	R
LANDSCAPE PLANS	VANDERTOOLEN ASSOCIATES	06/19/2023	R
GAS CONSTRUCTION DESIGN	-	-	-
ELECTRIC CONSTRUCTION DESIGN	TARRAR UTILITY CONSULTANTS	XX/XX/XXXX	XXXX
TELEPHONE INTENT REPLY	AT&T	08/29/2023	R
CATV INTENT REPLY	COMCAST	07/07/2023	R
PUBLIC STREET LIGHTING PLANS	-	-	-
PRIVATE STREET LIGHTING PLANS	-	-	-
SOILS REPORT	-	-	-

A = APPROVED • **ANS** = APPROVED NOT SIGNED • **NA** = NOT APPROVED • **F** = FIRST SUBMITTAL • **SS** = SECOND SUBMITTAL • **R** = RECEIVED

LEGEND

- JT — PROPOSED JOINT TRENCH
- SVC — PROPOSED JOINT TRENCH SERVICE
- EX GAS — EXISTING GAS
- EEUG — EXISTING UNDERGROUND ELECTRIC LINES
- EUUG — EXISTING UNDERGROUND UTILITY LINES
- EUOH — EXISTING OVERHEAD UTILITY LINES
- EEOH — EXISTING OVERHEAD ELECTRIC LINES
- CUG — PROPOSED UNDERGROUND CATV LINES
- EUG — PROPOSED UNDERGROUND ELECTRIC LINES
- TUG — PROPOSED UNDERGROUND TELEPHONE LINES
- EXISTING PRIMARY SPLICE BOX
- EXISTING SECONDARY SPLICE BOX
- PG&E 3ø, PAD MOUNT TRANSFORMER CONCRETE PAD SIZE: 90" x 106"
- J — PROPOSED PG&E PAD MOUNTED JUNCTION CABINET CONCRETE PAD SIZE: 36" x 72"
- 5S — PG&E SECONDARY SPLICE BOX, 3' x 5' x 3'6"
- EXISTING JOINT/UTILITY POLE
- ELECTROLIER, PUBLIC SINGLE ARM
- ELECTROLIER, PRIVATE POST TOP
- 2 — PG&E SERVICE BOX, 17" X 30" X 18"
- 2E — PG&E SERVICE BOX, 17" X 30" X 30" (F.V.T.)
- T — PROPOSED 24" X 36" X 24" TELEPHONE SERVICE BOX
- T1 — PROPOSED 17" X 30" X 24" TELEPHONE SERVICE BOX
- C — CATV NODE PEDESTAL, 18" X 36" X 20"
- C — PROPOSED 17" X 30" X 18" CATV SPLICE BOX
- C3 — PROPOSED 30" X 48" X 12" CATV SPLICE BOX
- P — CATV POWER SUPPLY, 26" X 26" X 54"
- STREET LIGHT GROUND BOX STATE TYPE #5, 18" X 27.5" X 12"
- XX-X' — JOINT TRENCH LABEL, XX INDICATES SECTION NUMBER– X' INDICATES TRENCH SECTION LENGTH
- X — PG&E SKETCH LOCATION NUMBER

TARRAR UTILITY CONSULTANTS
APPROVED FOR SUBMITTAL
HAIDER KAMMOONAH
QUALIFIED APPLICANT DESIGN ENGINEER

DESIGN CHANGE COMPONENT
ANY CHANGES TO THIS DESIGN
MUST BE APPROVED BY
-
PG&E GAS ADE

SUBSTRUCTURE VERIFICATION STAMP
DEVELOPER NOTE AND SIGN
ALL PG&E ENCLOSURES AND BOXES HAVE BEEN SET TO GRADE ACCORDING TO GRADE STAKES PROVIDED BY DEVELOPERS ENGINEER. ALL COSTS TO RELOCATE OR READJUST BOXES AT A LATER DATE WILL BE BILLED TO THE DEVELOPER. PLEASE HAVE YOUR JOB SUPT. VERIFY THE CORRECT GRADE OF ALL ENCLOSURES AND BOXES, AND SIGN AND DATE DRAWING.
THANK YOU
SIGNED _____
DATE: _____

813 First Street
Brentwood, CA 94513
(925) 240-2595
(925) 240-7013 fax
www.tarrar.com

TARRAR UTILITY CONSULTANTS

- Planning
- Design
- Estimating
- Joint Trench
- Street Lighting
- Fiber Optic
- T-24
- PG&E Gas Design
- PG&E Elec Design
- M.E.P. Design
- Cost Analysis
- Due Diligence

JOINT TRENCH COMPOSITE TITLE SHEET
PENSACOLA RESIDENTIAL, LLC
CRAWFORD WAY TOWNHOMES
AMERICAN CANYON CALIFORNIA

NO.	REVISIONS	BY	DATE

DATE: JANUARY 2024 | DATE LAST WORKED ON: 1/23/2024
SCALE: NOT TO SCALE | DRAWN: KK | CHECKED: HK
JOB NO.: 223044
INTENT TO CONSTRUCT

811 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER PHILLIP ZACK ENGLISH Exp. 06/30/25 CIVIL STATE OF CALIFORNIA

SHEET JT1 OF JT8 SHEETS

PROJECT NOTES:

1. FIELD ADJUST SERVICES TO MINIMIZE INTERFERENCE WITH EXISTING FACILITIES (TYPICAL).
2. CONTRACTOR SHALL PERFORM ALL TRENCHING, EXCAVATING, BACKFILLING AND OTHER WORK AS SHOWN OR NOTED ON PLANS, AND AS SPECIFIED ON UTILITY BID DOCUMENTS.
3. FIELD ADJUST SPLICE BOXES TO KEEP CLEAR OF SIDEWALK, DRIVEWAYS AND EXISTING FACILITIES (TYPICAL).
4. A 3 FOOT LEVEL WORKING AREA MUST BE MAINTAINED AROUND ALL ELECTRIC ENCLOSURES. PRIOR TO ENERGIZING THE SYSTEM, THE ELECTRIC UTILITY COMPANY INSPECTOR WILL DETERMINE IF RETAINING WALLS ARE REQUIRED TO MEET MINIMUM CLEARANCE BETWEEN ENCLOSURES AND THE TOPS OR TOES OF SLOPES. IF RETAINING WALLS ARE REQUIRED, THE DEVELOPER AND/OR CONTRACTOR SHALL OBTAIN THE NECESSARY PERMITS FROM THE CITY/COUNTY BUILDING DEPARTMENT PRIOR TO WALL CONSTRUCTION.
5. TRANSITION TO VAULTS FROM TRENCH NOT SHOWN, SEE TRANSITION DETAIL SHEET JT3 (TYPICAL).
6. CONTRACTOR SHALL PLACE ALL UTILITY SPLICE BOXES, ENCLOSURES & CONDUIT IN PROPER RELATIONSHIP TO FINAL GRADE (SHOWN SCHEMATICALLY).
7. ALL PG&E, TELEPHONE, CABLE T.V. AND FIBER OPTIC BOXES AND JOINT TRENCH FACILITIES ARE TO MAINTAIN A MINIMUM OF 3' SEPARATION FROM SEWER, WATER LATERALS AND DRIVEWAYS.
8. CONTRACTOR SHALL COORDINATE ALL CONNECTIONS BETWEEN PROPOSED AND EXISTING FACILITIES AS DIRECTED BY THE RESPECTIVE UTILITY COMPANY INSPECTOR. UTILITY COMPANY PERSONNEL SHALL MAKE ALL "HOT TIE-INS"; THE CONTRACTOR IS PROHIBITED FROM WORKING IN ANY ENERGIZED FACILITIES.
9. THE CONTRACTOR SHALL OBTAIN THE APPROPRIATE STREET EXCAVATION AND ENCROACHMENT PERMIT(S) FROM THE CITY/COUNTY PRIOR TO STARTING WORK IN THE PUBLIC STREET AREA.
10. FIELD LOCATE JOINT TRENCH FACILITIES TO KEEP CLEAR OF SERVICE LATERALS. SERVICE LATERALS TO BE ROUTED TO AVOID SPLICE BOX (ADDITIONAL P.U.E MAY BE REQUIRED).
11. RESPECTIVE UTILITY COMPANY TO OBTAIN CITY APPROVAL OF ALL ABOVE GROUND EQUIPMENT.
12. UNLESS OTHERWISE SHOWN ON THE PLANS, NATURAL BENDS SHALL BE USED FOR ALL CONDUIT EXCEPT STREET LIGHT CONDUIT.
13. INCIDENTAL TRENCHING TO SPLICE BOXES NOT SHOWN (TYPICAL). CONTRACTOR TO PROVIDE ADDITIONAL TRENCHING AS REQUIRED FOR CONDUIT ROUTING TO SPLICE BOXES AND CABINETS (TYPICAL).
14. ALL CONDUITS SHALL ENTER OR EXIT PERPENDICULAR TO BOX WALLS.
15. ALL CONDUITS MUST BE MANDREL TESTED AND APPROVED.
16. OFFSET SPLICE BOXES TO ROUTE TELEPHONE/FIBER OPTIC CONDUIT AS NEEDED (TYPICAL).
17. PULL ROPES SHALL BE PLACED IN ALL EMPTY CONDUITS AS REQUIRED BY EACH UTILITY COMPANY.
18. ALL PG&E SPLICE BOXES ADJACENT TO TRANSFORMER SHALL BE 26" IN DEPTH (TYPICAL).
19. ALL CONDUITS NOT ENTERING SPLICE BOXES OR ENCLOSURES SHALL BE CAPPED.
20. COORDINATE TIE-IN WITH UTILITY COMPANY AS REQUIRED.
21. THE STREET LIGHT SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE "MATERIAL AND LABOR RECAP" AND LIGHT SCHEDULE AS SHOWN ON THESE PLANS.
22. ALL EXISTING DUCTS TO BE USED IN THESE PLANS SHALL BE "VERIFIED" BY PULLING A MANDREL THROUGH THE ENTIRE EXISTING LENGTH PRIOR TO CONNECTION.
23. EDGE OF SPLICE BOXES & PEDESTALS SHALL BE 5' FROM EDGE OF FIRE HYDRANT AND 3' FROM STREET LIGHT (TYPICAL). CONTRACTOR TO AVOID DISTURBING FIRE HYDRANT THRUST BLOCK.
24. ALL UTILITY SUBSTRUCTURES SHALL BE INSTALLED IN ACCORDANCE WITH THE "MATERIAL AND LABOR RECAP" SHOWN ON THESE PLANS
25. MAINTAIN 3' CLEARANCE AND LEVEL AREA AROUND PRIMARY SPLICE BOXES & XFMRS.
26. DUE TO UNCERTAINTIES OF THE EXACT LOCATION OF EXISTING FACILITIES, FIELD LOCATION OF PROPOSED FACILITIES MAY BE REQUIRED. CONFIRM WITH VARIOUS UTILITIES FOR EXACT PLACEMENT.
27. FOR CLARITY – BOXES/PEDESTALS ARE SHOWN AT LARGER SIZE THAN ACTUAL. FIELD ADJUST TO KEEP CLEAR OF DRIVEWAYS (TYPICAL).
28. ALL SERVICE FACILITIES SHALL BE EXTENDED TO EITHER THE PROPERTY LINE OR TO POSITION SHOWN ON THE PLANS, AND THEN CAPPED, BURIED AND LOCATION STAKED.
29. THESE PLANS WERE PREPARED UTILIZING PLANS RECEIVED FROM LEA & BRAZE ENGINEERING, INC. (510) 887-4086.

ABBREVIATION LIST

B/C	BACK OF CURB	H.P.S.	HIGH PRESSURE SODIUM	RT	RETAINING WALL
B/W	BACK OF WALK	IRR.	IRRIGATION CONTROLLER	R/W	RIGHT OF WAY
BTU	BRITISH TERM UNITS	J.T.	JOINT TRENCH	SCH.	SCHEDULE
CB	CATCH BASIN	KV	KILO-VOLTS	SD	STORM DRAIN
℄	CENTERLINE	LE	LANDSCAPE EASEMENT	SHT.	SHEET
CAT.	CATALOG	LF	LINEAR FOOT/FEET	S/W	SIDE WALK
C OR CATV	CABLE TELEVISION	MH	MANHOLE	SS	SANITARY SEWER
CFH	CUBIC FEET PER HOUR	MIN.	MINIMUM	SSE	SANITARY SEWER EASEMENT
C.I.P.	CAPITOL IMPROVEMENT PROJECT	MPOE	MINIMUM POINT OF ENTRY	ST. LT.-S/L	STREET LIGHT
CL	CENTER LINE	N.T.S.	NOT TO SCALE	SUBD'V	SUBDIVISION
CU	COPPER	O.D.	OUTER DIAMETER	Sqft.	SQUARE FOOTAGE
E	ELECTRIC	O.H.	OVER HEAD	T	TELEPHONE
EP	EDGE OF PAVEMENT	PIEUE	PRIVATE INGRESS, EGRESS, AND UTILITY EASEMENT	TUC	TARRAR UTILITY CONSULTANTS
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT	℄	PROPERTY LINE	TYP.	TYPICAL
EX.	EXISTING	P.S.	POWER SUPPLY	T/S	TRAFFIC SIGNAL
F/C	FACE OF CURB	PROJ.	PROJECT	U.G.	UNDERGROUND
FH	FIRE HYDRANT	PSDE	PRIVATE STORM DRAIN EASEMENT	U.O.N.	UNLESS OTHERWISE NOTED
FUT.	FUTURE	PSE	PUBLIC SERVICE EASEMENT	V	VOLT
F.O.	FIBER OPTIC	PVAW	PRIVATE VEHICLE ACCESS WAY	W	WATT
G	GAS	P.V.C.	POLY VINYL CHLORIDE	WT	WATER
GALV.	GALVANIZE	PWE	PUBLIC WATER LINE EASEMENT	W/	WITH
G.E.	GENERAL ELECTRIC	PWR	POWER	W/O	WITHOUT
GRD.	GROUND	PUE	PUBLIC UTILITY EASEMENT	WLE	WATER LINE EASEMENT
H.O.A.	HOME OWNERS ASSOCIATION			XFMR	TRANSFORMER

GENERAL NOTES:

1. ALL JOINT TRENCH CONSTRUCTION WORK SHALL BE IN ACCORDANCE WITH PG&E UTILITY OPERATIONS UO STANDARD S5453.
2. ALL WORK SHALL BE SUBJECT TO THE INSPECTION AND SATISFACTION OF ALL PARTICIPATING UTILITIES AND CITY INSPECTORS.
3. BACKFILL SELECTION SHALL BE SUBJECT TO THE APPROVAL OF THE RESPECTIVE UTILITY COMPANIES, THE SOILS ENGINEER AND THE CITY AND/OR COUNTY WHERE THE PROJECT IS LOCATED. CONSULT PARTICIPATING UTILITIES, SOILS ENGINEER, AND THE CITY FOR APPROVED BACKFILL MATERIAL. COMPACTION TO MEET LOCAL AGENCIES REQUIREMENTS.
4. THE BOTTOM OF THE TRENCH SHALL BE CLEARED OF ROCKS AND OTHER HARD SURFACES. DISTRIBUTION TRENCHES WITHOUT TELEPHONE CONDUIT DO NOT REQUIRE BEDDING MATERIAL. SERVICE TRENCHES WITHOUT TELEPHONE CONDUIT REQUIRE 2" SAND BEDDING AS A PAD ON WHICH UTILITY FACILITIES CAN REST. SERVICE TRENCHES CONTAINING TELEPHONE CONDUIT ONLY REQUIRE A 1" SAND BEDDING. ALL OTHER TRENCHES CONTAINING TELEPHONE CONDUIT REQUIRE A 3" SAND BEDDING. REFER TO PG&E GREEN BOOK PUBLICATION S5453, EXHIBIT B AND AT&T SPEC95 "AT&T SPECIFICATIONS" TRENCHING AND CONDUIT GUIDE FOR FURTHER INFORMATION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE PAVEMENT AND/OR SIDEWALK WHERE REMOVED OR DAMAGED AS A RESULT OF ITS OPERATION (UNLESS OTHERWISE NOTED). REPLACEMENT OF PAVEMENT AND/OR SIDEWALK TO BE PER CITY SPECIFICATIONS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE AND NOTIFY ALL PARTICIPATING UTILITY INSTALLATIONS.
7. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT FIRST NOTIFYING TARRAR UTILITY CONSULTANTS.
8. **IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXISTENCE AND/OR PRECISE LOCATION OF ALL UNDERGROUND FACILITIES PRIOR TO THE START OF CONSTRUCTION. TARRAR UTILITY CONSULTANTS MAKES NO WARRANTY WHATSOEVER THAT THE EXISTING UNDERGROUND UTILITIES AND/OR STRUCTURES DEPICTED ON THE PLANS HAVE BEEN ACCURATELY LOCATED OR THAT THERE ARE NO OTHER UNDERGROUND UTILITIES AND STRUCTURES IN ADDITION TO WHAT HAS BEEN SHOWN. CALL U.S.A. A MINIMUM OF 48 HOURS PRIOR TO STARTING CONSTRUCTION. FOR CALIFORNIA NORTH, (KERN COUNTY AND NORTHERLY, AND NEVADA) CALL (800)227-2600. FOR CALIFORNIA SOUTH, (SAN BERNARDINO COUNTY AND SOUTHERLY) CALL (800)422-4133.**
9. CONTRACTOR SHALL COMPLY WITH ALL STATE, COUNTY AND CITY LAWS AND ORDINANCES AND WITH THE REGULATIONS OF THE DEPARTMENT OF INDUSTRIAL RELATIONS, O.S.H.A. AND ANY OTHER GOVERNMENTAL AGENCY RELATING TO THE SAFETY AND CHARACTER OF WORK, EQUIPMENT AND LABOR PERSONNEL.
10. THE DRAWINGS AND SPECIFICATIONS SHALL BE CONSIDERED TO BE COMPLEMENTARY TO EACH OTHER. ANYTHING SHOWN ON THE DRAWINGS AND NOT MENTIONED IN THE SPECIFICATIONS, OR MENTIONED IN THE SPECIFICATIONS AND NOT SHOWN ON THE DRAWINGS, SHALL BE OF LIKE EFFECT AS IF SHOWN ON OR MENTIONED IN BOTH. IF DISCREPANCY IS FOUND, NOTIFY TARRAR UTILITY CONSULTANTS PRIOR TO STARTING WORK.
11. TRENCH AND CONDUIT LAYOUTS ARE SHOWN SCHEMATICALLY.
12. TRENCHING OR SUBSTRUCTURE EXCAVATION MAY NECESSITATE OPERATION OVER, UNDER, OR ADJACENT TO OTHER UNDERGROUND UTILITIES (STORM, SEWER, WATER, ETC...). THE CONTRACTOR IS RESPONSIBLE TO LOCATE, PROSPECT, EXPOSE AND PROTECT ALL ADJACENT OR CROSSING UNDERGROUND UTILITIES. THIS WORK TO PROTECT THOSE UTILITIES IS NOT CONSIDERED AS EXTRA WORK. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW IMPROVEMENT PLANS, IN CONJUNCTION WITH THIS PLAN, AND BID THE WORK ACCORDINGLY.
13. THE QUANTITIES SHOWN ON THESE PLANS ARE ONLY ESTIMATES OF WHAT WILL ACTUALLY BE REQUIRED FOR THE CONSTRUCTION OF THE OVERALL PROJECT. FINAL QUANTITIES MAY VARY ACCORDING TO CHANGES, ADDITIONS, DELETIONS OR OMISSIONS ON THE ORIGINAL PLAN.
14. VERIFY ALL SUBSTRUCTURE EXCAVATION DIMENSIONS WITH SUPPLIER(S) BEFORE BIDDING.
15. TARRAR UTILITY CONSULTANTS ASSUMES NO RESPONSIBILITY FOR ANY VARIANCE BETWEEN THESE PLANS AND THE ACTUAL FIELD CONDITIONS. THE CONTRACTOR SHOULD REVIEW THE PROJECT SITE PRIOR TO SUBMITTING ITS BID.
16. THE CONTRACTOR IS REQUIRED TO EXCAVATE BELL HOLE(S) AT TIE-IN LOCATIONS AS DIRECTED BY PARTICIPATING UTILITY.
17. CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH O.S.H.A. INDUSTRIAL ORDERS AND SHALL CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING ENERGIZED EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE MAN POWER AND SAFETY PRECAUTIONS AS NEEDED. THE CONTRACTOR IS RESPONSIBLE FOR PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES.
18. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AS-BUILT DRAWINGS AFTER INSTALLATION OF PG&E'S GAS AND ELECTRIC SYSTEMS (PRIOR TO "HOT TIE-INS").
19. THE CITY INSPECTOR SHALL BE NOTIFIED TWO WORKING DAYS PRIOR TO COMMENCEMENT OF WORK. COORDINATE WITH THE INSPECTOR ANY SERVICES TO BE ABANDONED.
20. THE CONTRACTOR IS TO VERIFY THE RIGHT OF WAY, PUBLIC UTILITY EASEMENT AND/OR PUBLIC SERVICE EASEMENT ACQUISITION WITH THE APPLICANT PRIOR TO CONSTRUCTION WITHIN AREAS OF QUESTION.
21. PG&E'S GENERAL TERM AND CONDITIONS FOR GAS AND ELECTRIC EXTENSION AND SERVICE CONSTRUCTION BY "APPLICANT" (EFFECTIVE 07/1/95) TO BE UTILIZED FOR ALL TRENCHING, BACKFILLING, AND INSTALLATION WORK.
22. IN THE EVENT OF DISPUTES OR DISAGREEMENT OVER ANY INSTALLATIONS, DESIGNS, PLANS OR DRAWINGS, THE SPECIFICATIONS AND REQUIREMENTS OF THE INDIVIDUAL UTILITY COMPANIES AND THEIR INSPECTORS SHALL TAKE PRECEDENCE. IN CASE OF DISCREPANCIES WITHIN THE DRAWINGS AND SPECIFICATIONS HEREIN, THE CONTRACTOR SHALL CONSULT TARRAR UTILITY CONSULTANTS FOR INTERPRETATION BEFORE WORK IS STARTED.
23. TARRAR UTILITY CONSULTANTS HEREIN, ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE QUALITY, QUANTITY OR TIMING OF WORK TO BE PERFORMED BY THE CONTRACTOR, UTILITY COMPANY CONSTRUCTION CREWS, OR OTHER SUB-CONTRACTOR OF DEVELOPER.
24. ALL TRENCHING, BACKFILLING AND INSTALLATION WORK IS TO BE IN ACCORDANCE WITH THE STANDARD PRACTICES AND SPECIFICATIONS OF EACH UTILITY COMPANY PARTICIPATING IN THE UTILITY TRENCHES WITHIN THE PROJECT.
25. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POINTS OF ACCESS THAT ARE AGREEABLE TO ADJACENT LAND USES AND TENANTS AT ALL TIMES.
26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASCERTAINING WHAT INSPECTIONS WILL BE REQUIRED FOR APPROVAL OF THE WORK AND FOR COORDINATING ALL SUCH INSPECTIONS. THE CONTRACTOR SHALL GIVE AT LEAST 48 HOURS PRIOR NOTICE TO THE CITY, SOILS ENGINEER, UTILITY COMPANIES OR ANY OTHER INDIVIDUALS OR PUBLIC AGENCIES, THAT THE WORK IS READY FOR INSPECTION.
27. THE CONTRACTOR SHALL NOTIFY DEVELOPER 48 HOURS PRIOR TO THE NEED FOR SURVEY STAKING. THE CONTRACTOR IS RESPONSIBLE FOR THE PRESERVATION OF ALL CONSTRUCTION STAKING SET BY THE DEVELOPER'S SURVEYORS AND WILL BE BACK CHARGED FOR ANY RE-STAKING THAT IS REQUIRED. ANY EXTRA CONSTRUCTION STAKING NECESSITATED SOLELY BY THE CONTRACTOR'S NEGLIGENCE WILL BE CHARGED TO AND PAID FOR BY THE CONTRACTOR.
28. ALL TRANSFORMERS AND TRANSFORMER PADS ARE TO BE INSTALLED PER PG&E SPECIFICATIONS. PROTECTIVE BOLLARDS ARE TO BE PLACED WHERE NEEDED.
29. THE CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH THE PROJECT IMPROVEMENT PLANS AND CONDUCT HIS WORK ACCORDINGLY.
30. KEEP ALL BOXES AND PEDESTALS WITHIN PUBLIC UTILITY EASEMENTS OR RIGHT OF WAY. AS SHOWN.
31. ALL SAND BACKFILL MUST HAVE TESTING OF PH LEVEL AS WELL AS SAND EQUIVALENT. SEE **CITY OF AMERICAN CANYON** REQUIREMENTS.
32. THE PROPOSED CONSTRUCTION OPERATION MAY TAKE PLACE AT OR NEAR FENCE LINES, PROPERTY LINES AND PROPERTY IMPROVEMENTS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING THESE AREAS AND FOR MAINTAINING THESE AREAS AND FACILITIES AT ALL TIMES DURING THE CONSTRUCTION OPERATION.
33. THE CONTRACTOR ASSUMES SOLE AND COMPLETE RESPONSIBILITY FOR THE SITE CONDITION AND SHALL DEFEND AND HOLD THE DEVELOPER AND TARRAR UTILITY CONSULTANTS HARMLESS FROM ANY ALLEGED CLAIMS OR LIABILITIES, EXCEPT THOSE ARISING FROM SOLE NEGLIGENCE OF THE DEVELOPER OR TARRAR UTILITY CONSULTANTS.
34. THE APPROXIMATE LOCATIONS OF ALL EXISTING UTILITY COMPANY UNDERGROUND LINES, POLES BOXES, ETC., WERE OBTAINED FROM A REVIEW OF AVAILABLE UTILITY COMPANY RECORDS, REPRESENTATIONS OF UTILITY COMPANY PERSONAL, OR FIELD OBSERVATIONS. NEITHER THE DEVELOPER NOR TARRAR UTILITY CONSULTANTS ASSUME ANY RESPONSIBILITY FOR VARIANCES BETWEEN THESE PLANS AND THE ACTUAL FIELD CONDITIONS. NO EXTRA PAYMENT WILL BE MADE TO THE CONTRACTOR FOR ANY ADDITIONAL TRENCHING, BOX EXCAVATIONS, MATERIALS, ETC., THAT MAY BE REQUIRED TO COMPLETE THIS PROJECT IN THE EVENT AN EXISTING TIE-IN POINT SUBSTRUCTURE IS EITHER NON-EXISTING OR IS NOT SHOWN ON THE PLANS IN ITS ACTUAL FIELD POSITION. IT IS THE CONTRACTOR'S OBLIGATION AND RESPONSIBILITY TO SAFELY LOCATE ALL EXISTING UNDERGROUND FACILITIES BY SURFACE MARKING AND/OR HAND EXCAVATION PRIOR TO STARTING CONSTRUCTION.
35. "DEVELOPER AND/OR CONTRACTOR IS RESPONSIBLE TO OBTAIN A **CITY OF AMERICAN CANYON** ENCROACHMENT PERMIT FOR ALL WORK DONE IN THE PUBLIC RIGHT OF WAY. DEVELOPER AND/OR CONTRACTOR IS ALSO RESPONSIBLE TO PROVIDE JOINT TRENCH PLANS TO THE **CITY OF AMERICAN CANYON** AT THE TIME OF APPLICATION FOR THE ENCROACHMENT PERMIT."

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JOINT TRENCH GENERAL NOTES AND DETAILS

PENSACOLA RESIDENTIAL, LLC
CRAWFORD WAY TOWNHOMES
AMERICAN CANYON CALIFORNIA

NO.	REVISIONS	BY	DATE

DATE: JANUARY 2024 | DATE LAST WORKED ON: 1/23/2024
SCALE: NOT TO SCALE | DRAWN: KK | CHECKED: HK
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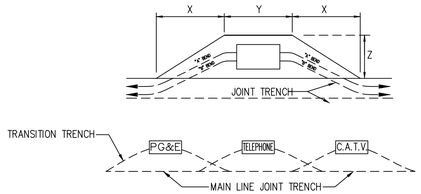
811 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER SHILLA ZAMANI Exp. 06/30/25 CIVIL STATE OF CALIFORNIA

SHEET JT2 OF JT8 SHEETS

JOINT TRENCH TRANSITION

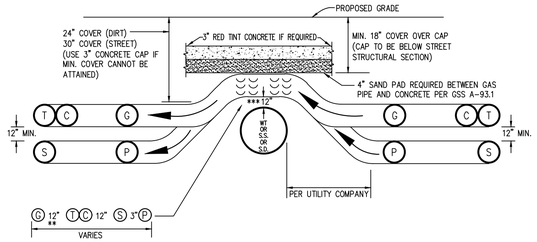


BEND	PRIMARY BOX SIZE	DISTANCE (when conduit enters box) "X"	"Y"	"Z"	NOTES
"A"	3' x 5'	24'	7'	5'	BEND IS 60° RADIUS WITH AN ANGLE OF 10 DEG. USE 2-5 COUPLINGS WITH 1-5' CONDUIT SECTION FOR EACH BEND SHOWN.
	4'-6" x 8'-6"	24'	11'	7'	
"B"	3' x 5'	32'	7'	5'	BEND IS 30° RADIUS WITH AN ANGLE OF 15 DEG. USE 3-5 COUPLINGS WITH 2-2 1/2' CONDUIT SECTION FOR EACH BEND SHOWN.
	4'-6" x 8'-6"	32'	11'	7'	

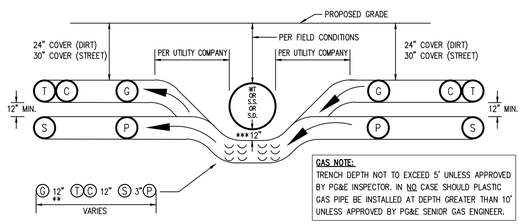
NOTE:

1. CONTRACTOR TO EXCAVATE TRANSITIONS FROM MAIN-LINE TRENCH TO VAULTS AS REQUIRED BY EACH UTILITY.
2. TRANSITIONS NOT SHOWN ON COMPOSITE DRAWING FOR CLARITY.
3. CONTRACTOR TO INCLUDE COST OF TRANSITIONS IN VAULT EXCAVATION COST.

DETAIL 1 / JT3 — N.T.S. — TYPICAL PRIMARY BOX EXCAVATION USING CONDUIT



JOINT TRENCH OVER WATER, SANITARY SEWER OR STORM DRAIN
CHOICE 1 (PREFERRED METHOD)



JOINT TRENCH UNDER WATER, SANITARY SEWER OR STORM DRAIN
CHOICE 2 (OPTIONAL METHOD)

* SEE MINIMUM COVER & CLEARANCE CHART

** WITH MUTUAL AGREEMENT, WHEN 4" O.D. OR SMALLER GAS PIPE IS INSTALLED SEPARATION MAY BE REDUCED TO NOT LESS THAN 6" BETWEEN GAS AND COMMUNICATION DUCTS (TELEPHONE & CATV).

*** 6" MINIMUM REQUIRED BY PG&E-ADDITIONAL CLEARANCE MAYBE REQUIRED BY CITY OR COUNTY

DETAIL 2 / JT3 — N.T.S. — OVER UNDER DETAILS

CONSTRUCTION LABOR AND MATERIAL RESPONSIBILITY

PUBLIC UTILITY SYSTEM (JOINT TRENCH)

	P.G.&E. ELECTRIC	P.G.&E. GAS	TELEPHONE	C.A.T.V.	CONTRACTOR
TRENCHING: EXCAVATE, BACKFILL AND COMPACT.					●
GAS MATERIAL: FURNISH.		○			
INSTALL.		○			
ELECTRIC CABLE: FURNISH.	○				
INSTALL.	○				●
ELECTRIC CONDUIT: FURNISH.	○				
INSTALL.	○				●
ELECTRIC SPLICE BOXES: EXCAVATE.	○				
FURNISH.	○				
INSTALL.	○				●
ELECTRIC TFMR. ENCLS.: EXCAVATE.	○				
FURNISH.	○				
INSTALL.	○				●
ELECTRIC EQUIP. ENCLS.: EXCAVATE.	○				
FURNISH.	○				
INSTALL.	○				●
ELECTRIC TFMR. PADS: GRADE.	○				
FURNISH.	○				
INSTALL.	○				●
ELECTRIC SWITCH PADS: GRADE.	○				
FURNISH.	○				
INSTALL.	○				●
TELEPHONE CONDUIT: FURNISH.			○		
INSTALL.			○		●
TELEPHONE CABLE: FURNISH.			○		
INSTALL.			○		●
TELEPHONE SPLICE BOX: EXCAVATE.			○		
FURNISH.			○		
INSTALL.			○		●
TELEPHONE INTER. PADS: GRADE.			○		
FURNISH.			○		
INSTALL.			○		●
C.A.T.V. CONDUITS: FURNISH.				○	
INSTALL.				○	●
C.A.T.V. SPLICE BOXES: EXCAVATE.				○	
FURNISH.				○	
INSTALL.				○	●

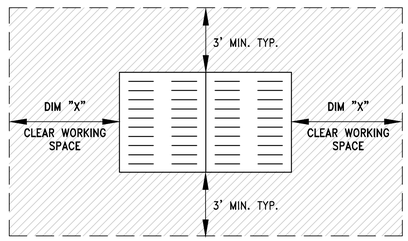
STREET LIGHTING SYSTEM

	P.G.&E.	CONTRACTOR
WIRE: FURNISH.	○	
INSTALL.	○	
CONDUIT: FURNISH.	○	
INSTALL.	○	
BASES: FURNISH.	○	
INSTALL.	○	
LUMINAIRES: FURNISH.	○	
INSTALL.	○	
SPLICE BOXES: FURNISH.	○	
INSTALL.	○	
EXCAVATE.	○	
POLES & ARMS: FURNISH.	○	
INSTALL.	○	

SCHEDULE:
INSTALL IN JOINT TRENCH:
INSTALL IN SEPARATE TRENCH:
CONDUIT SIZE:
CONDUIT TYPE:
WIRE SIZE: TYPE:

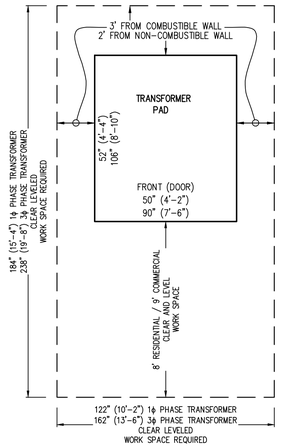
ADDITIONAL NOTES:
DEVELOPER TO SUPPLY AND INSTALL GAS & ELECTRIC FACILITIES UNDER THE COMPETITIVE BIDDING PROVISIONS OF PG&E GREEN BOOK RULES 15, 16 AND 20.

● DESIGNATES THE WORK TO BE PERFORMED BY THE CONTRACTOR AND EACH UTILITY COMPANY.

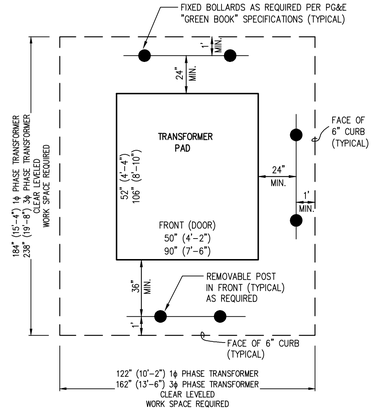


DIM "X"
3' MIN. 3'0" x 5'0" ENCLOSURES
4' MIN. 4' x 6'6" x 5'0" ENCLOSURES
5' MIN. 4'6" x 8'6" x 6'0" ENCLOSURES
(OR EASEMENT REQUIRED)

DETAIL 3 / JT3 — N.T.S. — PG&E ENCLOSURE CLEARANCES



PG&E 1Ø & 3Ø
CLEAR AND LEVEL WORK SPACE CLEARANCES



PG&E 1Ø & 3Ø PHYSICAL PROTECTION REQUIREMENTS (PARKING LOT, TRAVELED WAY, ETC. ...)

DETAIL 4 / JT3 — N.T.S. — PG&E PAD MOUNTED TRANSFORMER CLEARANCE & PROTECTION DETAIL

NOT TO SCALE

"X"= 3' MIN. CLEARANCE FROM COMBUSTIBLE WALL

"Y"= 2' MIN. CLEARANCE FROM NON-COMBUSTIBLE WALL

* MINIMUM 9' (COMMERCIAL/HIGH DENSITY) FROM FACE OF CURB

* MINIMUM 3' (RESIDENTIAL/LOW DENSITY) FROM FACE OF CURB

** MINIMUM 4' FROM ANY DOORWAY

DETAIL 5 / JT3 — N.T.S. — PG&E PAD MOUNT TRANSFORMER DETAIL

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JOINT TRENCH DETAILS
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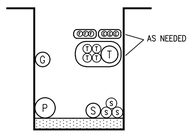
REGISTERED PROFESSIONAL ENGINEER — ABHISHEK KAUSHALKUMAR THAKKAR — Exp. 06/30/25 — CIVIL — STATE OF CALIFORNIA

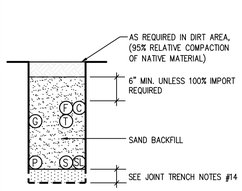
SHEET JT3 OF JT8 SHEETS

JOINT TRENCH MINIMUM COVER AND CLEARANCES
MINIMUM SEPARATION FROM

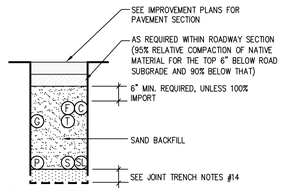
	UTILITY	G	T	TD	C	S	P	SL	SLP	F	FE	MINIMUM COVER
G	(GAS)*	–	12"	12"	12"	6"	12"	12"	6"	12"	12"	24"; 30" IN STREET
T	(TELEPHONE) DUCT	12"	–	1"	1"	12"	12"	12"	12"	1"	12"	24"; 30" IN STREET
TD	(TELEPHONE) DIRECT BURY	12"	1"	–	1"	12"	12"	12"	12"	1"	12"	24"; 30" IN STREET
C	(CABLE T.V.)	12"	1"	1"	–	12"	12"	12"	12"	1"	12"	24"; 30" IN STREET
S	(ELECT. SECONDARY)	6"	12"	12"	12"	1.5"	3"	12"	1.5"	12"	12"	24"; 30" IN STREET
P	(ELECT. PRIMARY)	12"	12"	12"	12"	3"	3"	3"	3"	12"	12"	36"; 36" IN STREET
SL	(PUBLIC AND PRIVATE–STREET LIGHT)**	12"	12"	12"	12"	12"	12"	–	12"	12"	12"	24"; 30" IN STREET
SLP	(P.G.E.–STREET LIGHT)	6"	12"	12"	12"	1.5"	3"	12"	1.5"	12"	12"	24"; 30" IN STREET
FE	(FOREIGN ELECTRIC SOURCES, NON PG&E)	12"	12"	12"	12"	12"	12"	12"	12"	–	12"	24"; 30" IN STREET
F	(FIBER OPTIC)	12"	1"	1"	1"	12"	12"	12"	12"	12"	–	24"; 30" IN STREET



TYPICAL EXAMPLE OF STACKING FACILITIES IN JOINT TRENCH



TRENCH IN DIRT AREA



TRENCH IN STREET AREA

LEGEND

- MEETS UTILITY TRENCH ALLOTMENT
- EXCEEDS UTILITY TRENCH ALLOTMENT
- (G) GAS
- (P) ELECTRIC PRIMARY
- (S) ELECTRIC SECONDARY
- (T) TELEPHONE (DUCT OR DIRECT BURY)
- (C) CATV
- (SL) STREET LIGHT (PUBLIC OR PRIVATE)
- (SLP) STREET LIGHT (PG&E)
- (FE) FOREIGN ELECTRIC
- (F) FIBER OPTIC

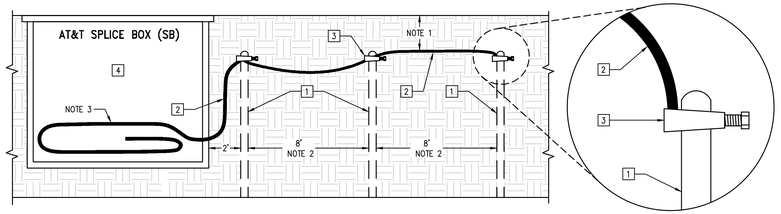
JOINT TRENCH NOTES:

1. TRENCH COVER & CLEARANCES SHOWN ARE MINIMUMS ONLY AND MAY REQUIRE ALTERATIONS TO SUIT FIELD CONDITIONS.
2. IT IS RECOMMENDED THAT ALL FACILITIES ARE TO BE A MINIMUM OF 12" BELOW SUB–BASE DISTURBANCE.
3. * WITH MUTUAL AGREEMENT FROM PARTICIPATING UTILITIES, WHEN 4" O.D. OR SMALLER GAS PIPE IS INSTALLED, SEPARATION MAY BE REDUCED TO NOT LESS THAN 6" BETWEEN GAS AND COMMUNICATION DUCTS (TELEPHONE, C.A.T.V. & FIBER OPTIC).
4. * WHERE 6" GAS MAIN IS LOCATED IN THE JOINT TRENCH A 18" MINIMUM SEPARATION FROM GAS MAIN TO ALL UTILITIES WILL BE REQUIRED.
5. ** WITH MUTUAL AGREEMENT FROM PARTICIPATING UTILITIES, STREET LIGHT SEPARATION MAY BE REDUCED TO 0" BETWEEN STREET LIGHT AND COMMUNICATION DUCTS (TELEPHONE, C.A.T.V. & FIBER OPTIC).
6. TRENCH CONFIGURATIONS SHOWN ARE FOR INSTALLATION WHERE EACH OCCUPANT IS UTILIZING HIS ENTIRE SPACE ALLOCATION. OTHER CONFIGURATIONS OR REDUCED DIMENSIONS MAY BE USED, PROVIDED THAT MINIMUM COVER AND CLEARANCES ARE MAINTAINED.
7. THE CONTRACTOR IS TO ADJUST TRENCH DEPTHS AT ALL JOINT TRENCH LATERAL CROSSINGS TO MAINTAIN REQUIRED CLEARANCES BETWEEN ALL PARTICIPATING UTILITIES.
8. TRENCH SECTIONS ARE SHOWN SCHEMATICALLY AND INDICATE AREAS OF OCCUPANCY ONLY; THEY DO NOT REFLECT SIZE OR QUANTITY OF FACILITIES TO BE INSTALLED.
9. TRENCH FOOTAGES PER SECTION ARE APPROXIMATE. SECTIONS ARE DESIGNED TO ACCOMMODATE ALL REQUIRED FACILITIES AS INDICATED ON EACH TRENCH PARTICIPANT'S CONSTRUCTION DRAWINGS.
10. THE CONTRACTOR SHALL VERIFY TRENCH FOOTAGES FOR ACCURACY PRIOR TO EXCAVATION AND TAKE NECESSARY PRECAUTION CROSSING WATER AND SEWER FACILITIES.
11. THE CONTRACTOR SHALL REFER TO THE COMPOSITE, CONDUIT, AND/OR EACH RESPECTIVE UTILITY INSTALLATION PLAN FOR THE NECESSARY CONDUIT CABLE AND/OR PIPE TO BE INSTALLED IN THIS PROJECT.
12. TYPE "M2" TRENCH SHALL BE INSTALLED AFTER CURB AND GUTTER INSTALLATION. CONTRACTOR SHALL COORDINATE ADDITIONAL MOVE–INS NECESSARY TO COMPLETE THE SERVICES TO THE DWELLING UNITS WITH THE DEVELOPER, ALL AGENCIES AND THE UTILITY COMPANIES. THE COST OF THESE MOVE–INS SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT PRICE FOR TRENCHING.
13. THE AVERAGE TRENCH DEPTHS SHOWN ARE BASED ON THE MINIMUM UTILITY COMPANY REQUIREMENTS FOR DEPTH AND SEPARATION. CONTRACTOR SHALL ADJUST TRENCH WIDTH & DEPTH AS REQUIRED TO ADEQUATELY CLEAR EXISTING UNDERGROUND FACILITIES AND MAINTAIN MINIMUM UTILITY CLEARANCES. ALL TRENCHES OVER 60" DEEP MUST COMPLY WITH OSHA REQUIREMENTS. (SEE THE JOINT TRENCH MINIMUM COVER AND CLEARANCE TABLE)
14. CONTRACTOR SHALL USE SAND BEDDING AND SHADING AS REQUIRED BY THE UTILITY COMPANIES. THE BOTTOM OF THE TRENCH SHALL BE CLEARED OF ROCKS AND OTHER HARD SURFACES. DISTRIBUTION TRENCHES WITHOUT TELEPHONE CONDUIT DO NOT REQUIRE BEDDING MATERIAL. SERVICE TRENCHES WITHOUT TELEPHONE CONDUIT REQUIRE 2" SAND BEDDING AS A PAD ON WHICH UTILITY FACILITIES CAN REST. SERVICE TRENCHES CONTAINING TELEPHONE CONDUIT ONLY REQUIRE A 1" SAND BEDDING. ALL OTHER TRENCHES CONTAINING TELEPHONE CONDUIT REQUIRE A 3" SAND BEDDING. REFER TO PG&E GREEN BOOK PUBLICATION S5453, EXHIBIT B AND AT&T SPEC95 "AT&T SPECIFICATIONS" TRENCHING AND CONDUIT GUIDE FOR FURTHER INFORMATION.
15. ALL TRENCHING AND BACKFILLING TO BE DONE IN ACCORDANCE WITH THE **CITY OF AMERICAN CANYON** ENGINEERING STANDARDS AND SPECIFICATIONS.
16. ALL PG&E, TELEPHONE, CABLE, AND FIBER OPTIC BOXES AND JOINT TRENCH FACILITIES ARE TO MAINTAIN A MINIMUM OF 3' SEPARATION FROM SEWER AND WATER LATERALS AND DRIVEWAYS. ALL UTILITY VAULTS, BOXES, PEDESTALS, ETC. MUST MAINTAIN A 5' MINIMUM CLEARANCE FROM FIRE HYDRANTS, AND 3' MINIMUM FROM STREETLIGHTS.

JOINT TRENCH OCCUPANCY GUIDE

TRENCH SECTION	A*	B*	C*	D*	E*	F*	G*	H*	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
GAS	X	X	X		X				X	X	X		X	X	X		X			X			
TELEPHONE	X	X		X		X			X	X		X	X	X		X		X			X		
CABLE T.V.	X		X	X			X		X		X	X	X		X	X			X			X	
ELECTRIC SEC.	X	X	X	X	X	X	X	X						X	X	X	X	X	X				X
ELECTRIC PRI.	X	X	X	X	X	X	X	X															
FIBER OPTCS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

*THESE SECTIONS MAY OR MAY NOT CONTAIN SECONDARY



LEGEND

1. 8' LENGTH x 5/8" DIAMETER GROUND ROD POLES
2. BARE CONTINUOUS SOLID NUMBER 6 AWG. WIRE
3. GROUND CLAMP
4. TELEPHONE SPLICE BOX

NOTES

1. MINIMUM DEPTH = 12 INCHES
2. GROUND BEDS MAY BE PLACED IN ANY CONFIGURATION AS LONG AS THE 8 FOOT SEPARATION BETWEEN GROUND RODS IS MAINTAINED AND THE 2 FOOT SEPARATION FROM THE SB WALL IS NOT ENCROACHED UPON.
3. BARE #6 GROUND WIRE TO ENTER THROUGH SIDEWALL OR BOTTOM OF SB AND WRAP SB ONCE.

DETAIL 1 / N.T.S. JT4 — AT&T AERIAL AND BURIED GROUND BED DESIGN

THIS AREA RESERVED FOR JOINT TRENCH SECTIONS TO BE PLACED AT A LATER TIME

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JOINT TRENCH SECTIONS AND DETAILS
PENSACOLA RESIDENTIAL, LLC
CRAWFORD WAY TOWNHOMES
AMERICAN CANYON CALIFORNIA

NO.	REVISIONS	BY	DATE

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REGISTERED PROFESSIONAL ENGINEER — PHILLIP TARRAR — Exp. 06/30/25 — CIVIL — STATE OF CALIFORNIA

SHEET JT4 OF JT8 SHEETS

EX. 310 CRAWFORD WAY

EX. 3419 BROADWAY SUITE

EX. 325 CRAWFORD WAY

EX. PG&E JUNCTION BOX #2520 TO BE REPLACED WITH NEW PG&E #4 MAX. AMPERE RATING TO SERVE THE NEW TRACT

EX. PG&E SUBSURFACE TRANSFORMER TX3170 TO REMAIN

PROPOSED PUBLIC STREET LIGHT, SINGLE ARM

EX. CATV SERVICE BOX TO REMAIN.COMCAST TO INTO SERVE THE TRACT.

PROPOSED PUBLIC STREET LIGHT, SINGLE ARM

CRAWFORD WAY
(PUBLIC STREET)

PROPOSED 24" X 36" X 24" TELEPHONE SERVICE BOX (TYP.)

PROPOSED 30" X 48"X 12" CATV SPLICE BOX (TYP.)

PROPOSED 18" X 36" X 20" CATV PEDESTAL NODE.

PROPOSED PG&E PAD MOUNTED JUNCTION CABINET CONCRETE PAD SIZE: 36" X 60"

SEE DETAIL X/JTX — PROPOSED 3ϕ PG&E PAD MOUNTED TRANSFORMER CONCRETE PAD SIZE: 90" X 106"

PROPOSED 3' x 5' x 3'6" PG&E SECONDARY ENCLOSURE.

SEE DETAIL 3/JT3

BUILDING A
3 STORY BUILDING
(8 LIVING UNITS)

9 TOTAL ELECTRIC METERS:
8 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE
E,T,C

9 TOTAL ELECTRIC METERS:
8 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE
E,T,C

STA XX+XX±
ADD 6" POND CATV POWER SUPPLY METERED SERVICE PEDESTAL
- PAD SIZE 40" x 40"
- PEDESTAL SIZE 26" x 26"d x 54"h
- FINISH GRADE TO BOTTOM OF J.T.
- J.T. CONTRACTOR TO INSTALL PG&E SERVICE CABLE.
SEE DETAIL (TYP.)

PROPOSED 17" X 30"X 18" CATV SPLICE BOX (TYP.)

PROJECT BOUNDARY

PRIVATE STREET "G"

PRIVATE STREET "F"

PRIVATE STREET "H"

PRIVATE STREET "A"

BUILDING B
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING C
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING D
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING E
3 STORY BUILDING
(8 LIVING UNITS)

6 TOTAL ELECTRIC METERS:
5 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE
E,T,C

SVC — SVC

MATCH LINE - SEE SHEET JT7

MATCH LINE - SEE SHEET JT6

0 10 20 40
SCALE: 1" = 20'

SERVICE TERMINATION LEGEND

E,T,C ELECTRIC, TELEPHONE, CATV LOCATION

CAUTION !! CAUTION !! CAUTION !!
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JOINT TRENCH OCCUPANCY GUIDE

TRENCH SECTION	A*	B*	C*	D*	E*	F*	G*	H*	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
GAS	X	X	X		X				X	X	X		X	X	X		X			X			
TELEPHONE	X	X		X		X			X	X		X	X	X		X		X			X		
CABLE T.V.	X		X	X			X		X		X	X	X		X	X			X			X	
ELECTRIC SEC.	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X				X
ELECTRIC PRI.	X	X	X	X	X	X	X	X															

*THESE SECTIONS MAY OR MAY NOT CONTAIN SECONDARY

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- Due Diligence

JOINT TRENCH COMPOSITE PLAN

PENSACOLA RESIDENTIAL, LLC
CRAWFORD WAY TOWNHOMES
AMERICAN CANYON CALIFORNIA

NO.	REVISIONS	BY	DATE

DATE: JANUARY 2024 | DATE LAST WORKED ON: 1/23/2024
SCALE: 1" = 10' | DRAWN: KK | CHECKED: HK
JOB NO.: 223044 | PRELIMINARY NOT FOR CONSTRUCTION

INTENT TO CONSTRUCT

811 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER — KATHRYN M. HULLINGER — Exp. 06/30/25 — CIVIL — STATE OF CALIFORNIA

SHEET JT5 OF JT8 SHEETS

MATCH LINE - SEE SHEET JT5

EX. 325 CRAWFORD WAY

PROJECT BOUNDARY

BUILDING B
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING C
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING D
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING E
3 STORY BUILDING
(8 LIVING UNITS)

PRIVATE STREET "A"

PRIVATE STREET "B"

PRIVATE STREET "F"

PRIVATE STREET "H"

BUILDING K
3 STORY BUILDING
(7 LIVING UNITS)

BUILDING L
3 STORY BUILDING
(6 LIVING UNITS)

BUILDING M
3 STORY BUILDING
(6 LIVING UNITS)

BUILDING N
3 STORY BUILDING
(6 LIVING UNITS)

ELECTRICAL ROOM

6 TOTAL ELECTRIC METERS:
5 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE

8 TOTAL ELECTRIC METERS:
7 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE

7 TOTAL ELECTRIC METERS:
6 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE

PROPOSED 3' X 5' X 3'6" PG&E SECONDARY ENCLOSURE

PROPOSED 36" POKE PAD TRANSFORMER CONCRETE PAD SIZE: 40" x 106"

PROPOSED POKE PAD TRANSFORMER CONCRETE PAD SIZE: 36" X 60"

PROPOSED PRIVATE STREET LIGHT, SINGLE ARM (TYP.)

PROPOSED 30" X 48" X 12" CATV SPLICE BOX (TYP.)

PROPOSED 17" X 30" X 24" TELEPHONE SERVICE BOX (TYP.)

PROPOSED 17" X 30" X 18" CATV SPLICE BOX (TYP.)

PROPOSED 4' X 4' X 4' DEEP TELEPHONE MANHOLE

SEE DETAIL J3/J15

SEE DETAIL J3/J7

SVC

EUG

E,T,C

T1

C3

C

5S

T

0 10 20 40
SCALE: 1" = 20'

SERVICE TERMINATION LEGEND

E,T,C ELECTRIC, TELEPHONE, CATV LOCATION

CAUTION !! CAUTION !! CAUTION !!
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JOINT TRENCH OCCUPANCY GUIDE

TRENCH SECTION	A*	B*	C*	D*	E*	F*	G*	H*	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
GAS	X	X	X		X				X	X	X		X	X	X		X			X			
TELEPHONE	X	X		X		X			X	X		X	X	X		X		X			X		
CABLE T.V.	X		X	X			X		X		X	X	X		X	X			X			X	
ELECTRIC SEC.	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X					X
ELECTRIC PRI.	X	X	X	X	X	X	X	X															

*THESE SECTIONS MAY OR MAY NOT CONTAIN SECONDARY

MATCH LINE - SEE SHEET JT8

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JOINT TRENCH COMPOSITE PLAN

PENSACOLA RESIDENTIAL, LLC
CRAWFORD WAY TOWNHOMES
AMERICAN CANYON CALIFORNIA

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REGISTERED PROFESSIONAL ENGINEER CHULLAN LACHER Exp. 06/30/25 CIVIL STATE OF CALIFORNIA

SHEET JT6 OF JT8 SHEETS

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JOINT TRENCH OCCUPANCY GUIDE

TRENCH SECTION	A*	B*	C*	D*	E*	F*	G*	H*	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
GAS	X	X	X		X				X	X	X		X	X	X		X			X			
TELEPHONE	X	X		X		X			X	X		X	X	X		X		X			X		
CABLE T.V.	X		X	X			X		X		X	X	X		X	X			X			X	
ELECTRIC SEC.	X	X	X	X	X	X	X	X						X	X	X	X	X	X				X
ELECTRIC PRI.	X	X	X	X	X	X	X	X															

*THESE SECTIONS MAY OR MAY NOT CONTAIN SECONDARY

SERVICE TERMINATION LEGEND

E,T,C ELECTRIC, TELEPHONE, CATV LOCATION

0 10 20 40
SCALE: 1" = 20'

MATCH LINE - SEE SHEET JT5

MATCH LINE - SEE SHEET JT8

EX. 3417 BROADWAY SUITE

CRAWFORD WAY
(PUBLIC STREET)

EX. PG&E JUNCTION BOX #3072 TO REMAIN

PROPOSED PG&E PAD MOUNTED JUNCTION CABINET CONCRETE PAD SIZE: 36" X 60"

PROPOSED PUBLIC STREET LIGHT, SINGLE ARM

EX. TELEPHONE MANHOLE TO REMAIN, AT&T TO TIE-IN TO NEW LOCATION TO SERVE THE TRACT

EX. POLE WITH PRIMARY ELECTRIC RISER TO REMAIN

PROPOSED PUBLIC STREET LIGHT, SINGLE ARM

PROPOSED 24" X 36" X 24" TELEPHONE SERVICE BOX (TYP.)

EEUG EEOH TUG JT SVC WT SS EX WT EX SS E3 R/W F/C

SEE DETAIL 3 JT3 X PROPOSED 3' x 5' x 3'6" PG&E SECONDARY ENCLOSURE.

PROPOSED 3ϕ, PG&E PAD MOUNTED TRANSFORMER CONCRETE PAD SIZE: 90" X 106"

SEE DETAIL X JTX

5S

E,T,C

9 TOTAL ELECTRIC METERS:
8 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE

6 TOTAL ELECTRIC METERS:
5 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE

BUILDING G
3 STORY BUILDING
(5 LIVING UNITS)

PRIVATE STREET "D"

PRIVATE STREET "E"

PRIVATE STREET "C"

BUILDING F
3 STORY BUILDING
(8 LIVING UNITS)

BUILDING H
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING I
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING J
3 STORY BUILDING
(8 LIVING UNITS)

PROPOSED PRIVATE STREET LIGHT, SINGLE ARM (TYP.)

PROPOSED 17"x30"x18" CATV SPLICE BOX (TYP.)

LINCOLN HIGHWAY
(PUBLIC STREET)

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SHEET JT7 OF JT8 SHEETS

MATCH LINE - SEE SHEET JT7

BUILDING F
3 STORY BUILDING
(8 LIVING UNITS)

PRIVATE STREET "E"

PROPOSED 4' X 4' X 4' DEEP TELEPHONE MANHOLE

BUILDING H
3 STORY BUILDING
(5 LIVING UNITS)

BUILDING I
3 STORY BUILDING
(5 LIVING UNITS)

PROPOSED PG&E PAD MOUNTED JUNCTION CABINET CONCRETE PAD SIZE: 36" X 60"

PROPOSED 17" X 30" X 24" TELEPHONE SERVICE BOX (TYP)

PRIVATE STREET "C"

BUILDING J
3 STORY BUILDING
(8 LIVING UNITS)

SEE JTX DETAIL

PROPOSED 3ϕ PG&E PAD MOUNTED TRANSFORMER CONCRETE PAD SIZE: 90" X 106"

PROPOSED 17" X 30" X 18" CATV SPLICE BOX (TYP.)

PRIVATE STREET "B"

SVC

5S

E,T,C

8 TOTAL ELECTRIC METERS:
7 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE

PROPOSED 3' x 5' x 3'6" PG&E SECONDARY ENCLOSURE

SEE DETAIL 3 JT3

PROPOSED PUBLIC STREET LIGHT, SINGLE ARM

R/W

F/C

7 TOTAL ELECTRIC METERS:
6 RESIDENTIAL METERS
1 H.O.A. METER
600A MAIN 208/120V 3ϕ 4 WIRE

EUG

5S

E,T,C

600A MAIN 120/208V 3ϕ 4 WIRE

BUILDING Q
COMMUNITY BUILDING

PROPOSED 3' x 5' x 3'6" PG&E SECONDARY ENCLOSURE.

SEE DETAIL 3 JT3

PROPOSED 3ϕ PG&E PAD MOUNTED TRANSFORMER CONCRETE PAD SIZE: 90" X 106"

SEE JTX DETAIL

BUILDING O
STORY BUILDING
(6 LIVING UNITS)

BUILDING P
3 STORY BUILDING
(7 LIVING UNITS)

LINCOLN HIGHWAY
(PUBLIC STREET)

MATCH LINE - SEE SHEET JT8

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GAS	X	X	X		X				X	X	X		X	X	X		X			X			
TELEPHONE	X	X		X		X			X	X		X	X	X		X		X			X		
CABLE T.V.	X		X	X			X		X		X	X	X	X		X	X			X			X
ELECTRIC SEC.	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X				X
ELECTRIC PRI.	X	X	X	X	X	X	X	X															

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SERVICE TERMINATION LEGEND

E,T,C ELECTRIC, TELEPHONE, CATV LOCATION

0 10 20 40
SCALE: 1" = 20'

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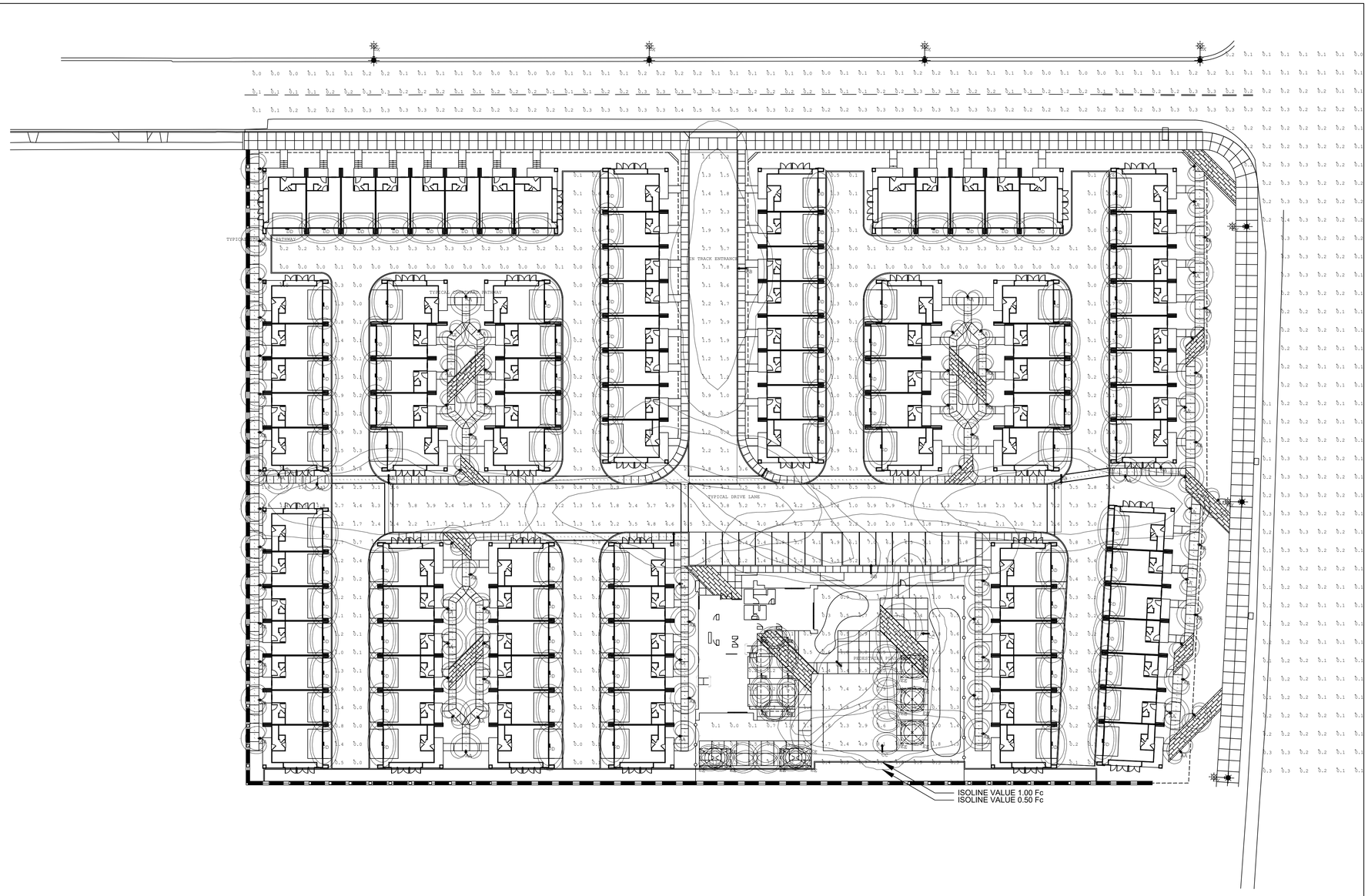
SHEET JT8 OF JT8 SHEETS



SCALE: 1" = 30'-0"

PLAN VIEW

Luminaire Schedule											
Symbol	Qty	Label	Arrangement	Mounting Ht.	Description	UDF	LLF	Lum. Lumens	Lum. Watts	Tot. Watts	Data Source Filename
	7	EX	Single	31.5	EXISTING CREE BXSP-56W-2ME-B-40K-UL	0.600*	0.510	9612	101	707	BXSP-B-XX-2ME-B-40K-UL_CONFIGURED.ies
	78	AA	Single	2.83	HESS LINEA S 900_760_600	N.A.	0.850	514	10.06	784.68	Linea_S_4000K.ies
	6	BB	Single	26	HESS LG600-800-4LVC-NW-T2	N.A.	0.850	15577	144	864	LG600-800-4LVC-NW-T2.ies
	3	CC	Single	15	HESS LG450-2LVC-NW-T2	N.A.	0.850	7789	72	216	LG450-2LVC-NW-T2.ies
	100	DD	Single	10	BEGA 24 218	N.A.	0.850	989	11	1100	24218_BEGA_IES.ies
	36	EE	Single	8	BK LIGHTING LED-e65-WFL-12	0.890**	0.756	462	6.8	244.8	LED-e66-WFL-12-ITL85923.IES

* UDF FACTOR PRORATED FOR 56W OUTPUT
** UDF FACTOR PRORATED FOR 3000K

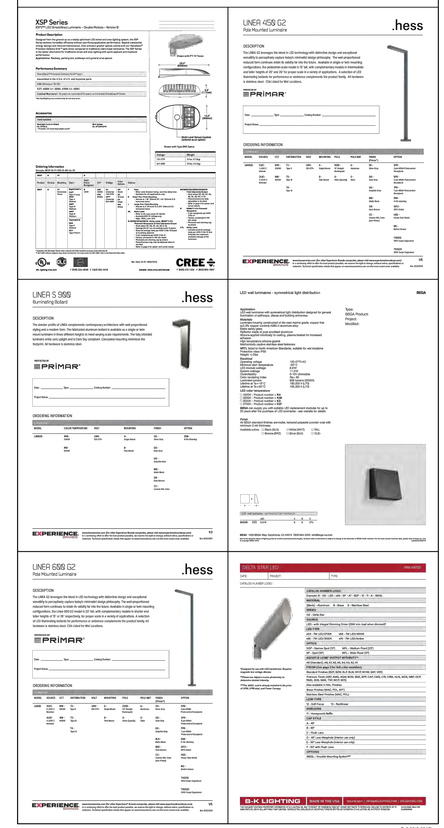
Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
IN TRACK ENTRANCE	Illuminance	Fc	2.77	7.8	0.7	3.96	11.14
PEDESTRIAN PLAY AREA	Illuminance	Fc	3.99	14.9	0.2	19.95	74.50
TYPICAL COURTYARD PATHWAY	Illuminance	Fc	2.52	6.0	0.8	3.15	7.50
TYPICAL DRIVE LANE	Illuminance	Fc	2.77	7.7	0.5	5.54	15.40
TYPICAL STRAIGHT PATHWAY	Illuminance	Fc	2.13	5.1	0.5	4.26	10.20

Note: Unless otherwise specified - the lamp lumen depreciation (LLD) for legacy sources used in these calculations is based on published mean lumen ratings by major lamp manufacturers; 0.80 LLD for pulse start metal halide; 0.90 LLD for high pressure sodium; 0.95 LLD for linear T8 and T5 fluorescent; 0.86 LLD for compact fluorescent and induction; 0.88 LLD for Cosmo and Elite lamps. 0.94 LDD for all LED sources. Unless otherwise noted - 0.90 luminaire dirt depreciation (LDD) is commonly applied. In cases where appropriate - ballast factor (BF) is applied. Additional user defind factors (UDF) may be applied if necessary to represent luminaire performance to a higher degree of accruracy. Total light loss factor (LLF) is the product of all multiplied loss factors.

LIGHTING PLAN - PHOTOMETRIC ANALYSIS - LAYOUT VERIFICATION

(ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISHED GRADE, U.O.N.)

ATTACHMENT 1.2.3



D-5.88(0.69/7)

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NOT FOR QUOTING PURPOSES

Associated Lighting Representatives, Inc.
Sacramento, CA
1951 Del Paso Rd.
Suite 210
916-924-0440

Rocklin, CA
2725 Sunset Blvd.
Suite 200
916-924-0440

Reno, NV
9670 Double Diamond Pkwy
Suite 210
775-849-9776

Oakland, CA
1707 Fairview Lane
Suite 100
510-536-3000

INSTANTANEOUS DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IESNA TESTING PROCEDURES AND LABORATORY ACCREDITATIONS. FIELD MEASUREMENTS MAY VARY DUE TO ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

Calculations have been performed according to IES/IDA standards and good practice. Calculation results are based on data supplied by others. Lighting Analysts, Inc. cannot be responsible for tolerances in calculation methods, testing procedures, component performance, field conditions, or the interpretation of results by others. Actual performance of any manufactured products, installations, and architectural elements significantly affect the illumination design. Actual performance may differ from design criteria. Small variations in illumination values, luminaire and lamp quantities, and layout dimensions, reflectances, transparencies and other surface characteristics, and electrical characteristics will occur between measured values and calculated values.

Lighting Analysts
AGI32 Software
AGI32 v. VERSION 21.0
AGI (C) 2022 LIGHTING ANALYSTS, INC.
10268 W CENTENNIAL ROAD, SUITE 202, LITTLETON, CO USA 80127

REPORT FOR:
VANDERTOOLEN ASSOCIATES

SALES REPRESENTATIVE:
TIM HART
ASSOCIATED LIGHTING REPRESENTATIVES, INC.

APPLICATION ENGINEER(S):
HUNTER SIMMERS
ASSOCIATED LIGHTING REPRESENTATIVES, INC.

PROJECT DESCRIPTION:
CRAWFORD WAY APARTMENTS
AMERICAN CANYON, CA

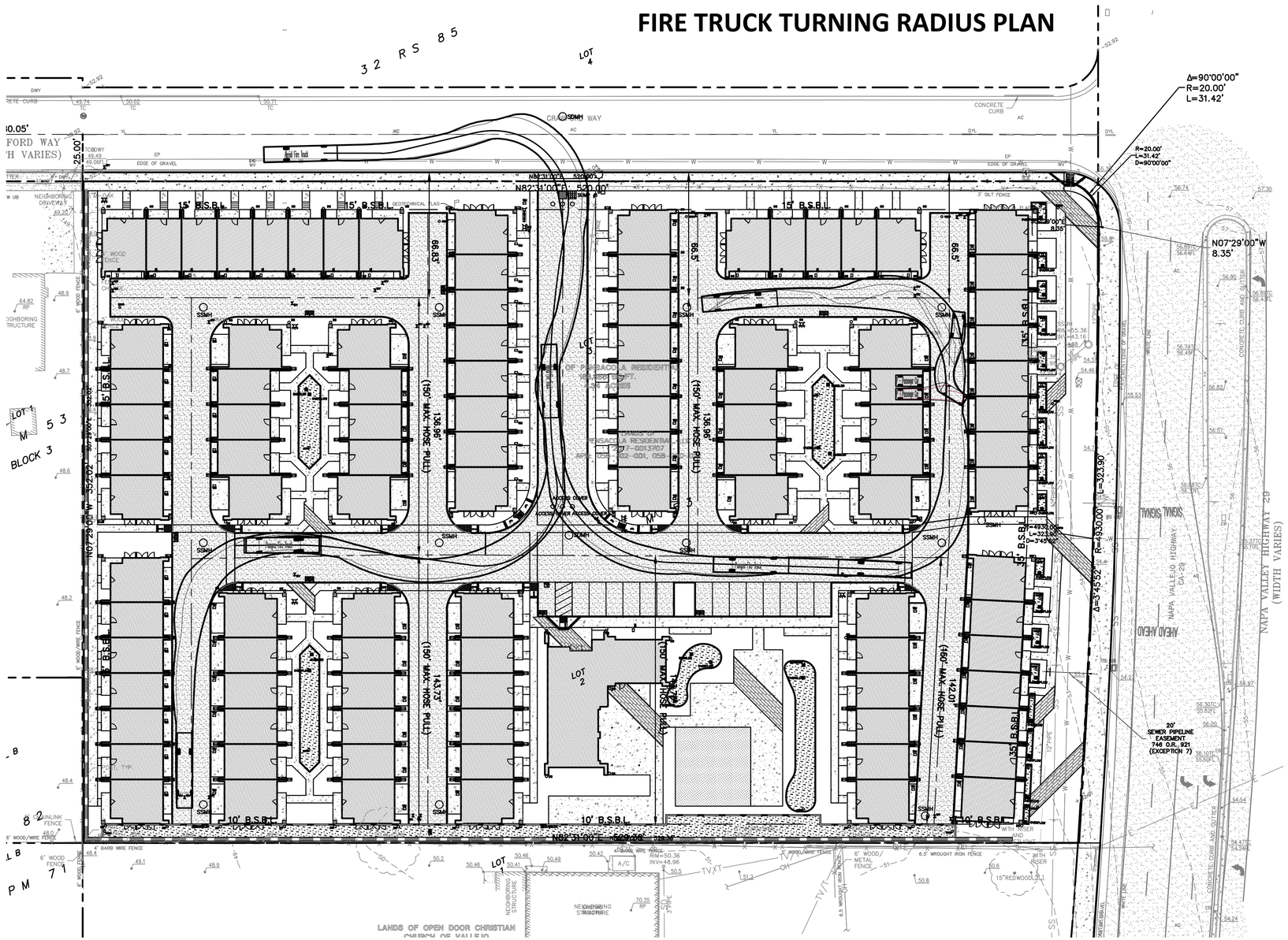
DRAWING NO: / INPUT FILE
21579HAL-R1.DWG A32

REV	SHEET	DATE	SCALE
1	1 OF 1	1-23-2023	1" = 30'-0"

Crawford Way Multifamily Design Permit
Zoning Standard Table

BDSP Section	Zoning Standard				Proposed
BDSP Table 2-13	**Development Density**	Maximum Density Bonus Total	20 du/ac. = 20% =	87 Units 18 Units 105 Units	 100 Units
BDSP Table 2-13	**Floor Area Ratio**	Maximum	N/A		
BDSP Table 2-13	**Setback**				
	Front - (Highway 29)		30 ft.		30 ft.
	Front		15 ft.		15 ft.
	Side - Street side		15 ft.		15 ft.
	Side - Interior		10 ft.		10 ft.
	Rear		10 ft.		10 ft.
	Building Face - Building Face		30 ft.		Waiver
	Building Face - Building Side		25 ft.		Waiver
BDSP Table 2-13	**Height**				
	Primary Structure (15' Setback)	Maximum	2 Stories / 24 ft.		Waiver
	Primary Structure (30' Setback)	Maximum	3 Stories / 42' ft.		38 ft.
ACMC 19.21.030	**Off-Street Parking**				
	Space size 20' x 20'				Waiver
	Multi-Family				
	1 Bed Units	1 / Unit			
	2 & 3 Beds	2 / Unit	100 Units =	200 Spaces	per zoning
	4 or more Beds	2 / Unit			
	Guest Parking	0.25/Unit	100 Units =	25 Spaces	per SB 65915 (p)(1)
			Total =	225 spaces	216 Spaces
BDSP Table 2-13	**Open Space**				
	Common Open Space	N/A			
	Private Open Space (Ground Level)	100 SF	Min 8' Deep		N/A
	Private Open Space (Upper levels)	50 SF	Min 6' Deep		Waiver

FIRE TRUCK TURNING RADIUS PLAN



ATTACHMENT 1.2.5

LEGEND:

- SUBDIVISION BOUNDARY
- PROPOSED PAVEMENT AREA (ACCESSIBLE ROADWAY)
- PROPOSED FIRE HYDRANT

0 15 30 60

SCALE: 1" = 30'

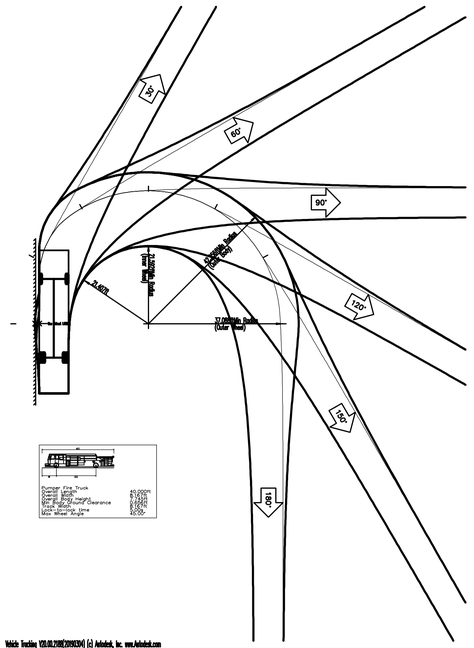


Table B105.1 (2)					Table B105.2			Table CC105.1		
Building	Building (Roof SF shown) Size (SF)	Construction Type	Fire Flow (GPM)	Duration (HR)	Fire Sprinkler Allowance	Fire Flow (GPM)	Duration (HR)	Number of Hydrants	Average Spacing (LF)	Max. distance from (LF) Street or Frontage
A	5,763	VB	1,500	2	-50%	750	1	1	500	250
B	3,734	VB	1,500	2	-50%	750	1	1	500	250
C	3,758	VB	1,500	2	-50%	750	1	1	500	250
D	3,758	VB	1,500	2	-50%	750	1	1	500	250
E	5,763	VB	1,500	2	-50%	750	1	1	500	250
F	5,763	VB	1,500	2	-50%	750	1	1	500	250
G	3,734	VB	1,500	2	-50%	750	1	1	500	250
H	3,758	VB	1,500	2	-50%	750	1	1	500	250
I	3,758	VB	1,500	2	-50%	750	1	1	500	250
J	5,763	VB	1,500	2	-50%	750	1	1	500	250
K	5,087	VB	1,500	2	-50%	750	1	1	500	250
L	4,410	VB	1,500	2	-50%	750	1	1	500	250
M	4,410	VB	1,500	2	-50%	750	1	1	500	250
N	4,410	VB	1,500	2	-50%	750	1	1	500	250
O	5,087	VB	1,500	2	-50%	750	1	1	500	250
P	4,410	VB	1,500	2	-50%	750	1	1	500	250
Q	3,415	VB	1,500	2	-50%	750	1	1	500	250

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

*** BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.**

CALL BEFORE YOU DIG 1-800-642-2444 811 UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER ALEXANDER CHARLES ABAYA No. C78550 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS I LAND SURVEYORS
MAIN OFFICE:
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(510) 887-4086
REGIONAL OFFICES:
ROSEVILLE
DUBLIN
SAN JOSE
WWW.LEABRAZE.COM

CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA

APN: 058-302-001 & 058-290-012

NAPA COUNTY

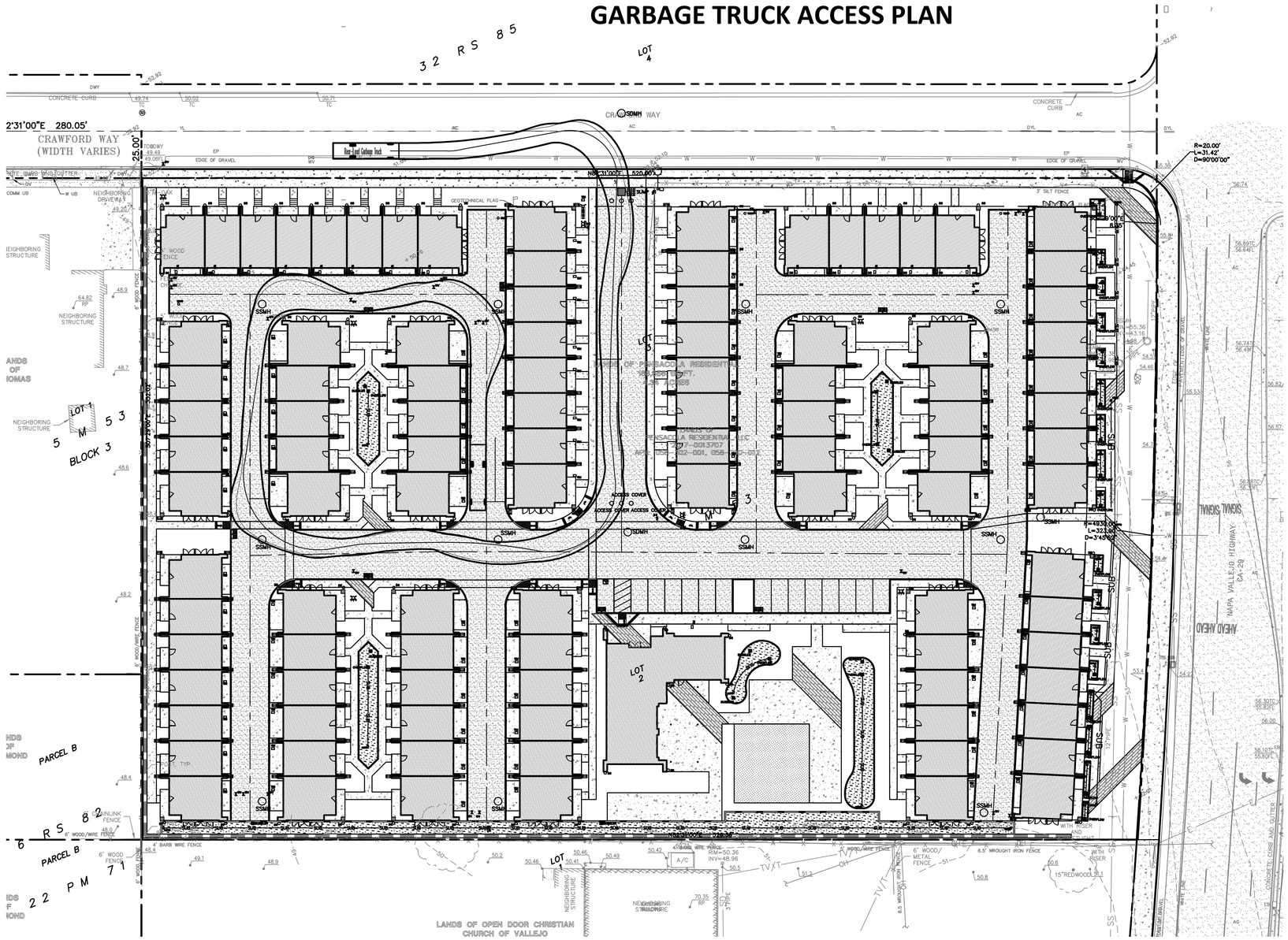
PRELIMINARY SITE PLAN
FIRE ACCESS PLAN

REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-4

08 OF 09 SHEETS

GARBAGE TRUCK ACCESS PLAN

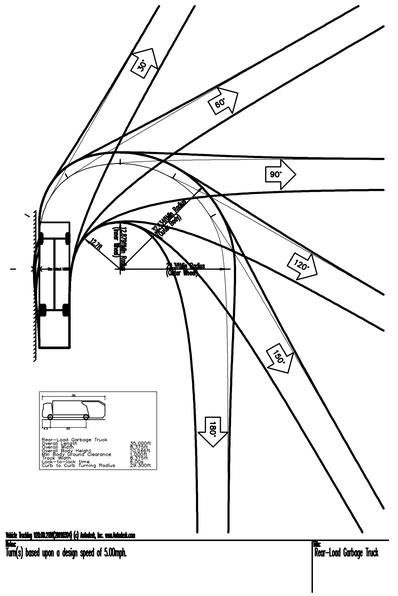


LEGEND:

- SUBDIVISION BOUNDARY
- PROPOSED PAVEMENT AREA (ACCESSIBLE ROADWAY)
- PROPOSED FIRE HYDRANT

0 15 30 60

SCALE: 1" = 30'



Vehicle Tracking VEHICLE DIMENSIONS (c) Autodesk, Inc. www.Autodesk.com

PAGE 2 OF 2

NOTE:
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*** BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.**

CALL BEFORE YOU DIG 1-800-642-2444 811 UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER — PETER CHANG — No. C79555 — CIVIL — STATE OF CALIFORNIA — ORIGINAL SIGNATURES IN BLUE INK

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CRAWFORD WAY & BROADWAY,
AMERICAN CANYON,
CALIFORNIA

APN: 058-302-001 & 058-290-012

NAPA COUNTY

PRELIMINARY SITE PLAN
GARBAGE ACCESS PLAN

REVISIONS	BY
–	–
–	–
–	–
–	–
–	–

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-5

09 OF 09 SHEETS

Attachment 1.3: Exhibit C - Landscaping Plans

PLANTING NOTES

1. THE PLANTING DESIGN FOR THE SITE IS DROUGHT TOLERANT AND CONSISTS OF A BALANCE OF EVERGREEN AND DECIDUOUS PLANTING AS WELL AS NATIVE AND ORNAMENTAL PLANTING.
2. PROPOSED TREE LOCATIONS ARE BASED ON STANDARD JOINT TRENCH LOCATIONS. FINAL TREE LOCATIONS TO BE DETERMINED WHEN FINAL UTILITY LOCATIONS ARE PROVIDED. TREE PLACEMENT MAY BE ADJUSTED AND FINAL TREE COUNT MAY CHANGE.
3. ALL SHRUBS AND GROUNDCOVER MATERIAL SELECTED HAVE A WUCOLS WATER USE RATING OF VERY LOW TO MODERATE.
4. PROPOSED TREE CANOPIES ARE SHOWN AT 85% MATURE GROWTH DIAMETER IN ORDER TO ENSURE THERE IS SUFFICIENT ROOM FOR TREE GROWTH AND HEALTH.

Fence Legend

- 3'-6" HIGH METAL HORIZONTAL SLAT FENCE
- 6' HIGH WIRE MESH FENCE
- 6' HIGH METAL LASER CUT FENCE
- 6' HIGH WOOD HORIZONTAL SLAT SCREEN FENCE ON RETAINING WALL

Lighting Legend

- PARKING LOT LIGHT POLE PER SITE LIGHTING PLAN
- PEDESTRIAN SCALE LIGHT POLE PER SITE LIGHTING PLAN
- BOLLARD LIGHT PER SITE LIGHTING PLAN
- STREETLIGHT PER SITE LIGHTING PLAN

*REFER TO PHOTOMETRIC PLAN FOR LIGHT FIXTURE SPECIFICATIONS AND LIGHT LEVELS.

Proposed Tree Palette

SYMBOL	BOTANICAL NAME	COMMON NAME	NATIVE / ADAPTIVE	MATURE SIZE (HxW)	CONTAINER SIZE	WATER USE
	CANOPY TREES					
	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	A	45' x 15'	15 GAL	MOD
	CARPINUS BETULUS 'FRANS FONTAINE'	FRANS FONTAINE HORNBEAM	A	35' x 9'-15'	15 GAL	MOD
	GINGKO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY MAIDENHAIR TREE	A	40'-50' x 10'-20'	15 GAL	MOD
	LAURUS X 'SARATOGA'	SARATOGA SWEET BAY	A	15'-35' x 15'-30'	15 GAL	LOW
	PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	A	30'-60' x 30'-60'	15 GAL	LOW
	QUERCUS AGRIFOLIA	COAST LIVE OAK	N	20'-70' x 25'-80'	15 GAL	V. LOW
	TILIA TOMENTOSA 'STERLING'	SILVER LINDEN	A	50'-70' x 30'-50'	15 GAL	LOW
	ULMUS X 'FRONTIER'	FRONTIER ELM	A	30'-40' x 20'-30'	15 GAL	LOW
	ACCENT TREES					
	CERCIS RENIFORMIS 'OKLAHOMA'	OKLAHOMA REDBUD	A	25'-35' x 25'-35'	24"' BOX	LOW
	LAGERSTROEMIA SPP.	CRAPE MYRTLE	A	20'-25' x 10'-15'	24"' BOX	LOW
	SHRUB AREA					
	SEE PROPOSED PLANT PALETTE, SHEET L-5					
	BIORETENTION AREA					
	SEE PROPOSED PLANT PALETTE, SHEET L-5					

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(707)688-6668

CRAWFORD WAY APARTMENTS

American Canyon, California

OVERALL SITE PLAN
CONCEPTUAL LANDSCAPE PLAN
JUNE 18, 2024

vanderToolen Associates
855 Bordeaux Way
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Napa, CA 94558
tel: 707.224.2299
www.vandertoolen.com

0' 15' 30' 60'
SCALE: 1" = 30'-0"
NORTH

L-1
Project No. 02922

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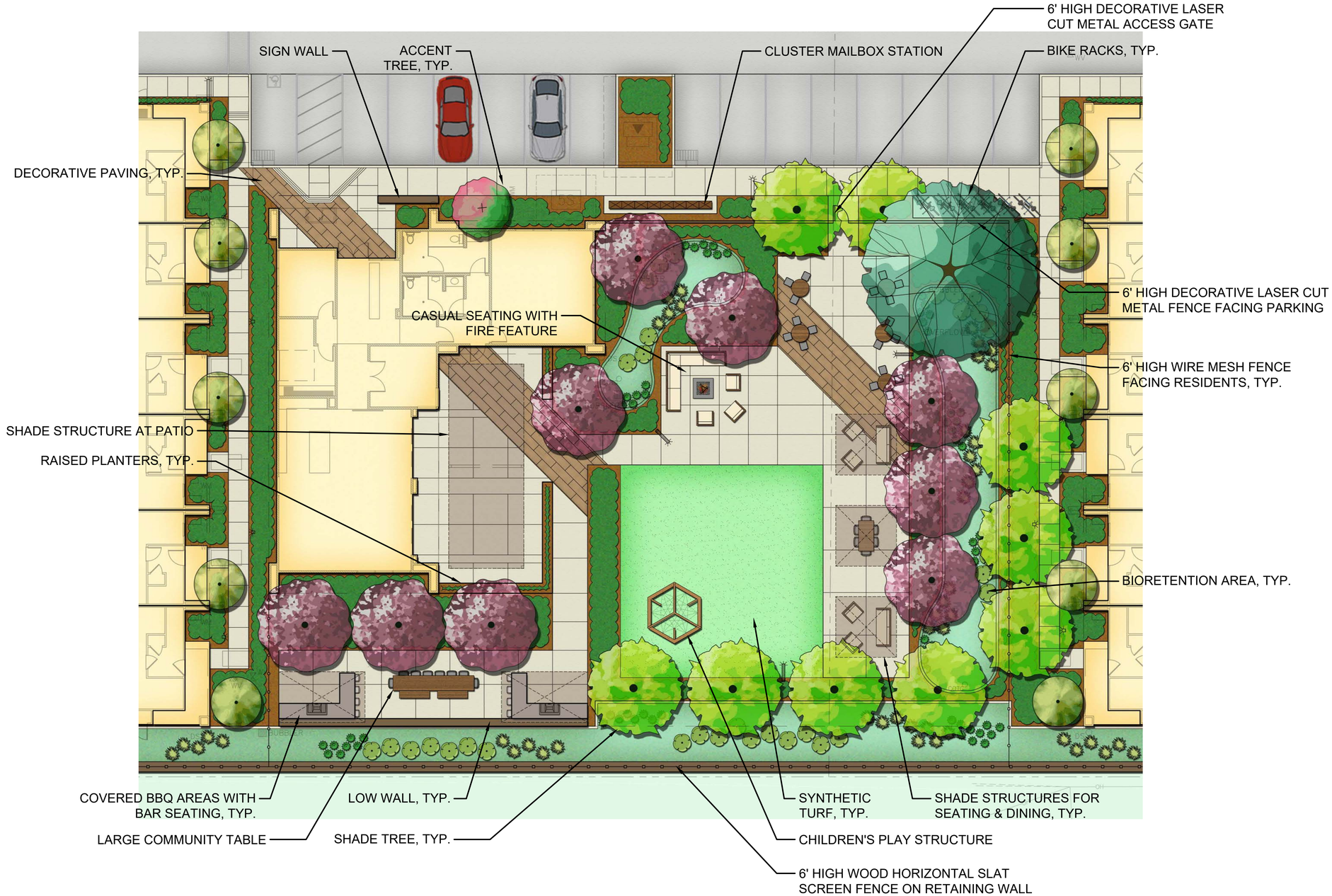

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CRAWFORD WAY APARTMENTS

American Canyon, California

ENLARGEMENT PLAN

CONCEPTUAL LANDSCAPE PLAN
JUNE 18, 2024

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0' 5' 10' 20'
SCALE: 1" = 10'-0"
NORTH

L-2

Project No. 02922

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SITE AREA TABLE

AREA TYPE	SQUARE FOOTAGE	PERCENT OF LANDSCAPE
BUILDINGS & IMPERVIOUS SURFACES (WALKWAYS & PARKING LOT/DRIVE)	152,936 SF	78%
PERVIOUS PAVING (SYNTHETIC TURF PLAY SURFACE)	1,680 SF	1%
TREES, SHRUBS & GROUNDCOVERS	33,472 SF	17%
BIO TREATMENT	7,372 SF	4%
TOTAL SITE AREA	**195,460 SF**	**100%**

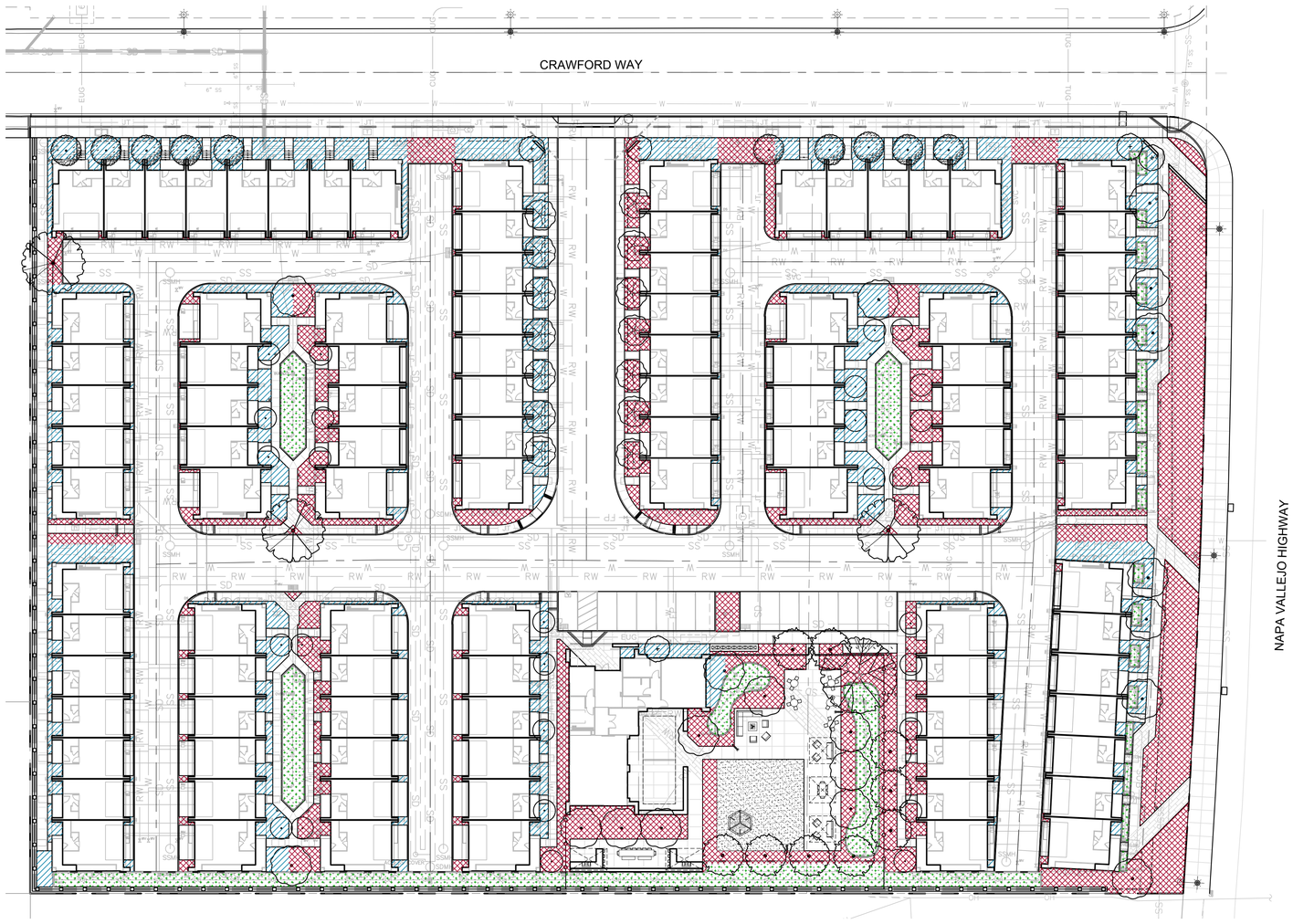
HYDROZONE LEGEND

- TREES, SHRUBS & GROUNDCOVERS - SOUTH/ WEST
- TREES, SHRUBS & GROUNDCOVERS - NORTH/ EAST
- BIORETENTION

MWELO STATEMENT OF COMPLIANCE

"I HAVE COMPLIED WITH THE CRITERIA OF THE CITY OF AMERICAN CANYON WATER EFFICIENT LANDSCAPING ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN."

PHILIP A. VANDERTOOLEN, PRESIDENT
VANDERTOOLEN ASSOCIATES, INC.
CA LICENSE # 2798



IRRIGATION CONCEPT STATEMENT

THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23 - DIVISION 2-CHAPTER 2.7) AND THE CITY OF AMERICAN CANYON WATER EFFICIENT LANDSCAPE STANDARDS.

THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS, AND LOW FLOW IRRIGATION OVERHEAD SPRAY FOR BIORETENTION AREAS.

PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO-TRANSPIRATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.

IRRIGATION NOTES

1. IRRIGATION ZONES: ALL LANDSCAPED AREAS HAVE AN IRRIGATION ZONE DESIGNATION OF "SHRUBS / GROUNDCOVERS/ TREES' OR 'BIORETENTION." NO IRRIGATION ZONES FOR ANNUALS AND TURFED SLOPES EXCEEDING 10% ARE PROPOSED.

2. DEPTH OF IRRIGATION LINES: ALL ON-GRADE LATERAL LINES SHALL BE BURIED TO A DEPTH OF 12" MIN. ALL ON-GRADE MAINLINES SHALL BE BURIED TO A DEPTH OF 18" MIN.

3. BACKFLOW PREVENTER: BACKFLOW PREVENTER SHALL BE A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER (FEBCO 825Y OR EQUAL) TYPE AS APPROVED BY WATER PURVEYOR.

4. IRRIGATION SPRINKLER TYPES: ALL SPRINKLERS SHALL UTILIZE MATCHED PRECIPITATION, PRESSURE COMPENSATING NOZZLES FOR MAXIMUM UNIFORMITY OF DISTRIBUTION. IRRIGATION SYSTEMS TO BE INSPECTED PERIODICALLY FOR BROKEN OR DEFICIENT EQUIPMENT.

5. IRRIGATION CONTROLLER: CONTROLLER SHALL BE AN AUTOMATIC ET (EVAPOTRANSPIRATION) WITH MULTIPLE PROGRAMMING CAPABILITY. CONTROLLER TO BE REPROGRAMMED SEASONALLY TO MINIMIZE RUNOFF OR OVER WATERING. WEATHER SENSING DEVICES SHALL BE UTILIZED TO CONTROL IRRIGATION CYCLES ACCORDING TO SPECIFIC IRRIGATION REQUIREMENTS.

6. CLASS OF IRRIGATION PIPE: ALL MAINLINE SHALL BE SCHEDULE 40 PVC. ALL LATERAL LINE SHALL BE CLASS 200 PVC.

7. IRRIGATION EMITTERS: ALL BIORETENTION AREAS SHALL BE IRRIGATED USING LOW FLOW OVERHEAD ROTARY SPRAY. ALL SHRUB/ GROUNDCOVER AREAS SHALL BE IRRIGATED USING DRIP IRRIGATION SYSTEM. ALL TREE AREAS SHALL BE IRRIGATED USING BUBBLER IRRIGATION SYSTEM.

Water Efficient Landscape Worksheet

Adapted from California Code of Regulations Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance

Use drop down menus or type in values in white cells only. Results appear in Yellow or Red highlighted cells below.

Site Information

Site Name → Crawford Way Apartments
Site Type → Residential — Allowed ETAF: 0.55
Annual Eto (inches/yr) → 43.8

Hydrozone or Planting Description (a)	Plant Factor (PF)		Irrigation Method (b)	Irrigation Efficiency (IE) (c)	ETAF (PF/IE)	Landscape Area (sqft.)	ETAF x Area	*Estimated Total Water Use (gal./yr.)
Regular Landscape Areas								
TREES (LOW/MOD)	0.3	Low	RWS-bubbler	0.81	0.4	801	297	8,424
SHRUBS (LOW/MOD)	0.3	Low	Drip	0.81	0.4	33,472	12,397	352,026
BIO-INFILTRATION (MOD)	0.4	Mod./Ave.	Overhead Spray	0.75	0.5	7,372	3,932	111,645
					SUBTOTAL→	41,645	16,625	472,096
Special Landscape Areas								
1					1	0	0	0
2					1		0	0
3					1		0	0
					SUBTOTAL →	0	0	0
					Estimated Total Water Use (ETWU) →			472,096
					Maximum Allowed Water Allowance (MAWA) →			650,403

(a) Hydrozone #/Planting Description
1.) Front Lawn
2.) low water use planting
3.) medium water use

(b) Irrigation Method
Overhead Spray
Drip
Bubbler

(c) Irrigation Efficiency
0.75 for spray head
0.81 for drip

(*) ETWU (Annual Gallons Required)=
Eto x 0.62 x ETAF x Area where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year

(**) MAWA (Annual Gallons Allowed)=
(Eto) x (0.62) x [(ETAF x LA) + ((1-ETAF) x SLA)]
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, and ETAF is 0.55 for residential areas and 0.45 for non-residential areas.

ETAF Calculations
Regular Landscape Areas

Total ETAF x Area	16,625
Total Area	41,645
Average ETAF	0.40

All Landscape Areas

Total ETAF x Area	16,625
Total Area	41,645
Sitewide ETAF	0.40

Notes:

Average ETAF (ET adjustment Factor) for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

Calculator developed to meet code effective Dec. 1, 2015
This calculator is for estimating purposes only.

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(707)688-6668

CRAWFORD WAY APARTMENTS

American Canyon, California

HYDROZONE PLAN

CONCEPTUAL LANDSCAPE PLAN
JUNE 18, 2024

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Napa, CA 94558

tel: 707.224.2299
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0' 15' 30' 60'
SCALE: 1" = 30'-0"
NORTH

L-3
Project No. 02922

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A DECORATIVE PAVING
LINEAR PAVERS OR STAMPED CONCRETE

B PRIVACY FENCE
6' TALL WOOD HORIZONTAL SLAT FENCE

C COMMON AREA FENCING
6' TALL METAL LASER CUT ALONG STREET FACE & 6' TALL WIRE MESH ALONG PERIMETER

D DECORATIVE FENCING
42" TALL METAL HORIZONTAL SLAT FENCE

E PROJECT SIGNAGE
LASER CUT METAL LETTERS ON LOW CONCRETE WALL

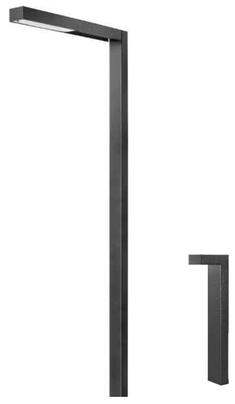
F COVERED BARBECUE AREA
(2) BBQ STATIONS WITH BAR SEATING

G SHADE STRUCTURE
LOUVERED ROOF/TRELLIS WITH SCREEN SIDE PANELS

H BIKE RACK
(6) BIKE RACKS PROVIDING (12) SHORT TERM BIKE PARKING SPACES

I PLAY STRUCTURE AND SYNTHETIC TURF
WOOD & NET CLIMBING STRUCTURE

J FURNITURE
MULTIPLE DINING & SEATING OPTIONS



K SITE LIGHTING
BOLLARD, PEDESTRIAN & PARKING/STREETLIGHT

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VACAVILLE, CA 95688
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CRAWFORD WAY APARTMENTS
American Canyon, California

AMENITIES IMAGERY
CONCEPTUAL LANDSCAPE PLAN
JUNE 18, 2024

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L-4

Project No. 02922

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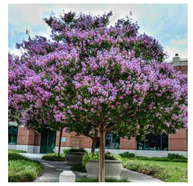
TREES

ACER R. 'ARMSTRONG'

CARPINUS B. 'FRANS FONTAINE'

CERCIS R. 'OKLAHOMA'

GINKGO B. 'PRINCETON SENTRY'


LAGERSTROEMIA INDICA

LAURUS X 'SARATOGA'

PISTACIA C. 'KEITH DAVEY'

QUERCUS AGRIFOLIA

TILIA T. 'STERLING'

ULMUS X 'FRONTIER'

SHRUBS

ARCTOSTAPHYLOS SPP.

CEANOTHUS SPP.

CISTUS SPP.

NANDINA DOMESTICA

PENSTEMON H. 'MARGARITA BOP'

PITTOSPORUM TOBIRA

PRUNUS C. 'COMPACTA'

RHAMNUS CALIFORNICA

SALVIA SPP.

ZAUSCHNERIA CALIFORNICA

GRASSES

CAREX DIVULSA

ELYMUS CONDENSATUS

LOMANDRA L. BREEZE

MUHLENBERGIA CAPILLARIS

YUCCA FILAMENTOSA

GROUNDCOVER

ACHILLEA MILLEFOLIUM

HELIANTHEMUM NUMMULARIUM

MYOPORUM 'PUTAH CREEK'

SCAEVOLA 'MAUVE CLUSTERS'

WESTRINGIA F. 'MUNDI'

Proposed Tree Palette

BOTANICAL NAME	COMMON NAME	NATIVE / ADAPTIVE	MATURE SIZE (HxW)	CONTAINER SIZE	WATER USE
CANOPY TREES					
ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	A	45' x 15'	15 GAL	MOD
CARPINUS BETULUS 'FRANS FONTAINE'	FRANS FONTAINE HORNBEAM	A	35' x 9'-15'	15 GAL	MOD
GINGKO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY MAIDENHAIR TREE	A	40'-50' x 10'-20'	15 GAL	MOD
LAURUS X 'SARATOGA'	SARATOGA SWEET BAY	A	15'-35' x 15'-30'	15 GAL	LOW
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	A	30'-60' x 30'-60'	15 GAL	LOW
QUERCUS AGRIFOLIA	COAST LIVE OAK	N	20'-70' x 25'-80'	15 GAL	V. LOW
TILIA TOMENTOSA 'STERLING'	SILVER LINDEN	A	50'-70' x 30'-50'	15 GAL	LOW
ULMUS X 'FRONTIER'	FRONTIER ELM	A	30'-40' x 20'-30'	15 GAL	LOW
ACCENT TREES					
CERCIS RENIFORMIS 'OKLAHOMA'	OKLAHOMA REDBUD	A	25'-35' x 25'-35'	24" BOX	LOW
LAGERSTROEMIA SPP.	CRAPE MYRTLE	A	20'-25' x 10'-15'	24" BOX	LOW

Proposed Plant Palette

BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	WATER USE	NATIVE / ADAPTIVE
SHRUBS				
AGAVE X `BLUE GLOW`	BLUE GLOW AGAVE	5 GAL	LOW	N
ANIGOZANTHOS SPP.	KANGAROO PAW	1 GAL	LOW	A
ARCTOSTAPHYLOS SPP.	MANZANITA	5 GAL	LOW	N
BULBINE FRUTESCENS	STALKED BULBINE	1 GAL	LOW	A
CALLISTEMON VIMINALIS `LITTLE JOHN`	DWARF WEEPING BOTTLEBRUSH	1 GAL	LOW	A
CEANOTHUS SPP.	CALIFORNIA LILAC	1 GAL	LOW	N
CISTUS SSP.	ROCKROSE	1 GAL	LOW	A
DODONAEA VISCOSA `PURPUREA`	PURPLE LEAFED HOPSEED BUSH	5 GAL	LOW	N
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	LOW	A
EUONYMUS JAPONICA	EVERGREEN EUONYMUS	5 GAL	LOW	A
GALVEZIA S. 'FIRECRACKER'	ISLAND SNAPDRAGON	1 GAL	LOW	N
GREVILLEA SPP.	GREVILLEA	1 GAL	LOW	A
JUNIPERUS SPP.	JUNIPER	5 GAL	LOW	A
LOROPETALUM SPP.	FRINGE FLOWER	1 GAL	LOW	A
MYRTUS COMMUNIS `COMPACTA`	DWARF MYRTLE	1 GAL	LOW	A
NANDINA DOMESTICA	HEAVENLY BAMBOO	1 GAL	LOW	A
NEPETA X FAASSENII	CATMINT	1 GAL	LOW	A
PENSTEMON H. 'MARGARITA BOP'	PENSTEMON	1 GAL	LOW	N
PITTOSPORUM TOBIRA	MOCK ORANGE	5 GAL	LOW	A
POLYGALA DALMAISIANA	SWEET PEA SHRUB	5 GAL	LOW	A
PRUNUS CAROLINIANA `COMPACTA`	CAROLINA CHERRY	5 GAL	LOW	A
RHAMNUS CALIFORNICA `EVE CASE`	CALIFORNIA COFFEEBERRY	5 GAL	LOW	N
RHAPHIOLEPIS SPP.	INDIAN HAWTHORN	5 GAL	LOW	A
SALVIA SPP.	SAGE	1 GAL	LOW	A
TEUCRIUM FRUTICANS	BUSH GERMANDER	5 GAL	LOW	A
VERBENA SPP.	VERBENA	1 GAL	LOW	A
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	LOW	A
XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	5 GAL	LOW	A
ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	1 GAL	LOW	N
GRASSES				
BOUTELOUA GRACILIS `BLONDE AMBITION`	BLUE GRAMA	1 GAL	LOW	N
CAREX DIVULSA	BERKELEY SEDGE	1 GAL	LOW	N
CHONDROPETALUM TECTORUM	CAPE RUSH	1 GAL	LOW	A
DIETES SPP.	AFRICAN IRIS	1 GAL	LOW	A
ELYMUS CONDENSATUS	WILD RYE	1 GAL	LOW	N
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	LOW	A
HESPERALOE PARVIFLORA	RED YUCCA	1 GAL	LOW	A
JUNCUS PATENS `ELK BLUE`	SPREADING RUSH	1 GAL	LOW	N
LOMANDRA LONGIFOLIA	DWARF MAT RUSH	1 GAL	LOW	A
MUHLENBERGIA SPP.	MUHLY GRASS	1 GAL	LOW	N
YUCCA FILAMENTOSA	ADAM`S NEEDLE	5 GAL	LOW	A
GROUNDCOVERS				
ACHILLEA MILLEFOLIUM	YARROW	1 GAL	LOW	N
HELIANTHEMUM NUMMULARIUM	SUN ROSE	1 GAL	LOW	A
MYOPORUM X `PUTAH CREEK`	PUTAH CREEK MYOPRORUM	1 GAL	LOW	A
SCAEVOLA `MAUVE CLUSTERS`	FAN FLOWER	1 GAL	LOW	A
WESTRINGIA FRUTICOSA MUNDI	COAST ROSEMARY	1 GAL	LOW	A

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CRAWFORD WAY APARTMENTS
American Canyon, California

CONCEPTUAL PLANT IMAGERY
CONCEPTUAL LANDSCAPE PLAN
JUNE 18, 2024

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L-5
Project No. 02922

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Attachment 1: Exhibit D - CEQA Addendum

Crawford Way Multifamily Project

Addendum to the Broadway District Specific Plan Environmental Impact Report (SCH #2017042025)

City of American Canyon, Napa County, California

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November 2024

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List of Acronyms and Abbreviations

ACM	asbestos-containing materials
ACMC	American Canyon Municipal Code
BAAQMD	Bay Area Air Quality Management District
BDSP	Broadway District Specific Plan
BMPs	best management practices
CALGreen	California Green Building Standards Code
CAL Fire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of American Canyon
CNEL	community noise equivalent level
County	County of Napa
CO_2e	CO_2 equivalent2
dBA	A-weighted decibel
DBL	Density Bonus Law
DU	dwelling units
EECAP	Energy Efficiency Climate Action Plan
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
GHG	greenhouse gas
Ldn	day/night average sound level
LID	Low Impact Development
LSMU	Local Serving Mixed-Use
MCE	Marin Clean Energy
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
mph	miles per hour
MT	metric tons
NAHC	Native American Heritage Commission
NCMJHMP	Napa County Multi-Jurisdictional Hazard Mitigation Plan
NPDES	National Pollutant Discharge Elimination System
PPV	peak particle velocity
PRC	Public Resource Code
SB	Senate Bill
SRWQCB	State Regional Water Quality Control Board
SR-29	State Route 20 (Broadway Street)
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminants
TCR	Tribal Cultural Resource
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Travelled

1.0 INTRODUCTION

This Environmental Impact Report (EIR) Addendum of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of American Canyon (Lead Agency [City]). This EIR Addendum evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the Crawford Way Multifamily Project (Project). This document tiers from the City's Broadway District Specific Plan (BDSP) EIR which was certified in 2019 (SCH #2017042025).

1.1 Background and Purpose of Addendum

The Project applicant, Pensacola Residential, is proposing to develop 100 townhome style apartments on 4.336 acres (23.06 dwelling units/acre) within the Broadway District in the City of American Canyon, in Napa County, California. The property has a zoning designation of Local Serving Mixed Use. Multifamily dwellings are permitted at a density of 20 dwelling units per gross acre.

As an affordable housing project, the Project qualifies for a density bonus under the State Density Bonus Law (DBL). The State DBL encourages cities to offer bonuses and incentives to housing developers that will "contribute significantly to the economic feasibility of lower income housing in proposed housing developments." (C.G.C. § 65915) The American Canyon Municipal Code (ACMC) Section 19.27.025 allows a project applicant to submit a proposal to the City to waive or reduce development standards that the applicant believes would physically preclude housing construction that satisfies density bonus criteria (ACMC § 19.27.010). The City shall waive or reduce an applicant's development standard request, unless it finds, based on substantial evidence, that:

1. The waiver or reduction would have a specific, adverse impact upon public health and safety, or the physical environment, or on any real property listed in the California Register of Historic Resources, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact; or
2. The waiver or reduction would be contrary to state or federal law.

The Project would include market rate and affordable housing in the following proportions:

- Five percent very low income (five units)
- Five percent low income (five units)
- Five percent moderate income (five units)

The Project would include five percent very low-income housing units, and therefore qualifies for a 20 percent density bonus per the State DBL. The Project applicant is requesting three waivers for the Project, including the following:

WAIVER 1. BUILDING HEIGHT AT SIDE STREET SETBACK

The BDSP calls for a reduced height of 24 feet when the building is located between 15 and 30 feet of the street side setback. The applicant requests a building height waiver to accommodate the three-story buildings that are partially located within the specified setback range. The Project requires a minimum of three stories in this area to accommodate the additional units provided by the density bonus. Without the waiver of the building height requirement, the density bonus Project could not be constructed at the stated density as designed.

WAIVER 2. GARAGE SIZE MINIMUMS

The City's Parking Standards require multifamily unit garage spaces to be 10 feet wide by 20 feet deep by 7 feet-6 inches high. In order to provide two parking spaces per unit, the Project would construct two-car garages with dimensions of 17 feet-11 inches wide and 20 feet-1 inch deep for Unit 1 floor plans and dimensions of 20 feet-1 inch wide and 20 feet-1 inch deep for Unit 2 floor plans. These proposed garage parking spaces would be slightly narrower than the minimum garage space design standards required for multifamily housing, and therefore the Project applicant is requesting a waiver from these requirements. The overall width and height within these standards would preclude the Project from being built with the additional density bonus units.

WAIVER 3. BUILDING TO BUILDING SETBACKS

The BDSP calls for setbacks between the building face (front or rear) to be 35 feet and the setback between building faces and building side to be 25 feet. Without the waiver of building-to-building setbacks requirement, the Project could not be constructed due to the constraints of the site and the number of market rate housing units and density bonus units proposed.

This Addendum, checklist, and attached supporting documents have been prepared to determine whether and to what extent the BDSP EIR prepared for the City remains sufficient to address the potential impacts resulting from the three waivers requested by the Project applicant.

1.2 Environmental Analysis and Conclusions

1.2.1 Required Findings for Use of an Addendum

Section 15164 of the State CEQA Guidelines states that an addendum to a previously certified EIR shall be prepared if some changes or additions are necessary to the previously certified document, but none of the conditions described in Section 15162 have occurred. Section 15162 of the State CEQA Guidelines identifies the conditions of a project that would require preparation of a subsequent EIR, such that an Addendum to the prior EIR would not be permitted under CEQA. A proposed change in a project will require preparation of a subsequent EIR if:

- ***A. The change in the project is substantial.*** Substantial changes in the project are those that would require major revisions of the certified 2019 BDSP EIR (SCH No. 2017042025) due to the involvement of new significant environmental effects, or if a substantial increase in the severity of previously identified significant effects has occurred.
- ***B. The circumstances under which the project is undertaken have substantially changed.*** Substantial changes in circumstances are those that would require major revisions of the certified 2019 BDSP EIR to describe and analyze new significant environmental effects, or any changes that would cause a substantial increase in the severity of the previously identified significant effects.
- ***C. New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous environmental document was approved, shows any of the following.***
    1. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
    2. Significant effects previously examined will be substantially more severe than shown in the previous EIR.

3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Additionally, pursuant to Section 15163 of the State CEQA Guidelines, a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
- Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

1.2.2 Modified Environmental Checklist Form

Pursuant to Public Resources Code (PRC) Section 21166, and CEQA Guidelines Sections 15162 and 15164, subd. (a), this EIR Addendum has been prepared to evaluate the proposed Project. The EIR Addendum uses the standard environmental checklist categories provided in Appendix G of the CEQA Guidelines, but provides answer columns for evaluation consistent with the considerations listed under CEQA Guidelines Section 15162, subd.(a).

The purpose of the checklist is to evaluate the categories in terms of any "changed condition" (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental effect (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) that would require further environmental review (CEQA Guidelines Section 15162).

The questions posed in the checklist come from Appendix G of the State CEQA Guidelines. The explanation of the checklist evaluation categories is provided below.

EXPLANATIONS OF CHECKLIST EVALUATION CATEGORIES

A. Conclusion in Prior Final EIR and Related Documents?

   This column summarizes the conclusion of the Prior Final EIR relative to the environmental issue listed under each topic.

B. Do the Proposed Changes Involve New Impacts?

   Pursuant to CEQA Guidelines Section 15162, subd. (a)(1), this column indicates whether the changes represented by the proposed project will result in new significant environmental impacts not previously identified or mitigated by the Final EIR or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

C. New Circumstances Involving New Impacts?

   Pursuant to CEQA Guidelines Section 15162, subd. (a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the Project is undertaken that will require major revisions to the Final EIR due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects.

D. New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was adopted, shows any of the following:

a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
b) Significant effects previously examined will be substantially more severe than shown in the previous Final EIR;
c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the Final EIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered "no" and no additional environmental document would be required.

E. Mitigation Measures Implemented or Addressed Impacts

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3), this column indicates whether the Final EIR provides mitigation measures to address effects in the related impact category. Any previously adopted mitigation measures will be identified. The response will also address proposed revisions to previously adopted mitigation measures. These mitigation measures will be implemented with the construction of the project, as applicable. If "None" is indicated, the Final EIR has concluded that the impact either does not occur with this project or is not significant, and therefore no additional mitigation measures are needed.

1.2.3 Findings

There are no substantial changes proposed by the Project or in the circumstances in which the Project will be undertaken that require major revisions of the BDSP EIR. The proposed revisions do not require preparation of a new subsequent or supplemental EIR, due to either the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As illustrated herein, the proposed Project is consistent with the previous EIR and requesting waivers that are allowed according to the ACMC; therefore, an Addendum is the appropriate method of documenting CEQA compliance for the Project.

1.2.4 Conclusions

The City may grant the waivers requested by the Project applicant and may also approve the proposed Project based on this Addendum. The impacts of the proposed Project remain within the impacts

previously analyzed in the BDSP EIR (CEQA Guidelines § 15164). The proposed Project does not require any major revisions to the BDSP EIR. No new significant information or changes in circumstances surrounding the proposed Project have occurred since the certification of the EIR. Therefore, the previous CEQA analyses completed for the BDSP remain adequate. The applicable mitigation measures from the EIR would be imposed on the proposed Project as described herein.

1.3 Mitigation Monitoring and Reporting Program

As required by PRC Section 21081.6, subd. (a)(1), a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the 2019 BDSP EIR in order to monitor the implementation of the mitigation measures that have been adopted. Any long-term monitoring of mitigation measures imposed on the overall development will be implemented through the MMRP.

2.0 PROJECT DESCRIPTION

2.1 Broadway District Specific Plan and Environmental Impact Report

2.1.1 Broadway District Specific Plan

The BDSP planning area is located within the City of American Canyon and encompasses 235 acres along both sides of the Broadway corridor (State Route 29 [SR-29]) from the American Canyon/Vallejo City limit (Napa/Solano County line) to the northern City limit. The plan area is bounded by a variety of residential uses (west), unincorporated Napa County (north), the Union Pacific rail line (east), and the City of Vallejo (south).

The BDSP was prepared in order to guide the development of up to 1,200 net new dwelling units and up to 840,000 square feet of net new non-residential uses within the plan area. The BDSP also includes several mobility enhancements, including reduction in SR-29 speed limits from 50 and 55 miles per hour (mph) to 35 mph, street extensions, bicycle and pedestrian facilities, and streetscape improvements.

Based on the key issues identified during the stakeholder outreach process, the BDSP's objectives are identified in Section 2.3 of the certified EIR to include:

1. Positively contribute to the local economy via new capital investment, expansion of the tax base, the development of new housing opportunities, and the creation of new employment opportunities.
2. Create a planning framework that promotes the development of highest- and-best uses on undeveloped and underutilized properties within the Broadway District.
3. Enhance safety on the SR-29 corridor by lowering the speed limit, developing bicycle and pedestrian facilities, and creating parallel routes for local trips.
4. Nurture an environment where the Broadway District can become a destination for American Canyon.
5. Leverage citywide economic benefits from the Broadway District Specific Plan.
6. Increase the number and type of housing opportunities in the Broadway District.
7. Encourage variety in the scale and design of new development.
8. Foster improved community health.
9. Provide new public spaces that include parks, plazas, private recreational facilities, and other gathering places.

There are nine subareas within the BDSP: Downtown Core, Broadway Residential, Business Park, Medium Density Residential, Home Improvement, Northern Gateway, Southern Gateway, Southeast Area Specific Plan, and Local Serving Mixed-Use. Each subarea is further divided into zoning districts to identify specific land uses that are allowed within the subareas and to establish standards that govern future development.

2.1.2 Broadway District Specific Plan Environmental Impact Report

The City Council certified the 2019 BDSP EIR (State Clearinghouse [SCH] No. 2017042025) on June 18, 2019. The BDSP EIR was prepared in accordance with CEQA to evaluate the potential environmental impacts associated with the implementation of the BDSP. The EIR evaluated the following components:

- The development of up to 1,200 new dwelling units.
- The development of up to 840,000 square feet of new non-residential uses within an approximately 300-acre area along SR-29 within the City of American Canyon.
- The development of number of mobility enhancements, including roadway extensions and improvements, and new bicycle and pedestrian facilities.

Most of the environmental impacts identified in the BDSP EIR were determined to be less than significant or were reduced to a level considered less than significant through either the adoption of mitigation measures or the incorporation of project revisions that would avoid or substantially lessen potential impacts (City of American Canyon 2019). However, even with implementation of all available mitigation, certain impacts related to Air Quality and Transportation/Traffic were identified as significant and unavoidable impacts in the BDSP EIR; for those environmental impacts, the American Canyon City Council adopted a Statement of Overriding Considerations (City of American Canyon 2019a).

The BDSP was amended with revisions in September 2020 by City Council Ordinance No. 2020-05. No subsequent environmental review documentation was prepared.

2.2 Crawford Way Multifamily Project

2.2.1 Project Location and Elements

The Crawford Way Multifamily Project (Project or proposed Project) is a market rate and affordable housing development located at the intersection of Crawford Way and Broadway. The 4.276-acre Project site is situated within the BDSP area and is currently undeveloped. Surrounding land uses include commercial and religious uses (north and south) and residential and agricultural uses (east and west).

The proposed Project would include the development of 100 townhome style apartments within 16 three-story buildings (Appendix A – Site Plan). The apartments would feature a mix of two- and three-bedroom configurations. The buildings would be arranged around alleys for garage parking and paseos which would include both common and private open space. Front porches would be located along the paseos or facing out to street frontages. Each unit would contain a traditional private two-car garage. The Project would also include amenities for residences including a large common open space and a community building.

2.2.2 General Plan and Zoning

According to the BDSP, the Project site is located within the Local Serving Commercial Mixed-Use (LSMU) sub area and is zoned for LSMU. The intent of the LSMU zoning district is to accommodate a range of commercial uses and related services that will serve the local community. This zoning district permits uses such as garden apartments, multifamily residential, semidetached single family residential, townhouses, private and public recreation facilities, indoor recreation and sports facilities, and a variety of commercial, public, and quasi-public uses.

Development in the LSMU district shall be no more than 20 dwelling units (DU) per gross acre. As such, the 4.276-acre Project site would allow a base density of 87 DU. The Project qualifies for a density bonus of 20 percent that would provide an increased allowable density of 18 DU, for a total of 105 DU. The Project proposes 100 DU, and therefore would meet the zoning classification and density requirements of the LSMU zoning district development standards. As described in Section 1.1, the Project applicant is requesting waivers for three development standards which would otherwise preclude the Project from being constructed.

2.2.3 Site Access and Parking

Access to the site would be provided off Crawford Way to the north. Pedestrian access would be provided via a sidewalk developed along the Project frontage on Crawford Way. Per the State DBL, the Project qualifies for a density bonus of 20 percent, which would allow 18 units above the allowable density to be developed on the site. The proposed Project would also include 200 covered residential parking spaces (two per DU) and 18 guest spaces, for a total of 218 spaces. As described in Section 1.1, the Project applicant is requesting a waiver for garage parking space size minimums.

2.2.4 Architectural Design

The Project would consist of townhome style, multifamily housing development with 16 residential buildings totaling 100 DU and various common interior and exterior amenity space. Each residential building would be three stories and would provide an architectural aesthetic that is cohesive with surrounding architecture.

2.2.5 Utilities

The Project would connect to the existing water and sanitary sewer lines that run along Broadway. Storm drain inlets and pipes would be installed throughout the Project boundary.

The Project site is currently served by and would connect to existing utilities from the following providers:

- Electricity–Pacific Gas & Electric Company (PG&E) and Marin Clean Energy (MCE)
- Natural Gas–PG&E
- Sewage, Potable, and Recycled Water–City of American Canyon
- Solid Waste Removal–American Canyon Recology
- Storm Drainage–City of American Canyon Public Works Department

2.2.6 Construction and Operation

For the purposes of the analysis contained in this Addendum, construction of the Project is anticipated to start in 2023.

2.3 Project-Related Approvals, Agreements, and Permits

The proposed Project requires the following discretionary approvals from the City:

- Planning Commission Adoption of this Addendum
- Planning Commission grants the design permit application.

3.0 CEQA CHECKLIST

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, Project changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines § 15162). The questions posed in the checklist come from Appendix G of the CEQA Guidelines. An unchecked answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the Final BDSP EIR.

This Addendum addresses the conclusions of the previously certified CEQA document for the BDSP.

3.1 Explanation of Checklist Evaluation Categories

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is potentially significant unless mitigation is incorporated, as indicated by the checklist on the following pages.

1) **Conclusion in Prior Final EIR and Related Documents**

   i) This column summarizes the conclusion of the prior Final EIR relative to the environmental issue listed under each topic.

2) **Do the Proposed Changes Involve New Impacts?**

   ii) Pursuant to CEQA Guidelines Section 15162, subd. (a)(1), this column indicates whether the changes represented by the proposed Project will result in new significant environmental impacts not previously identified or mitigated by the Final EIR or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

3) **New Circumstances Involving New Impacts?**

   iii) Pursuant to CEQA Guidelines Section 15162, subd. (a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the Project is undertaken that will require major revisions to the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

4) **New Information Requiring New Analysis or Verification?**

   iv) Pursuant to CEQA Guidelines Section 15162, subd. (a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was adopted, shows any of the following:

   a) The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   b) Significant effects previously examined will be substantially more severe than shown in the previous Final EIR;

c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measure or alternative; or

d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous Final EIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the Final EIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would not be checked-off in the checklist and no additional environmental document would be required.

5) Mitigation Measures Implemented or Addressed Impacts

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3), this column indicates whether the Final EIR provides mitigation measures to address effects in the related impact category. Any previously adopted mitigation measures will be identified. The response will also address proposed revisions to previously adopted mitigation measures. These mitigation measures will be implemented with the construction of the Project, as applicable. If "None" is indicated, the Final EIR has concluded that the impact either does not occur with this Project or is not significant, and therefore no additional mitigation measures are needed.

3.2 Discussion and Mitigation Sections

1) Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or the has already been implemented.

2) Mitigation Measures

Applicable mitigation measures from the Final EIR that apply to the project are listed under each environmental category.

3) Conclusions

A discussion of the conclusion relating to the analysis is contained in each section.

3.3 Aesthetics

Would the project:		*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a)	Have a substantial adverse effect on a scenic vista?	Less than Significant Impact	☐	☐	☐	None
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant Impact	☐	☐	☐	None
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact	☐	☐	☐	None
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Have a substantial adverse effect on a scenic vista?

Summary of BDSP EIR Analysis

The BDSP EIR found that buildout of the BDSP would not have a substantial adverse effect on a scenic vista because the development would simply add to the existing development within the existing urban footprint and would not adversely affect views of any scenic vista from Oat Hill or from the former basalt plant/future Watson Ranch. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The potential impacts of the proposed Project would be consistent with the scenic vista analysis in the BDSP EIR. Construction and operation of the project in the LSMU Subarea would not alter scenic views such as Oat Hill or the basalt plant beyond what was analyzed in the BDSP EIR. The proposed Project would be three stories in height consistent with the maximum allowable building height within the LSMU zoning district. The Project would not introduce new environmental impacts related to a scenic vista or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Summary of BDSP EIR Analysis

According to the BDSP EIR, buildout of the BDSP would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway because the Specific Plan would promote improvements in the SR-29 viewshed consistent with the roadway's status as an "Eligible" State Scenic Highway.

Crawford Way Multifamily Project Analysis

The existing visual attributes of the SR-29 viewshed within American Canyon displays a fragmented mix of commercial, industrial, and residential uses without a coherent aesthetic or sense of place visual appearance.

The proposed Project is requesting a waiver for maximum building height setback requirements. The BDSP calls for buildings to have a maximum height of 24 feet (two stories) when setback 15 feet from a public right-of-way, and a maximum height of 42 feet (three stories) when setback 30 feet from a public right-of-way. The proposed Project would include three-story buildings within 30 feet of SR-29 and Crawford Way, and is therefore requesting a waiver of this development standard.

The Project would have visually appealing architectural design and landscaping which would be consistent with other development in the area. The proposed project would lead to improvements in the SR-29 viewshed consistent with the roadway's status as an "Eligible" State Scenic Highway. The site is currently undeveloped. No scenic resources are located within the Project site. The Project would not introduce new environmental impacts related to scenic resources or a State Scenic Highway or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Summary of BDSP EIR Analysis

According to the BDSP EIR, buildout of the BDSP would not substantially degrade the existing visual character or quality of the site and its surroundings because the Specific Plan would guide the development of undeveloped properties and underutilized properties to support modern residential and non-residential uses that would be designed in accordance with the Specific Plan's development standards and design guidelines. This would improve appearance of the Broadway District by facilitating new development that provides visually appealing buildings, landscaping, underground utilities, and pedestrian/bicycle facilities.

Crawford Way Multifamily Project Analysis

The development of the proposed Project would include 16 three-story townhome style multifamily residential buildings, a community building, outdoor common areas, guest parking spaces, and associated landscaping improvements. The site is located approximately 1.2 miles southeast of Oat Hill and would not alter public views from Oat Hill or of the former basalt plant/future Watson Ranch. Therefore, the proposed project would not introduce new environmental impacts related to applicable zoning and other regulations governing scenic quality or the visual character and quality of the site or public views of the site, or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Summary of BDSP EIR Analysis

According to the BDSP EIR, buildout of the BDSP would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area because lighting would be required to employ full cut-off fixtures or be directed downward to avoid spillage onto adjoining properties or streets. This would serve to minimize the increase in light and glare that would occur from a net increase in residential and non-residential development within the Broadway District.

Crawford Way Multifamily Project Analysis

Consistent with the BDSP EIR, the development within the Project site would use lighting consistent with the BDSP development standards and design guidelines. The lighting for the Project would be required to employ full cut-off fixtures or be directed downward to avoid spillage onto adjoining properties or streets. Therefore, the proposed Project would not introduce new environmental impacts related to the visual character or quality of the site and its surroundings or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to aesthetic resources beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.4 Agricultural and Forestry Resources

Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	☐	☐	☐	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	☐	☐	☐	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact	☐	☐	☐	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	☐	☐	☐	None
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the BDSP boundaries do not currently support agricultural land use activities and therefore, buildout of the BDSP would not convert Important Farmland to non-agricultural use. While there is "Farmland of Local Importance" in BSDP boundaries, this does not fall within the Important Farmland umbrella. It was determined that no impacts would occur.

Crawford Way Multifamily Protect Analysis

The Project site is within the BDSP boundaries, which do not support agricultural land use activities. The California Department of Conservation considers the Project site Urban and Built-Up Land with no agriculture land uses defined (California Department of Conservation 2022). The proposed Project would not introduce new environmental impacts related to the conversion of farmland uses to non-agricultural land uses or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the BDSP boundaries do not currently support agricultural land use activities, and, therefore, none of the sites within the BDSP boundaries would be eligible for a Williamson contract. Therefore, no impacts would occur.

Crawford Way Multifamily Project Analysis

The Project site is located within the LSMU zoning district which does not support agricultural uses. The Project site would not be eligible for a Williamson Act contract. The Project would not introduce new environmental impacts that would conflict with existing agriculture zoning or a Williamson Act contract or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland(as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the BDSP boundaries do not contain forest land and that the American Canyon Zoning Ordinance does not have a forest zoning district. Therefore, it was determined that no impacts would occur.

Crawford Way Multifamily Project Analysis

The Project site is within the LSMU zoning district and does not include any forest or timberland use. No impact to forest or timberland would occur with development of multifamily housing units on the Project site. Therefore, the proposed Project would not introduce any new environmental impacts. No additional analysis is required.

d) Result in a loss of forest land or conversion of forest land to non-forest use?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the BDSP boundaries contain no forest land. This condition precludes the possibility of the BDSP converting forest land to non-forest use. Therefore, it was determined that no impacts would occur.

Crawford Way Multifamily Project Analysis

As discussed in Impact c) above, the Project site does not contain forest land. Development of the proposed Project would not result in a loss of forest land or conversion of forest land to non-forest use. No impact would occur. The proposed Project would not introduce any new environmental impacts, and no additional analysis is required.

e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

Summary of BDSP EIR Analysis

According to the BSDP EIR, the BDSP boundaries contain mostly organized land, with areas of undeveloped or underutilized land. Areas adjacent to the BDSP boundaries do not contain agricultural or forest land, which precludes the possibility of adverse impacts to agricultural or forest resources. Therefore, it was determined that no impacts would occur.

Crawford Way Multifamily Project Analysis

The Project site does not contain agricultural or forest uses, which precludes the possibility of loss or conversion of agricultural or forestlands to non-agricultural or non-forest uses. No impact would occur. The proposed Project would not introduce any new environmental impacts, and no additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to agricultural resources beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.5 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a) Conflict with or obstruct implementation of the applicable air quality plan?	Significant and Unavoidable Impact	☐	☐	☐	MM AIR-2, MM AIR-3, MM AIR-4a
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	Significant and Unavoidable Impact	☐	☐	☐	MM AIR-2, MM AIR-3
c) Expose sensitive receptors to substantial pollutant concentrations?	Significant and Unavoidable Impact	☐	☐	☐	MM AIR-3, MM AIR-4a
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	Significant and Unavoidable Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Conflict with or obstruct implementation of the applicable air quality plan?

Summary of BDSP EIR Analysis

According to the BDSP EIR, buildout of the BDSP would not conflict with the applicable provisions of the 2017 Clean Air Plan, and the BDSP's percent increase in residential units would be greater than the percent increase in Vehicle Miles Traveled (VMT). However, as the BDSP EIR disclosed, the BDSP would not further all of the primary goals of the 2017 Clean Air Plan as a result of significant and unavoidable impacts related to construction equipment and vehicle exhaust emissions. Because construction-generated impacts would remain significant after incorporation of mitigation, this impact would be significant and unavoidable. The City made appropriate findings and adopted a statement of overriding considerations.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. The most recent clean air plan is the Bay Area 2017 Clean Air Plan (CAP) that was analyzed in the BDSP EIR. The proposed Project would be required to implement BDSP EIR Mitigation Measures AIR-2, AIR-3, and AIR-4a to reduce impacts related to air quality pollutants emissions (as discussed in Impacts b) and c) below). However, the Project could result in a significant and unavailable impact related to construction equipment exhaust even with implementation of BDSP EIR MM AIR-3 (Impact b) below). Thus, the Project would not further all the primary goals of the 2017 CAP. The significant and unavoidable impact conclusion is consistent with the conclusion in the BDSP EIR related to conflicting with or obstructing implementation of the applicable air quality plan. Therefore, the proposed Project would not result in any new or more severe impacts beyond what was previously analyzed in the BDSP EIR. No additional analysis is required.

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?

Summary of BDSP EIR Analysis

Construction Fugitive Dust

It was stated in the BDSP EIR that construction activities associated with buildout of the BDSP would include demolition, site preparation, grading, building construction, paving, and architectural coating. Generally, one of the most substantial air pollutant emissions would be fugitive dust during construction activities. If uncontrolled, these emissions could lead to both health and nuisance impacts. Construction activities would also temporarily create emissions of equipment exhaust and other air contaminants. It was determined in the BDSP EIR that Mitigation Measure (MM) AIR-2 would be required to reduce impacts from fugitive dust emissions to less than significant levels.

Construction Equipment Exhaust

The timing and components of individual construction projects were not known at the time of the analysis. The BDSP EIR determined that construction facilitated by the BDSP could exceed Bay Area Air Quality Management District (BAAQMD) preliminary screening guidance. Therefore, construction-related air quality impacts were determined in the BDSP EIR to be potentially significant. Incorporation of BDSP EIR MM AIR-3, which would require the use equipment meeting Tier 3 or higher off-road engine standards, would reduce construction impacts; however, BDSP EIR MM AIR-3 would not guarantee reductions in impacts from large construction projects involving extensive equipment and/or material transport necessary to be less than significant. This impact was determined to be significant and unavoidable.

Operational Emissions

The BDSP EIR determined that the BAAQMD Clean Air Plan accounted for regional operational emissions, including those generated in the City of American Canyon, and that operational criteria pollutant emissions impacts would be less than significant.

Operational Carbon Monoxide Hotspot

Based on the Traffic Impact Study prepared for the BDSP by Fehr & Peers, the intersection of SR-29 and American Canyon Road would experience the highest cumulative peak-hour traffic volumes among the BDSP study intersections, with 6,940 vehicles per hour during the PM peak-hour. The BDSP EIR

determined that the future projects would generate peak-hour vehicle trips below the BAAQMD screening threshold for carbon monoxide hotspots and would result in a less than significant impact.

Crawford Way Multifamily Project Analysis

Construction Fugitive Dust

The Project construction activities were anticipated and analyzed in the BDSP EIR. Construction of the proposed Project within the BDSP boundaries would be required to incorporate MM AIR-2 from the BDSP EIR to ensure that impacts from fugitive dust emissions during construction activities would be less than significant.

Construction Equipment Exhaust

Construction activities and equipment usage of the Project were anticipated and analyzed in the BDSP EIR. Project construction would generate emissions of reactive organic gas; oxides of nitrogen; exhaust particulate matters, 10 micrometers or 2.5 micrometers or less in diameter; PM10; and exhaust PM2.5. The project would be required to implement BDSP EIR MM AIR-3 to reduce construction impacts. As discussed in the BDSP EIR, MM AIR-3 would not guarantee reductions in impacts from large construction projects involving extensive equipment and/or material transport necessary to be less than significant. This impact was determined to be significant and unavoidable. Construction of the Project would utilize standard construction equipment analyzed in the BDSP EIR and would not result in any new or more severe impacts related to construction emissions beyond what was previously analyzed in the BDSP EIR. No additional analysis is required.

Operational Emissions

Implementation of the proposed Project is anticipated and analyzed in the BDSP EIR. Development of the proposed Project would be consistent with all BDSP development standards and guidelines that may impact air quality. Therefore, the proposed Project would not result in any new or more severe impacts related to operational emissions beyond what was analyzed in the BDSP EIR. No additional analysis is required.

Operational Carbon Monoxide Hotspots

The BDSP EIR determined that the intersection of SR-29 and American Canyon Road would experience the highest cumulative peak-hour traffic volumes among the BDSP study intersections, with 6,940 vehicles per hour during the PM peak-hour. The BDSP buildout would have less than significant impacts to operational carbon monoxide hotspots with the anticipated vehicle volume at the highest volume intersection. Implementation of the proposed Project is anticipated and analyzed in the BDSP EIR. The proposed Project would not increase the traffic volume at the intersection of SR-29 and American Canyon Road beyond what was analyzed in the BDSP EIR. Therefore, the proposed Project would not result in any new or more severe impacts related to operational carbon monoxide emissions beyond what was analyzed in the BDSP EIR. No additional analysis is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Summary of BDSP EIR Analysis

Toxic Air Contaminant and $PM_{2.5}$ Risk

According to the BDSP EIR, future commercial or industrial projects within the BDSP planning area may locate new sources of toxic air contaminants (TAC) in proximity to existing or proposed sensitive receptors. Therefore, the level of risk associated with future projects in the BDSP planning area cannot be evaluated with certainty. The BDSP EIR determined that MMs AIR-4a and AIR-4b would reduce

potential impacts to a less than significant level.

Asbestos from Demolition

According to the BDSP EIR, there is a high potential for asbestos-containing materials (ACM) to be present within the area due to the presence of structures that predate the federal prohibition of ACMs. Any demolition of existing buildings and structures would be subject to BAAQMD Regulation 11, Rule 2 (Asbestos Demolition, Renovation, and Manufacturing), which is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of asbestos-containing waste material generated or handled during these activities. The rule addresses the national emissions standards for asbestos along with some additional requirements. The rule requires the Lead Agency and its contractors to notify BAAQMD of any regulated renovation or demolition activity. This notification includes a description of structures and methods utilized to determine whether ACMs are potentially present. All ACM found on the site must be removed prior to demolition or renovation activity in accordance with BAAQMD Regulation 11, Rule 2, including specific requirements for surveying, notification, removal, and disposal of ACMs. Therefore, projects that comply with BAAQMD Regulation 11, Rule 2 would ensure that ACMs would be removed and disposed of appropriately and safely. By complying with BAAQMD Regulation 11, Rule 2, thereby minimizing the release of airborne asbestos emissions, demolition activity would not result in a significant impact to air quality.

Crawford Way Multifamily Project Analysis

Toxic Air Contaminant and $PM_{2.5}$ Risk

Implementation of the proposed Project is anticipated and analyzed in the BDSP EIR. The proposed project is a residential development and would be required to implement BDSP EIR MM AIR-3 and MM AIR-4a to reduce potential impacts related to toxic air contaminant and $PM_{2.5}$ emissions to a less than significant level.

Per MM AIR-4a, the Project applicant will prepare and submit either a toxic air contaminant risk screening assessment or a Health Risk Analysis to the City prior to issuance of building permits. If mitigation is required to reduce a potentially significant risk to less than the cumulative risk threshold, the Project applicant will incorporate necessary mitigation measures as described in the approved report into Project design and implementation. With the implementation of MM AIR-4a, the Project would not result in new or more severe impacts regarding toxic air contaminants and $PM_{2.5}$ risk. No additional analysis is required.

Asbestos from Demolition

The Project site is currently undeveloped. Implementation of the Project would not require demolition of existing structures. No impact related to ACM would occur.

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

Summary of BDSP EIR Analysis

According to the BDSP EIR, buildout of the BDSP would include the development of 1,200 net new dwelling units and 840,000 square feet of net new non-residential uses (commercial and office) by 2036. Buildout of the BDSP may include restaurants and/or food vendors. Although the BAAQMD does not list restaurants as a typical source of odor in their screening guidance or in the significance determination guidance, the BAAQMD's Guidance document does discuss potential mitigation measures to reduce the potential for odor impacts from food services. Restaurants can generate odor from cooking processes

and waste disposal. The future restaurant tenants, if any, are currently unknown, as are the cooking methods, putrescible waste generation, and disposal methods.

The residential, general office, and shopping center land uses are not expected to produce any offensive odors that would result in odor complaints. During construction activities, diesel powered vehicles and equipment used on-site could create localized odors, but these would be temporary in nature and would dissipate. As such, construction-period and operation-period odor impacts were determined in the BDSP EIR to be less than significant.

Crawford Way Multifamily Project Analysis

Implementation of the proposed Project is anticipated and analyzed in the BDSP EIR. The proposed Project is a residential development that is not expected to produce any offensive odors that would result in odor complaints. During construction, diesel powered vehicles and equipment used on-site would create localized odors, but these would be temporary and would dissipate quickly. Therefore, the proposed Project would not result in any new or more severe impacts related to odors emissions beyond what was analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

BDSP EIR MM AIR-2

Prior to issuance of the first construction permit for projects that occur pursuant to the Specific Plan, the applicant shall submit construction plans to the City of American Canyon with the following notes on them. The dust abatement measures described in the notes shall be implemented during construction.

During construction activities, the following air pollution control measures shall be implemented:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, or more as needed.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out 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 and surfaces shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks shall be paved as soon as possible.
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes (beyond the 5-minute limit required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified visible emissions evaluator.
- A publicly visible sign shall be posted with the name and telephone number of the person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

BDSP EIR MM AIR-3

Prior to issuance of the first construction permit for development projects that occur pursuant to the Specific Plan, the applicant shall provide documentation to the City of American Canyon demonstrating

that all off-road diesel equipment proposed for use are powered with Tier 3 or cleaner engines.

BDSP EIR MM AIR-4a

Prior to issuance of building permits for any sensitive receptor use (residential areas, elementary school, daycare centers, etc.) that would be developed pursuant to the Specific Plan, the applicant shall complete either of the following two options:

1. Prepare and submit a toxic air contaminant risk screening assessment to the City of American Canyon that demonstrates the potential risk from roadways, rail, and stationary sources would not exceed BAAQMD's cumulative risk threshold for toxic air contaminant impacts.

2. Prepare and submit a Health Risk Analysis to the City of American Canyon, consistent with BAAQMD's recommended methodology, that demonstrates the potential risk from roadways, rail, and stationary sources would not exceed the BAAQMD's cumulative risk threshold for toxic air contaminant impacts. If mitigation is required to reduce a potentially significant risk to less than the cumulative risk threshold, that mitigation shall be clearly identified, and the associated risk reduction quantified. The mitigation must be incorporated into the project and implemented.

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts in the BDSP EIR related to air quality. The conclusions from the BDSP EIR remain unchanged when considering the changes to the proposed Project. No additional analysis is required.

3.6 Biological Resources

Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less than Significant Impact with Mitigation	☐	☐	☐	MM BIO-1a, MM BIO-1b
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less than Significant Impact with Mitigation	☐	☐	☐	None
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant Impact with Mitigation	☐	☐	☐	None
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant Impact	☐	☐	☐	None
e) Conflict with any local policies or ordinances	Less than Significant Impact	☐	☐	☐	None

Would the project:		Conclusion in the Final EIR	Do the Proposed Project Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures?
	protecting biological resources, such as a tree preservation policy or ordinance?					
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?

Summary of BDSP EIR Analysis

According to the BDSP EIR, several special-status plant and wildlife species occurrences have been recorded within 0.25 mile of the BDSP boundaries. BDSP EIR MM BIO-1a requires applicants proposing development activities on undeveloped properties to retain a qualified Biologist to prepare a reconnaissance-level biological assessment. BDSP EIR MM BIO-1b requires that pre-construction nesting bird surveys be conducted during the nesting season. With the implementation of BDSP EIR MM BIO-1a and MM BIO-1b, impacts to candidate, sensitive, or special status species would be less than significant.

Crawford Way Multifamily Project Analysis

As discussed in the BDSP EIR, construction within the Project site was anticipated and mitigation measures were identified to address potential impacts to biological resources. MM BIO-1a in the BDSP EIR requires all applicants proposing development activities on undeveloped properties to retain a qualified biologist to prepare a reconnaissance-level biological assessment. Per this measure, Bargas Environmental Consulting (Bargas) firm prepared a Reconnaissance-level Biological Site Assessment for the Project in October 2018 (Bargas 2018). The Project site is undeveloped and contains grasses, invasive/weedy vegetation, and one coast live oak tree located along the southern perimeter. The areas surrounding the Project site are dominated by urban development and have been heavily modified for construction of residential and commercial buildings, paved surfaces, and other urban-related infrastructure. Bargas concluded that, because of previous disturbance of the site and surrounding urban development, conditions at the Project site appear to support very little suitable habitat for most special-status species, with the exception of foraging/migratory birds and those species that might favor or be adapted to disturbed sites. During preliminary database searches, Bargas found that one special-status plant, the showy Indian clover, has a confirmed range which includes the Project site. However, this species has a low potential to occur within the Project site due to the existing level of disturbance at

the site. There is a moderate potential for Swainson's hawk, northern harrier, white-tailed kite, and savannah sparrow to utilize the Project site for foraging. However, there is low potential for these species to utilize the Project site for nesting due to the lack of suitable nesting substrate and the level of disturbance. If vegetation removal would occur during the nesting season (February 1 to August 31), the Project applicant would be required to implement MM BIO-1b in order to avoid potential impacts to nesting birds. With the implementation of BDSP EIR MM BIO-1b, impacts to special-status species during construction of the proposed Project would be less than significant.

Implementation of the Project would result in similar conclusions with the incorporation of BDSP EIR MM BIO-1a and MM BIO-1b. Therefore, the proposed Project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

Summary of BDSP EIR Analysis

Development activities that occur near American Canyon Creek, North Slough, and the smaller drainage features within the BDSP boundaries have the potential to impact sensitive natural communities and riparian habitat. Such activities may involve direct impacts to these features (e.g., to install a bridge or culvert) or indirect impacts to these features (e.g., disturbance within 10 feet of these features).

Accordingly, BDSP EIR MM BIO-2 requires applicants proposing development activities within properties that contain blue line drainage or wetland features to retain a qualified Biologist to conduct a jurisdictional assessment (or other applicable evaluation). If the assessment determines that the feature falls under the jurisdiction of a federal or state resource agency, the applicant shall obtain the requisite approvals and implement the appropriate mitigation measures. With the implementation of BDSP EIR MM BIO-2, impacts would be less than significant.

Crawford Way Multifamily Project Analysis

No sensitive natural communities are located within the project site (Bargas 2018). Implementation of the Project would have no impacts to sensitive natural communities. No additional analysis is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Summary of BDSP EIR Analysis

Development activities that occur near American Canyon Creek, North Slough, and the smaller drainage features within the BDSP boundaries have the potential to impact sensitive natural communities and riparian habitat. Such activities may involve direct impacts to these features (e.g., to install a bridge or culvert) or indirect impacts to these features (e.g., disturbance within 10 feet of these features).

Accordingly, BDSP EIR MM BIO-2 requires applicants proposing development activities within properties that contain blue line drainage or wetland features to retain a qualified Biologist to conduct a jurisdictional assessment (or other applicable evaluation). If the assessment determines that the feature falls under the jurisdiction of a federal or state resource agency, the applicant shall obtain the requisite approvals and implement the appropriate mitigation measures. With the implementation of BDSP EIR MM BIO-2, impacts would be less than significant.

Crawford Way Multifamily Project Analysis

No aquatic resources are located within the Project site (Bargas 2018). Implementation of the Project would have no direct and indirect impacts to aquatic resources. No additional analysis is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Summary of BDSP EIR Analysis

The BDSP area contains mostly urban, built-up land and is bisected by SR-29. Although there are undeveloped properties within the plan boundaries, they are disconnected and fragmented from each other and surrounded by urban development and infrastructure. Moreover, the presence of SR-29 serves as a formidable barrier to terrestrial wildlife movement within the BDSP area. To the extent that development and land use activities contemplated by the BDSP would involve disturbance to American Canyon Creek or North Slough, it would not impair localized wildlife movement by these species because of their adaptability to urban environments. Impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The Project site is bordered by SR-29, commercial and residential areas, and other urban-related infrastructure, which create a barrier for wildlife with limited crossing opportunities. While common wildlife species likely utilize the site to some degree for local movements, the Project site is surrounded by large tracts of open space to the east and west. As such, the loss of the Project site as a migration corridor would result in less than significant impacts on a regional scale. As described in Impact a), migratory birds may use the habitat within the Project site opportunistically; however, higher quality habitat exists along the Napa River corridor. Based on these factors, the construction of the Project would result in a less than significant impact to migratory corridors and habitat linkages. Therefore, the proposed Project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Summary of BDSP EIR Analysis

American Canyon Municipal Code Chapter 19.24.040 sets forth restrictions on development and land use activities that affect riparian corridors. Generally, permitted uses must further the biological and hydrologic functions of the riparian corridor and be in the public interest (protect public health safety and welfare; provide public access, etc.). Additionally, any development activities that occur within riparian corridors must implement protective measures for fish, wildlife, vegetation, and water within the drainage feature.

The only two riparian corridors within the BDSP area that could potentially be affected by development and land use activities are American Canyon Creek and North Slough. To the extent that development and land use activities contemplated by the BDSP would involve disturbance to American Canyon Creek or North Slough, they would be subject to the requirements of Chapter 19.24.040. Impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The proposed Project would not impact watercourses, riparian habitat, vernal pools, or wetlands. The proposed Project would remain consistent with the policies (applicable to all Project components) and

would therefore have no impact with regard to local plan and policy consistency. The Project would be developed in consistent with the BDSP with three waivers for building height at side street setbacks, garage parking space size minimums, and building to building setbacks. There is one tree on the site (coast live oak) that may need to be removed during Project construction. In accordance with the City's Tree Ordinance, any tree removed would be replaced on the site, as approved by the City Council. Impacts would be less than significant. Therefore, the proposed Project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the BDSP area is not within the boundaries of an adopted habitat conservation plan or natural community conservation plan. This condition precludes the possibility of the BDSP conflicting with the provisions of such a plan. No impact would occur.

Crawford Way Multifamily Project Analysis

The proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No such plan exists applicable to the Project site. No impact will occur. Therefore, the proposed project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

BDSP EIR MM BIO-1a

Prior to development activities within undeveloped properties within the BDSP area, the applicant shall retain a qualified biologist to conduct a reconnaissance-level biological assessment. The assessment shall evaluate the potential presence of special-status plant and wildlife species, sensitive natural communities, jurisdictional features, and wildlife and fish movement. If the reconnaissance-level biological assessment determines that protocol-level surveys or pre-construction surveys are warranted, these studies shall be completed prior to
construction. Additionally, any required mitigation (protective buffers, passive relocation, restoration, etc.) shall be completed at the appropriate time. This mitigation measure shall not apply to sites that are entirely or mostly hardscaped or disturbed.

BDSP EIR MM BIO-1b

Prior to tree removal activities that occur during the nesting season (February 1 and August 31), the applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey no more than 14 days prior to vegetation removal. If the biologist observes nesting birds to be present, a minimum 250-foot protective buffer shall be established around the nest until the young have fledged. This mitigation measure shall not apply to tree removal activities that occur outside the nesting season (September 1 to January 31).

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts in the BDSP EIR related to biological resources. The conclusions from the

BDSP EIR remain unchanged when considering adoption of the Addendum. No additional analysis is required.

3.7 Cultural Resources

Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less than Significant Impact with Mitigation	☐	☐	☐	MM CUL-1
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than Significant Impact with Mitigation	☐	☐	☐	MM CUL-1
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant Impact with Mitigation	☐	☐	☐	MM CUL-4

A Historical Resources Study for the Project site was prepared by Tom Origer & Associates in October 2018 (Barrow 2018). No historic properties were identified, and no archaeological site indicators were found within the Area of Potential Effects during the field survey. The Historical Resources Study provided recommendations to handle accidental discovery of buried materials, which are consistent with the BDSP EIR MM CUL-1 and MM CUL-4 discussed below.

DISCUSSION OF IMPACTS

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

Summary of BDSP EIR Analysis

According to the BDSP EIR, 12 historic structures (i.e., more than 45 years old) are located within the BDSP and nine historic structures are located within a 0.5-mile radius of the BDSP area. The 12 resources located within the BDSP area include three historic sites (foundations and privies), one farm/ranch, six residential homes, and two commercial buildings that were recorded between 1977 and 2015. These structures were evaluated for listing in the California Register of Historical Resources and National Register of Historic Places and were determined not to be eligible for listing. Therefore, these resources do not meet the definition of a "historical resource" for the purposes of CEQA. Although there are no listed historic resources within the BDSP area, it is possible that subsurface excavations may encounter previously undiscovered historic resources during development activities. The implementation of standard cultural resource construction mitigation (MM CUL-1) would ensure that this impact is less than significant.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. Consistent with the BDSP EIR, while there are no historical resources within the Project site, it is possible that subsurface excavations during construction would encounter previously undiscovered historic resources. The implementation of standard cultural resources construction mitigation (BDSP EIR MM CUL-1) would ensure that this impact is less than significant. The proposed Project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Summary of BDSP EIR Analysis

According to the BDSP EIR, no known prehistoric archaeological resources have been recorded within the BDSP area. However, it is possible that subsurface excavations may encounter previously undiscovered archaeological resources within the BDSP and the off-site development areas. The implementation of standard cultural resource construction mitigation (MM CUL-1) would ensure that this impact is less than significant.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. Consistent with the BDSP EIR, while there are no prehistoric archaeological resources recorded within the Project site, it is possible that subsurface excavations during construction would encounter previously undiscovered archaeological resources. The implementation of standard cultural resources construction mitigation (BDSP EIR MM CUL-1) would ensure that this impact is less than significant. The proposed project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Summary of BDSP EIR Analysis

The BDSP area includes areas previously inhabited by Native American tribes and, thus, there is always the possibility that subsurface construction activities associated with buildout of the BDSP, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. However, if human remains are discovered, implementation of BDSP EIR MM CUL-4 would reduce this potential impact to a less than significant level.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. Consistent with the BDSP EIR, it is possible that subsurface excavations during construction would encounter previously undiscovered human remains. The implementation of standard cultural resources construction mitigation (BDSP EIR MM CUL-4) would ensure that this impact is less than significant. The proposed Project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

BDSP EIR MM CUL-1

If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities associated with new development that occurs pursuant to the Specific Plan, all construction

activities within 100 feet of the find shall halt and the City of American Canyon shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the City of American Canyon. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

BDSP EIR MM CUL-4

In the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease until the Napa County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American (PRC Section 5097.98), who in turn would make recommendations to the City of American Canyon for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5(d)).

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts in the BDSP EIR related to cultural resources. The conclusions from the BDSP EIR remain unchanged when considering adoption of the Addendum. No additional analysis is required.

3.8 Energy

Would the project:		Conclusion in the Final EIR	Do the Proposed Project Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures?
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	None	☐	☐	☐	None
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	None	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Summary of BDSP EIR Analysis

These checklist questions were not analyzed in the BDSP EIR. The BDSP EIR did not separately analyze the energy consumption resulting from the buildout of the BDSP; however, it was addressed in several relevant topical areas of the EIR. As discussed in Section 3.2, Air Quality and Greenhouse Gases, and Section 6, Other CEQA Considerations, of the BDSP EIR, buildout of the BDSP planning area would result in the consumption of electricity, natural gas, and transportation fuels during construction and operational activities. The BDSP EIR ultimately determined that buildout of the BDSP would be consistent with the City's Sustainability Best Practice Activities, which largely encompasses energy efficiency measures through the reduction of fossil fuel consumption such as promoting infill development, alternative modes of transportation, and higher density development (City of American Canyon 2019b).

In particular, according to the energy efficiency and conservation activities goals identified within the Sustainability Best Practices Activities, the City of American Canyon joined Marin Clean Energy (MCE) in November of 2015. MCE provides renewable energy without replacing PG&E's infrastructure, maintenance, or billing systems. On September 1, 2016, the entire City of American Canyon was automatically enrolled in the light green program; at which time, users began utilizing a minimum of 52 percent renewable energy. In addition, the MCE Deep Green Program was also provided as an option to customers, allowing for 100 percent renewable energy consumption (City of American Canyon 2019b).

Crawford Way Multifamily Project Analysis

The proposed Project would be a residential project proposed on land designated and zoned for Local-Serving Mixed Use. There would be increases in both short- and long-term energy demands. Short-term

energy demand would result from construction activities, including energy needed to power worker and vendor vehicle trips as well as construction equipment. Long-term energy demand would result from operation of the Project, which would include activities such as lighting, heating, and cooling of structures. Although implementation of the proposed Project would result in an increase in energy usage compared to existing conditions, the increase in energy use would not be wasteful or inefficient because of measures incorporated into Project design, including energy-efficient building design meeting California Green Building Standards Code (CALGreen) requirements.

In addition, the Project would be required to exceed compliance with Title 24, Part 6 of the California Code of Regulations, Building Energy Efficiency Standards, by 15 percent, in accordance with BDSP Section 2.2. The proposed Project is not located in an identified area designed for renewable energy production nor would the Project interfere with the installation of any renewable energy systems. Therefore, the proposed Project would not conflict with or obstruct applicable State or local plans for promoting use of renewable energy and energy efficiency and have not significant energy impacts. The Project would not result in any new or more severe building operation energy impacts beyond what was previously analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

There is no new information identifying new significant effects, nor is there any increase in the severity of previously identified impacts in the BDSP EIR related to energy. The conclusions from the BDSP EIR remain unchanged when considering the changes to the proposed Project. No additional analysis is required.

3.9 Geology and Soils

Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Less than Significant Impact with Mitigation	☐	☐	☐	MM GEO-1a
ii) Strong seismic ground shaking?	Less than Significant Impact with Mitigation	☐	☐	☐	MM GEO-1b
iii) Seismic-related ground failure, including liquefaction?	Less than Significant Impact	☐	☐	☐	None
iv) Landslides?	Less than Significant Impact	☐	☐	☐	None
b) Result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact with Mitigation	☐	☐	☐	MM HYD-1a
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than Significant Impact	☐	☐	☐	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or	Less than Significant Impact with Mitigation	☐	☐	☐	MM GEO-1b

Would the project:		Conclusion in the Final EIR	Do the Proposed Project Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures?
	indirect risks to life or property?					
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	☐	☐	☐	None
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant Impact with Mitigation	☐	☐	☐	MM CUL-3a

DISCUSSION OF IMPACTS

a-i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the West Napa Fault is located within the BDSP planning area and that future development activities that occur pursuant to the BDSP within an Alquist-Priolo Special Study Zone would require the preparation of a fault investigation to determine the precise location of the West Napa Fault and establish appropriate setbacks for new structures. This requirement was reflected in MM GEO-1a. The BDSP EIR concluded that buildout of the BDSP may expose people or structures to potential substantial adverse effects associated with seismic hazards.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. The proposed Project would not result in any change to the analysis or conclusions in the BDSP EIR. Per BDSP EIR MM GEO-1a, a Fault Investigation Report was prepared for the Project site by Ryan Geological Consulting, Inc (Ryan) in March 2018 (Ryan 2018). The Project site is located within a State of California designated Earthquake Zone of Required Investigation for the active West Napa fault and is therefore considered to have a relatively high seismicity. The Fault Investigation Report concluded that the West Napa fault is not located within the Project site, and that the risk of surface fault rupture at the site is low. Therefore, residential development of the Project site is feasible from a geologic hazard perspective. Since the Project site is 250 feet from the well-defined trace of the West Napa fault at its closest location, Ryan determined that additional fault setbacks at the site are not warranted. Therefore, the proposed Project would not

introduce new impacts or create more severe impacts associated with fault rupture than those previously analyzed in the BDSP EIR. No additional analysis is required.

a-ii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the areas within the BDSP could be subject to "strong" and "very strong" ground shaking, and that future development activities that occur pursuant to the BDSP would be required to prepare a design-level geotechnical report at the time building permits are sought. Such a report would provide recommendations on the appropriate level of soil engineering and building design necessary to minimize ground-shaking hazards. This requirement was reflected in MM GEO-1b. The BDSP EIR concluded that implementation of MM GEO-1b would ensure that development consistent with the BDSP is not exposed to strong ground shaking hazards, and that impacts would be less than significant with mitigation incorporated.

Crawford Way Multifamily Project Analysis

The BDSP EIR analyzed development on the Project site. The proposed Project would adhere to the applicable geology and soils mitigation measures identified in the BDSP EIR. Consistent with BDSP EIR MM GEO-1b, a Geotechnical Study Report was prepared for the Project site by RGH Consultants (RGH) in October 2018 (RGH Consultants 2018). In general, the surface conditions were described as soft and spongy, which is typically associated with weak, porous surface soil. Borings and laboratory tests by RGH concluded that the Project site is underlain by clay with varying amounts of sand to depths of at least 15 feet. The soil was found to be weak and porous to a depth of one foot. RGH did not observe subsurface conditions within the portion of the site that was studied that would suggest the presence of materials that may be susceptible to seismically induced densification, liquefaction, or lurching. As described in the Impact a), no active faults were identified within the site; however, the site is within an area affected by strong seismic activity and future seismic shaking should be anticipated at the site. The Project would incorporate recommendations provided in the Geotechnical Study Report into Project design to ensure that impacts related to strong seismic ground shaking would be less than significant. With the incorporation of these recommendations, the proposed Project would not introduce new impacts or create more severe impacts associated with ground shaking than those previously analyzed in the BDSP EIR. No additional analysis is required.

a-iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

Summary of BDSP EIR Analysis

The BDSP EIR determined that the BDSP area is underlain by sandstone bedrock, relatively strong and incompressible alluvial subsoils, and a topsoil layer of clayey soils. These characteristics indicate that development consistent with the BDSP would not be susceptible to ground failure, liquefaction, or liquefaction-related phenomena. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Liquefaction occurs in soils when loosely packed, water-logged seidments at or near the ground surface lose their strength in response to strong seismic shaking. The Geotechnical Study Report concluded that the Project site is underlain by weak, porous surface soil that appears hard when dry but will lose strength rapidly and settle uner the load of fills, foundations, slabs, and pavements as its moisture content increases and approaches saturation, which may pose risk of liquefaction (RGH Consultants

2018). The Project would incorporate recommendations described in the Geotechnical Study Report in order to stabilize surface soils and reduce the risk of liquefaction due to seismic-related ground failure to a less-than significant level.

Recommendations include strengthening the soil during grading by either a) excavating the weak surface soil and replacing it as properly compacted (engineered) fill, or b) providing satisfactory foundation support below the weak surface soil (RGH Consultants 2018). With implementation of these recommendations, the proposed Project would not introduce new impacts or create more severe impacts associated with ground failure than those previously analyzed in the BDSP EIR. No additional analysis is required.

a-iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?

Summary of BDSP EIR Analysis

The BDSP EIR determined that the BDSP area contains mostly flat relief and that most, if not all, of the properties with the Specific Plan boundaries either support urban development or have been rough graded, which makes the likelihood of landsliding very low. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The Project site is located in a relatively flat, developed area and is not located on or near significant slopes. The Geotechnical Study Report concluded that the large-scale slope instability is not a concern at the site, and no active landslides were observed during the study (RGH 2018). The risk of landslides would be consistent with what was analyzed in the BDSP EIR. Therefore, the proposed Project would not introduce new impacts or create more severe impacts associated with landslides than those previously analyzed in the BDSP EIR. No additional analysis is required.

b) Result in substantial soil erosion or the loss of topsoil?

Summary of BDSP EIR Analysis

According to the BDSP EIR, development activities that occur pursuant to the BDSP would involve grading, building construction, paving, and utility installation activities that could result in erosion and sedimentation. Left unabated, the accumulation of sediment in downstream waterways could result in the blockage of flows, potentially causing increased localized ponding or flooding. As such, MM HYD-1a would require the implementation of stormwater quality control measures during construction activities to prevent pollutants from entering downstream waterways. The BDSP EIR concluded that implementation of MM HYD-1a would reduce impacts to less than significant.

Crawford Way Multifamily Project Analysis

As discussed in Section 3.12, Hydrology and Water Quality, the proposed Project would include implementation of stormwater quality control measures consistent with BDSP EIR MM HYD-1a and would not result in greater impacts than what was analyzed in the BDSP EIR. Therefore, the proposed Project would not introduce new environmental impacts related to soil erosion or loss of topsoil or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Summary of BDSP EIR Analysis

The BDSP EIR concluded that development within the BDSP area would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of development consistent with the BDSP, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse because the Geotechnical Investigation prepared for the BDSP EIR determined that the soils on the BDSP area are suitable to support urban development, provided that standard grading and soil engineering practices are implemented. It was concluded in the BDSP EIR that the development within the BDSP area would not be susceptible to or cause landslides, lateral spreading, subsidence, collapse, ground failure, liquefaction, or liquefaction-related phenomena, and that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

As discussed in Impact a-iii) and a-iv) above, the Project site is underlain by about one foot of highly expansive, weak, porous, compressible clayey surface soil. The Project applicant would ensure implementation of recommendations provided in the Geotechnical Study Report in order to reduce impacts related to unstable soils to a less than significant level. With implementation of these recommendations, the Project would not result in any change to the analysis or conclusions in the BDSP EIR. As such, the proposed Project would not result in any impacts beyond what was analyzed in the BDSP EIR. Therefore, the proposed Project would not introduce new environmental impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?

The Geotechnical Study Report concluded that the Project site is underlain by about one foot of highly expansive clayey soils. The Project would implement recommendations provided by RGH Consultants, as described in Impact a-iii) above, into Project design to reduce impacts related to expansive soils to a less than significant level. In addition, the proposed Project would be required to comply with the California Building Standards Code (CBC) to implement appropriate grading and soil engineering practices to abate the expansive soil conditions on-site. Consistent with the BDSP EIR, implementation of the recommendations in the Geotechnical Study Report and compliance with the CBC would reduce impacts associated with expansive soils. Therefore, the proposed Project would not introduce new environmental impacts related to expansive soil or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Summary of BDSP EIR Analysis

New development that occurs pursuant to the BDSP would be served by sanitary sewer service provided by the City of American Canyon. No septic systems or wastewater disposal systems would be used. No impact would occur.

Crawford Way Multifamily Project Analysis

Consistent with the BDSP EIR, the development of the proposed Project would not use septic tank systems or other alternative wastewater disposal systems. No new impacts associated with septic tank systems or alternative wastewater disposal would occur. Therefore, the proposed Project would not

introduce new environmental impacts related to septic tank or alternative wastewater disposal systems or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Summary of BDSP EIR Analysis

The paleontological records search commissioned through the University of California Berkeley Museum of Paleontology indicate that there are no vertebrate fossil localities that have been previously recorded within the BDSP boundaries. However, there has been one fossil locality that is located within a 0.5-mile radius of the BDSP area. The one fossil locality (D8020) was located east of Oat Hill and has been identified as Paleocene invertebrates from the Purisima Formation. The implementation of MM CUL-3 would reduce this potential impact to a less than significant level.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. Development of the proposed Project would not result in more intense or extensive construction activity than those analyzed in the BDSP EIR. Accordingly, the proposed Project would not result in any change to the analysis or conclusions in the BDSP EIR. The implementation of BDSP EIR MM CUL-3 would be required for the proposed Project to mitigate any potential impact to paleontological resources. Therefore, the proposed Project would not introduce new environmental impacts related to paleontological resources or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

BDSP EIR MM CUL-3

If potential fossils are discovered during project implementation, all earthwork or other types of ground disturbance within 100 feet of the find shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find. The paleontologist shall report his/her findings to the City of American Canyon. Based on the scientific value or uniqueness of the find, the paleontologist shall either record the find and recommend that the City of American Canyon allow work to continue or recommend salvage and recovery of the fossil. The paleontologist shall, if required, propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations will be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice. If required, treatment for fossil remains shall include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and, if required, shall also include preparation of a report for publication describing the finds.

BDSP EIR MM GEO-1a

Prior to issuance of building permits for development projects that occur pursuant to the Specific Plan that are located within an Alquist-Priolo Special Study Zone, the City of American Canyon shall verify that the applicant has commissioned a fault investigation. The fault investigation shall be prepared by a licensed geologist or geotechnical engineer and determine the precise location of the West Napa Fault in relation to the proposed project. All recommended fault setbacks set forth in the fault investigation shall be shown on project plans.

BDSP EIR MM GEO-1b

Prior to issuance of building permits for development projects that occur pursuant to the Specific Plan,

the City of American Canyon shall verify that the applicant has commissioned a design-level geotechnical report. The report shall be prepared by a licensed geologist or geotechnical engineer and determine whether the geologic conditions of the site in question are suitable for development. All recommendations for grading, soil engineering, and construction shall be incorporated into the project plans.

BDSP EIR MM HYD-1a

Prior to issuance of grading permits for development projects that occur pursuant to the Specific Plan, the City of American Canyon shall verify that the applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit. The SWPPP shall be designed to address the following objectives: (1) all pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity are controlled; (2) where not otherwise required to be under a Regional Water Quality Control Board permit, all non-stormwater discharges are identified and either eliminated, controlled, or treated; (3) site best management practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity; and (4) stabilization BMPs are installed to reduce or eliminate pollutants after construction are completed. The SWPPP shall be prepared by a qualified SWPPP developer. The SWPPP shall include the minimum BMPs required for the identified Risk Level. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook—Construction or the Caltrans Stormwater Quality Handbook Construction Site BMPs Manual.

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to geology and soils. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.10 Greenhouse Gas Emissions

Would the project:		*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact	☐	☐	☐	None
b)	Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

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

Summary of BDSP EIR Analysis

The BDSP EIR based its greenhouse gas (GHG) emissions analysis on the 2017 BAAQMD CEQA Guidelines (BAAQMD 2017). It was concluded in the BDSP EIR that development and land use activities contemplated by the BDSP would generate direct and indirect GHG emissions; however, these emissions would not result in a significant impact on the environment.

Construction

The BAAQMD does not presently provide a construction-related GHG significance threshold but recommends that construction-generated GHGs be quantified and disclosed. The BAAQMD also recommends that lead agencies (in this case, the City of American Canyon) determine the level of significance of construction GHG emissions in relation to meeting AB 32 GHG reduction goals. As discussed in the BDSP EIR, buildout of the BDSP EIR would emit GHGs from upstream emission sources and direct sources. However, the BAAQMD does not have a recommended assessment methodology or threshold for plan-level, construction-generated GHGs. Upstream emissions were not estimated because they were not within the control of the project and to do so would have been speculative.

Operation

The BDSP EIR calculated operational GHG emissions with CalEEMod, Version 2016.3.2 using the trip generation estimates provided in the Traffic Impact Analysis and compared them to the BAAQMD's 4.6 metric tons (MT) of carbon dioxide equivalent (CO_2e) per service population per year for project-level GHG emissions. The full buildout of the BDSP is expected in 2036. Because 2036 is not offered as an operational year in CalEEMod Version 2016.3.2, emissions were estimated in 2035. Operation after full buildout in 2035 was estimated to generate approximately 23,153 MT CO_2e per year. The operational

emissions were less than the BAAQMD's applicable GHG emissions threshold. The BDSP's GHG impact was determined to be less than significant.

Crawford Way Multifamily Project Analysis

Development of the proposed Project would generate GHG emissions during short-term construction activities, such as site preparation, operation of construction equipment, operation of on-site heavy-duty construction vehicles, hauling of materials to and from site, and construction worker vehicle trips similar to the construction activities analyzed in the BDSP EIR. Long-term operational GHG emissions that would result from the proposed Project would include generated vehicular traffic, operation of any landscaping equipment, off-site generation of electrical power over the life of the Project, the energy required to convey water to and wastewater from site, and emissions associated with the hauling and disposal of solid waste.

The BAAQMD updated their Air Quality CEQA Guidelines in 2022 (BAAQMD 2022). The guidelines no longer contain specified thresholds of significance for project-level GHG emissions. The BAAQMD's new approach, as described in the 2022 CEQA Guidelines, is to use a "fair share" approach for determining whether an individual project's GHG emissions would be cumulatively considerable. If a project would contribute its fair share of what is needed to achieve the State's long-term GHG reduction goals, then the lead agency can find that the project's impact on GHG emissions is less than significant. The BAAQMD identified necessary design elements required of new land use projects being built in order to achieve California's long-term climate goal of carbon neutrality by 2045. If these elements are incorporated into project design and construction, then the project would not have a cumulatively considerable impact regarding GHG emissions. Alternatively, a project for which these design elements are not implemented could still be determined to have a less than significant impact on GHG emissions by demonstrating consistency with a local GHG reduction strategy that is consistent with state guidance.

The local GHG reduction strategy is the City's Energy Efficiency Climate Action Plan (EECAP). As described below in Impact b), the Project would comply with and would not obstruct implementation of this plan. Additionally, the Project would comply with the most recent CALGreen requirements and Title 24, Part 6 of the California Code of Regulations, Building Energy Efficiency Standards. Therefore, the proposed Project would not directly or indirectly generate GHG emissions that may result in a significant impact to the environment. The proposed Project would not result in any new or more severe impacts related to GHG emissions beyond what was previously analyzed in the BDSP EIR. No additional analysis is required.

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

Summary of BDSP EIR Analysis

The BDSP EIR concluded that development and land use activities contemplated by the BDSP would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of GHGs. The BDSP EIR states that the program and policy recommendations contained in the City's EECAP were reviewed to determine if development of the project would conflict with any of the recommendations. The EECAP outlines a course of action to reduce community-wide GHG emissions generated within the City of American Canyon.

The American Canyon General Plan Circulation Element contemplates mobility improvements that would promote the development of mobility enhancements are intended to improve both motorized and non-motorized circulation within the Broadway District. Consistent with these objectives, the BDSP's design encourages development that results in reduced GHG emissions.

If a project is less than BAAQMD's threshold of significance for GHGs, it stands to reason that the project would not substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. As described in Impact a), buildout of the BDSP would not exceed BAAQMD's threshold of significance for GHG emissions and would result in a less than significant impact. Therefore, the BDSP would not substantially conflict with the emission reduction requirements by AB 32.

The BDSP was found to be consistent with all applicable plans, policies, and regulations adopted for the purpose of reducing emissions of greenhouse gases, including the City's EECAP. As a result, it was determined that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The BAAQMD updated their CEQA Guidelines in 2022, which set new standards for project-level GHG impacts. As described in Impact a) above, projects must either comply with project design standards as outlined in the BAAQMD CEQA Guidelines or demonstrate consistency with a local GHG reduction strategy. The local GHG reduction strategy is the City's EECAP. The BDSP EIR anticipated development of the Project site and found that buildout of the BDSP area would be consistent with the EECAP. The proposed Project is requesting three waivers to BDSP development standards for building height at street setbacks, building to building setbacks, and garage size minimums. None of these waivers relate to GHG emissions, and the proposed Project would be consistent with all other BDSP design standards and guidelines. Therefore, the proposed Project would be consistent with all relevant plans and policies addressing GHG emissions, including the EECAP, the General Plan Circulation Element, and the BAAQMD's CEQA Air Quality Guidelines. The proposed Project would not result in any new or more severe impacts related to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions beyond what was previously analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts in the BDSP EIR related to GHG emissions. The conclusions from the BDSP EIR remain unchanged when considering the changes to the proposed project. No additional analysis is required.

3.11 Hazards and Hazardous Materials

Would the project:		*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant Impact	☐	☐	☐	None
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?	Less than Significant Impact	☐	☐	☐	None
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant Impact	☐	☐	☐	None
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?	Less than Significant Impact	☐	☐	☐	None
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Less than Significant Impact	☐	☐	☐	None

Would the project:		*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	☐	☐	☐	None
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

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?

Summary of BDSP EIR Analysis

It was determined in the BDSP EIR that buildout of the BDSP would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. According to the BDSP EIR, hazardous materials such as gasoline, diesel, oil, grease, mechanical fluids, paints, and cleaning solvents could be present during construction activities. Additionally, cleaning solvents, diesel, gasoline, grease/degreasers, mechanical fluids and oil would be present on-site as part of daily operations.

The BDSP boundaries contain numerous structures that predate the federal prohibition of ACMs. Thus, it was determined that there is a high potential for ACMs to be present within the BDSP area.

Additionally, it was determined that the buildout of the BDSP 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. Land uses that handle large quantities of hazardous materials are generally agricultural, industrial, or resource extraction in nature. These types of land uses were not contemplated by the BDSP. These materials would not be considered a potential risk to human health or the environment and that releases that could potentially expose substantial numbers of people or the environment to harm is not anticipated by any of the BDSP land uses. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Consistent with the BDSP EIR, development of the proposed Project would utilize hazardous materials such as gasoline, diesel, oil, grease, mechanical fluids, paints, and cleaning solvents during construction activities. Development of the Project site would occur within the area analyzed in the BDSP EIR, would

use the same hazardous materials, and would subject to similar conditions with respect to hazards and hazardous materials as what was analyzed in the BDSP EIR. Therefore, the proposed Project would not result in new or substantially greater significant impact with regard to hazards and hazardous materials. Construction of the Project would result in similar conclusions related to hazards and hazardous materials. Therefore, the proposed Project would not introduce new environmental impacts through the routine transport, use, or disposal of hazardous materials or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Summary of BDSP EIR Analysis

It was determined in the BDSP EIR that buildout of the BDSP would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. According to the BDSP EIR, Napa Junction Elementary School is located within the BDSP boundaries and is within the "Business Park" subarea. Additionally, Canyon Oaks Elementary School, Donaldson Way Elementary School, and American Canyon High School are within 0.35 mile, 0.40 mile, and 0.65 mile of the BDSP boundaries, respectively. During preparation of the BDSP EIR, Napa Valley Unified School District was in the process of finding a new location for Napa Junction Elementary School. The BDSP EIR determined that because land uses that emit hazardous emissions or handle hazardous materials, such as agricultural, industrial, or resource extraction are not contemplated by the BDSP, buildout of the BDSP would not emit hazardous emissions or handle hazardous materials within 0.25 mile of a school. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The Project site is located approximately 260 feet north of Napa Valley Montessori Learning Center. Consistent with the BDSP EIR, construction of the proposed Project would not create land uses that emit hazardous emissions or handle hazardous materials, such as agricultural, industrial, or resource extraction. This precludes the possibility that the proposed Project would result in the emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. As discussed in Section 3.5 Air Quality, the Project would implement MM AIR-2, MM AIR-3, and MM AIR-4a to control dust emissions and emissions from diesel-fueled equipment during construction, and submit either a toxic air contaminant risk screening assessment report or Health Risk Analysis to the City for approval prior to issuance of building permits. Therefore, the proposed Project would not introduce new impacts or create more severe impacts related to hazardous emissions or materials within 0.25 mile of a school than those previously analyzed in the BDSP EIR. No additional analysis is required.

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?

Summary of BDSP EIR Analysis

It was determined in the BDSP EIR that the BDSP 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. According to the BDSP EIR, there are eight recorded sites within the BDSP boundaries that are listed on hazardous materials databases compiled pursuant to Government Code Section 65962.5. All of the sites are associated with

leaking underground storage tanks. At the time of BDSP EIR preparation, seven of the sites were listed as "Closed," signifying that they have been remediated to the satisfaction of the agency with oversight. The lone site listed as "Open" was located at Caltrans Route 29 Post-Mile 1.13 (3466 Broadway Street), and is now listed as closed (SRWQCB 2023). The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

A Phase I Environmental Site Assessment (ESA) was prepared for the Project site by AEI Consultants in April 2017 (AEI Consultants 2017). The Phase I ESA indicated that the Project site consisted of undeveloped land from around 1916 until it became agricultural in 1948. The site remained agricultural until at least 1987 and has been vacant since it went fallow. The ESA did not identify evidence of the presence of or likely presence of any hazardous substances or petroleum products in, on, or at the site. No evidence of potential past releases of hazardous substances or petroleum products was indicated. The ESA indicated no other environmental concerns for the Project site and recommended no further investigation for the site. The proposed Project would not introduce new impacts or create more severe impacts related to hazardous materials sites than those previously analyzed in the BDSP EIR. No additional analysis is required.

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

Summary of BDSP EIR Analysis

It was determined in the BDSP EIR that for a future development located within an airport land use plan or, where such a plan has not been adopted, within 2.0 miles of a public airport or public use airport, the future development would not result in a safety hazard for people residing or working the project area. The BDSP determined that the northern portion of the BDSP area is within 2.0 miles of Napa County Airport, but that buildout of the BDSP would not result in safety hazards for persons residing or working in the BDSP vicinity. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The Project site is approximately 3.4 miles south of Napa County Airport. According to the Airport Land Use Compatibility Plan, the Project site is not located within the boundaries of the airport influence area (Napa County 1999). Because the site is not located within 2.0 miles of a public or public use airport, and because the site is not in an airport influence area, the proposed Project would not result in safety hazards or excessive noise beyond those analyzed in the BDSP EIR. Additionally, there are no private airstrips in the vicinity of the Project site. Therefore, the proposed Project would not have any impacts related to a private airstrip and would not create any hazard for people in the area. The proposed Project would not introduce new environmental impacts related to a public or public use airport or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

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

Summary of BDSP EIR Analysis

It was determined in the BDSP EIR that the BDSP would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. According to the BDSP EIR, the BDSP included several mobility enhancements and new connections that improve mobility

within the subareas, and by extension, emergency response and evacuation. The BDSP EIR determined that other improvements, such as trail connections, would have no impact on emergency access or evacuation. The BDSP EIR concluded that development consistent with the BDSP would not impair emergency response or evacuation in the BDSP vicinity and that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project would comply with the California Fire Code requirements for emergency access. The Project would not include changes that could potentially interfere with an emergency response plan or an emergency evacuation plan. Furthermore, the City traffic engineer would review and approve the site plan prior to approval. Therefore, the proposed Project would not introduce new environmental impacts related to an adopted emergency response plan or emergency evacuation plan or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the BDSP boundaries are surrounded by urban uses and infrastructure on three sides and undeveloped land on the fourth. These characteristics preclude the possibility of the BDSP boundaries being exposed to wildland fires. It was determined that no impacts would occur.

Crawford Way Multifamily Project Analysis

The Project site is not in a High Fire Hazard Severity Zone or in a Very High Fire Hazard Severity Zone as mapped by California Department of Forestry and Fire Protection (CAL FIRE), and the Project site is not located in a State Responsibility Area (CAL FIRE 2023). The Project site is urbanized and is not adjacent to wildland areas. Therefore, the proposed Project would not directly or indirectly expose people or structures to a significant risk of loss, injury or death involving wildland fires. The proposed Project would not introduce new environmental impacts related to wildland fires or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts in the BDSP EIR related to hazards and hazardous materials. The conclusions from the BDSP EIR remain unchanged when considering the changes to the proposed project. No additional analysis is required.

3.12 Hydrology and Water Quality

Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant Impact with Mitigation	☐	☐	☐	MM HYD-1a, MM HYD-1b
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant Impact	☐	☐	☐	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on- or off-site;	Less than Significant Impact	☐	☐	☐	None
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than Significant Impact	☐	☐	☐	None
iii) create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or	Less than Significant Impact	☐	☐	☐	None
iv) impede or redirect flood flows?	Less than Significant Impact	☐	☐	☐	None
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	☐	☐	☐	None

Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	None	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Summary of BDSP EIR Analysis

The BDSP EIR determined that construction and operational activities associated with the BDSP have the potential to degrade water quality in downstream water bodies. According to the BDSP EIR, buildout of the Specific Plan has the potential to degrade water quality arising from (1) short-term land disturbance from construction activities and presence of contaminants associated with construction machinery, and (2) long-term changes to land use and drainage patterns that may increase the delivery of sediments, nutrients, organic compounds, trash/debris, and other contaminants to waterways tributary to the Napa River. MM HYD-1a and MM HYD-1b were proposed, which would require implementation of a Stormwater Control Plan and an operation and maintenance program to ensure stormwater controls. The BDSP EIR concluded that impacts would be less than significant with the implementation of MM HYD-1a and MM HYD-1b.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. The proposed Project would not result in more intense or extensive construction or operational activity that has the potential to degrade water quality in downstream water bodies than the projected development analyzed in the BDSP EIR. Accordingly, the Project would not result in any change to the analysis or conclusions in the BDSP EIR. Additionally, the Project would be required to implement BDSP EIR MM HYD-1a and MM HYD-1b to address stormwater impacts. Per MM HYD-1a and HYD-1b, the Project applicant would retain a qualified professional to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit, as well as a Stormwater Control Plan (SCP). The SWPPP and SCP would include BMPs to reduce pollutants in stormwater discharge to a less than significant level. The Project would adhere to all design standards of the BDSP regarding wastewater discharge. Therefore, the proposed Project would not introduce new impacts or create more severe impacts associated with water quality than those previously analyzed in the BDSP EIR. No additional analysis is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Summary of BDSP EIR Analysis

According to the BDSP EIR, buildout of the BDSP would not contribute to groundwater overdraft because the BDSP area would be served by potable water service provided by the City, and no groundwater wells would be drilled on-site. Additionally, the BDSP EIR determined that buildout of the BDSP would not impair groundwater recharge because soils that underlie the BDSP area are mostly clay, which have a very low infiltration rate—particularly when thoroughly wetted—and thus offer marginal groundwater recharge qualities. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Consistent with the discussion and analysis in the BDSP EIR, the proposed Project would be served by the existing potable water service provided by the City. Therefore, the proposed Project would not introduce new impacts or create more severe impacts associated with groundwater supplies or groundwater recharge than those previously analyzed in the BDSP EIR. No additional analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

Summary of BDSP EIR Analysis

The BDSP EIR determined that the development consistent with the BDSP would not contribute runoff to downstream storm drainage facilities that would result in the potential for flooding, erosion or siltation, or create runoff water which would exceed the capacity of existing or planned stormwater drainage systems. According to the BDSP EIR, buildout of the BDSP would increase the impervious surface of the BDSP area, but compliance with the City's post-development stormwater requirements would ensure that that new development captures, detains, and regulates the release of the additional runoff generated by new impervious surfaces in a manner that avoids inundating downstream stormwater facilities such that flooding occurs.

Pursuant to the requirements of the applicable stormwater permits, the City requires new development to address post-development stormwater quality using treatment measures—Low Impact Development (LID) concepts. Common examples of LID concepts include bioretention basins, landscaping, and designing pervious areas to drain into landscaped areas. LID serves two purposes: treating runoff and reducing the release of runoff during peak events.

When applications for new development are filed with the City, City staff will review project plans for compliance with the City's post-development stormwater requirements. This would ensure that new development captures, detains, and regulates the release of the additional runoff generated by new impervious surfaces in a manner that avoids inundating downstream stormwater facilities. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Development of the proposed Project would comply with the City's post-development stormwater requirements. The Project would also implement the Preliminary Stormwater Control Plan and an operation and maintenance program as required by BDSP EIR MM HYD-1b and discussed in Impact a)

above. With the implementation of MM HYD-1a and MM HYD-1b, the proposed Project would not introduce new impacts or create more severe impacts associated with drainage, drainage systems, runoff, erosion, siltation, or flood flows than those previously analyzed in the BDSP EIR. No additional analysis is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Summary of BDSP EIR Analysis

According to the BDSP EIR, there are no inland water bodies that could be potentially susceptible to a seiche in the BDSP vicinity. This precludes the possibility of a seiche inundating the BDSP area.

The Association of Bay Area Government's interactive tsunami mapping feature indicates that only the coastal portions of Sonoma, Marin, San Francisco, and San Mateo Counties are susceptible to tsunamis. Areas located near the bay are not considered susceptible to tsunami inundation. This condition precludes the possibility of a tsunami inundating the BDSP area.

There are no steep slopes that would be susceptible to a mudflow in the BDSP vicinity, nor are there any volcanically active features that could produce a mudflow in the City of American Canyon. This precludes the possibility of a mudflow inundating the BDSP area. No impact would occur.

Crawford Way Multifamily Project Analysis

The Project site is not located within the Southern Gateway Subarea where the flood hazards areas occur in the BDSP planning area. Therefore, the proposed Project would not introduce new impacts or create more severe impacts associated with flood hazard areas than those previously analyzed in the BDSP EIR.

As stated in the BDSP EIR, only the coastal portions of Sonoma, Marin, San Francisco, and San Mateo Counties are susceptible to tsunamis, and areas located near the bay are not considered susceptible to tsunami inundation. Additionally, the Project site is not near any steep slopes. Thus, the proposed Project would not be at risk of inundation by seiche, tsunami, or flooding. The proposed Project would not introduce new impacts or create more severe impacts associated with seiche, tsunami, or flooding than those previously analyzed in the BDSP EIR. No additional analysis is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Summary of BDSP EIR Analysis

This question was not included in the BDSP EIR. No conclusion was made regarding the significance level of impacts related to compliance with a water quality control plan or sustainable groundwater management plan.

Crawford Way Multifamily Project Analysis

Development of the proposed Project would comply with the requirements of the San Francisco Bay Regional Water Quality Control Board and would satisfy the requirements of the National Pollutant Discharge Elimination System (NPDES) Program. The Project would not conflict with the guiding and implementing policies of the General Plan related to hydrology and water quality, including Goal 10, Objective 10.1, and Policies 10.1.1 through 10.1.13. Therefore, the proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR.

No additional analysis is required.

MITIGATION MEASURES

BDSP EIR MM HYD-1a

Prior to issuance of grading permits for development projects that occur pursuant to the Specific Plan, the City of American Canyon shall verify that the applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit. The SWPPP shall be designed to address the following objectives: (1) all pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity are controlled; (2) where not otherwise required to be under a Regional Water Quality Control Board permit, all non-stormwater discharges are identified and either eliminated, controlled, or treated; (3) site best management practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity; and (4) stabilization BMPs are installed to reduce or eliminate pollutants after construction are completed. The SWPPP shall be prepared by a qualified SWPPP developer. The SWPPP shall include the minimum BMPs required for the identified Risk Level. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook—Construction or the Caltrans Stormwater Quality Handbook Construction Site BMPs Manual.

BDSP EIR MM HYD-1b

Prior to issuance of building permits for development projects that occur pursuant to the Specific Plan, the project applicant shall prepare a Stormwater Control Plan that includes post-construction stormwater controls in the site design to satisfy requirements of the Phase II Small MS4 Permit. This shall include a review of the final Stormwater Control Plan by the City of American Canyon to ensure that the required controls are in place. Provision E.12.h of the MS4 Permit requires that an operation and maintenance program be implemented for post-construction stormwater management features. Responsible parties and funding for long-term maintenance of all BMPs must be specified. This plan shall specify a regular inspection schedule of stormwater treatment facilities in accordance with the requirements of the MS4 Permit. Reports documenting inspections and any remedial action conducted shall be submitted regularly to the City for review and approval.

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts in the BDSP EIR related to hydrology and water quality. The conclusions from the BDSP EIR remain unchanged when considering the changes to the proposed project. No additional analysis is required.

3.13 Land Use and Planning

Would the project:	Conclusion in the Final EIR	Do the Proposed Project Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures?
a) Physically divide an established community?	Less than Significant Impact	☐	☐	☐	None
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Physically divide an established community?

Summary of BDSP EIR Analysis

The BDSP EIR concluded that all development displaced by the BDSP building would occur on a voluntary basis and that occupants would be given advance notice of development plans. The BDSP includes mobility enhancements to improve both motorized and non-motorized circulation, which would improve Broadway District connectivity. Therefore, impacts were determined to be less than significant.

Crawford Way Multifamily Project Analysis

The Project site is zoned LSMU. Development of market rate housing on the Project site would be consistent with the zoning designation. Additionally, the proposed Project does not include the addition of new roadways which could divide an established community. The Project applicant is requesting three waivers for building height at side street setbacks, garage parking space size minimums, and building face to face setbacks. These waivers would not create a division in the community. The Project would comply with all other development standards for the LSMU district as specified in the BDSP. Therefore, the proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of BDSP EIR Analysis

The BDSP evaluated consistency of the BDSP with applicable policies and land use designations with the General Plan. The BDSP required a General Plan Amendment to ensure consistency between the BDSP and the American Canyon General Plan. When a Specific Plan entails amendments to the General Plan designations or zoning, inconsistency with the existing designations or zoning is an element of the project itself, which then necessitates a legislative policy decision by the agency and does not signify a potential environmental effect. As such, the proposed General Plan Amendment served as a self-mitigating aspect of the BDSP that served to correct the conflict. The BDSP EIR concluded that the BDSP

was consistent with all applicable goals, objectives, and policies in the General Plan. Therefore, impacts were determined to be less than significant.

Crawford Way Multifamily Project Analysis

As described in Section 2.4 and Impact a) above, the proposed Project would request waivers for building height at side street setbacks, garage parking space size requirements, and building to building setbacks. Once the waiver requests are granted and approved by the Planning Commission or City Council, the proposed Project would not conflict with any land use plan or policy. The proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No Additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to land use beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.14 Mineral Resources

Would the project:	Conclusion in the Final EIR	Do the Proposed Project Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures?
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact	☐	☐	☐	None
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	No Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Summary of BDSP EIR Analysis

The BDSP EIR concluded that the BDSP boundaries do not contain a known mineral deposit and the land does not support mineral extraction operations. This precludes the possibility of a loss of mineral resources of local, regional, or statewide importance. It was determined that no impact would occur.

Crawford Way Multifamily Project Analysis

As stated in the BDSP EIR, the BDSP boundaries do not contain a known mineral deposit and the LMSU subarea does not currently support mineral extraction operation. No site within the BDSP boundaries is designated by the State or the City of American Canyon as a location of known mineral deposit. Therefore, the proposed Project would not result in the loss of known mineral resources or deposit sites, nor is there high potential for mineral resources to be identified in the undeveloped area. The proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to mineral resources beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.15 Noise

Would the project:		*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant Impact with Mitigation	☐	☐	☐	MM NOI-1
b)	Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact with Mitigation	☐	☐	☐	MM NOI-2a
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Summary of BDSP EIR Analysis

The noise analysis of the BDSP EIR concluded that potential exposure of persons to excessive noise could occur with buildout of the BDSP. However, MM NOI-1 would require a detailed acoustical analysis to be prepared for any noise sensitive land uses within the 65 A-weighted decibel (dBA) day/night average sound level (L_{dn}) roadway noise contours (i.e., within 350 feet of the centerline of Broadway Street). The detailed acoustical analysis would confirm the roadway noise levels impacting the sensitive receptors and identify any necessary mitigation measures to reduce interior noise levels at the sensitive land uses to within City noise standards.

The noise analysis of the BDSP EIR concluded that any temporary ambient noise increase would not expose persons to noise levels in excess of standards established in the General Plan or Noise Ordinance. The ACMC allows construction noise level impacts up to 75 dBA at residential receptors between the hours of 7:00 a.m. and 7:00 p.m. and up to 60 dBA between the hours of 7:00 p.m. and 7:00 a.m.

The noise analysis of the BDSP EIR concluded that buildout anticipated under the Specific Plan would not result in a substantial permanent increase in ambient noise levels in the BDSP vicinity.

Crawford Way Multifamily Project Analysis

Construction Impact

The BDSP EIR anticipated development of the Project site. Implementation of the Project would not result in any change to the analysis or conclusions in the BDSP EIR. The closest sensitive receptors are the Open Door Christian Church and Napa Valley Montessori Learning Center located immediately south of the Project site, and single family residences located adjacent west of the Project site and across SR-29 to the east. As discussed in the BDSP EIR, construction equipment generates high levels of intermittent noise ranging from 70 dB to 105 dB and would result in a significant impact where noise-sensitive land uses adjoin construction sites. Although construction activities would result in a substantial noise increase in such locations, this impact would be short-term and would cease upon completion of construction.

Construction activities within the City are required to adhere to the ACMC's construction noise limits provided in Section 8.12.080 of the ACMC. In addition, the Project would be required to comply with BDSP EIR MM NOI-1, which requires the Project applicant to retain an acoustical engineer to conduct a detailed acoustical analysis. The Project applicant shall ensure any necessary mitigation measures provided in the acoustical report are incorporated into Project design and implementation. Per BDSP EIR MM NOI-2a, if the Project involves pile driving, the applicant shall retain an acoustical engineer to conduct a vibration analysis for potential construction related impacts, and incorporate any necessary mitigation measures into Project design and implementation. With the implementation of these measures, construction noise impacts would be less than significant, and no additional mitigation is necessary. The proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

Operational Impact

As discussed in the BDSP EIR, all analyzed roadway segments of Broadway Street and American Canyon Road would exceed the City's 65 dBA L_{dn} exterior noise standard for housing, schools, health care facilities, and other sensitive land uses, which would occur even without development of the BDSP. Per MM NOI-1 and MM NOI-2a, the Project applicant shall ensure any necessary mitigation measures provided in the required acoustical and vibration analyses would be incorporated into Project design and implementation. With implementation of these measures, the proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Summary of BDSP EIR Analysis

The noise analysis of the BDSP EIR concluded that potential groundborne vibration impacts could occur with buildout of the BDSP. However, according to MM NOI-2a, any project that would utilize mobile construction equipment within 20 feet of any existing structure with sensitive receptors would have to

provide site-specific vibration analysis. However, the analysis demonstrated that construction vibration impacts would be less than significant with implementation of MM NOI-2a.

The analysis also determined that potential operations vibration impacts could occur for vibration-sensitive land use development projects located within 30 feet of a truck route or within 80 feet of a railroad line. However, the analysis demonstrated that operational vibration impacts would be less than significant with implementation of MM NOI-2b.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. Implementation of the Project would not result in any change to the analysis or conclusions in the BDSP EIR. Development projected by implementation of the BDSP may result in construction activities that occur immediately adjacent to existing homes and other vibration sensitive uses, therefore there is a possibility that vibration from construction equipment would exceed the 0.25-inch-per-second peak particle velocity (PPV) threshold defined by California Department of Transportation (Caltrans) for continuous/frequent intermittent sources of vibration. Therefore, groundborne vibration impacts from Project construction activities could potentially result in a significant impact. Per BDSP EIR MM NOI-2a, the Project applicant shall retain a qualified acoustical engineer to conduct a vibration analysis for the proposed Project. The Project applicant shall ensure that any necessary mitigation measures recommended by the analysis are included in Project design and implementation to reduce impacts from groundborne vibration to a less than significant level.

The Project would comply with street setback requirements identified in the BDSP, and would therefore not include structures located within 30 feet of any roadway or within 80 feet of any railroad. Therefore, operational vibration impacts on proposed on-site receptors would be less than significant. With the implementation of MM NOI-2a, the proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Summary of BDSP EIR Analysis

The noise analysis of the BDSP EIR concluded that development consistent with the BDSP would not expose persons to excessive noise levels from aircraft.

Crawford Way Multifamily Project Analysis

The entire BDSP area is located outside the 55 dBA Community Noise Equivalent Level (CNEL) noise contour of Napa County Airport. Therefore, aviation noise exposure within the BDSP area is less than 55 dBA CNEL. All development and land use activities are considered acceptable within areas exposed to aviation noise levels of less than 55 dBA CNEL. The proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

BDSP EIR MM NOI-1

Prior to issuance of building permits of noise-sensitive land uses within the 65 dBA L_{dn} roadway noise contours shown in Exhibit 3.9-4 or within the 65 dBA L_{dn} roadway noise contours specified in Table 3.9-

15 (within 350 feet of the centerline of Broadway Street or 127 feet of the centerline of American Canyon Road), the applicant shall retain an acoustical engineer to conduct a detailed acoustical analysis. The detailed acoustical analysis shall confirm the roadway noise levels impacting the sensitive receptors, and if necessary, shall identify mitigation measures to reduce interior noise levels at the sensitive land uses to within City noise standards.

BDSP EIR MM NOI-2a

Prior to issuance of grading permits, if construction activities will (1) pile drive within 150 feet or (2) utilize mobile construction equipment within 20 feet of any existing structure with sensitive receptors, the applicant shall retain an acoustical engineer to conduct a vibration analysis for potential impacts from construction-related vibration impacts to the existing structure(s) with sensitive receptors. The vibration analysis shall determine the vibration levels created by construction activities at the existing structure(s) with sensitive receptors and, if necessary, develop mitigation to reduce the vibration levels to within the Caltrans threshold of 0.25 inch per second PPV.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant noise impacts beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.16 Population and Housing

Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant Impact	☐	☐	☐	None
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Summary of BDSP EIR Analysis

It was concluded in the BDSP EIR that the BDSP would not include substantial direct or indirect population growth in an area. The potential population growth per year resulting from the BDSP would be within historical numeric population increase that have occurred within American Canyon and therefore, the BDSP would be planned residential growth. Therefore, the population growth was determined to be less than significant.

Crawford Way Multifamily Project Analysis

The proposed Project would include development of 100 townhome style apartments in the BDSP planning area. The BDSP EIR estimated that the BDSP buildout would involve development of 1,200 du with 3.48 persons per household. The BDSP buildout would result in a population growth of 4,176 people within the BDSP boundaries over a 20-year period, which equates to 209 new residents per year. With the average number of 3.48 persons per household, the proposed 100-unit development would result in a population growth of approximately 348 people within the BDSP boundaries. Development of the Project site was anticipated in the BDSP EIR analysis. The 100 new housing units and population growth of 348 people would be within the BDSP planned housing and population growth in the area. The proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Summary of BDSP EIR Analysis

The BDSP EIR concluded that the BDSP would not displace substantial numbers of existing, necessitating the construction of replacement housing elsewhere. Under the BDSP, no persons would be involuntarily displaced and new dwelling units would be built. Therefore, this impact was determined to be less than significant.

Crawford Way Multifamily Project Analysis

The Project site is currently undeveloped. The Project would not displace existing housing and people because there is no housing or people on-site. The Project would include construction of 100 new housing units to support new residential use. Therefore, the proposed Project would not introduce new impacts or create more severe impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts in the BDSP EIR related to population and housing. The conclusions from the BDSP EIR remain unchanged when considering the changes to the proposed Project. No additional analysis is required.

3.17 Public Services

Would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
Fire protection?	Less than Significant Impact	☐	☐	☐	None
Police protection?	Less than Significant Impact	☐	☐	☐	None
Schools?	Less than Significant Impact	☐	☐	☐	None
Parks?	Less than Significant Impact	☐	☐	☐	None
Other public facilities?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

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

- **Fire Protection?**

Summary of BDSP EIR Analysis

The BDSP EIR determined that buildout of the BDSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. According to the BDSP EIR, payment of the development fees to fund capital improvements, as well as the Specific Plan's proximity to the American Canyon Fire Protection District Station, and compliance with the California Fire Code requirements for emergency access, fire detection and suppression systems, and minimum fire flow would minimize the demand for fire protection. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Development of the Project site was anticipated in the BDSP EIR analysis. The proposed Project would comply with the California Fire Code requirements for emergency access, fire detection and suppression systems, and minimum fire flow. The Project applicant would pay the applicable development impact

fees in accordance with Ordinance 2013-01 (City of American Canyon 2013). Consistent with the BDSP EIR analysis, construction of 100 new housing units on-site would result in similar conclusions related to fire protection responses. Therefore, the proposed Project would not introduce new impacts or create more severe impacts related to fire protection services than those previously analyzed in the BDSP EIR. The Project site would not require new fire department facilities to serve the project. No additional analysis is required.

- **Police Protection?**

Summary of BDSP EIR Analysis

The BDSP EIR determined that buildout of the BDSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. According to the BDSP EIR, the payment of development fees to fund capital improvements, as well as the project's proximity to the police department, would ensure that the development of an additional police station would not be required. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Development of the project site was anticipated in the BDSP EIR analysis. The Project site is located approximately 0.4 mile southwest of American Canyon Police Department at 911 Donaldson Way East and would not require new police facilities to serve the Project. The Project applicant would pay the required development fees to fund capital improvements. Consistent with the BDSP EIR analysis, implementation of the Project would result in similar conclusions related to police protection responses. The proposed Project would not result in potential impacts that would be more severe than were already analyzed in the BDSP EIR. Therefore, the proposed Project would not introduce new impacts or create more severe impacts related to police protection service than those previously analyzed in the BDSP EIR. No additional analysis is required.

- **Schools?**

Summary of BDSP EIR Analysis

The BDSP EIR determined that buildout of the BDSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. According to the BDSP EIR, buildout of the BDSP was anticipated to generate 614 students. The BDSP EIR determined that impacts would be less than significant with payment of development fees at the time that building permits are sought. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Development of the Project site was anticipated in the BDSP EIR analysis. The BDSP EIR estimated the student generate rate for multi-family housing would be approximately 0.366 students/dwelling unit with the implementation of BDSP. The proposed 100 market rate housing units would generate approximately 37 students within the BDSP boundaries. The 37 new students would be within the anticipated number of new students analyzed in the BDSP EIR. In addition, the Project applicant would pay any applicant development fees. Therefore, the proposed Project would not introduce new impacts

or create more severe impacts related to schools than those previously analyzed in the BDSP EIR. No additional analysis is required.

- **Parks?**

Summary of BDSP EIR Analysis

The BDSP EIR determined that buildout of the BDSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. According to the BDSP EIR, the BDSP was anticipated to increase the population of the Broadway District by approximately 4,300 residents, but impacts would be less than significant because the BDSP would require new development that occurs within the BDSP either to provide trails, parks, and recreational facilities, or to provide fees to the City of American Canyon to develop such fees elsewhere. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Development of the Project site was included in the BDSP EIR analysis. The proposed Project would comply with private open space design standards required by the BDSP. The Project would also include a large Common Open Space and Community Building. In addition, the Project applicant would pay any applicable development fees to the City. Therefore, the proposed Project would not introduce new impacts or create more severe impacts related to parks than those previously analyzed in the BDSP EIR. No additional analysis is required.

- **Other Public Facilities?**

Summary of BDSP EIR Analysis

The BDSP EIR determined that buildout of the BDSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. According to the BDSP EIR, the BDSP's potential increase in population is a nominal increase compared with the existing population served by local libraries and would not be expected to require new or substantially altered library facilities or other public facilities. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Development of the Project site was anticipated in the BDSP EIR analysis. As discussed in Section 3.16 Impact a), the potential population growth resulting from the proposed Project would be consistent with the potential population growth estimated for the buildout of the BDSP. Therefore, the Project's potential population increase would not be expected to require new or substantially altered library facilities or other public facilities. The impacts of the proposed Project to libraries would not be more severe than those analyzed in the BDSP EIR. Implementation of the proposed Project would result in similar conclusions related to library services. Therefore, the proposed Project would not introduce new impacts or create more severe impacts related to other public facilities, such as libraries, than those previously analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to public services beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.18 Recreation

Would the project:		Conclusion in the Final EIR	Do the Proposed Project Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures?
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than Significant Impact	☐	☐	☐	None
b)	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Summary of BDSP EIR Analysis

The BDSP EIR concluded that the BDSP would result in a population increase. However, requirements for increased park acreage would be met by fees paid to the City and by proposed features of the BDSP, such as bike/pedestrian paths, parks, private recreational facilities. Therefore, impacts were determined to be less than significant.

Crawford Way Multifamily Project Analysis

Development of the Project site was included in the BDSP EIR analysis. As discussed in Section 3.17 Impact a), the Project would include development of private and common outdoor space. In addition, the Project applicant would pay any applicable development fees to the City to increase park acreage. Implementation of the proposed Project would not result in impacts not previously addressed in the BDSP EIR. Consistent with the BDSP EIR, implementation of the proposed Project would result in similar conclusions related to recreational facilities. Therefore, the proposed Project would not introduce new park and recreation impacts or create more severe park and recreation impacts than those previously analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to recreation facilities beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.19 Transportation

Would the project:		*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Significant and Unavoidable Impact	☐	☐	☐	None
b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	None	☐	☐	☐	None
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	☐	☐	☐	None
d)	Result in inadequate emergency access?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Summary of BDSP EIR Analysis

The BDSP EIR determined that the Existing Plus Background Plus Proposed Specific Plan Traffic condition associated with the proposed Specific Plan would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The BDSP EIR concluded that impacts related to the Existing Plus Background Plus Proposed Specific Plan Traffic condition would be less than significant.

The BDSP EIR determined that the Cumulative Traffic condition associated with the proposed BDSP would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not

limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The BDSP EIR concluded that no feasible mitigation is available and that impacts related to the Cumulative Traffic condition would be significant and unavoidable.

The BDSP EIR determined that buildout of the BDSP may conflict with an applicable congestion management program. According to the BDSP EIR, buildout of the BDSP would generate new vehicle trips that would contribute to unacceptable operations on SR-29. The American Canyon Circulation Element contemplates mobility improvements that would promote the development of parallel routes and better vehicular, bicycle, and pedestrian connectivity within and adjacent to the Broadway District. However, widening SR-29 to eight lanes within American Canyon is not feasible. The BDSP EIR concluded that no feasible mitigation is available and that impacts related to an applicable congestion management program would be significant and unavoidable.

Additionally, the BDSP EIR determined that the BDSP would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The BDSP EIR concluded that impacts related to policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would be less than significant.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. Implementation of the Project would not result in any change to the analysis or conclusions in the BDSP EIR. It is reasonably foreseeable that the proposed Project would have similar impact on traffic operations in the area as compared to the development projected in the BDSP EIR. Therefore, the proposed Project would not result in any impacts more significant than those already analyzed in the BDSP EIR, the analysis and impact conclusions in the BDSP EIR adequately address the proposed Project. The proposed Project would not introduce new impacts or create more severe impacts related to an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system than those previously analyzed in the BDSP EIR. No additional analysis is required.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Summary of BDSP EIR Analysis

This question was not included in the BDSP EIR. Thus, no VMT estimates were provided within the BDSP EIR. Additionally, the City had not yet adopted thresholds for VMT to determine impacts at the time the BDSP EIR was prepared.

Crawford Way Multifamily Project Analysis

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure effects of the project on transit and non-motorized travel of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3(b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA.

The City did not have adopted VMT thresholds at the time the BDSP EIR was certified, nor does it currently have adopted VMT thresholds. Under section 21166 of the PRC and Sections 15162 and 15164 of the State CEQA Guidelines, this issue is not required to be analyzed unless it constitutes new information of substantial importance that was not known and could not have been known at the time the previous EIR was certified as complete (PRC § 21166 and CEQA Guidelines §§ 15162 and 15163). Traffic impacts were analyzed using other relevant methods at the time of certification of the BDSP EIR.

Under CEQA standards, it is not considered new information that requires analysis in a supplemental EIR or negative declaration. Therefore, no additional environmental analysis is warranted under CEQA. No additional analysis is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Summary of BDSP EIR Analysis

The BDSP EIR determined that buildout of the BDSP would not create hazards associated with design features or incompatible uses. Mobility enhancements such as roadway and circulation improvements, new connections, and speed limit reductions were contemplated by the BDSP EIR in order to improve roadway conditions. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The Project applicant is requesting a waiver for minimum garage size design standards required for multifamily units within the Broadway District. The design standards require garage spaces to be 10' wide by 20' deep by 7'-6" high. In order to provide two parking spaces per unit, the Project would construct two-car garages with dimensions of 17'-11" wide and 20'-1" deep for Unit 1 floor plans and dimensions of 20'-1" wide and 20'-1" deep for Unit 2 floor plans. These proposed garage parking spaces would be slightly more narrow than the minimum garage space design standards required for multifamily housing, but would not present a hazard to residents or other guests.

The proposed Project does not include other changes that could potentially introduce new hazards associated with design features or incompatible uses. Consistent with the BDSP EIR, development on the Project site in the BDSP planning area would comply with all regulations related to site design, and the Proposed project would not alter the mobility enhancements proposed in the BDSP EIR. Furthermore, the City traffic engineer would review and approve the site plan prior to project approval. The proposed Project would not result in potential impacts that would be more severe than were already analyzed in the BDSP EIR. Therefore, the proposed Project would not introduce new impacts or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

d) Result in inadequate emergency access?

Summary of BDSP EIR Analysis

The BDSP EIR determined that buildout of the BDSP would not result in inadequate emergency access and would not impair roadway safety or emergency response or evacuation. Mobility enhancements such as roadway and circulation improvements, new connections, and speed limit reductions were contemplated by the BDSP EIR in order to improve emergency response and evacuation. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The proposed Project does not include changes that could potentially interfere with emergency response, access, or evacuation. Consistent with the BDSP EIR, any development in the BDSP planning area would comply with all fire codes and regulations related to emergency access. Furthermore, the City traffic engineer would review and approve the site plan prior to Project approval. The proposed Project would not result in potential impacts that would be more severe than were already analyzed in the BDSP EIR. Therefore, the proposed Project would not introduce new impacts or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to transportation beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum. Impacts that were not evaluated in the BDSP EIR would be less than significant.

3.20 Tribal Cultural Resources

Would the project:	Conclusion in the Final EIR	Do the Proposed Project Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures?
1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Less than Significant Impact with Mitigation	☐	☐	☐	MM CUL-1
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less than Significant Impact with Mitigation	☐	☐	☐	MM CUL-1

DISCUSSION OF IMPACTS

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

v) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the BDSP area is not listed on any national, State, or local registers of historic

places (including those for Tribal Cultural Resources [TCRs]). Additionally, no TCRs have been previously recorded within the BDSP boundaries. However, in the event of the inadvertent discovery of TCRs, MM CUL-1 would serve to reduce the impact to a level of less than significant.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development of the Project site. Consistent with the BDSP EIR, while there are no prehistoric archaeological resources recorded within the Project site, it is possible that subsurface excavations during construction would encounter previously undiscovered archaeological resources. The implementation of standard cultural resources construction mitigation (BDSP EIR MM CUL-1) would ensure that this impact is less than significant. The proposed Project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

vi) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Summary of BDSP EIR Analysis

On July 20, 2016, the Yocha Dehe Wintun Nation replied with a letter indicating that the BDSP could impact undiscovered archaeological deposits and requested a site visit. The City responded to the Tribe and scheduled a consultation meeting with Yocha Dehe representatives on August 24, 2017, at American Canyon City Hall. Yocha Dehe representatives were provided information about the BDSP and provided recommendations to City staff. This concluded the tribal consultation process.

In the event of the inadvertent discovery of TCRs, MM CUL-1 would serve to reduce the impact to a level of less than significant. Furthermore, the City has subsequently adopted a General Plan Policy to require use of the Yocha Dehe Wintun Nation Treatment Protocol. Policy H-8.12 states: “In the event any Native American human remains, grave goods, ceremonial items, and items of cultural patrimony are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity, the “Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation” shall be implemented.” A condition of approval on the Project will require implementation of Policy H-8.12 in the event of undiscovered archaeological deposits.

Crawford Way Multifamily Project Analysis

Consistent with the BDSP EIR, in the event of the inadvertent discovery of TCRs, BDSP EIR MM CUL-1 would serve to reduce the impact to a level of less than significant. The proposed Project would not result in any new or more severe impacts beyond what was analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

BDSP EIR MM CUL-1

If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities associated with new development that occurs pursuant to the BDSP, all construction activities within 100 feet of the find shall halt and the City shall be notified. Prehistoric archaeological materials might include obsidian and chert flakedstone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or

shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the City of American Canyon. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

CONCLUSION

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts in the BDSP EIR related to tribal cultural resources. The conclusions from the BDSP EIR remain unchanged when considering the changes to the proposed Project. No additional analysis is required.

3.21 Utilities and Service Systems

Would the project:		*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact	☐	☐	☐	None
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant Impact	☐	☐	☐	None
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant Impact	☐	☐	☐	None
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant Impact	☐	☐	☐	None
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant Impact	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Summary of BDSP EIR Analysis

Wastewater

The BDSP EIR determined that buildout of the BDSP would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. According to the BDSP EIR, future development in the BDSP planning area would result in a net increase sewer flow of 66,576 gallons per day. The BDSP EIR determined that several planned capital improvement projects would address deficiencies in the sewer collection system and that new development that occurs pursuant to the BDSP would be required to either contribute fees to the City of American Canyon to fund these improvements or install them in conjunction with project implementation (subject to reimbursement for costs outside of its equitable share). This would ensure that adequate wastewater collection and treatment is provided. Impacts would be less than significant.

Water

According to the BDSP EIR, a Water Supply Assessment prepared for the BDSP EIR showed that the City's water supply is sufficient to meet projected demand, including demand within the BDSP area, in all years to 2040 and under all normal-, dry-, and multiple-dry-year scenarios. The analysis showed that demand will exceed supply during some dry years, and additional demand as a result of BDSP implementation will increase those supply deficiencies. However, the City is still anticipated to be able to meet demand through the use of carryover State Water Project (SWP) water, or through some combination of carryover SWP water, Advanced Table A Program water, demand reductions, and/or additional purchases on the open market.

In addition, the BDSP EIR determined that recycled water supply in the City is available to meet existing and projected demand and is available in sufficient volume to support non-potable uses at the project site. Use of recycled water at the site was anticipated to increase the City's utilization of this supply.

Additionally, the BDSP EIR determined that individual developments would comply with the City's Zero Water Footprint policy, which would require new accounts to offset potable water use through off-site water conservation measures, conversion of off-site potable irrigation to recycled water, on-site demand reduction (relative to existing use), or by acquiring additional supply. Impacts would be less than significant.

Stormwater Drainage

The BDSP EIR determined that buildout of the BDSP would not create a need for new or expanded downstream storm drainage facilities. According to the BDSP EIR, buildout of the BDSP would increase impervious surfaces, but new development would address post-development stormwater quality using treatment measures—LID concepts that would treat runoff and reduce the release of runoff during peak events. Additionally, City staff will review new development plans for compliance with the City's post-

development stormwater requirements, which would ensure that new development captures, detains, and regulates the release of the additional runoff generated by new impervious surfaces in a manner that avoids inundating downstream stormwater facilities such that flooding occurs. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

Wastewater

The BDSP EIR anticipated development on the Project site. The Project would comply with all applicable development standards and BDSP guidelines; thus, the Project would not result in a significant increase of wastewater demand beyond what was analyzed in the BDSP EIR and would not exceed wastewater treatment requirements of the RWQCB. The proposed Project would not significantly alter the conclusions of the BDSP EIR. No additional analysis is required.

Water

Development of the Project would implement the City's requirements pursuant to the City's Zero Water Footprint policy, which would help to ensure that there is no net increase in potable water demand within the City, as noted in the BDSP EIR. The Project would generate typical water demand associated with multifamily housing, and would not induce circumstances that generate a unique demand for potable water. As discussed in Section 3.16 Impact a) population growth facilitated by the Project would be consistent with population growth associated with buildout of the BDSP area. Therefore, water demand would be consistent with the projected water demand associated with buildout of the BDSP area, as analyzed in the BDSP EIR. The Project would comply with all applicable development standards and BDSP guidelines related to water supply. The proposed Project would not create a new significant demand for potable water beyond what was analyzed in the BDSP EIR. The Project would not require or result in the construction of new water facilities or the expansion of existing facilities. No additional analysis is required.

Stormwater Drainage

The BDSP EIR anticipated development on the Project site. Implementation of the proposed Project would increase impervious surface, but the Project would install stormwater infrastructure, such as storm drain inlets and pipes, throughout the Project site to direct runoff during rain events. In addition, the proposed Project would be required to meet the City's post-development development stormwater requirements to capture, detain, and regulate the release of additional runoff generated by new impervious surfaces. The proposed Project would not result in the construction of new stormwater drainage facilities or the expansion of existing facility beyond what was analyzed in the BDSP EIR.

Implementation of the proposed Project would result in similar conclusions related to water, wastewater, and stormwater impacts. Therefore, the proposed Project would not introduce new impacts or create more severe impacts related to water, wastewater, and stormwater drainage facilities than those previously analyzed in the BDSP EIR. No additional analysis is required.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Summary of BDSP EIR Analysis

According to the BDSP EIR, the Sewer Master Plan analyzed the existing sewer collection system using two flow scenarios, Peak Dry Weather Flow and Peak Wet Weather Flow. In general, in a majority of the

existing pipelines, velocities were below the recommended minimum for the Peak Dry Weather Flow scenario. Hydraulic deficiencies were identified in Broadway (Main Basin 3). In addition, based on modeling, peak flows exceeded the capacity of three of the five pump stations. However, the BDSP EIR determined that the City's planned capital improvement programs would address the deficiencies in the sewer collection system. Additionally, as previously discussed, the capital improvements would be funded by new development. Therefore, the BDSP EIR concluded that adequate wastewater collection and treatment would be provided and that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development on the Project site and determined that the City's planned capital improvement programs would address the deficiencies in the sewer collection system. The Project applicant would pay any applicable development fees for capital improvements. The proposed Project would not result in a determination by a wastewater treatment provider that there is inadequate capacity to serve the Project's projected demand in addition to existing commitments. Therefore, the proposed Project would not introduce new impacts or create more severe impacts related to wastewater capacity than those previously analyzed in the BDSP EIR. No additional analysis is required.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Summary of BDSP EIR Analysis

It was determined in the BDSP EIR that the BDSP area would be served by a landfill with sufficient permitted capacity to accommodate solid waste disposal needs. According to the BDSP EIR, using an average of 3.89 pounds of debris per square foot for nonresidential construction and 4.38 pounds of debris per square foot of residential construction, buildout of the BDSP EIR would generate an estimated 10,299 cubic feet of waste. The BDSP EIR determined that the construction waste generated by buildout of the BDSP (10,299 cubic yards) would represent less than 0.01 percent of the remaining capacity at the Potrero Hills Landfill, and that the operational waste generated by buildout of the BDSP (7,304 cubic yards annually) would represent less than 0.01 percent of the remaining capacity at the Potrero Hills Landfill. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The BDSP EIR anticipated development on the Project site. As discussed in Section 3.16 Impact a), the proposed Project would result in population growth that is consistent with the potential population increase of the BDSP buildout. Therefore, the construction and operational waste generated by the proposed Project are considered in the BDSP EIR analysis. Based on the waste generation rates, the proposed Project would generate a similar amount of waste as compared to the previously contemplated residential uses. The proposed Project would be served by a landfill with sufficient capacity to accommodate the proposed Project's solid waste disposal needs and would not generate solid waste in excess of State or local standards or in excess of local infrastructure, nor would the Project otherwise impair the attainment of solid waste reduction goals. Therefore, the proposed Project would not introduce new impacts or create more severe impacts related to landfill capacity than those

previously analyzed in the BDSP EIR. No additional analysis is required.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to utilities and service systems beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum.

3.22 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	*Conclusion in the Final EIR*	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	☐	☐	☐	None
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	None	☐	☐	☐	None
c) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	None	☐	☐	☐	None
d) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	None	☐	☐	☐	None

DISCUSSION OF IMPACTS

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Summary of BDSP EIR Analysis

The BDSP EIR concluded that all circulation changes proposed in the BDSP would either have no impact on the emergency response and evacuation or would improve mobility for emergency response vehicles. Therefore, the BDSP EIR would not impair implementation or physically interfere with any adopted emergency response plans or emergency evacuation plans. Impacts were determined to be less

than significant.

Crawford Way Multifamily Project Analysis

The Project site is not located within a High Fire Hazard Severity Zone, or a Very High Fire Hazard Severity Zone as mapped by CAL Fire (CAL Fire 2023). The City adopted the Napa County Multi-Jurisdictional Hazard Mitigation Plan (NCMJHMP) in 2020. The plan does not identify the Project site as a wildfire zone, nor does it identify evacuation routes near or in the vicinity of the site (County of Napa 2020). The proposed Project would not obstruct implementation of the NCMJHMP. Consistent with the BDSP EIR, any development in the BDSP plan area would have to comply with all fire codes and regulations related to emergency access. Therefore, the proposed Project would not introduce new impacts or create more severe impacts than those analyzed in the BDSP EIR. No additional analysis is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Summary of BDSP EIR Analysis

This checklist question did not exist at the time that the BDSP EIR was certified. Additionally, impacts associated with pollutants from wildfire were not evaluated in other sections in the BDSP EIR. No conclusion was made about the significance level of environmental impacts regarding wildfire risks or risk of exposure to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Crawford Way Multifamily Project Analysis

As discussed in Impact a) above, the Project site is not located in a within a High Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone. In the City, the wind is mostly from the west from February to November and from the north from November to February (Weather Spark 2023). The windiest month of the year occurs in June with an average hourly wind speed of 8.4 miles per hour (Weather Spark 2023). The Project site is not located in a State Responsibility Area or nearby wildland areas. The Project site is located on relatively flat land. The Project site does not embody conditions that would exacerbate a wildfire. The Proposed project would not exacerbate or expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildlife due to slope, prevailing winds, or other factors. The impact would be less than significant.

c) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Summary of BDSP EIR Analysis

This checklist question did not exist at the time that the BDSP EIR was certified. Additionally, impacts associated with pollutants from wildfire were not evaluated in other sections in the BDSP EIR. No conclusion was made about the significance level of environmental impacts regarding the installation or maintenance of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Infrastructure-related impacts were addressed in the BDSP EIR in Section 3.13, Utilities and Service Systems, which described the City's existing utility systems and assessed potential environmental effects related to utility services. Furthermore, the BDSP EIR discussed the effects the BDSP would have on the

ability of the City and other service providers to deliver services to the BDSP and vicinity. Impacts were determined to be less than significant.

Crawford Way Multifamily Project Analysis

The proposed Project would not include the installation or maintenance of associated infrastructures (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk. The impact would be less than significant.

d) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Summary of BDSP EIR Analysis

This checklist question did not exist at the time the BDSP EIR was certified. However, impacts related to landslides and flooding were discussed in Section 3.5, Geology, Soils, and Seismicity. The BDSP EIR determined that the BDSP area contains mostly flat land. Moreover, most, if not all, of the properties with the BDSP boundaries either support urban development or have been rough graded, which makes the likelihood of landslides very low. Impacts were determined to be less than significant.

The BDSP EIR determined that the Specific Plan would not place housing or structures within a 100-year flood hazard area. According to the BDSP EIR, the flood hazard areas within the Specific Plan coincide with the Southern Gateway subarea, where no new development is proposed by the BDSP. Therefore, development and land use activities contemplated by the Specific Plan would not expose persons or structures to new risks associated with 100-year or 500-year flood hazards. The BDSP EIR concluded that impacts would be less than significant.

Crawford Way Multifamily Project Analysis

The Project site is flat and is not located in a Landslide Zone as delineated by the California Geological Survey (California Geological Survey 2023). The Project would implement BDSP EIR MM HYD-1a to address impacts related to flooding. The proposed Project would not result in potential impacts that would be more severe than were already analyzed in the BDSP EIR. Therefore, the proposed Project would not expose people or structures to significant risks due to runoff, post-fire slop instability, or drainage changes. The impact would be less than significant.

MITIGATION MEASURES

None required.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant impacts to wildfire beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum. Impacts that were not evaluated in the BDSP EIR would be less than significant.

3.23 Mandatory Findings of Significance

		Conclusion in the Final EIR	*Do the Proposed Project Changes Involve New or More Severe Impacts?*	*New Circumstances Involving New or More Severe Impacts?*	*New Information Requiring New Analysis or Verification?*	*Mitigation Measures?*
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less than Significant with Mitigation	☐	☐	☐	MM BIO-1b, MM CUL-1, MM CUL-4
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Less than Significant with Mitigation	☐	☐	☐	Applicable BDSP EIR MMs as discussed throughout this Addendum
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	Less than Significant with Mitigation	☐	☐	☐	Applicable BDSP EIR MMs as discussed throughout this Addendum

DISCUSSION OF IMPACTS

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population

to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed in Section 3.6, Biological Resources, the proposed Project would not have significant impacts beyond what was analyzed in the BDSP EIR. BDSP EIR MM BIO-1b would be applicable to the proposed Project and would be implemented prior to any tree removal activities that occur during the nesting season. The proposed Project would have no significant impacts related to the potential for the degradation of the quality of the environment, a substantial reduction in the habitat of a fish or wildlife species, the drop of a fish or wildlife population below self-sustaining levels, a substantial reduction in the number or restriction on the range of a rare or endangered plant or animal.

Furthermore, as discussed in Sections 3.7 and 3.20, Cultural Resources and Tribal Cultural Resources, the proposed Project would not have significant impacts with respect to major periods of California history or prehistory beyond what was analyzed in the BDSP EIR. BDSP EIR MM CUL-1 and MM CUL-4 would be implemented in the event prehistoric or historic-period archaeological resources are encountered or in the event of discovery or recognition of any human remains during the Project's ground disturbing activities. The proposed Project would have no significant impacts related to the potential for elimination of important examples of major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The proposed Project's impacts would be individually limited and not cumulatively considerable. Based on the analysis provided in Section 3.5, Air Quality; Section 3.15, Noise, and Section 3.19, Transportation, the proposed Project would not substantially increase cumulative impacts related to these analysis areas. Additionally, as presented throughout this Addendum, the proposed Project's cumulative impacts would be consistent with BDSP EIR.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed Project has not been found to generate new or substantially more severe environmental effects than those previously analyzed in the BDSP EIR; therefore, there is no likelihood of the proposed Project causing substantial adverse effects on human beings, either directly or indirectly, beyond that which was previously analyzed in the BDSP EIR. Impacts would be consistent with what was analyzed in the BDSP EIR.

MITIGATION MEASURES

Implement all BDSP mitigation measures discussed in this Addendum.

CONCLUSION

The proposed Project would be consistent with the BDSP EIR and would not create new or more significant cumulative impacts beyond what was analyzed in the BDSP EIR. The conclusions from the BDSP EIR remain unchanged when considering the adoption of the Addendum. Impacts that were not evaluated in the BDSP EIR would be less than significant.

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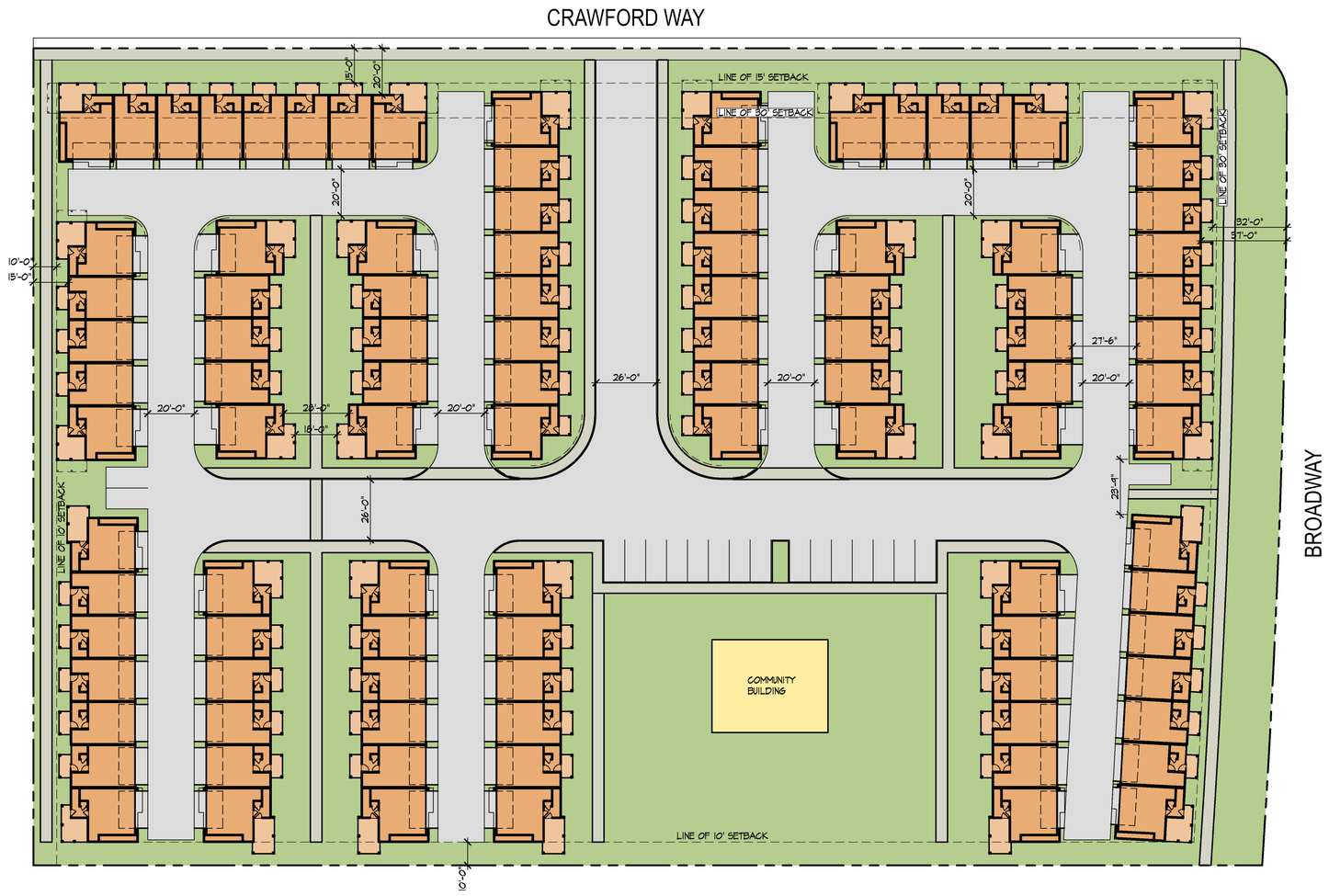
APPENDIX A. SITE PLAN



Project data

Address:	Crawford Way and CA 29, American Canyon, CA 94503
County:	Napa County
APN:	058-302-001 & 058-290-12
General Plan:	CN Commercial Neighborhood
Zoning:	CN Commercial Neighborhood (Residential Overlay)
	Broadway District Specific Plan LSMU
Gross Site Area:	188,876 SF: (4.336 Acres)
Net Site Area:	186,276 SF: (4.276 Acres)

Development Standards

Density

Base: (20 du/ac):	87 Units
Density Bonus (20%):	18 Units
Allowed Density:	105 Units
Proposed Density:	100 Units
Private Open Space:	Ground Floor: 100 SF min. / 8' deep min.
	Upper Floor: 50 SF min. / 6' deep min.
Max. Height:	2 Stories / 24' @ 15' setback - 3 Stories / 42' @ 30' setback
Setbacks:	
Front:	30' Landscape Setback along 29
Street Side:	15' @ 24' Max Height
	30' @ 42' Max Height
Side:	10'
Rear:	10'

Parking Analysis

Required Parking per Table 19.21.030 (A)

Resident (2 per Unit with 1 covered*):	200 spaces
Guest (1/4 Units Guest):	25 spaces
Total Required:	225 spaces

*Garage Spaces: 10'x20'x7'-6" Min.

Required Parking for Density Bonus per Gov. Code 65915 (p) (1)

1 space per 1 Bedroom Unit (N/A):	
1.5 spaces per 2-3 bedroom unit (100 units):	150 spaces
2 spaces per 4+ bedroom unit (N/A):	
Guest (included):	0 spaces
ADA (included):	0 spaces
Total Required:	150 spaces

Provided Parking

Resident (2 per Unit with 2 covered*):	200 spaces
Guest:	18 spaces
Total:	218 spaces

*Garage Spaces: Waiver for Reduced Spaces

399.211 Crawford Way
American Canyon, CA
April 8, 2022

SITE PLAN
A00

Pensacola Residential, LLC
4941 Allison Pkwy, Vacaville, CA
707.688.6668

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

399.211 Crawford Way
American Canyon, CA
April 8, 2022

CONCEPTUAL IMAGES
A01

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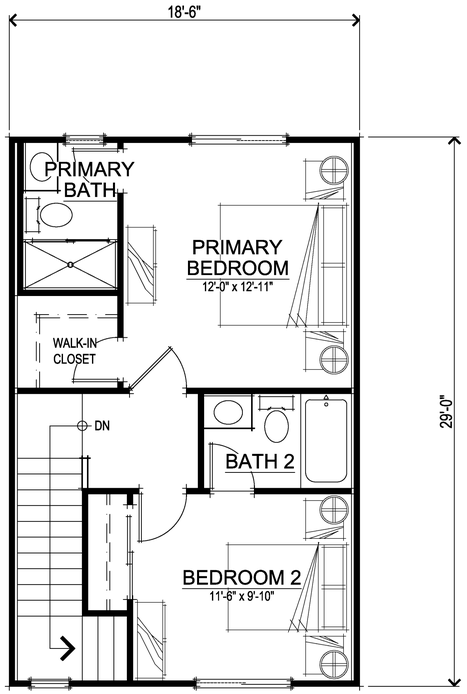
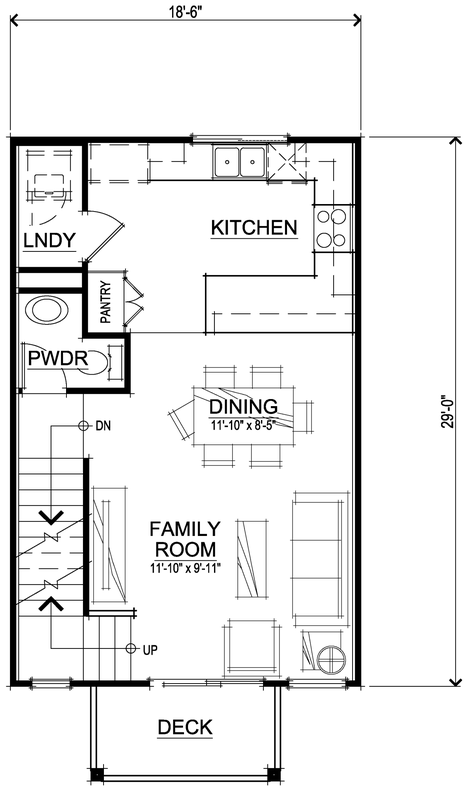
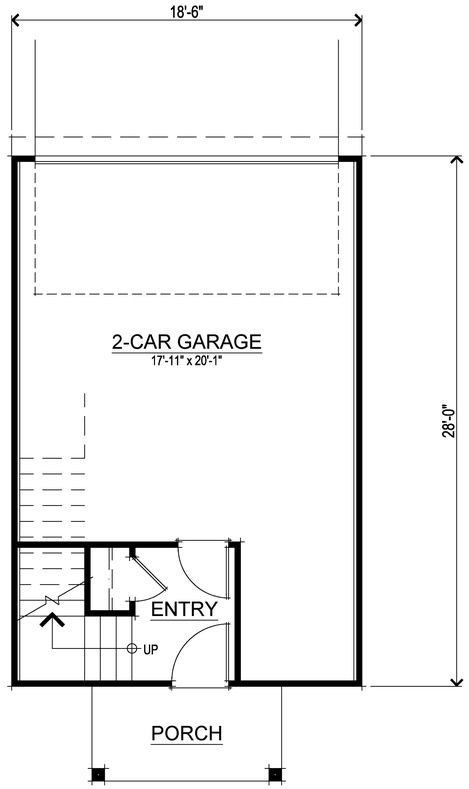


THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	92 SQ. FT.
SECOND FLOOR	536 SQ. FT.
THIRD FLOOR	499 SQ. FT.
TOTAL LIVING	1127 SQ. FT.
2-CAR GARAGE	426 SQ. FT.
PORCH	50 SQ. FT.
DECK	50 SQ. FT.

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0 1' 2' 3' 4' 8'

UNIT 1 FLOOR PLANS
A02

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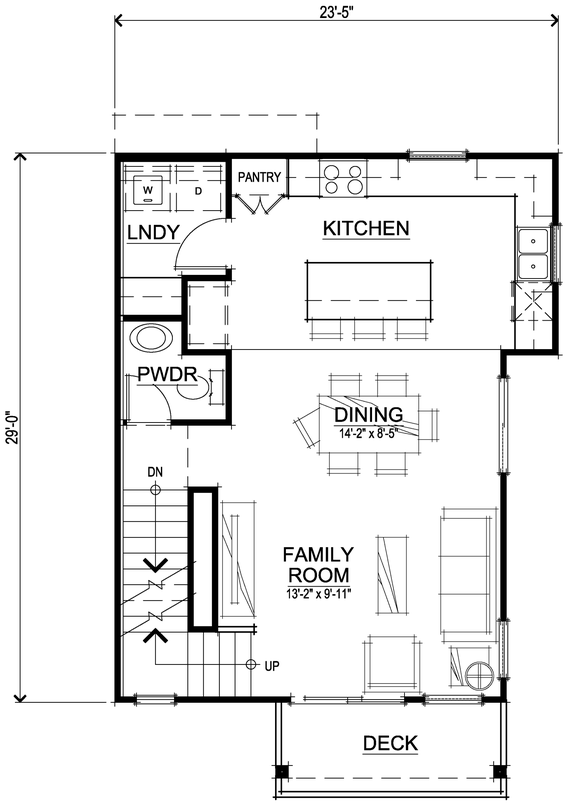
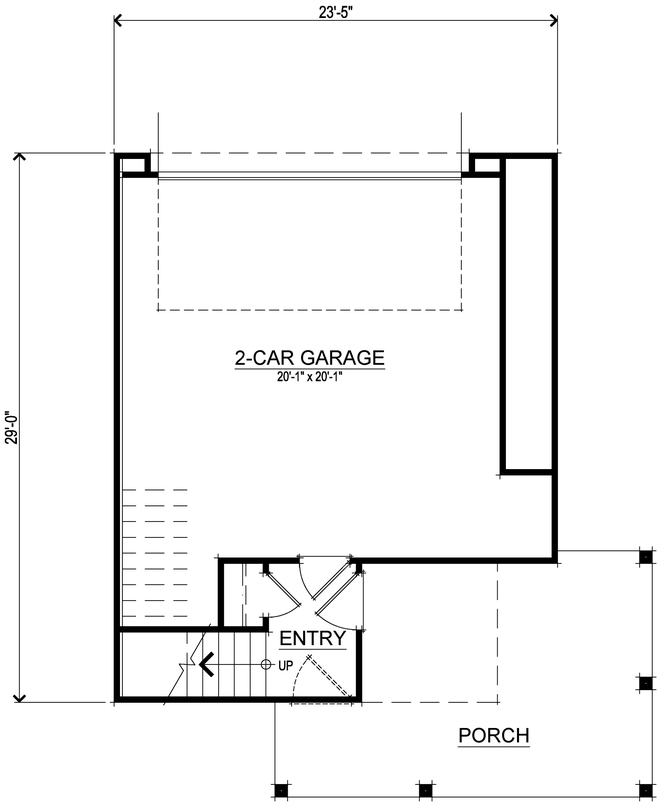
THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	80 SQ. FT.
SECOND FLOOR	629 SQ. FT.
THIRD FLOOR	667 SQ. FT.
TOTAL LIVING	1376 SQ. FT.
2-CAR GARAGE	457 SQ. FT.
PORCH	215 SQ. FT.
DECK	61 SQ. FT.

0 1' 2' 3' 4' 8'

399.211 Crawford Way
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UNIT 2 FLOOR PLANS
A03

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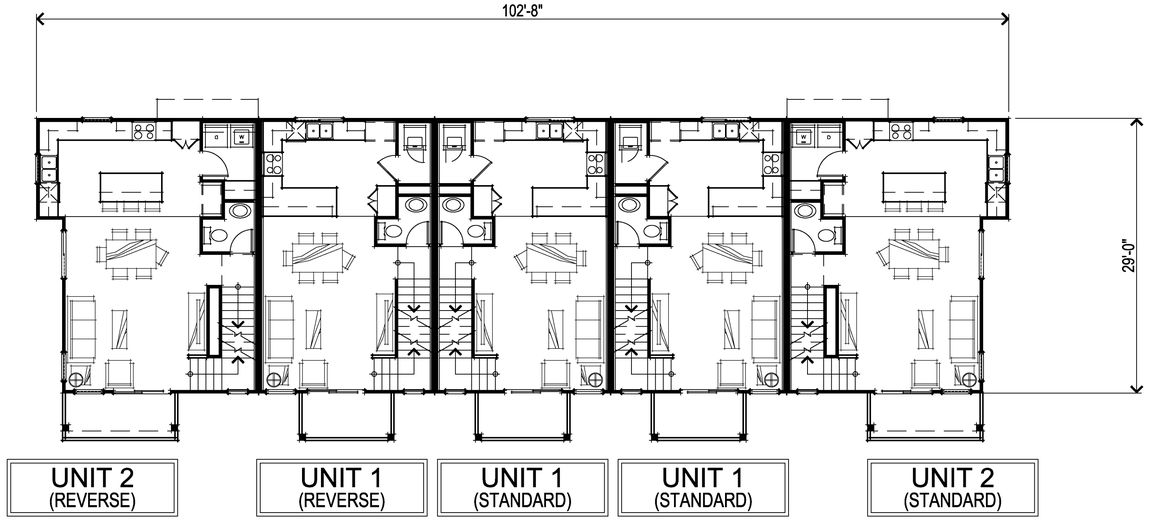
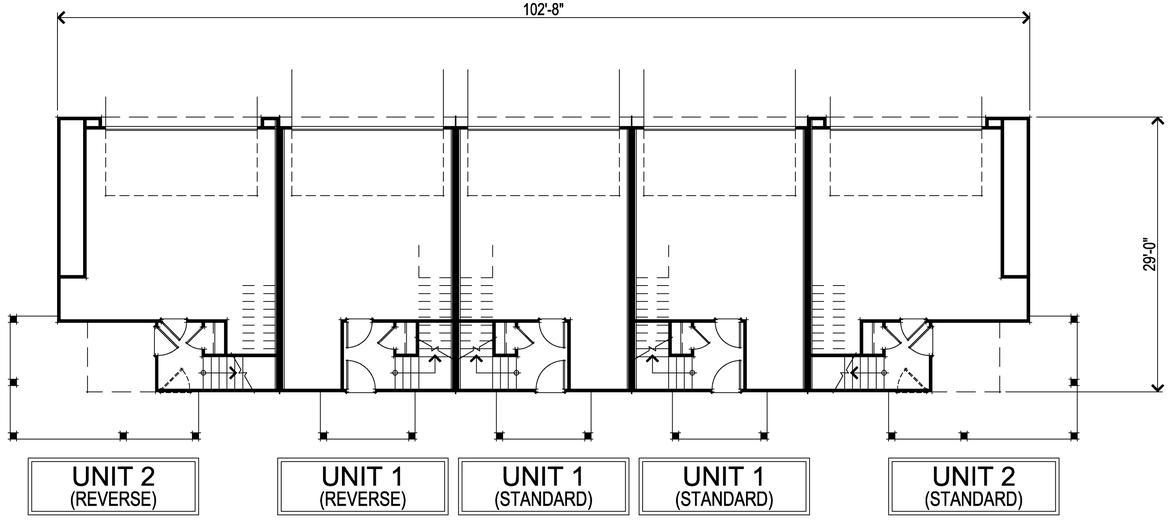


SECOND FLOOR PLAN



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

399.211 Crawford Way
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5-UNIT BUILDING FIRST & SECOND FLOOR PLAN
A04

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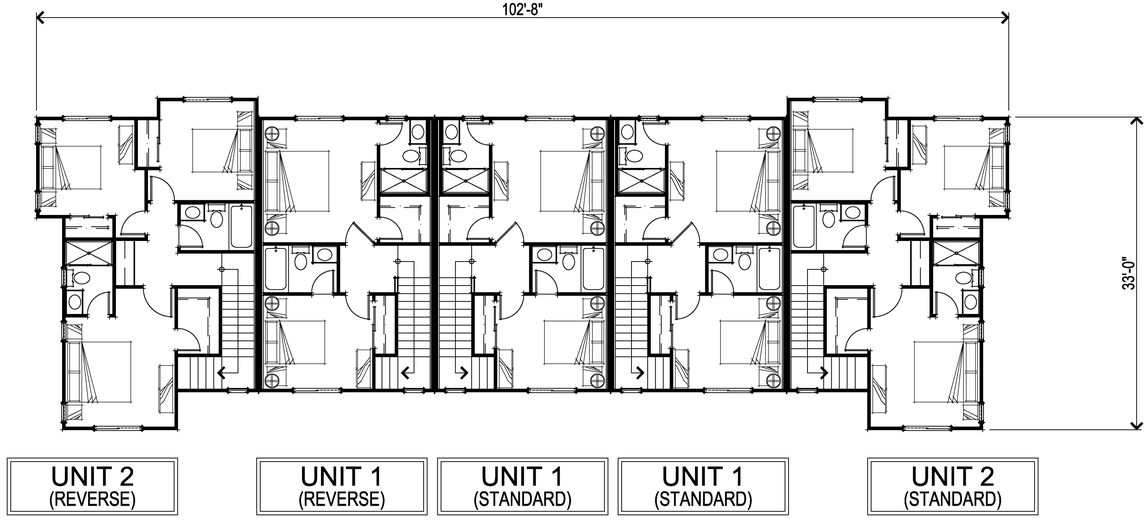

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

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5-UNIT BUILDING THIRD FLOOR PLAN
A05

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FRONT ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

REAR ELEVATION

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CONCEPTUAL ELEVATIONS
A06

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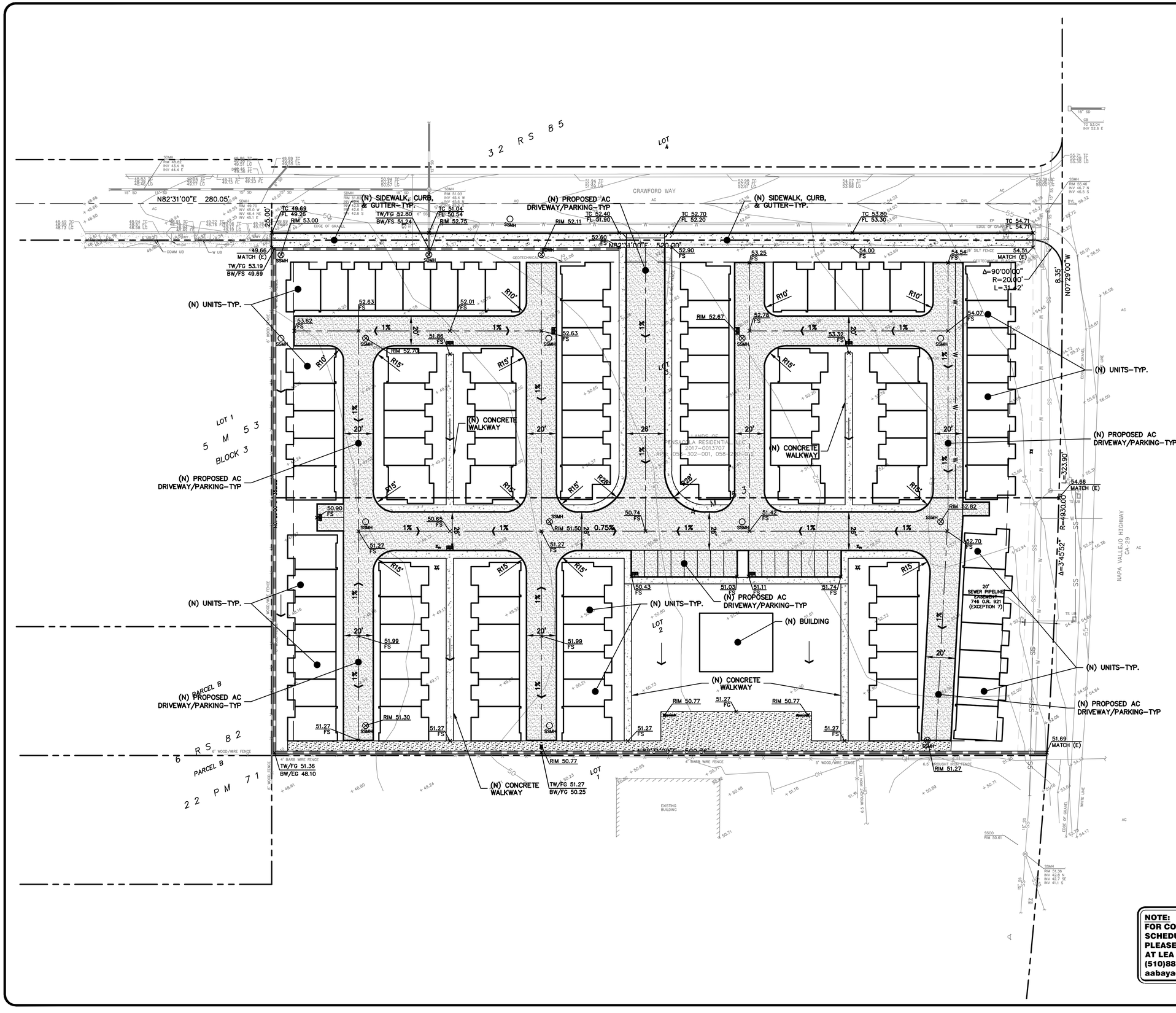

Preliminary Earthworks			
	Cut	Fill	Net
Buildings	51.9	376.3	324.4
Driveway/Parking	69.5	206.2	136.7
Walkways	3.3	1.5	1.8
Landscape	33	120.2	87.2
Total	158	704	550

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

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CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA

APN: 000-000-000

COUNTY

PRELIMINARY SITE PLAN GRADING & DRAINAGE

REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

JOB NO: 2211975P0
DATE: 02/02/22
SCALE: AS NOTED
DESIGN BY: JH/KBC
CHECKED BY: PC
SHEET NO:

EX-1

01 OF 03 SHEETS

(E) SANITARY SEWER MAIN– CONTRACTOR TO VERIFY

(E) STORM DRAIN MAIN– CONTRACTOR TO VERIFY

(N) STORM DRAIN MANHOLE–TYP.

(N) STORM DRAIN LATERAL–TYP.

(N) STORM DRAIN MANHOLE–TYP.

(N) WATER SERVICE–TYP.

(E) WATER MAIN– CONTRACTOR TO VERIFY

(N) SANITARY SEWER MANHOLE–TYP.

(N) SANITARY SEWER LATERAL–TYP.

(N) WATER SERVICE–TYP.

(N) SANITARY SEWER LATERAL–TYP.

(N) CURB INLET–TYP.

(N) HYDRANT–TYP.

(N) WATER SERVICE–TYP.

(N) SANITARY SEWER LATERAL–TYP.

(N) SANITARY SEWER MANHOLE–TYP.

(N) STORM DRAIN LATERAL–TYP.

(N) CATCH BASIN

(N) BUBBLER

(N) SANITARY SEWER MANHOLE–TYP.

(N) SANITARY SEWER LATERAL–TYP.

(N) WATER SERVICE–TYP.

(N) SANITARY SEWER LATERAL–TYP.

(N) CURB INLET–TYP.

(N) WATER VALVE–TYP.

(N) HYDRANT–TYP.

(N) WATER SERVICE–TYP.

(N) SANITARY SEWER MANHOLE–TYP.

(N) CURB INLET–TYP.

(N) WATER VALVE–TYP.

N82°31'00"E 280.05'

N82°31'00"E 500.00'

N07°29'00"W 8.35'

Δ=90°00'00" R=20.00' L=31.42'

Δ=3°45'52" R=4930.00' L=323.90'

RIM 53.00 INV 43.20

RIM 52.75 INV 45.72

RIM 52.11 INV 46.10

RIM 52.67 INV 47.86

RIM 52.70 INV 43.76

RIM 52.82 INV 46.57

RIM 51.50 INV 45.25

RIM 51.30 INV 45.05

RIM 50.77 INV 47.77

RIM 50.77 INV 47.77

RIM 50.77 INV 47.77

RIM 51.27 INV 47.32

0.75%

CRAWFORD WAY

LOT 4

LOT 1 M 53 BLOCK 3

LOT 2

LOT 1

PARCEL B

PARCEL B

5 R S 85

3 2 R S 8 5

6 R S 8 2

22 P M 71

NAPA VALLEJO HIGHWAY CA-29

20' SEWER PIPELINE EASEMENT 746 O.R. 921 (EXCEPTION 7)

EXISTING BUILDING

SSCO RIM 50.61

SSMH RIM 51.36 INV 42.8 N INV 42.7 SE INV 41.1 S

SSMH RIM 55.46 INV 46.7 N INV 46.5 S

SSMH RIM 51.82 INV 43.4 W INV 42.6 N INV 42.6 E INV 42.6 S

SSMH RIM 49.70 INV 45.0 W INV 46.4 NE INV 45.1 E

SSMH RIM 48.62 INV 43.4 W INV 44.4 E

0 15 30 60

SCALE: 1" = 30'

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

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COUNTY

PRELIMINARY SITE PLAN UTILITY PLAN

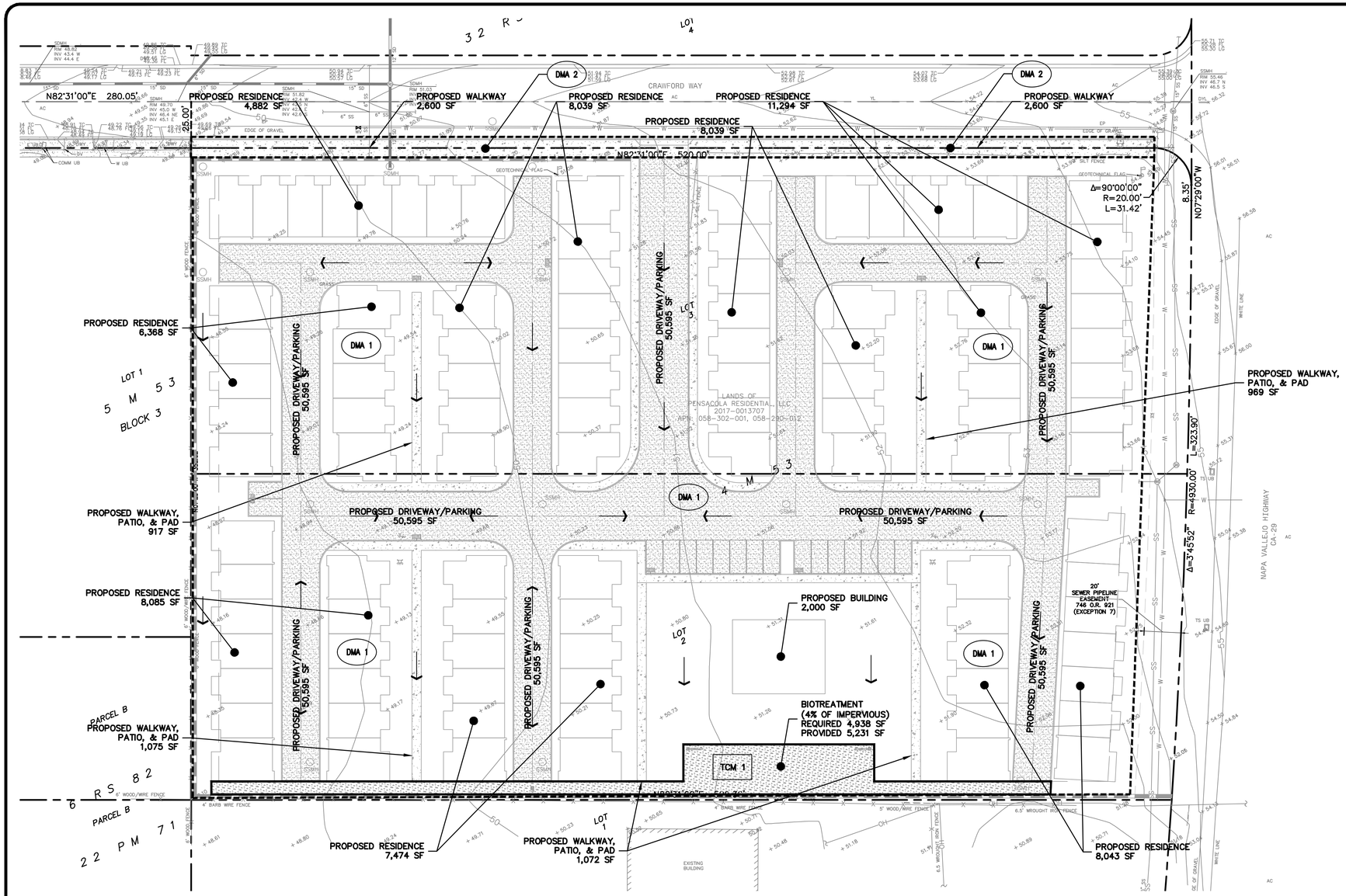
REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

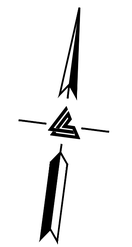
JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC

SHEET NO:

EX-2

02 OF 03 SHEETS



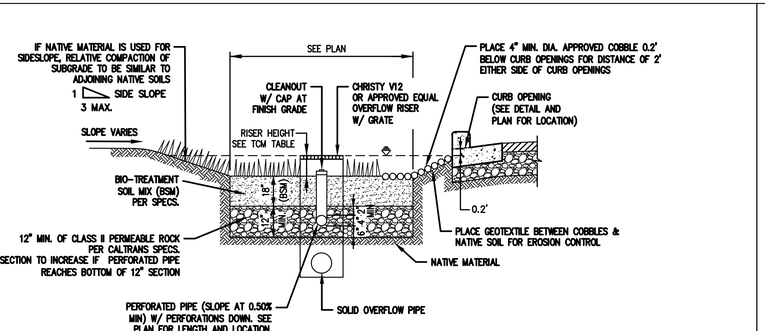


0 15 30 60

SCALE: 1" = 30'

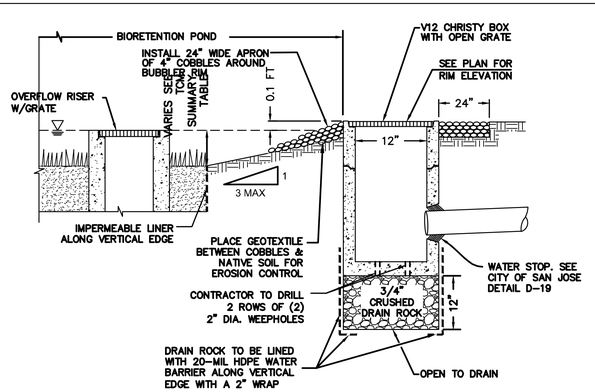
LEGEND:

- DRAINAGE MANAGEMENT AREA
- STORMWATER TREATMENT AREA
- FLOW ARROW

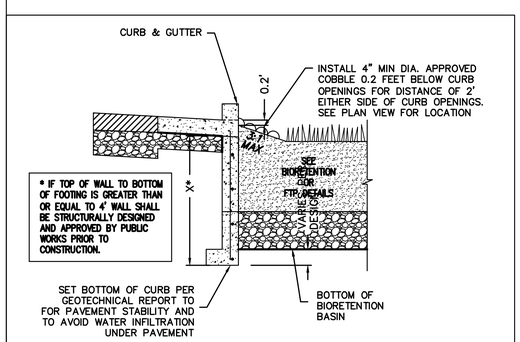


SIZING METHOD: FLOW-COMBO

1 BIORETENTION BASIN W/O LINER N.T.S.



8 BUBBLER BOX DETAIL N.T.S.



9 CURB ADJACENT TO BIORETENTION N.T.S.

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APN: 000-000-000

COUNTY

PRELIMINARY STORMWATER CONTROL PLAN

REVISIONS	BY
–	–
–	–
–	–
–	–
–	–

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-3

03 OF 03 SHEETS

APPENDIX B. BIOLOGICAL SITE ASSESSMENT

BARGAS
Environmental Consulting

10/24/2018

Pensicola Residential
4941 Allison Parkway
Vacaville, CA 95688

Subject: DRAFT Reconnaissance-level, Biological Site Assessment for the Proposed Gold Key Assisted Living Facility project +/- 4.32 acres, Napa County, California (APN 058-302-001 & 058-290-012)

Mr. Taylor Tanner:

This report summarizes the results of the reconnaissance-level biological site assessment survey conducted by a Bargas Environmental Consulting (Bargas) biologists for the proposed Gold Key Assisted Living Facility project. The project is located at the southwest corner of Crawford Way and Broadway Parkway in the city of American Canyon, Napa County, California (**Figures 1** and **2**).

This survey was conducted to assess the project and current site conditions for compliance with CEQA requirements as well as the in-fill development project exemption review process. The site was assessed for the presence of jurisdictional wetland resources, nesting bird habitat, and special status wildlife and plant species (SSS) habitat and presence.

Methods

Prior to conducting the survey of the study area, a thorough review of habitat, special-status species, and jurisdictional wetland databases was performed. The databases queried to obtain background information for the site included; the Natural Resources Conservation Service Web Soil Survey, California Department of Fish and Wildlife Natural Diversity Database (CNDDB), and US Fish and Wildlife Service Information for Planning and Consultation (IPaC), Online Critical Habitat Mapper, and National Wetlands Inventory (NWI). The CNDDB data was drawn from the Cuttings Wharf USGS 7.5-minute quadrangle. The IPaC compiles a list of special-status species from Napa County. Results from the database reviews can be found in **Tables 1** and **2** below.

Bargas biologists Corey Clapp and Krystal Pulsipher conducted a reconnaissance-level survey of the study area on October 3, 2018 from 1130 – 1230. Weather conditions were characterized by 72°F, partly cloudy skies, calm winds, with a 20% chance of precipitation. The pedestrian survey consisted of meandering transects throughout the site with an evaluation of; current site conditions, potential habitat for special-status species, potential nesting bird habitat, presence of wetlands and waterways, and identification of

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vegetation. The biologist conducted a comprehensive reconnaissance-level survey and not a determinant-level survey consistent with agency protocols for special-status species.

Photos were taken throughout the project area (**Photos 1** through **4**). Locations of site photos are labelled in **Figure 2**. All locations of proposed work activities were surveyed. The study area was evaluated for presence of habitat requirements for special-status wildlife species known to occur in the region as summarized in **Table 2**. A cumulative list of wildlife and plant species observed was then compiled for the study area as summarized in **Table 3**.

Results

Table 1: Summary of the preliminary database review for soils, wetlands, and critical habitat.

Database	Summary of Results
NRCS Soil Survey	Clear Lake clay, poorly drained, 0 to 2 percent slopes, MLRA 14. More than 80 inches to the restrictive layer. Parent material is Basin alluvium derived from igneous, metamorphic and sedimentary rock. Non-saline to very slightly saline. Moderate availability for water storage (~9.0 inches).
USEPA NWI	There are no mapped wetlands/waterways present on site or within 250 feet.
USFWS Critical Habitat Mapper	No USFWS critical habitat is located on site.

Site Conditions

Conditions of the project site include those typically associated with urban in-fill sites; vacant lot composed of flat previously disturbed terrain surrounded by existing development. Crawford Way makes up the northern perimeter **(Photo 1),** existing residential homes are located along the western perimeter **(Photo 2)**, a local church is located along the southern perimeter **(Photo 3)** and Broadway Parkway (State Route-29) is along the eastern perimeter **(Photo 4)**. Additionally, construction activities for off-site improvements were occurring along the eastern perimeter of the site at the time of the survey.

Habitat and Wildlife Observations

The area surrounding the site is dominated by urban development and has been heavily modified for construction of residential and commercial buildings, paved surfaces, and other urban-related infrastructure. Due to previous construction/disturbance, there are no wetland features on-site and no native terrestrial habitat remains. Soils within the site appear to have been previously ripped/disked. Subterranean burrows (likely gopher sp.) as well as large cracks in the soil were observed throughout the site. There is currently one coast live oak located along the southern perimeter with four leaders with a cumulative diameter at breast height (dbh) of approximately 28 inches. No other trees or woody vegetation are present on the project site. Vegetation on-site is currently composed of predominantly invasive/weedy species such as skeleton weed, chicory, dandelion, mustard, field bind weed, etc.

Several bird species (scrub jay, northern mockingbird, falcon sp., American crow) were observed perching/foraging in off-site trees and utility poles to the south/east of the site.

Suitable Habitat for Special-Status Species

A total of 126 wildlife and plant species were identified as occurring within the general region of the study area (**Table 2**). Of these species, approximately 15 wildlife and plant species were determined to have a potential to occur within the study area. Criteria used to evaluate potential for occurrence for each SSS include the following:

- **None**: Project is outside of known species' range and no suitable habitat is present, no CNDDB occurrences within the Cuttings Wharf quadrangle;
- **Low**: Project is within the known species' range, but marginal habitat is present in the proposed project area and surrounding land, few CNDDB occurrences within the Cuttings Wharf or adjacent quadrangles;
- **Moderate**: Project is within the known species' range, at least one required habitat component is present in the proposed project area and surrounding land, multiple CNDDB occurrences in the region.

During preliminary database searches, numerous SSS noted to occur in the general region appeared to lack suitable habitat on-site. Because of previous disturbance and surrounding urban development, conditions at the project site appear to support very little suitable habitat for most SSS with the exception of foraging/migratory birds and those species that might favor or be adapted to disturbed sites (i.e. Swainson's hawk).

There is a moderate potential for Swainson's hawk, northern harrier, white-tailed kite, and savannah sparrow to utilize the project area for foraging. However, there is a low potential for these species to utilize the project area for nesting due to the lack of suitable nesting substrate and the level of disturbance. The project site provides marginal foraging habitat for Swainson's hawk. Other migratory birds, such as the various sparrow sp. and the horned lark, are also known to occur in USGS quadrangles adjacent to project area. One of the SSS plants have a confirmed range which includes the project area (showy Indian clover), with individual occurrences mapped nearby, but has a low potential to occur in the project area due to the level of disturbance present.

Table 2: Special-status wildlife and plants known to occur in the region as identified in the database review (Cornell, 2015; Stebbins, 2003; USFWS, 2018; WBWG, 2017).

Type	Scientific Name	Common Name**	Special-Status[1]	Habitat Requirements	Potential to Occur
Bird	*Buteo swainsoni*	Swainson's hawk	ST	Nests in trees, either solitary or on edge of groves, often along waterways. Forages in grasslands, sage flats and agriculture lands intermixed with native grassland.	Moderate (foraging) None (nesting)
Bird	*Circus cyaneus*	northern harrier	SSC	Breeding/foraging habitat in wide open grasslands, fields/marshes. Nests concealed on ground or wetland vegetation.	Moderate (foraging) None (nesting)
Bird	*Elanus leucurus*	white-tailed kite	FP	Commonly found in non-grazed open woodlands, grassland, partially cleared lands, cultivated fields.	Moderate (foraging) None (nesting)
Bird	*Eremophila alpestris actia*	horned lark	WL	Bare ground, in open country with very short or no vegetation, including bare agricultural fields. They breed in short grassland, short-stature sage shrub, desert, and alpine/arctic tundra.	Low
Bird	*Charadrius montanus*	mountain plover	SSC	Breeds on open plains at moderate elevations. Winters in short-grass plains and fields, plowed fields, and sandy deserts.	Low
Bird	*Melospiza melodia maxillaris* *Melospiza melodia pusillula* *Melospiza melodia samuelis*	song sparrow sp. (Suisun song sparrow, Alameda song sparrow, San Pablo song sparrow)	SSC	Variety of open habitats; tidal marshes, arctic grasslands, desert scrub, pinyon pine forest, aspen, prairie, Pacific rain forest, chaparral, agricultural fields, overgrown pastures, freshwater marsh and lake edges, forest edges, suburbs, deciduous/mixed woodlands.	Low

****Potential to occur in study area. [1]FE/FT/FC = Federally Endangered, Threatened, or Candidate; SE/ST/SCT = State Endangered or Threatened, Candidate Threatened; FP = CDFW Fully Protected; SSC = CDFW Species of Special Concern; WL = CDFW Watch List.**

Table 2: Special-status wildlife and plants known to occur in the region as identified in the database review - Continued (Cornell, 2015; Stebbins, 2003; USFWS, 2018; WBWG, 2017).

Type	Scientific Name	Common Name**	Special-Status[1]	Habitat Requirements	Potential to Occur
Bird	*Passerculus sandwichensis alaudinus* *Passerculus sandwichensis beldingi*	savannah sparrow sp. (Bryant's savannah sparrow Belding's savannah sparrow)	SSC	Summer/winter, live in grasslands with few trees, including meadows, pastures, grassy roadsides, sedge wetlands, cultivated fields planted with cover crops like alfalfa. Near oceans, inhabit tidal saltmarshes and estuaries.	Moderate (foraging) Low (nesting)
Bird	*Athene cunicularia*	burrowing owl	SSC	Live in flat, open, treeless areas with low, sparse vegetation found in grasslands, pastures, agricultural fields, road embankments; in urban vacant lots.	Low
Plant	*Centromadia parryi* ssp. *congdonii*	Congdon's tarplant	CRP 1B.1	Annual herb. Found in terraces, swales, floodplains, grassland, disturbed sites at elevations < 300 meters. Flowers: Jun-Oct	Low
Plant	*Centromadia parryi* ssp. *parryi*	pappose tarplant	CRP 1B.2	Annual herb. Found in grassland, coastal salt marshes, alkaline springs, seeps at elevations < 400 meter Flowering Time: Jun-Oct.	Low
Plant	*Trifolium amoenum*	showy Indian clover	CRP 1B.1	Annual herb. Moist, heavy soils, disturbed areas at elevations < 100 m. Flowering Time: Apr-Jun	Low

****Potential to occur in study area. [1]FE/FT/FC = Federally Endangered, Threatened, or Candidate; SE/ST/SCT = State Endangered or Threatened, Candidate Threatened; FP = CDFW Fully Protected; SSC = CDFW Species of Special Concern; WL = CDFW Watch List; CRP (California Rare Plant Rank) 1B = Extirpated in CA and Rare/Extinct Elsewhere.**

Table 3: Wildlife and plants observed in the study area during the October 3, 2018 survey.

Type	Scientific Name	Common Name	Special-Status*
Mammal	Geomyidae sp.	Gopher sp.	None
Bird	Sturnus vulgaris	European Starling	None
Bird	Falco sp.	Falcon sp.	N/A
Bird	Mimus polyglottos	Northern mocking bird	None
Bird	Corvus brachyrhynchos	American crow	None
Bird	Aphelocoma californica	California scrub-jay	None
Bird	Cathartes aura	Turkey vulture	None
Bird	Columba livia	Rock pigeon	None
Plant	Convolvulus arvensis	Field bind weed	None
Plant	Agoseris sp.	Dandilion sp.	None
Plant	Cichorium intybus	Wild Chicory	None
Plant	Chondrilla juncea	Skeleton weed	None
Plant	Helminthotheca echioides	Bristly ox tongue	None
Plant	Avena sativa	Wild oat	None
Plant	Bromus hordeaceus	Soft chess	None
Plant	Quercus agrifolia	Coastal live oak (off-site)	None
Plant	Lactuca serriola	Prickly lettuce	None
Plant	Euphorbia sp.	Spurge sp.	None
Plant	Brassica sp.	Mustard sp.	None

Conclusions

Several nesting and migratory bird species have potential to use the project site as foraging habitat as indicated in **Table 2**. However, because of the lack of suitable nesting substrate in the project area, it is not anticipated that a nesting bird survey will be needed.

Should you have any questions or comments regarding this report, please do not hesitate to contact James Stewart (jstewart@bargasconsulting.com) or myself (cclapp@bargasconsulting.com) at our listed emails, or the office at (916) 993-9218.

Sincerely,

Corey Clapp
Associate Biologist

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Figure 1: Aerial image of the vicinity of the study site located at 3353 Broadway Street (aka CA-29), Napa County, California.

Figure 2: Aerial image of the study site located the corner of Crawford Way and Broadway Parkway (State Route-29), Napa County, California, labeled with corresponding photo numbers from images taken during the October 3, 2018 site survey.

Photo 1: Northwestern corner facing east; Crawford Way along the northern perimeter.

Photo 2: Southwestern corner facing north; residential homes along the western perimeter.

Photo 3: Southeastern corner, facing west; existing church along southern perimeter.

Photo 4: Southeastern corner, facing north; off-site improvements along eastern perimeter.

APPENDIX C. CULTURAL RESOURCES REPORT

Historical Resources Study for the Crawford Way Senior Housing Project American Canyon, Napa County, California

Eileen Barrow, M.A.

October 2, 2018

Historical Resources Study for the Crawford Way Senior Housing Project American Canyon, Napa County, California

Prepared by:

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October 2, 2018

ABSTRACT

Tom Origer & Associates conducted an historical resources survey for the Crawford Way Senior Housing Project, American Canyon, Napa County, California. The study was requested by Taylor Tanner of Gold Key Property, LLC., and authorized by Billy Yen of Pensacola Residential. This study was conducted to meet the requirements of City of American Canyon and those of the California Environmental Quality Act. The purpose of this report is to identify historical resources other than Tribal Cultural Resources (see definition of historical resources in the Regulatory Context section). Tribal Cultural Resources are defined in Public Resources Code [PRC] 21074 (a)(1)(A)-(B).

The proposed project is the development of APNs 058-290-012 and 058-302-001, totaling 4.32-acres, into a senior housing facility. The project area is located at the southwest corner of the intersection of Crawford Way and Highway 28 in the city of American Canyon.

This study included archival research at the Northwest Information Center, Sonoma State University (NWIC File No. 18-0561), examination of the library and files of Tom Origer & Associates, Native American contact, and field inspection of the study area. No historical resources were found within the study area. Documentation pertaining to this study is on file at the offices of Tom Origer & Associates (File No. 2018-087).

This report contains information about the locations of archaeological sites. For the protection of these resources, this report, and such location information, should not be publicly circulated.

Synopsis

Project:	Crawford Way Senior Housing Project
Location:	Crawford Way and Highway 29, American Canyon, Napa County
APN:	058-290-012 and 058-302-001
Quadrangles:	Cuttings Wharf 7.5’ series
Study Type:	Intensive
Scope:	4.32 acres
Finds:	None

Project Personnel

Eileen Barrow

Mrs. Barrow has been with Tom Origer & Associates since 2005. She holds a Master of Arts in cultural resources management from Sonoma State University. Mrs. Barrow's experience includes work that has been completed in compliance with local ordinances, CEQA, NEPA, and Section 106 (NHPA) requirements. Her professional affiliations include the Society for American Archaeology, the Society for California Archaeology, the California Historical Society, the Sonoma County Historical Society, and the Western Obsidian Focus Group.

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INTRODUCTION

This report describes an historical resources survey for the Crawford Way Senior Housing Project, American Canyon, Napa County, California. The study was requested by Taylor Tanner of Gold Key Property, LLC., and authorized by Billy Yen of Pensacola Residential. This study was conducted to meet the requirements of City of American Canyon and those of the California Environmental Quality Act. The proposed project is the development of 4.32 acres of land into a senior housing facility. Documentation pertaining to this study is on file at Tom Origer & Associates (File No. 2018-087).

REGULATORY CONTEXT

The California Environmental Quality Act (CEQA) requires that historical resources be considered during the environmental review process. This is accomplished by an inventory of resources within a study area and by assessing the potential that historical resources could be affected by development. The term "Historical Resources' encompasses prehistoric and historical archaeological sites and built environment resources (e.g., buildings, bridges, canals). An additional category of resources is defined in CEQA under the term "Tribal Cultural Resources" (Public Resources Code Section 21074). They are not addressed in this report. Tribal cultural resources are resources that are of specific concern to California Native American tribes, and knowledge of such resources is limited to tribal people. Pursuant to revisions to CEQA enacted in July of 2015, such resources are to be identified by tribal people in direct, confidential consultation with the lead agency (PRC §21080.3.1).

This historical resources survey was designed to satisfy environmental issues specified in the CEQA and its guidelines (Title 14 CCR §15064.5) by: (1) identifying historical resources within the project area; (2) offering a preliminary significance evaluation of the identified cultural resources; (3)

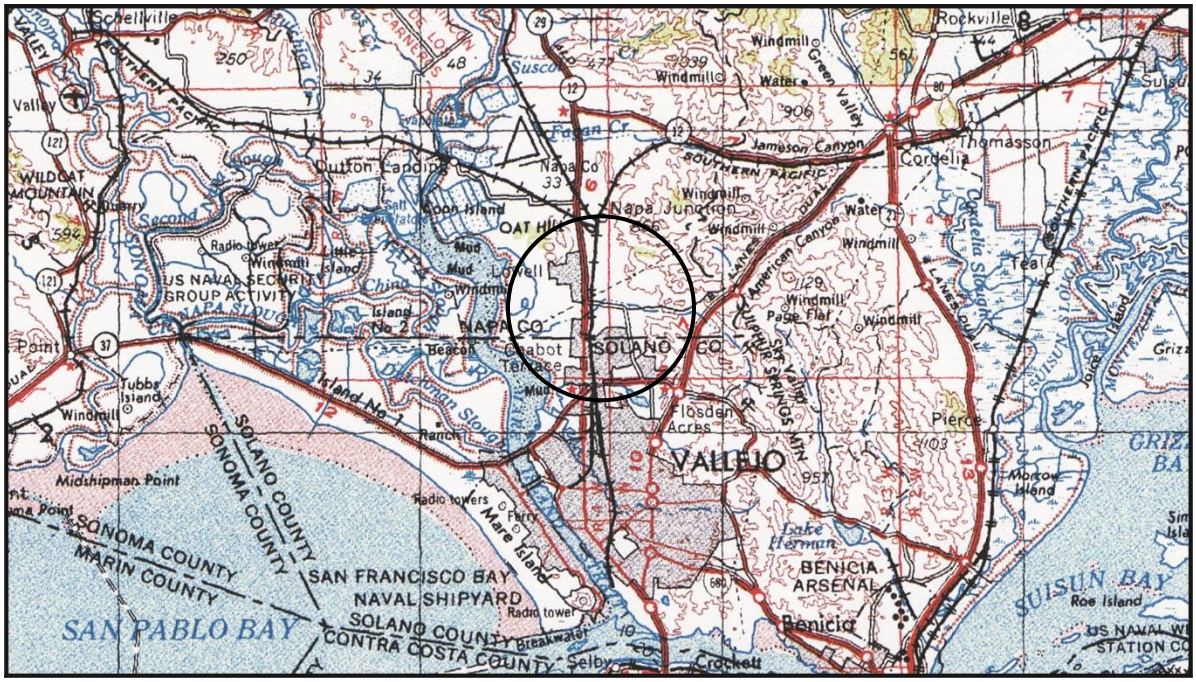

Figure 1. Project vicinity (adapted from the 1980 Santa Rosa 1:250,000-scale USGS map).

assessing resource vulnerability to effects that could arise from project activities; and (4) offering suggestions designed to protect resource integrity, as warranted.

Resource Definitions

Historical resources are classified by the State Office of Historic Preservation (OHP) as sites, buildings, structures, objects and districts, and each is described by OHP (1995) as follows.

> **Site.** A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure.
>
> **Building.** A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail, or a house and barn.
>
> **Structure.** The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.
>
> **Object.** The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.
>
> **District.** A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Significance Criteria

When a project might affect an historical resource, the project proponent is required to conduct an assessment to determine whether the effect may be one that is significant. Consequently, it is necessary to determine the importance of resources that could be affected. The importance of a resource is measured in terms of criteria for inclusion on the California Register of Historical Resources (Title 14 CCR, §4852(a)) as listed below. A resource may be important if it meets any one of the criteria below, or if it is already listed on the California Register of Historical Resources or a local register of historical resources.

An important historical resource is one which:

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

2. Is associated with the lives of persons important to local, California, or national history.

3. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of a master or possesses high artistic values.

4. Has yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, eligibility for the California Register requires that a resource retains sufficient integrity to convey a sense of its significance or importance. Seven elements are considered key in considering a property's integrity: location, design, setting, materials, workmanship, feeling, and association.

The OHP advocates that all historical resources over 45 years old be recorded for inclusion in the OHP filing system (OHP 1995:2), although the use of professional judgment is urged in determining whether a resource warrants documentation.

PROJECT SETTING

Study Area Location and Description

The study area is located on the southwest corner of the intersection of Crawford Way and Highway 29 (APNs 058-290-012 and 058-302-001), American Canyon, Napa County, as shown on the Cuttings Wharf 7.5' USGS topographic map (Figure 2). It consists of 4.32 acres situated on generally level land.

The geology of the study area consists of alluvial fan deposits that date to the latest Pleistocene and Holocene (30,000 years ago to present) (Bezore *et al.* 2002).

Soils within the study area belong to the Clear Lake series (Kashawagi 1978: Sheet 47). Clear Lake soils are poorly-draining clays found on old alluvial fans and in basins. In a natural state these soils support the growth of grasses, forbs, and scattered oaks. Historically, parcels containing Clear Lake soils were used for mainly for pasture with some areas used to grow tomatoes and vineyards (Kashiwagi 1978:11).

The closest water source is American Canyon Creek located approximately 475 meters south of the southwestern corner of the study area.

Cultural Setting

Archaeological evidence indicates that human occupation of California began at least 11,000 years ago (Erlandson *et al.* 2007). Early occupants appear to have had an economy based largely on hunting, with limited exchange, and social structures based on the extended family unit. Later, milling technology and an inferred acorn economy were introduced. This diversification of economy appears to be coeval with the development of sedentism and population growth and expansion.

Sociopolitical complexity and status distinctions based on wealth are also observable in the archaeological record, as evidenced by an increased range and distribution of trade goods (e.g., shell beads, obsidian tool stone), which are possible indicators of both status and increasingly complex exchange systems.

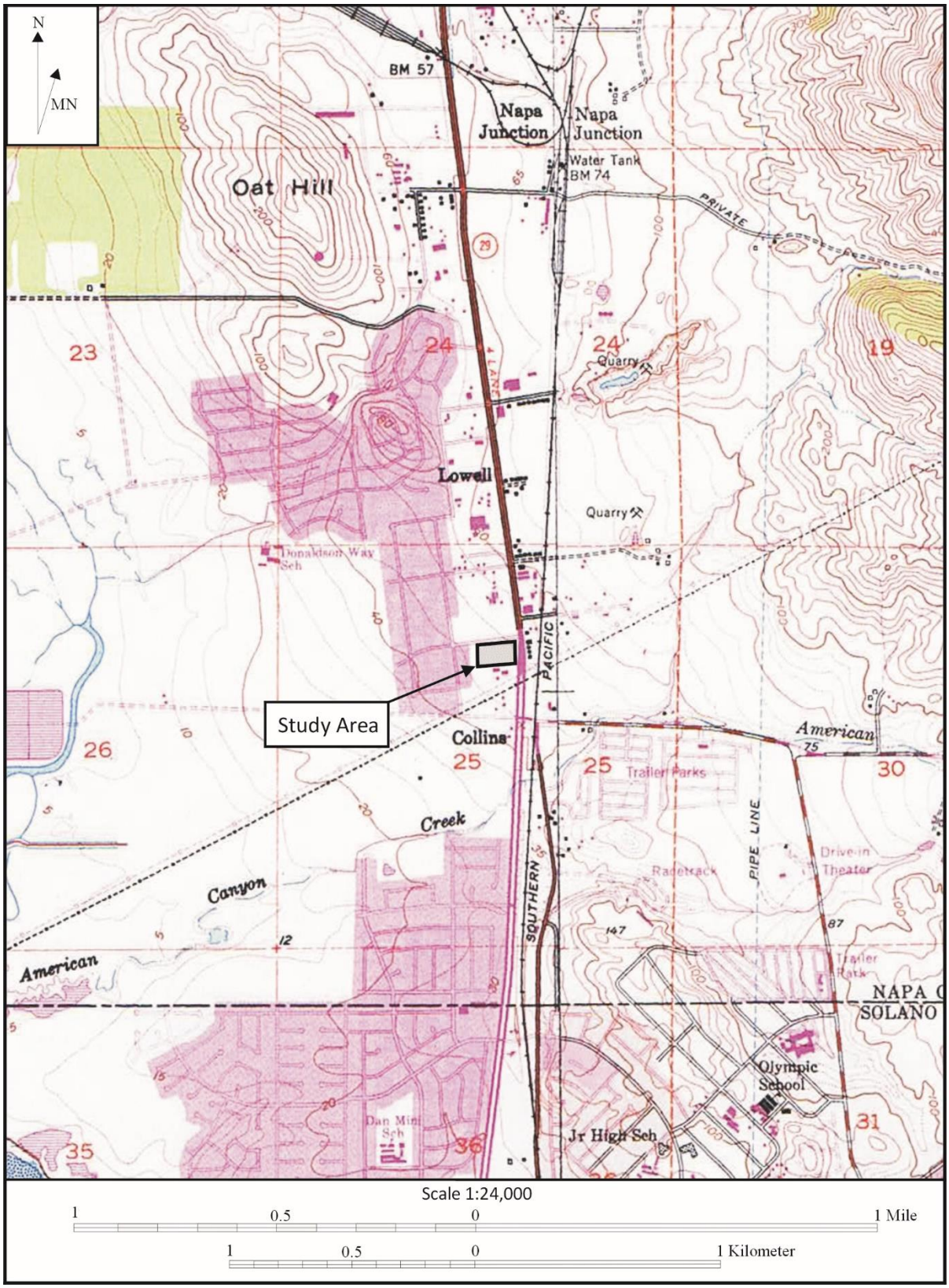

Figure 2. Study area location (adapted from the 1981 Cuttings Wharf and the 1980 Cordelia 7.5' USGS topographic map).

The study area is situated in an area controlled by the Patwin at the time of Euro-American settlement (Barrett 1908; Johnson 1978; Kroeber 1925, 1932). Linguistic evidence indicates that the Patwin were speakers of a Penutian language (Wintun). The Patwin were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures (Barrett 1908; Kroeber 1925, 1932; Johnson 1978). They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary village sites were occupied throughout the year and other sites were visited in order to procure particular resources that were especially abundant or available only during certain seasons. Sites often were situated near fresh water sources and in ecotones where plant and animal life was diverse and abundant.

The study area is located within section 25 of township 4 north, range 4 west of the Mount Diablo meridian of public lands. The land transaction history for this area is interesting in that the lands were once part of Rancho Suscol (Soscol) granted to Mariano Guadalupe Vallejo in 1843. Like much of California, when the land became a part of the United States of America, there were legal battles regarding ownership of thousands of acres of land.

Vallejo had sold Rancho Suscol to John Frisbie who in turn sold large tracts of the rancho to various buyers. In 1862, rumors swirled that Vallejo's claim to the Rancho Suscol would be rejected by the United States government, thus voiding the subsequent sales of this rancho to others. Although this rumor was denied, Frisbee and others asked Representative Timothy G. Phelps to introduce a bill that would enable those who had purchased land from discredited Mexican claimants to repurchase their land from the United States government at a price of $1.25 per acre (Gates 1970:456). This bill was countered by proposals to limit acreage to 160 acres and to purchase the land at its true value (Gates 1970:457).

Phelps' bill failed in 1862, but in 1863 the Suscol bill was approved and the Suscol Act allowed those who had purchased Rancho Suscol land to repurchase the land they were in possession of at "the time of …adjudication" of the claim (Gates 1970:461). The Suscol Act was met with mixed results. Original purchasers of portions of the Rancho Suscol were happy because lands they had purchased would either be returned to them or remain in their possession. People who had flooded to the rancho when its ownership was under question were now illegal squatters. Legal battles went on for months after the Suscol Act but many cases sided with the original purchasers from Frisbie (Gates 1970:463).

The current study area is located in a tract of land that John Frisbie retained at least partial ownership of. Edward Frisbie, C.J. Mosley, Isaac Rutan, and J.B. Thomas are also listed as owners of the large tract of land containing the study area (BLM 2018).

STUDY PROCEDURES AND FINDINGS

Native American Contact

A request was sent to the State of California's Native American Heritage Commission seeking information from the Sacred Lands File and the names of Native American individuals and groups that would be appropriate to contact regarding this project. Letters were also sent to the following groups:

Cortina Indian Rancheria of Wintun Indians
Middletown Rancheria
Mishewal-Wappo Tribe of Alexander Valley
Yocha Dehe Wintun Nation

This contact represents notification regarding the project to provide an opportunity for comment. It does not constitute consultation with tribes.

Native American Contact Results

The Native American Heritage Commission replied with a letter dated September 26, 2018, in which they indicated that the Sacred Lands File has no information about the presence of Native American cultural resources in the immediate project area.

Sally Peterson of Middletown Rancheria responded stating that the tribe has no specific comments about the project site but would like to be contacted as if evidence of human habitation is found.

No other comments have been received as of the date of this report. A log of contact efforts is appended to this report, along with copies of correspondence (see Appendix A).

Archival Study Procedures

Archival research included examination of the library and project files at Tom Origer & Associates. A review (NWIC File No. 18-0561) was completed of the archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park by Rachel Hennessy on September 18, 2018. Sources of information included but were not limited to the current listings of properties on the National Register of Historic Places, California Historical Landmarks, California Register of Historical Resources, and California Points of Historical Interest as listed in the Office of Historic Preservation's *Historic Property Directory* (OHP 2012).

The Office of Historic Preservation has determined that structures in excess of 45 years of age should be considered potentially important historical resources, and former building and structure locations could be potentially important historic archaeological sites. Archival research included an examination of historical maps to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area. Maps ranged from hand-drawn maps of the 1800s (e.g., GLO) to topographic maps issued by the United States Geological Survey (USGS) and the United States Army Corps of Engineers (USACE).

In addition, ethnographic literature that describes appropriate Native American groups, county histories, and other primary and secondary sources were reviewed. Sources reviewed are listed in the "Materials Consulted" section of this report.

Archival Study Findings

Archival research found that the study area had not been previously subject to a cultural resources survey. Within one-quarter mile of the study area, eight studies have been conducted (Damon 1980; Eisenman *et al.* 1979; Jablonowski *et al.* 1996; Jackson 1976, 1977a, 1977b; Patterson *et al.* 1980; Roper and Fredrickson 1983). Four of the studies were conducted for the 230 kV Transmission line just south of the study area (Damon 1980; Eisenman *et al.* 1979; Patterson *et al.* 1980; Roper and Fredrickson 1983). The remaining four studies were conducted for development projects (Jablonowski *et al.* 1996; Jackson 1976, 1977a, 1977b). These studies have resulted in the finding of one resource

within a quarter mile of the study area (Tom Origer & Associates 2003). This resource is a building complex on the east side of Highway 29 and does not extend into the study area.

There are no reported ethnographic sites within one mile of the survey area (Barrett 1908).

A review of 19th and 20th century maps shows no buildings within the study area (Buckman 1895; GLO 1863, 1923; Lyman and Throckmorton 1876; USACE 1946, 1948; USGS 1902, 1951, 1968, 1973).

Field Survey Procedures

An intensive field survey was completed by Taylor Alshuth on September 19, 2018. The study area was examined by walking in zig-zagging transects that were spaced 15 meters apart. Ground visibility ranged from excellent to poor, with vegetation being the primary hindrance. A hoe was used, as necessary to clear vegetation so that the ground surface could be inspected. At the time of the survey, a construction company doing work along the east side of the study area along Highway 29. It appeared that the east end of the study area was being used as a staging area and the vegetation in this area had been cleared allowing for excellent visibility. In addition, the construction crew had excavated a trench along Highway 29 which provided us the opportunity to examine subsurface soils. The trench measured approximately eight feet long, 30 inches wide, and four feet deep.

In addition to our surface survey and the examination of the trench excavated by a construction company, two hand-dug auger holes using a 4-inch diameter barrel auger was excavated to examine subsurface soils within the study area (see Figure 3).

Based on the results of the prefield research, it was anticipated that prehistoric and historic-period resources could be found within the study area. Prehistoric archaeological site indicators expected to be found in the region include but are not limited to: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and hand-stones, and mortars and pestles; and locally darkened midden soils containing some of the previously listed items plus fragments of bone, shellfish, and fire affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

Field Survey Findings

Archaeology

Auger hole #1 was excavated to a depth of 100 centimeters and auger hole #2 was excavated to a depth of 150 centimeters. Soils appeared as described in the soil survey.

No archaeological site indicators or soils were observed in the backhoe trench.

No archaeological site indicators were observed during the course of our survey.

Built Environment

No buildings or structures are located within the study area.

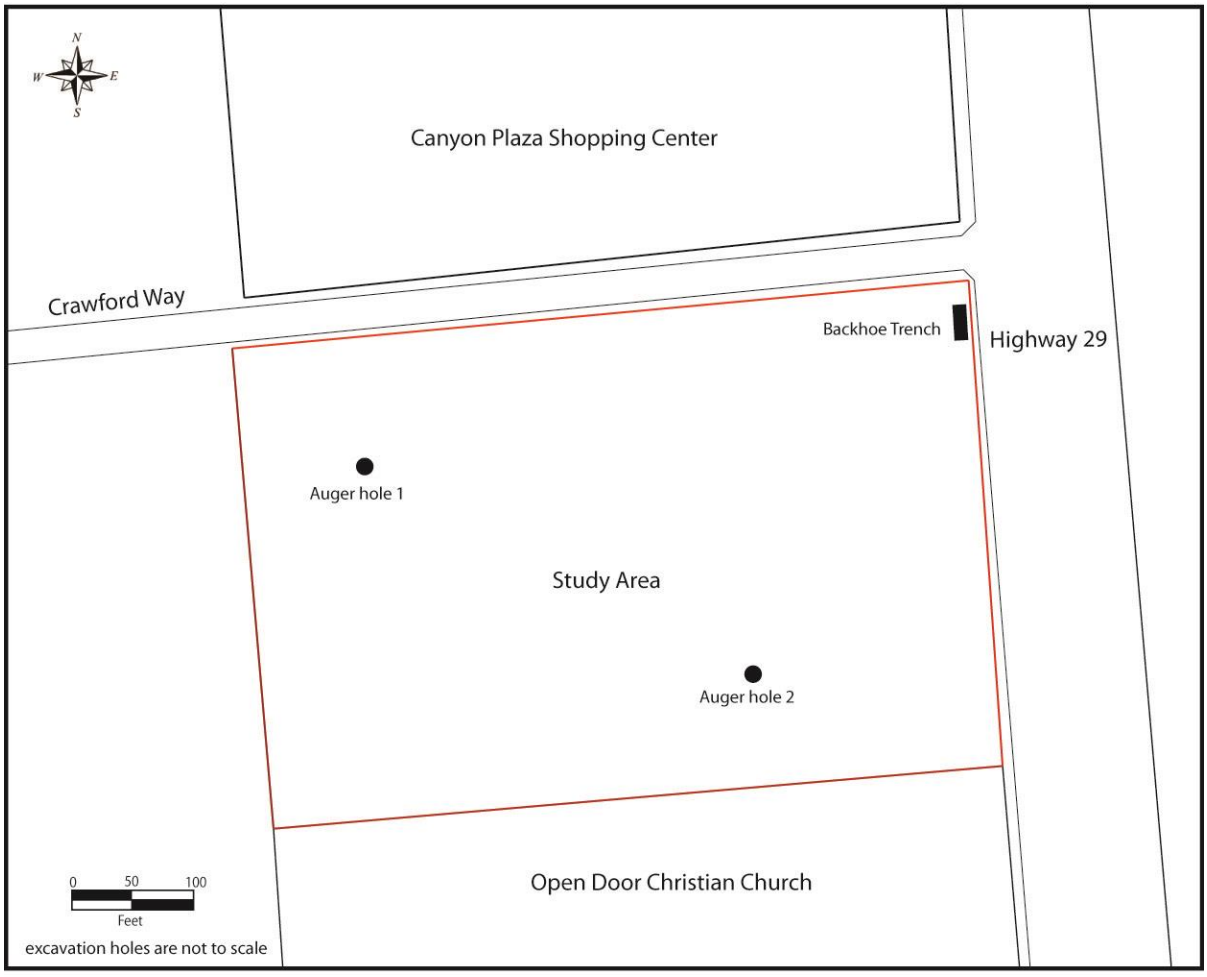

Figure 3. Location of auger holes within the study area.

RECOMMENDATIONS

Known Resources

Archaeology

No archaeological remains were observed during the course of our survey.

Built Environment

No buildings or structures are located within the study area.

No historical resources were observed; therefore, no resource specific recommendations are required.

Buried Site Potential

Determining the potential for buried deposits factors includes landform age, distance to water, slope of the study area, and archaeological data (Meyer and Kaijankoski 2017). The study area lies on geologic formations that dates from the present to 30,000 years ago, the slope of the property is 0% -5%, and the

distance to reliable water is over 150 meters. Based on age, our analysis of the environmental setting, and incorporating Meyer and Kaijankoski (2017) analysis of sensitivity for buried sites, there is a moderate potential (~4.75 on a scale of 1 – 10) for there to be buried archaeological site indicators within the study area. However, as stated previously, Auger holes #1 and #2 and the backhoe trench yielded no buried archaeological site indicators.

Accidental Discovery

In keeping with the CEQA guidelines, if archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds (§15064.5 [f]). Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire-affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

The following actions are promulgated in the CEQA Guidelines Section 15064.5(d) and pertain to the discovery of human remains. If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. The Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

SUMMARY

Tom Origer & Associates completed an historical resources survey for the Crawford Way Senior Housing Project, American Canyon, Napa County, California. The study was requested by Taylor Tanner of Gold Key Property, LLC., and authorized by Billy Yen of Pensacola Residential. This study was conducted to meet the requirements of City of American Canyon and with CEQA requirements. No historical resources were found within the study area and therefore no resource-specific recommendations are warranted. Documentation pertaining to this study is on file at the offices of Tom Origer & Associates (File No. 2018-087).

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APPENDIX A

Native American Contact

Copies of Correspondence

Native American Contact Efforts
Crawford Way Senior Housing Project
American Canyon, Napa County

Organization	Contact	Action	Results
Native American Heritage Commission		Letter 9/10/18	A response was received via email stating that a search of the Sacred Lands File resulted in a negative findings. A list of additional contacts was provided.
Cortina Band of Indians	Charlie Wright	Letter 9/10/18	No response received as of the date of this report.
Middletown Rancheria of Pomo Indians of California	Jose Simon, III	Letter 9/10/18	Sally Peterson of Middletown Rancheria responded stating that the tribe has no specific comments about the project site but would like to be contacted as if evidence of human habitation is found.
Mishewal-Wappo Tribe of Alexander Valley	Scott Gabaldon	Letter 9/10/18	No response received as of the date of this report.
Yocha Dehe Wintun Nation	Anthony Roberts	Letter 9/10/18	No response received as of the date of this report.

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Crawford Way & Highway 29 Senior Housing
County: Napa

USGS Quadrangles
Name: Cuttings Wharf
Township 4N Range 4W Section(s) 25 MDBM

Date: September 10, 2018
Company/Firm/Agency: Tom Origer & Associates
Contact Person: Taylor Alshuth

Address: PO Box 1531
City: Rohnert Park Zip: 94927
Phone: (707) 584-8200 Fax: (707) 584-8300
Email: taylor@origer.com

Project Description:
The project area is approximately four acres. The project proponent is proposing to construct a new senior housing community.

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

September 26, 2018

Taylor Alshuth
Tom Origer & Associates

Sent by Email: Taylor@orgier.com
Number of Pages: 2

RE: Crawford Way & Highway 29 Senior Housing, Cuttings Wharf, Napa County

Dear Mr. Alshuth:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. **Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE**.

I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. **By contacting all those on the list, your organization will be better able to respond to claims of failure to consult**. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: Sharaya.Souza@nahc.ca.gov.

Sincerely,

Sharaya Souza
Staff Services Analyst
(916) 573-0168

Native American Heritage Commission
Native American Consultation List
9/25/2018

Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
Charlie Wright, Chairperson
P.O. Box 1630 Wintun / Patwin
Williams ,CA 95987
(530) 473-3274 Office
(530) 473-3301 Fax

Middletown Rancheria
Jose Simon III, Chairperson
P.O. Box 1035 Pomo
Middletown ,CA 95461 Lake Miwok
(707) 987-3670 Office
(707) 987-9091 Fax

Mishewal-Wappo Tribe of Alexander Valley
Scott Gabaldon, Chairperson
2275 Silk Road Wappo
Windsor ,CA 95492
scottg@mishewalwappotribe.com
(707) 494-9159

Yocha Dehe Wintun Nation
Anthony Roberts, Chairperson
P.O. Box 18 Wintun (Patwin)
Brooks ,CA 95606
aroberts@yochadehe-nsn.gov
(530) 796-3400
(530) 796-2143 Fax

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes for the proposed:
Crawford Way & Highway 29 Senior Housing, Cuttings Wharf, Napa County.

Tom Origer & Associates
Archaeology / Historical Research

September 10, 2018

Scott Gabaldon
Mishewal-Wappo Tribe of Alexander Valley
2275 Silk Road
Windsor, CA 95492

RE: Crawford Way & Highway 29 Senior Housing Project, American Canyon, Napa County, California

Dear Mr. Gabaldon:

I write to notify you of a proposed project within Napa County, for which our firm is conducting a cultural resources study. The Crawford Way & Highway 29 Senior Housing project consists of the development of a new senior housing community, in American Canyon. The City of American Canyon is reviewing the project for CEQA compliance. This notification does not constitute formal consultation.

Enclosed is a portion of the Cuttings Wharf and Cordelia, Calif. 7.5' USGS topographic quadrangles showing the project location.

Sincerely,

Taylor Alshuth

Taylor Alshuth
Associate

Tom Origer & Associates
Archaeology / Historical Research

September 10, 2018

Anthony Roberts
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA 95606

RE: Crawford Way & Highway 29 Senior Housing Project, American Canyon, Napa County, California

Dear Mr. Roberts:

I write to notify you of a proposed project within Napa County, for which our firm is conducting a cultural resources study. The Crawford Way & Highway 29 Senior Housing project consists of the development of a new senior housing community, in American Canyon. The City of American Canyon is reviewing the project for CEQA compliance. This notification does not constitute formal consultation.

Enclosed is a portion of the Cuttings Wharf and Cordelia, Calif. 7.5' USGS topographic quadrangles showing the project location.

Sincerely,

Taylor Alshuth

Taylor Alshuth
Associate

September 10, 2018

Charlie Wright
Cortina Band of Indians
P.O. Box 1630
Williams, CA 95987

RE: Crawford Way & Highway 29 Senior Housing Project, American Canyon, Napa County, California

Dear Mr. Wright:

I write to notify you of a proposed project within Napa County, for which our firm is conducting a cultural resources study. The Crawford Way & Highway 29 Senior Housing project consists of the development of a new senior housing community, in American Canyon. The City of American Canyon is reviewing the project for CEQA compliance. This notification does not constitute formal consultation.

Enclosed is a portion of the Cuttings Wharf and Cordelia, Calif. 7.5' USGS topographic quadrangles showing the project location.

Sincerely,

Taylor Alshuth

Taylor Alshuth
Associate

September 10, 2018

Jose Simon, III
Middletown Rancheria of Pomo Indians of California
P.O. Box 1035
Middletown, CA 95461

RE: Crawford Way & Highway 29 Senior Housing Project, American Canyon, Napa County, California

Dear Mr. Simon:

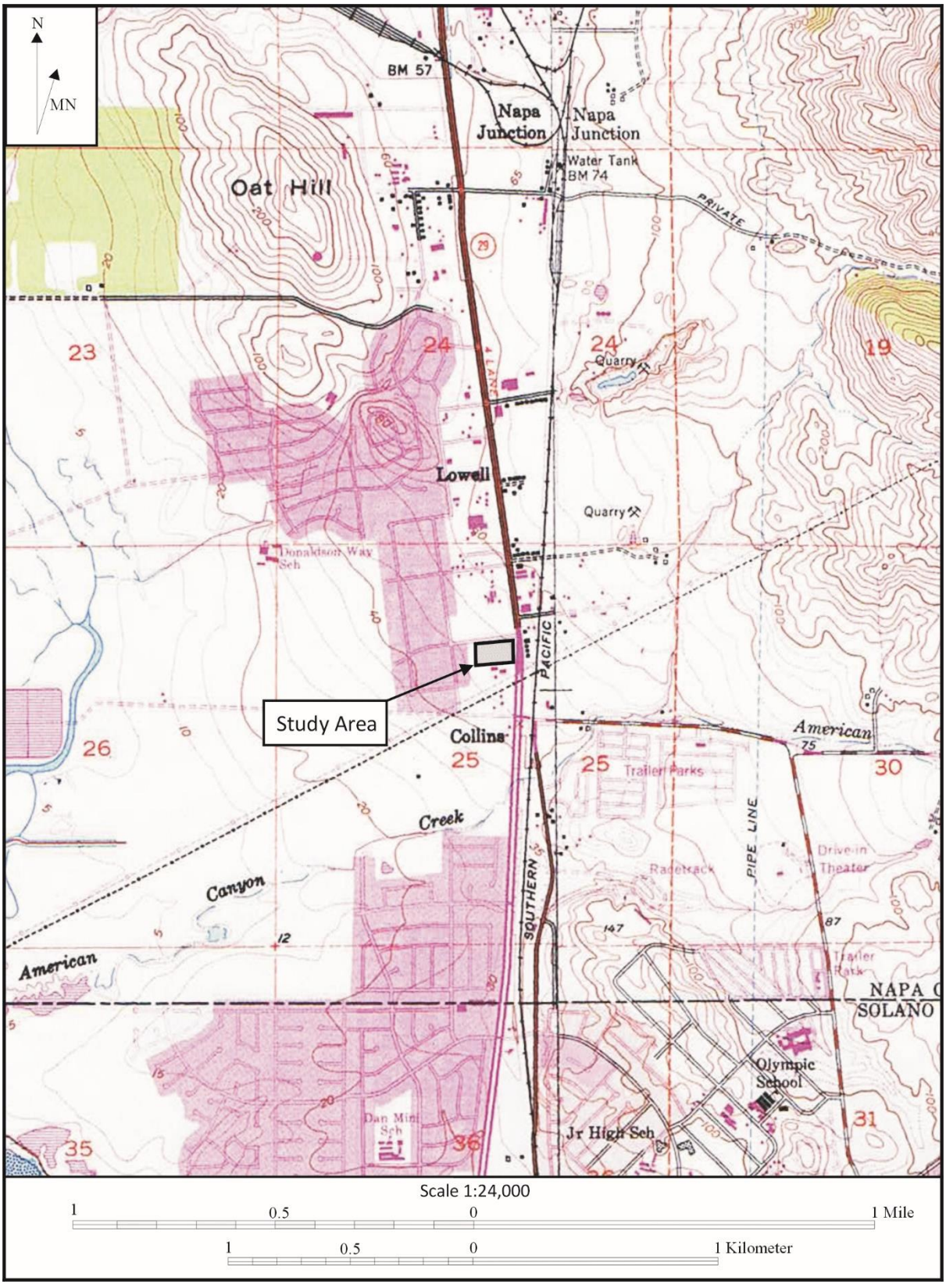
I write to notify you of a proposed project within Napa County, for which our firm is conducting a cultural resources study. The Crawford Way & Highway 29 Senior Housing project consists of the development of a new senior housing community, in American Canyon. The City of American Canyon is reviewing the project for CEQA compliance. This notification does not constitute formal consultation.

Enclosed is a portion of the Cuttings Wharf and Cordelia, Calif. 7.5' USGS topographic quadrangles showing the project location.

Sincerely,

Taylor Alshuth

Taylor Alshuth
Associate


N
MN
BM 57
Napa Junction
Napa Junction
Water Tank
BM 74
Oat Hill
PRIVATE
23
24
24
19
Quarry
Lowell
Quarry
Donaldson Way Sch
Study Area
PACIFIC
Collins
25
25
Trailer Parks
26
American
75
30
Creek
Canyon
SOUTHERN
PIPE LINE
Drive-in Theater
Rademack
147
87
Trailer Park
American
NAPA
SOLANO
Olympic School
Dan Mini Sch
Jr High Sch
35
36
31
Scale 1:24,000
1
0.5
0
1 Mile
1
0.5
0
1 Kilometer

APPENDIX D. FAULT INVESTIGATION STUDY

RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS
16 Southwood Drive
Orinda, CA 94563
510-520-5592

FAULT INVESTIGATION REPORT
APN'S 058-032-001 & 058-290-012
HIGHWAY 29 AND CRAWFORD WAY
AMERICAN CANYON, CALIFORNIA

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MARCH 23, 2018
JOB NO. 1366.100

RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS
16 Southwood Drive
Orinda, CA 94563
510-520-5592

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Figure 7 – Fault Interpretation Map
Figure 8 – Site Plan
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RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS
16 Southwood Drive
Orinda, CA 94563
510-520-5592

March 23, 2018
Job No. 1366.100

Mr. Billy Yeh
Pensacola Residential
4941 Allyson Parkway
Vacaville, California 95688

Subject: Fault Investigation Report
APN's 058-032-001 & 058-290-012
Highway 29 and Crawford Way
American Canyon, California

Dear Mr. Yeh:

1.0 INTRODUCTION

This report presents the results of our fault investigation for the vacant parcels APN's 058-032-001 & 058-290-012 located at the southwest intersection of Highway 29 and Crawford Way in American Canyon, California. The approximate location of the site is shown on the attached Vicinity Map, Figure 1. Based on our discussion with your representatives, we understand the site is under consideration for a multi-unit residential development.

As you are aware, the eastern half of the site is located within the State of California designated Earthquake Fault Zone for the active West Napa fault; therefore, a fault investigation is required in accordance with the Alquist-Priolo Earthquake Fault Zoning Act (AP-Act). A portion of the State of California's 2018 Earthquake Zones of Required Investigations Map (EZRIM) is provided on Figure 2 for reference. Since the new mapping stopped at the edge of the quadrangle just southwest of the site, the 1982 Special Studies Zones Map is also provided on Figure 3 for a larger viewing of the AP fault zone.

2.0 PURPOSE AND SCOPE OF SERVICES

The purpose of this investigation was to conduct a fault exploration to evaluate the potential for surface fault rupture (SRF) in the eastern portion of the site that is located within the State of California designated Earthquake Fault Zone for the West Napa fault. We performed the following scope of services for the project:

1. Conducted geologic research regarding the West Napa fault.
2. Review of previous fault investigation reports for nearby development sites.
3. Contracted with an excavation company to dig and backfill a 315-feet-long exploratory trench.
4. Cleaning and logging of the trench exposure by geologists from our office.
5. Interaction with the City's third party peer reviewer for the project.
6. Engineering geologic evaluation of our findings.
7. Consultation with your design team regarding our findings.
8. Preparation of this report.

3.0 WEST NAPA FAULT ZONE

The West Napa fault is a roughly 56 kilometer long, right-lateral strike-slip fault that extends from the Carquinez straits at the south end to the just west of the Town of St Helena to the north. The fault is part of the San Andreas fault system that forms ther boundary between the Pacific and North American tectonic plates. Displacement along the fault zone is right-lateral strike slip with a significant down to the east vertical component near the town of Napa. The surface expression of the fault includes offset drainages, east-facing scarps, linear drainages, tonal contrasts in soils and geomorphic lineaments such as saddles and linear breaks in slope. The rate of movement along the main trace of the West Napa fault is believed to be between about 1 to 4 millimeters per year. Slip appears to be distributed across a network of fault splays within the West Napa Fault Zone.

The State of California seismic hazards zonation program compiles fault information and evaluates activity for zonation in accordance with the A-P Act based on Fault Evaluation Reports. The West Napa fault was first evaluated by the State of California in 1982 and the results were published in Fault Evaluation Report 129 (FER-129). According to FER-129, the southern portion of the West Napa fault was determined active and sufficiently well-defined between the Napa Airport and the Carquinez Straits. North of the Napa Airport, the fault was not well-defined and Holocene activity had not been sufficiently demonstrated, therefore the State created the AP fault zone for the southern portion of the fault but did not zone the northern portion. The site is located in the southern portion of the fault that was zoned in accordance with AP-Act in 1982. Near the site, the fault was mapped as a single well-defined trace.

On August 24, 2014, a M6.0 earthquake occurred with the epicenter located about 6 miles southwest of the Town of Napa, California. The earthquake occurred within the West Napa fault zone with surface rupture reported on 2 main fault splays. The rupture was located in the northern portion of the fault zone, where previously not zoned in accordance with the AP-Act due to a lack of definition and demonstrated activity. The 2014 M6.0 South Napa Earthquake provided information regarding the location of the fault and as result, the Fault Evaluation Report for the West Napa Fault was updated (FER-256) and new AP fault zone maps were issued on January 11, 2018.

Fault Evaluation Report 256 focused on evaluating new information obtained from the 2014 M6.0 South Napa Earthquake. Faults were mapped based on seismicity, observations of surface fault rupture (SFR), consulting reports and UAVSAR imagery. In the southern portion of the 2014 SFR, FER-256 shows 2 fault splays. The western fault splay is located about 2 miles west of the site. The eastern fault splay is aligns with the location of the previously mapped West Napa fault shown on the 1982 Special Studies Zones map and in the U.S. Geological Survey's Quaternary Fault And Fold Database. The south end of the 2014 SFR on the eastern splay is located about 250 feet northeast of the northeastern corner of the site.

Earthquake epicenters for the main event and associated aftershocks were located on the western fault. There were no epicenters plotted on the eastern fault; however slip and surface rupture were well documented. The Quaternary Fault Map on Figure 5 shows faults from the Quaternary Fault and Fold

Database (QFFD) obtained from the kml files provided by the U.S. Geological Survey. Figure 5 also shows the 2014 SFR on both faults mapped in FER-256. Additionally, the approximate location of the epicenter from the 2014 M6.0 South Napa Earthquake is also shown.

4.0 FIELD INVESTIGATION

Exploratory trenching is considered the most conclusive of all investigative techniques used to evaluate the potential SFR. Our field investigation for this project was conducted between January 15 and February 10, 2018. The field investigation consisted the excavation and logging of 1 exploratory trench totaling about 315 lineal feet. The trench was positioned to extend from the eastern site boundary to past the western boundary of the AP fault zone. The east end of the trench was stopped 10 feet west of a marked municipal water line.

The exploratory trench was excavated up to about 9 feet deep by Precision Excavating from Pleasanton, California using a track-mounted Kobelco 115 Excavator. Trench excavations were benched for safety. The south trench wall was cleaned by our geologists using hand-picking tools to identify any potential fault-related features. The southern trench wall was graphically logged by our engineering geologist in the field at a scale of 1-inch equals 5 feet. Soil and bedrock colors noted on the logs were best fit to the Munsel Soil Color Chart and the Rock Color Chart published by the Geological Society of America (2017).

Trench Exposures were reviewed and our interpretations were discussed in the field with the City's third party peer reviewer, KC Engineering Company from Vacaville, California. The trench was loosely backfilled at the completion of logging. Some settlement and rutting should be expected. The ends of the trench were surveyed in the field by bkf Engineers from Pleasanton, California. The approximate location of the trench is shown on the Site Plan, Figure 8, Trench logs are provided on Figures 9 through 11.

5.0 FINDINGS

5.1 SITE DESCRIPTION

The site is located on the south side of Crawford Way and west of Highway 29 in American Canyon, California at the approximate location shown on Figure 1. The site consists of 2 adjacent parcels designated as APN's 058-032-001 & 058-290-012 that combine to total approximately 4.32-acres of land. The site measures approximately 520 feet along Crawford Way by about 325 feet along Highway 29. The site is relatively flat lying, ranging from about Elevation 55 Feet in the northeast corner to about Elevation 48 in the southwest corner. The site is currently undeveloped and covered with seasonal grasses.

5.2 REGIONAL GEOLOGIC CONDITIONS

5.2.1 Geology

The site is located in the Coast Ranges Geomorphic Province of California. The Coast Ranges are characterized by a series of northwest-trending, folded and faulted mountain chains and intervening valleys. Folding and faulting has deformed the area over the past few million years due to right-lateral strike slip relative motions between the Pacific and North American tectonic plates. The majority of active

deformation in the San Francisco Bay Area is believed to have occurred over the past few million years. As a result, the area is highly faulted and folded.

Regional geologic maps (listed in the references) show the site to be underlain by an alluvial fan deposits that were generated from the hills to the east. The fan deposits are considered Late Pleistocene to Early Holocene in age according to regional geologic maps (Fox, 1973, Sowers et al, 1998, and Witter et al, 2004). The farther distal ends of the fan are generally older than the near source portions. Additionally, the older Pleistocene soils are much sandier and more oxidized than the clay-rich Holocene soils. The regional geologic maps all show the West Napa Fault about 250 to 300 feet east of the eastern site boundary, east of Highway 29. The West Napa fault is shown crossing Highway 29 to the west about 900 feet north of the site. A portion of the Dibblee and Minch (2005) geologic map is provided on Figure 5 for reference.

5.2.2 Earthquake Faults and Seismicity

The site is in an area considered to have a relatively high seismicity due to the proximity of several active faults in the region. The site is located within a State of California designated Earthquake Zones Of Required Investigation for the active West Napa fault (CGS, 2018). The State of California considers a fault active if it has demonstrated movement within the Holocene Epoch of geologic time, within the past roughly 11,700 years. Only Holocene-active faults that are sufficiently active and well-defined near the ground surface are zoned in accordance with the A-P Act.

Potentially active faults are faults with Quaternary displacement (within the past 1.6 million years) but do not show evidence for Holocene activity, these faults are considered Pre-Holocene faults (Special Publication 42, 2018 update) and do not meet the criteria for zoning under the AP Act. Some faults in this category may be active with a smaller role in the tectonic setting or with a larger recurrence interval than would be detected under the AP-Act or simply have not been adequately characterized to date.

Quaternary faults in close proximity to the site include the South Hampton fault and Franklin fault located about 3½ miles to the southwest and 6 ½ miles to the southeast, respectively. While these faults are not zoned as active faults, there is some debate about their role in the tectonic setting as slip is transferred from the north end of the Calaveras fault to the northwest into the West Napa and Rodgers Creek fault systems. Additionally, Tulay fault is located about 11 miles to the west, the Bennet Valley fault is located about 12½ miles northwest, the and the Burdell Mountain fault is about 15½ miles southwest of the site.

Table 1 below lists known active faults that are believed to present the highest potential levels of ground shaking at the site, their distances from the site, estimated slip rate, and potential maximum moment-magnitude event. Faults listed below are those shown in the 2008 Fault Source Map contained in the 2014 Fault Parameters by the U.S. Geological Survey's Earthquake Hazards Program and are arranged in order of their increasing distance from the site.

TABLE 1. Potential Active Earthquake Fault Sources

FAULT SOURCE[1]	APPROXIMATE DISTANCE TO FAULT TRACE (Miles)[2]	COMPASS DIRECTION TO FAULT	SLIP RATE (Millimeters per year)[3]	MAXIMUM E.Q. MAG. (Mm)[4]
West Napa fault	250 feet	E	1 ± 1	6.5
Green Valley fault	6	NE	5 ± 3	6.2
Cordelia fault	7¼	NE		
Concord fault	11	SE	4 ± 2	6.2
Hayward fault - Northern	12	SW	9 ± 2	7.1
Greenville fault – Clayton Section	21	SE	2 ± 1	6.5
Rodgers Creek fault - Southern	10½	SW	9 ± 2	7.0
Calaveras fault - Northern	25	S	6 ± 2	6.8
San Andreas fault – 1906 Rupture	30	SW	24 ± 3	7.9

5.3 SUBSURFACE CONDITIONS

During the course of this investigation, we encountered native residual soils developing on the alluvial fans deposited at the site. For detailed descriptions of the geologic materials encountered, refer to the Trench Log on Plates 9 through 11. A general description is provided below.

The trench (T-1) exposed relatively flat stratigraphy with isolated areas of channel erosion and deposition. The upper roughly 5½ feet of the soils consist of brown to yellow brown clay-rich soils that are clearly of Holocene age. On the trench log, units A and B are dark brown organic–rich top soil layers. Units C and F are a yellow brown horizon with thin carbonate filaments that likely developed during the Holocene. Underlying these soils, at the east end of the trench, we encountered a second carbonate horizon (Unit D) with filaments and nodules up to ¾-inch diameter. Based on the size of carbonate, this unit is likely Late Pleistocene to Early Holocene in age.

Pleistocene aged soils were encountered beneath the above-mentioned soil horizons. Within the Pleistocene soils, carbonate nodules and veins ranged up to 1½-inch diameter and the soils exhibited strongly oxidized color tones; both of which are indicative of the Pleistocene climate in the region. Additionally, the Pleistocene soils were generally much sandier than the clay-rich Holocene soils.

Channel features were encountered between stations 1+05 and 1+45 and at Station 2+00 to 2+10. West of the channels, carbonate horizons with nodules and pockets up to 1½-inch diameter were observed. The size of the carbonate nodules and degree of oxidation indicates a Pre-Holocene age. Based on our

[1] 2008 Fault sources included in the 2014 Fault Parameters provided by the U.S. Geological Survey's Earthquake Hazards Program on-line web tools.
[2] Fault locations and distances to the site were determined from the KML files provided from the Quaternary Fault and fold Database and were measure from the center of the proposed Subdivision 9320 site.
[3] Slip rates obtained from Cao *et a*l. (2002).
[4] Maximum earthquake magnitude (Mm) calculated by Peterson *et al*. (1998).

observations and interpretation of pedogenic[5] features (such as carbonate development, clay skins and color) observed in the trenches, units A, B, C, D(?), F and G formed during the Holocene while units E, H, I, J, K(?), L, M and N are Pleistocene in age.

Free groundwater was encountered in Trench T-1 from about Station 1+90 to the west end of the trench at a depth of about 8½ feet below the ground surface. Due to the amount of groundwater seeping into the trench, excavation below that depth was not feasible for the purposes of this study. Groundwater levels are expected to undergo significant fluctuations in response to seasonal rainfall and local irrigation practices.

5.4 AERIAL PHOTOGRAPH INTERPRETATION

We reviewed 10 sets of stereo-paired aerial photographs covering the site vicinity between the years 1958 and 2005. Aerial photographs were obtained from the archive library at Photo Science Geospatial Solutions (formerly Pacific Aerial Surveys) in Novato, California. Aerial photographs were viewed by our engineering geologist using an Old Delft ODSII scanning stereo-scope. Since this was a study of regional-scale to evaluate the locations of active faults impacting the site, photographs were at a scale adequate to review the regional conditions. Additional images were viewed online at historicaerials.com and from the Google Earth timeline function.

Based on our review of the aerial photographs, the West Napa fault is visible about 250 feet east of the eastern site boundary. The fault can be seen as a tonal contrast between soils on either side of the fault. The earlier years viewed from 1958 through 1966 showed the clearest indications of a sharp contrast between darker soils on the east side and lighter colors of the west. The photo-lineament aligns with the faults encountered in nearby studies. The photo-lineament we interpret to represent the location of the West Napa fault is shown on a copy of the 1958 aerial photograph on Figure 6.

5.5 PREVIOUS AP STUDIES

We reviewed nearby fault investigation reports prepared for developments located in the 1982 AP fault zone. Our review was limited to about a ½ mile radius from the site. Available reports from the CGS are from the years prior to 2000; therefore some more recent reports were not available at the time of our study. The 2005 study by twinning Laboratories was provided to us by the peer reviewer.

AP 3341

Most notable to this project is the 2005 investigation by Twinning Laboratories at the site located on the northeast corner of American Canyon Road and Highway 29. The north end of the property studied by Twinning is about the same latitude as the southern boundary of the site studied herein. The Twinning

[5] Pedogenesis is the process of soil formation due to weathering of the underlying materials in any given area due to climate, precipitation and groundwater. Pedogeic features formed by the in-place weathering, water infiltration and chemistry of a soil can be used to estimate relative ages of the soils.

study included excavation and logging of 5 exploratory trenches; 4 of which encountered the West Napa fault. Setbacks were recommended for buildings intended for human occupancy.

Figure 7 shows the location of the site, Twinning's exploratory trenches and their interpretation of the fault location (purple line). The fault generally aligns as a strait projection from the southern end of the eastern fault mapped as the 2014 SFR and studies at the Eagle Drest subdivision (discussed below).

AP 2483

Kleinfelder Inc. performed several fault studies south of American Canyon Road. In 1990 they reported no fault at the Walgreens shopping center located on the south side of American Canyon Road as shown on Figure 7. Trenches were not excavated as part of the study.

AP 2950

About ½ mile south, in 1992 Kleinfelder performed a fault study at the Eagle Crest subdivision. The study encountered the West Napa fault in 3 of 4 exploratory trenches and setbacks were recommended for buildings intended for human occupancy. The Kleinfelder trenches were reviewed by the CDMG.

In 1994, Terraseach Inc. performed a supplemental fault investigation to further evaluate the fault identified by Kleinfelder. Terraseach excavated 5 additional trenches on trend with the fault interpreted by Kleinfelder. Terraseach interpreted a fault in the center of the site in 2 trenches (T-2 and T-4) similar to the Kleinfelder locations an inactive fault (T-3) that is on trend with the identified faults and no faulting at the north and south projections of the identified fault (T-1 and T-5). The peer reviewer, Darwin Meyers Associates suggested establishing setbacks as projected.

The projection of the fault interpreted during the Kleinfelder study is shown on Figure 7 (blue line). The location of the AP 2950 site is south of the map area shown on Figure 7.

AP 2798

Wallace Kuhl & Associates Inc. performed a fault investigation of the American Canyon City and Arts Center in 1994 which is located about 1/3 mile north of the project site as shown on Figure 7. The investigation included 2 exploratory trenches that were interpreted to expose no indications of active faulting. The report references the mapped trace of the West Napa fault located along the western property boundary based on the 1982 AP map. The eastern fault mapped as the 2014 SFR (brown line on Figure 7) suspiciously aligns with the east end of their Test Pit A.

Canyon Plaza – not on file

Canyon Plaza was constructed on the north side of Crawford Way between 2002 and 2004. The development is located directly north of the project site studied herein as shown on Figure 7. We could not locate reports or documents regarding faulting or geotechnical investigations at the site. However, the site is located in the AP fault zone for the West Napa fault, similar to the project site and therefore was under the same requirements to perform a fault study prior to development. Google Earth images

from 2002 suggest a linear green vegetated area trending northeast to southwest across the field. Settlement of trench backfill ponding water in this alignment would be expected from fault study at the site. Based on the age of construction, we assume a fault study was performed and the development zone cleared of active faulting, however, no record of such were available to us at the time of our study.

Smith Ranch – not on file.

Berlogar Geotechnical Consultants performed a fault exploration of the Smith Ranch property in the early 2000's as the approximate location shown on Figure 7. The investigation was located on the east side of the railroad tracks northeast of the site. The investigation included excavation of an exploratory trench extending east from the railroad tracks. No fault indications of active faulting were identified.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of this project, we conclude that the West Napa fault is not located within the subject properties. Trench T-1 penetrated into un-faulted Pleistocene soils and no indications of active or potentially active faulting were encountered in the trench. Additionally, we did not encounter any evidence of a fault crossing or trending towards the site as part of our research. The risk of surface fault rupture at the site is low. Therefore residential development of the property is feasible from a geologic hazard perspective.

Based on our review of available information regarding the location of the West Napa fault near the site, our interpretation of the fault location is shown on Figure 7 by the red dashed line. The red dashed line is intended to overlay the previously described information including the 2014 SFR, our interpretation of aerial photographs, the fault encountered in the Twinning investigation, and the projected trace from the Eagle Ridge study.

The intent of the AP-Act is to prevent residential construction from taking place across the surface trace of an active fault. Setbacks are generally established from the fault trace where well-located, or sometimes from the limits of investigation data where there is uncertainty. Several fault splays were identified based on the 2014 South Napa Earthquake, the closest of which is located about 250 feet northeast of the northeastern property corner (see Figures 4 and 7). Near the site, the West Napa fault is well-located as defined by the "*Solid Line in Red or Black*" designation on the 2018 EZRIM map (Figure 2). The previous Special Studies Zones map from 1982 also considered this fault to be well-located as shown by the "*Solid line where accurately located*" designation (Figure 3). However, the 2014 SFR is slightly east of the 1982 mapping and the State's fault mapping has shifted accordingly.

Establishing setbacks form active faults should take into account the location of the fault as well as the area of anticipated ground deformation from any given earthquake event. Establishing a setback from the active trace of the West Napa fault does not impact the site or constrain development as no fault was encountered at the site and there are no indications of any other fault splays near the site except those defined above. Since the site is 250 feet from the well-defined trace of the West Napa fault at its closest

location, additional fault setbacks at the site are not warranted. Development of the site can extend to the east end of our trench (T-1) exploration. Development east of the end of our trench could be feasible pending additional exploration that would need to dig around the municipal water line. We understand this area is not planned for development at this time.

7.0 LIMITATIONS

The results of this project are based upon the information provided to us regarding site improvements, the findings of our field investigation, geologic research, and professional judgment. This project has been conducted in accordance with currently accepted engineering geologic standards only; no other warranty is expressed or implied. Site conditions and locations of features discussed in the text of the report are those that existed during our field visit in February 2018 and are not necessarily representative of other features, locations or times. If subsurface conditions encountered during construction vary from those interpreted in this report, our firm should be contacted to review the conditions for any changes in our recommendations. The review would be acknowledged in writing.

Respectfully submitted,
RYAN GEO*LOGICAL* CONSULTING, INC.

Kevin James Ryan, P.G., C.E.G.
Principal Engineering Geologist

RGC/1366.100/Fault investigation report.doc

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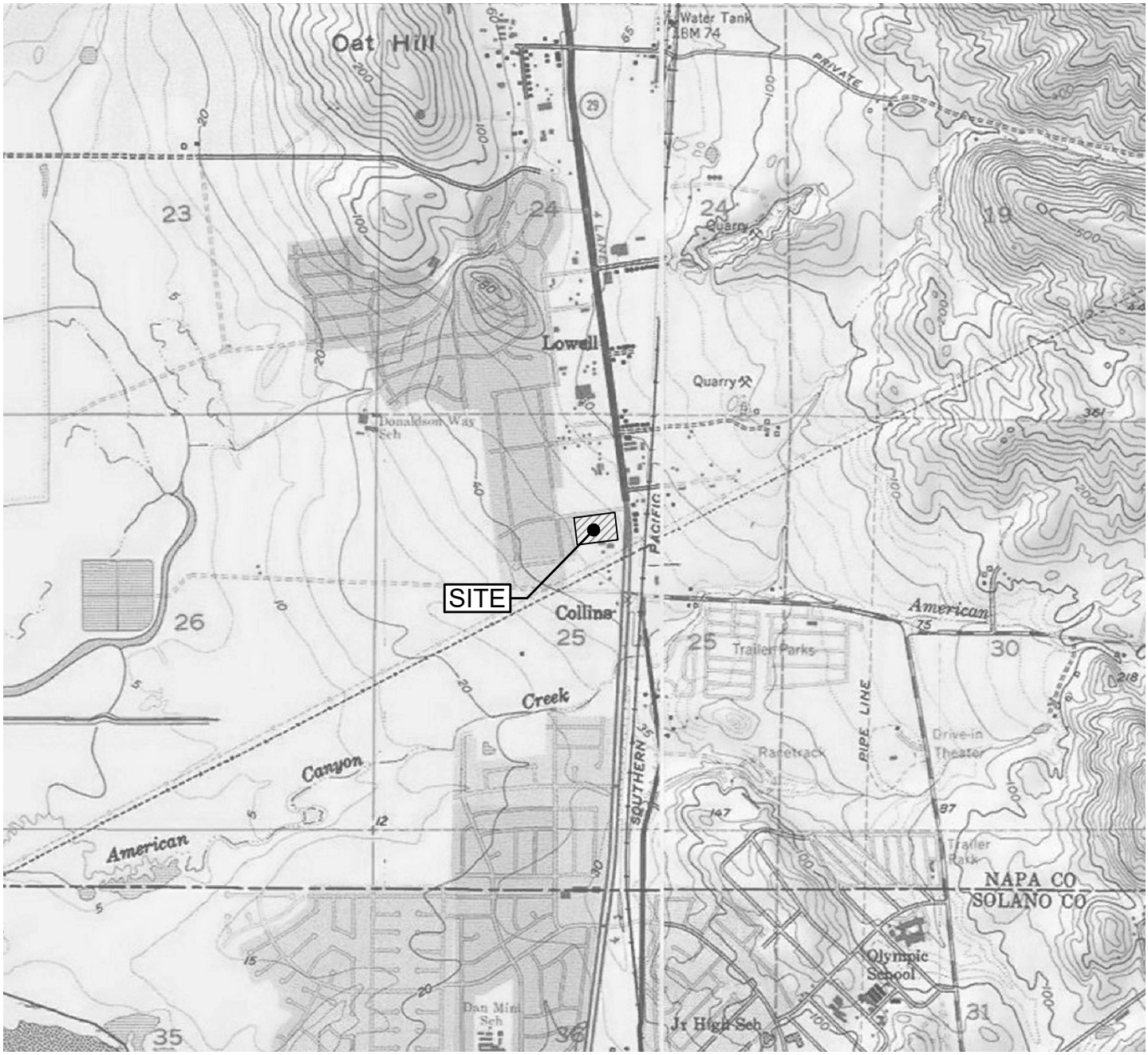
AERIAL PHOTOGRAPHS

FILM ID	FLIGHT LINE	FRAMES	NOMINAL SCALE	DATE FLOWN
KAV 8930	15	30,31	1:15,000	2-3-05
AV 5140	30	33,34	1:24,000	4-26-96
AV 3619	6	36A,37A,38A	1:28,200	5-19-89
AV 2854	5	5,6,7	1:12,000	5-13-86
AV 2050	8	14,16	1:54,000	11-2-81
AV 1700	8	13,14	1:54,000	5-11-79
AV 215	8	11,12	1:54,000	9-4-75
AV 844	13	14,15	1:30,000	4-20-68
AV 550	8	8,9	1:36,000	7-25-63
SF-AREA	2	9,10	1:36,000	3-2-58



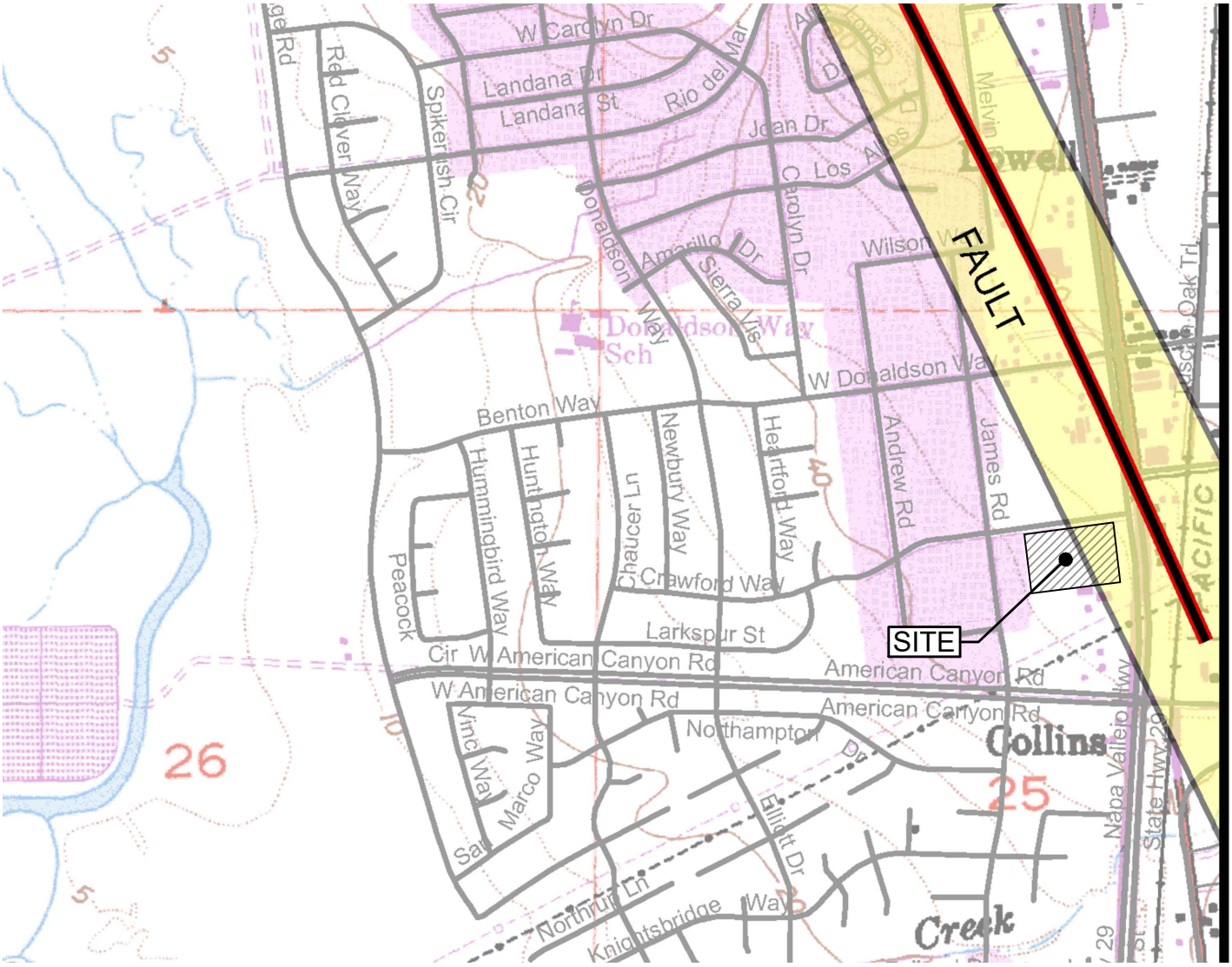
VICINITY MAP

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 1

RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS

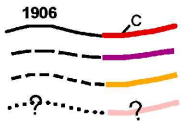
BASE: PORTIONS OF U.S.G.S. 7.5 MINUTE TOPOGRAPHIC QUADRANGLES, CUTTINGS WHARF AND CORDELIA, CALIFORNIA AT A SCALE OF 1:24,000.

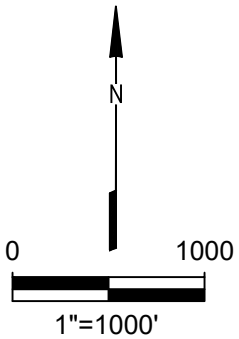


MAP EXPLANATION

Earthquake Fault Zones
Zone boundaries are delineated by straight-line segments; the boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 2621.5(a) would be required.

Active Fault Traces
Faults considered to have been active during Holocene time and to have potential for surface rupture: Solid Line in Black or Red where Accurately Located; Long Dash in Black or Solid Line in Purple where Approximately Located; Short Dash in Black or Solid Line in Orange where Inferred; Dotted Line in Black or Solid Line in Rose where Concealed; Query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or C for displacement caused by fault creep.





ZONES OF REQUIRED INVESTIGATION (STATE OF CALIFORNIA 2018)

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 2

BASE: PORTION OF STATE OF CALIFORNIA EARTHQUAKE ZONES OF REQUIRED INVESTIGATION , CUTTINGS WHARF QUADRANGLE, CALIFORNIA AT A SCALE OF 1:24,000.

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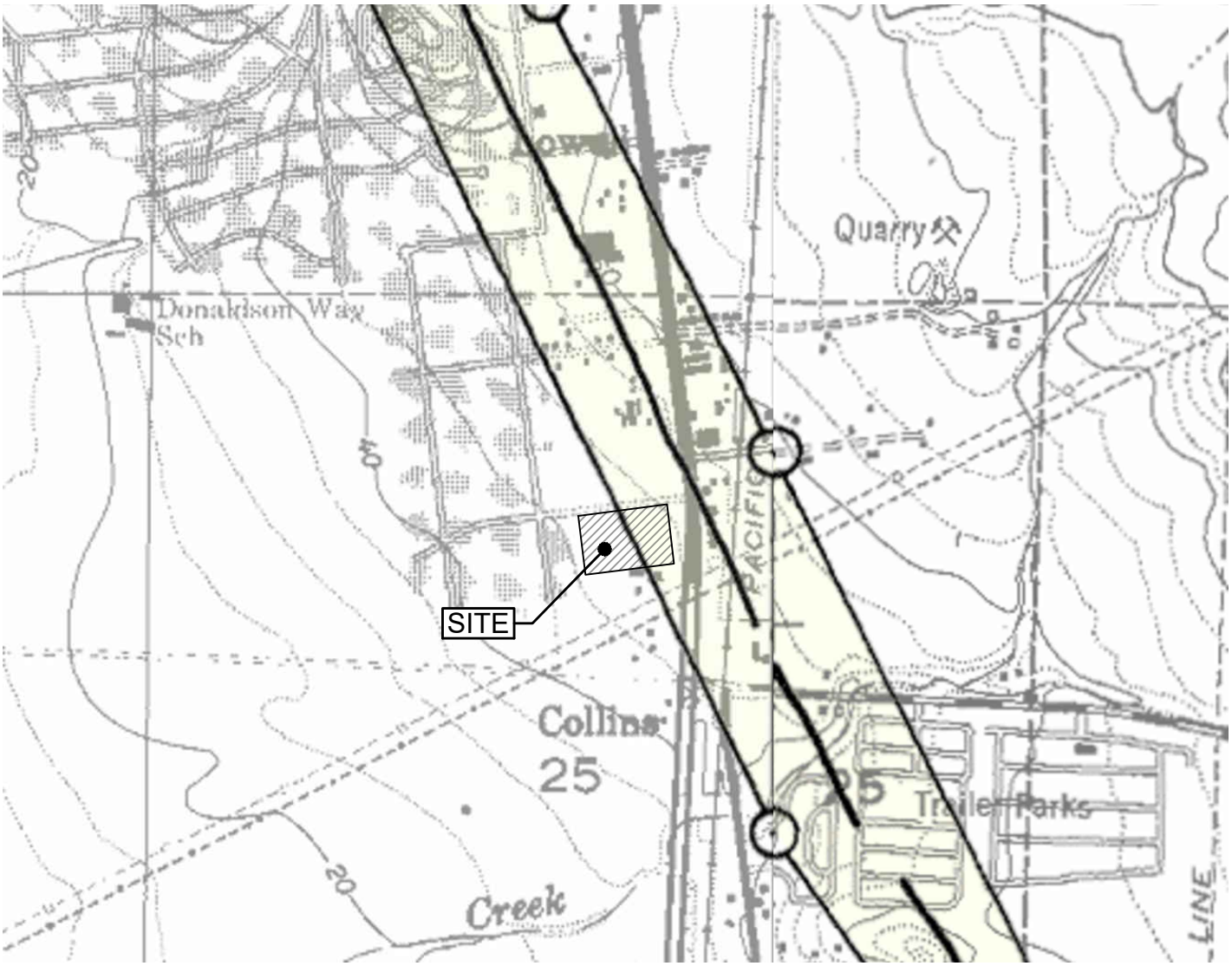

Potentially Active Faults

1906 C

Faults considered to have been active during Holocene time and to have a relatively high potential for surface rupture; solid line where accurately located, long dash where approximately located, short dash where inferred, dotted where concealed; query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or C for displacement caused by creep or possible creep.

Special Studies Zone Boundaries

These are delineated as straight-line segments that connect encircled turning points so as to define special studies zone segments.

Seaward projection of zone boundary.

N

0 1000

1"=1000'

SPECIAL STUDIES ZONES (STATE OF CALIFORNIA 1982)

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 3

BASE: PORTION OF STATE OF CALIFORNIA SEISMIC HAZARD ZONES , CUTTINGS WHARF AND CORDELIA QUADRANGLES, CALIFORNIA AT A SCALE OF 1:24,000.

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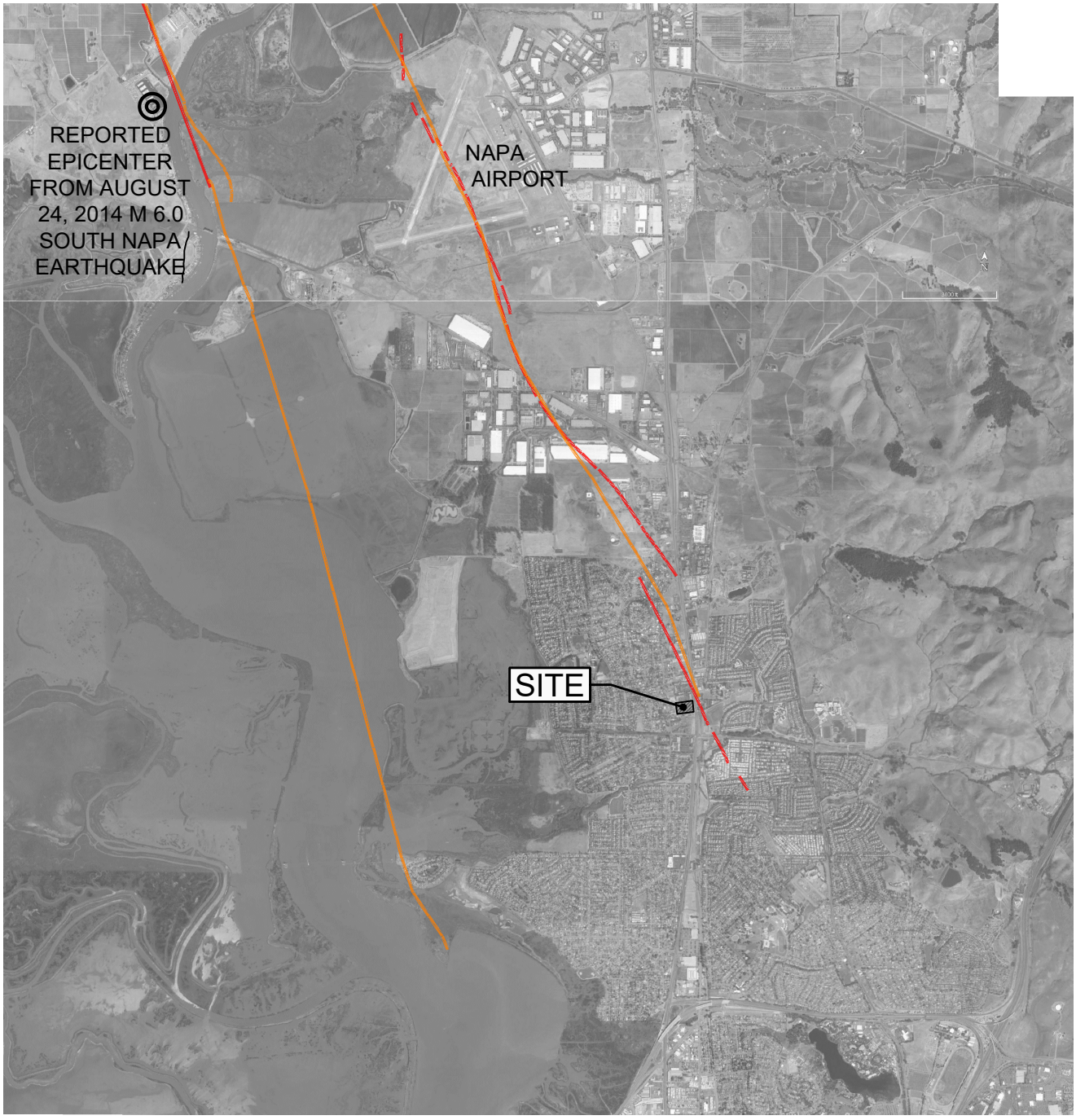

EXPLANATION

FAULT TRACES IN THE QUATERNARY FAULT AND FOLD DATABASE FOR FAULT NO. 36A - WEST NAPA FAULT BROWNS VALLEY SECTION

WEST NAPA FAULT FROM 2014 SOUTH NAPA EARTHQUAKE (FER-256; PONTI, 2017 IN PRESS)

N

0 5000

1"=5000'

BASE: BRYANT, W.A., COMPILER, 2000, FAULT NUMBER 36A, WEST NAPA FAULT, BROWNS VALLEY SECTION, IN QUATERNARY FAULT AND FOLD DATABASE OF THE UNITED STATES: U.S. GEOLOGICAL SURVEY WEBSITE, HTTP://EARTHQUAKES.USGS.GOV/HAZARDS/QFAULTS

QUATERNARY FAULT MAP

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 4

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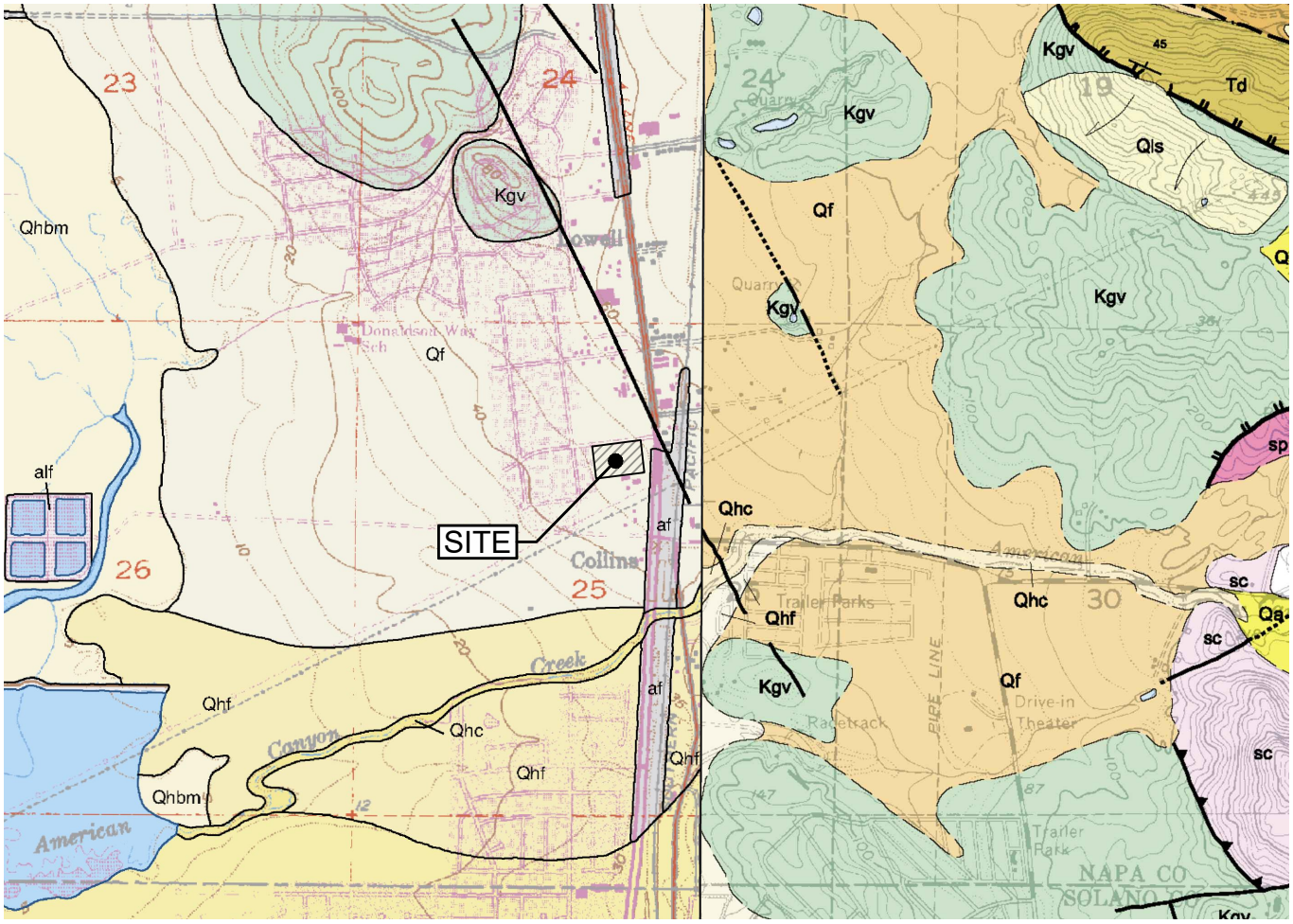


EXPLANATION

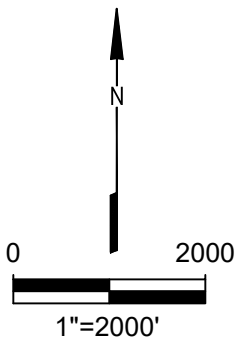
CONTACT - DEPOSITIONAL OR INTRUSIVE CONTACT, DASHED WHERE APPROXIMATELY LOCATED, DOTTED WHERE CONCEALED

FAULT - DASHED WHERE APPROXIMATELY LOCATED, DOTTED WHERE CONCEALED SAWTEETH ARE ON UPPER PLATE OF LOW ANGLE THRUST FAULT

af — ARTIFICIAL FILL

Qhf — HOLOCENE FAN DEPOSITS. HOLOCENE ALLUVIAL FAN SEDIMENTS, DEPOSITED BY STREAMS EMANATING FROM THE MOUNTAINS AS DEBRIS FLOWS, HYPERCONCENTRATED MUDFLOWS, OR BRAIDED STREAM FLOWS. SEDIMENTS INCLUDE SAND, GRAVEL, SILT AND CLAY, THAT ARE MODERATELY TO POORLY SORTED, AND MODERATELY TO POORLY BEDDED

Qf — LATE PLEISTOCENE TO HOLOCENE FAN DEPOSITS. GENTLY SLOPING, FAN-SHAPED, RELATIVELY UNDISSECTED ALLUVIAL SURFACES WHERE LATE PLEISTOCENE OR HOLOCENE AGE WAS UNCERTAIN OR WHERE THE DEPOSITS OF DIFFERENT AGE INTERFINGER SUCH THAT THEY COULD NOT BE DELINEATED AT THE MAP SCALE. SEDIMENTS INCLUDE SAND, GRAVEL, SILT, AND CLAY, THAT ARE MODERATELY TO POORLY SORTED, AND MODERATELY TO POORLY BEDDED.



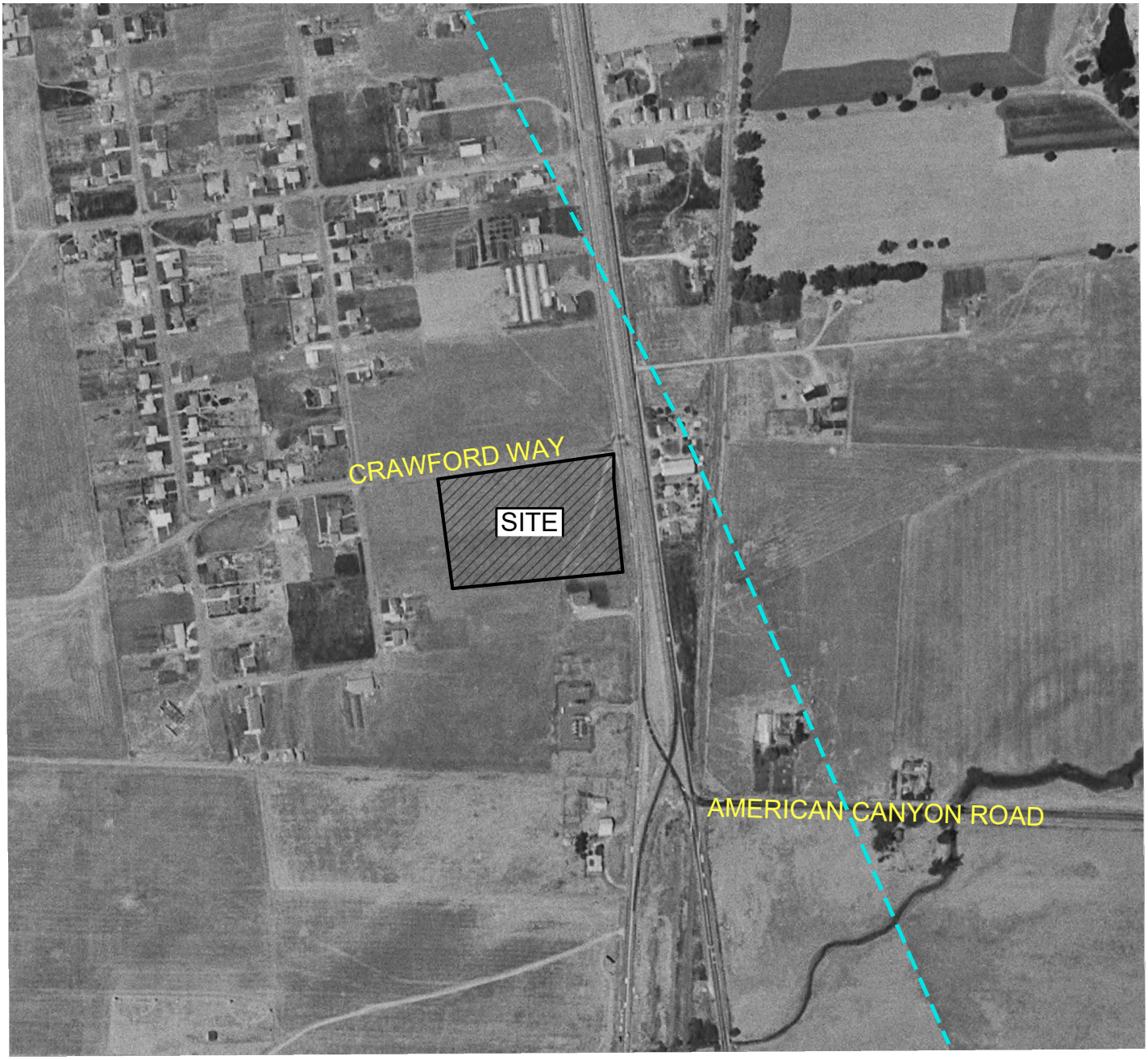
BASE: PORTIONS OF GEOLOGIC MAP OF THE CUTTINGS WHARF AND CORDELIA QUADRANGLES, NAPA AND SOLANO COUNTIES, VERSION 1.0 BY STEPHEN BEZORE, ET ALL, 2002

REGIONAL GEOLOGIC MAP

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 5

RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS



EXPLANATION

PHOTO LINEAMENT OBSERVEED IN SEVERAL AERIAL PHOTOGRAPHS BETWEEN 1958 AND 1986. STRONG TONAL CONTRASTS IN SOIL OVER THESE YEARS SUGGESTS THE LOCATION OF THE WEST NAPA FAULT

N

0 500

1"=500'

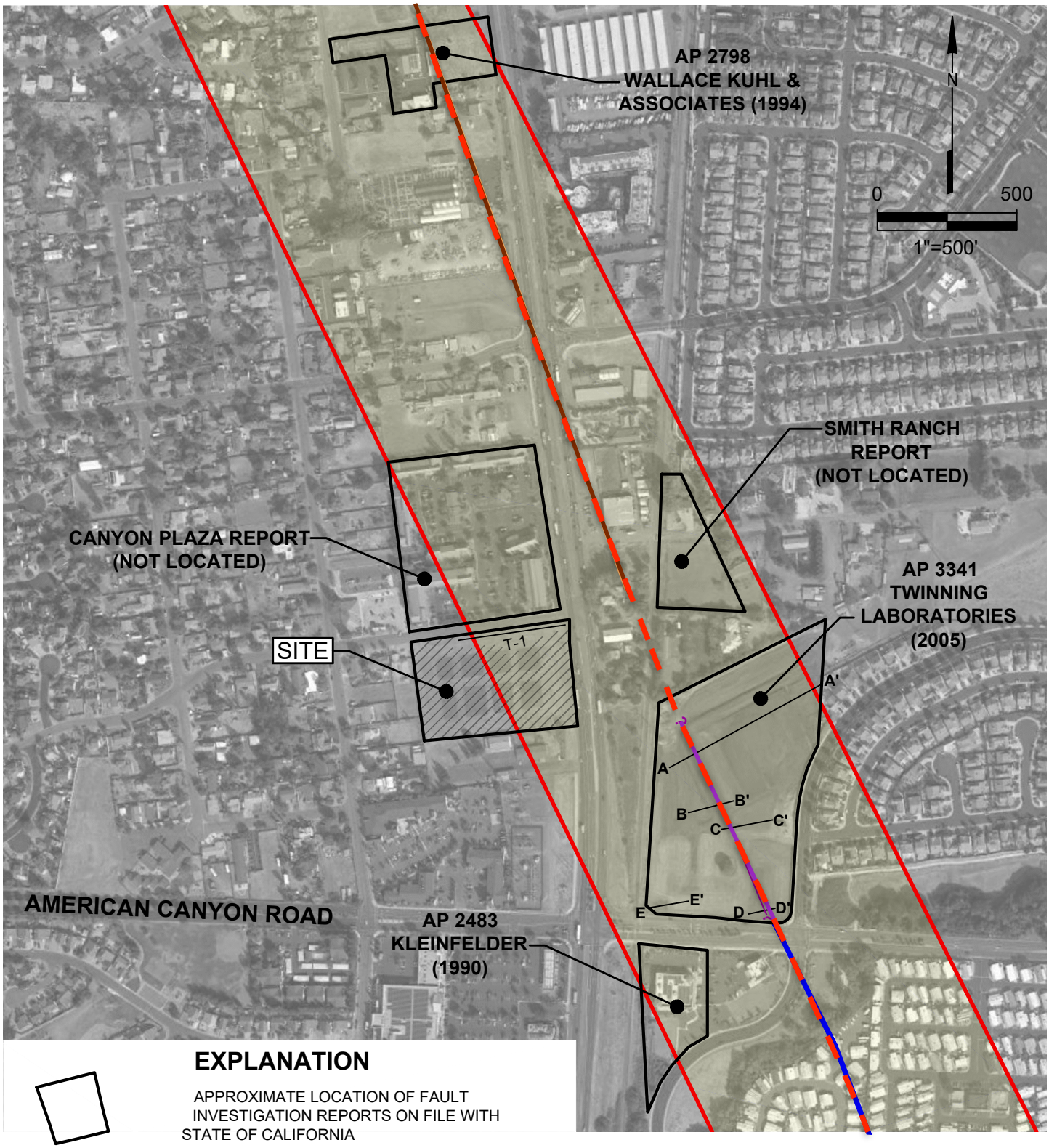
AERIAL PHOTO INTERPRETATION

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 6

RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS

BASE: AERIAL PHOTO DATED 1958, SOURCE WWW.HISTORICAERIALS.COM



EXPLANATION

APPROXIMATE LOCATION OF FAULT INVESTIGATION REPORTS ON FILE WITH STATE OF CALIFORNIA

EARTHQUAKE FAULT ZONE BOUNDARIES

WEST NAPA FAULT INTERPRETED DURING THIS STUDY BASED ON PREVIOUS DATA (RED DASHED LINE IS INTENDED TO OVERLAY PREVIOUS FAULTS LISTED BELOW)

2014 SOUTH NAPA EARTHQUAKE RUPTURE (FER-256)

TWINNING (2004)

PROJECTED FROM KLEINFELDER (1992)

E——E' REPORTED TRENCH LOCATIONS

FAULT INTERPRETATION MAP

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 7

RYAN GEO*LOGICAL* CONSULTING, INC.
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CRAWFORD WAY

30.05'

25.00'

EDGE OF GRAVEL

SSCO RIM 46.30

6' WOOD FENCE

T-1

GRASS

LOT 3

LOT 2

LOT 1

LANDS OF
PENSACOLA RESIDENTIAL, LLC
2017-0013707
APN: 058-302-001, 058-290-012

3' SILT FENCE

4' BARB WIRE FENCE

5' WOOD/WIRE FENCE

6.5' WROUGHT IRON FENCE

OH

EXISTING BUILDING

20' SEWER PIPELINE EASEMENT 746 O.R. 921 (EXCEPTION 7)

WESTERN AP ZONE BOUNDARY

NAPA VALLEJO HIGHWAY
CA-29

EDGE OF GRAVEL

WHITE LINE

N

0 50

1"=50'

EXPLANATION

PROPERTY BOUNDARY

T-1 TRENCH LOCATION

SITE PLAN

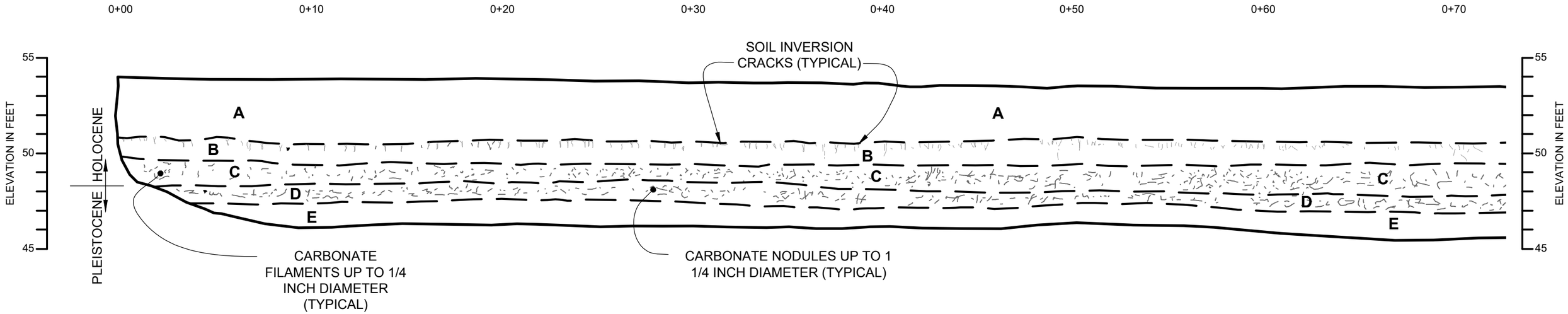
Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

DATE: 3-23-18	Project No. 1366.100	Figure 8

RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS

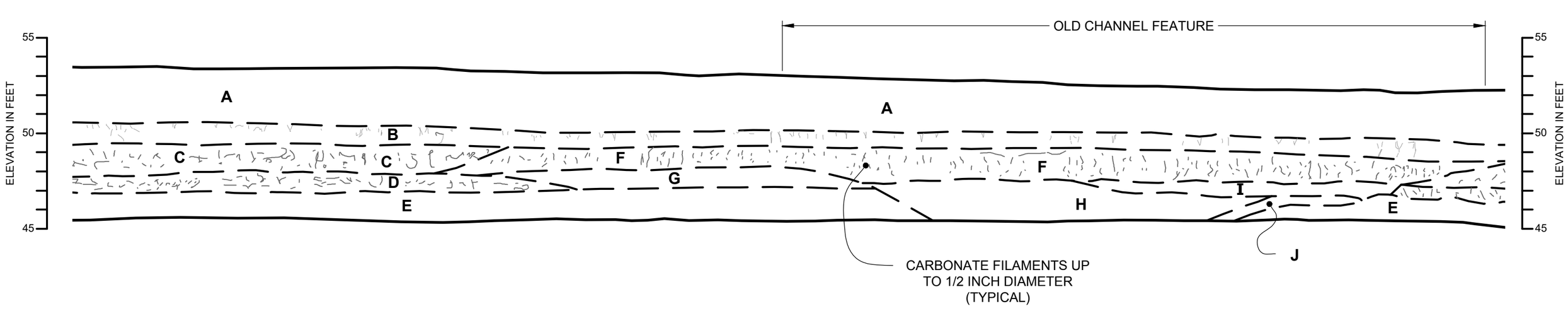
TRENCH T-1

LOG OF SOUTH WALL



TRENCH T-1

LOG OF SOUTH WALL CONTINUED



TRENCH T-1 EXPLANATION

GROUND SURFACE AND BOTTOM OF TRENCH

GEOLOGIC CONTACT, SOLID WHERE SHARP, DASHED WHERE APPROXIMATE

A SILTY CLAY,VERY DARK GRAY (10YR 3/1), MOIST, STIFF, BLOCKY PED STRUCTURE

B SILTY CLAY, VERY DARK, GRAYISH-BROWN (10YR 3/2), MOIST, STIFF, CLAY SKINS OF FAINT PED SURFACES

C SILTY CLAY, LIGHT OLIVE-BROWN (2.5YR 5/6), MOIST, STIFF, TRACE FINE-GRAINED SAND AND PEBBLES, TRACE CARBONATE NODULES UP TO 3/4 INCH

D SILTY SANDY CLAY, STRONG BROWN (7.5YR 6/6), MOIST, STIFF, MEDIUM GRAINED SAND, TRACE PEBBLES, OXIDATION STAINS

E SILTY CLAY, DARK YELLOWISH BROWN (10YR 4/4), MOIST, STIFF, TRACE CARBONATE FILAMENTS UP TO 1/4 INCH DIAMETER

F SANDY CLAY, YELLOWISH BROWN (10YR 5/6), MOIST, STIFF, FINE-GRAINED SAND, TRACE CARBONATE FILAMENTS TRACE PEBBLES

G SANDY CLAY, YELLOWISH BROWN (10YR 5/6), MOIST, STIFF, FINE-GRAINED SAND, TRACE CARBONATE FILAMENTS TRACE PEBBLES

H CLAYEY SAND, STRONG BROWN (7.5YR 4/6), MOIST, VERY DENSE, MEDIUM-GRAINED SAND, TRACE PEBBLES

I CLAYEY SILT, BROWN (7.5YR 4/4), MOIST, STIFF

J SANDY CLAY, DARK BROWN (7.5YR 3/4), MOIST, STIFF

K SILTY CLAY, OLIVE-BROWN (2.5YR 4/4), MOIST, STIFF, CLAY SKINS ON FAINT PED STRUCTURE

L SILTY CLAY, LIGHT YELLOWISH BROWN (2.5Y 4/4), MOIST, STIFF, CLAY SKINS ON PED STRUCTURES

M SILTY CLAY, LIGHT OLIVE-BROWN (2.5YR 5/4), MOIST, STIFF, CARBONATE NODULES AND VEINS UP TO 1 INCH DIAMETER

N SILTY CLAY, LIGHT OLIVE-BROWN (2.5YR 5/4), MOIST, STIFF, BLOCKY PED STRUCTURE, CLAY SKINS ON PED SURFACES, TRACE TO SOME FINE-GRAINED SAND

TRENCH T-1

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

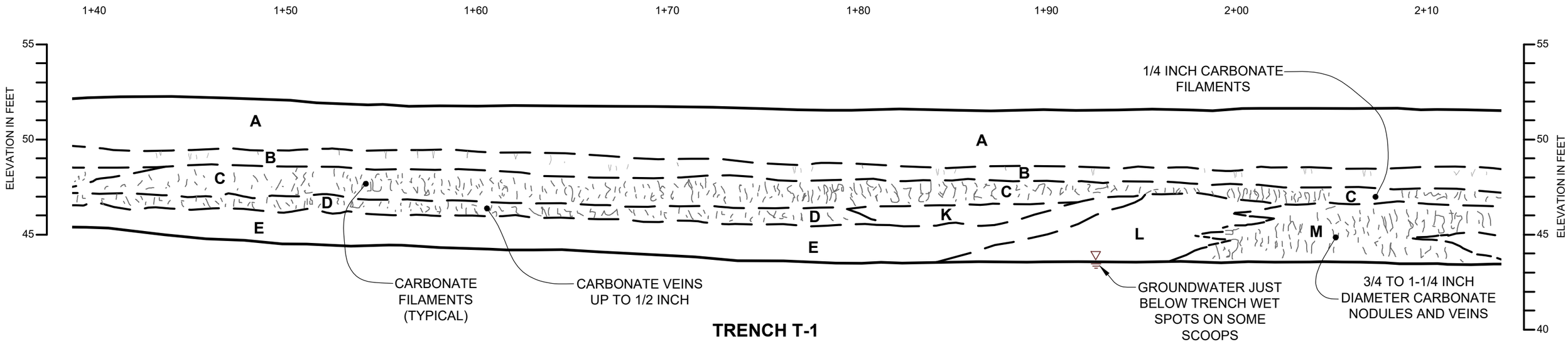
Date: 3-23-18	Project No. 1366.100	Figure 9

RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS

422

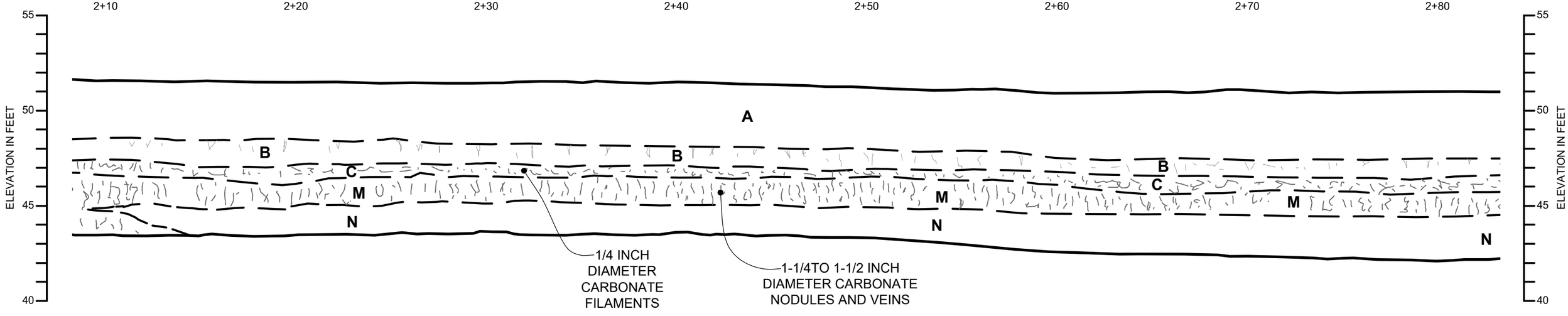
TRENCH T-1

LOG OF SOUTH WALL CONTINUED



TRENCH T-1

LOG OF SOUTH WALL CONTINUED



TRENCH T-1 EXPLANATION

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TRENCH T-1

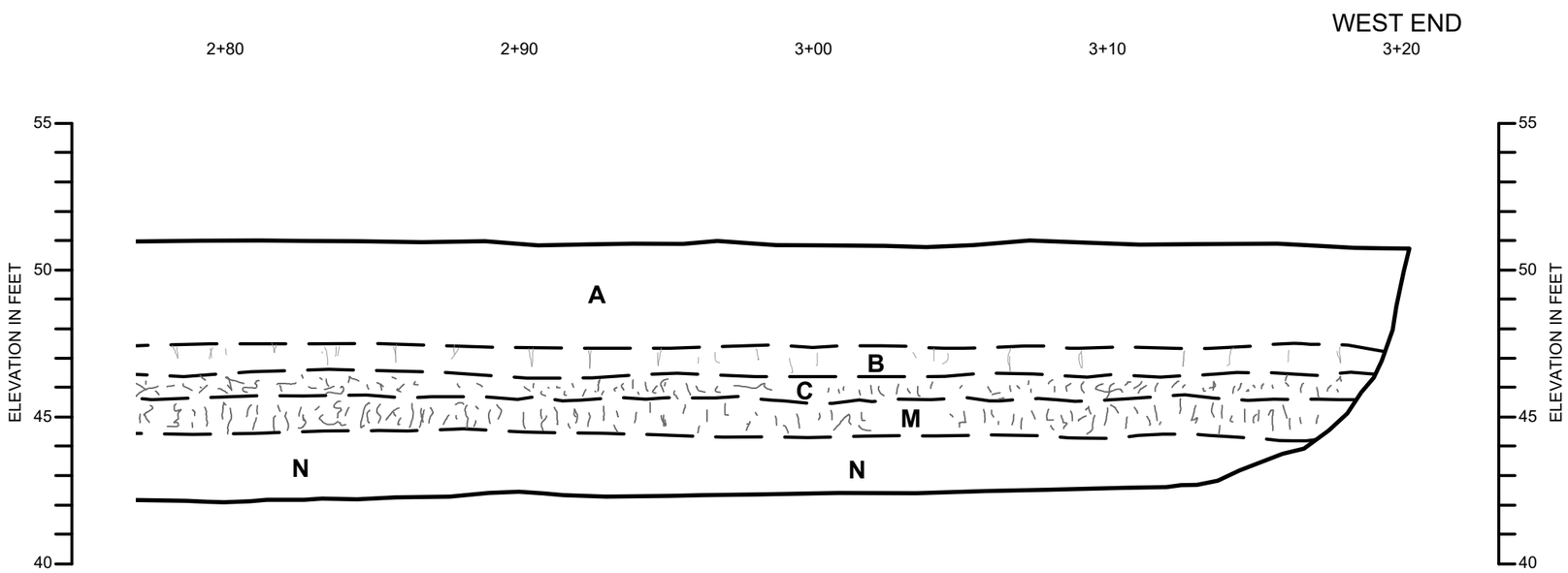
Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 10

RYAN GEO*LOGICAL* CONSULTING, INC.
PROVIDING LOGICAL GEOLOGICAL SOLUTIONS

TRENCH T-1

LOG OF SOUTH WALL CONTINUED



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TRENCH T-1

Fault Investigation
Apn's 058-302-001 & 058-290-312
Highway 29 at Crawford Way
American Canyon, CA

Date: 3-23-18	Project No. 1366.100	Figure 11

APPENDIX E. GEOTECHNICAL STUDY

Experience is the difference

GEOTECHNICAL STUDY REPORT

AMERICAN CANYON ASSISTED LIVING FACILITY
CRAWFORD WAY AND HIGHWAY 29
AMERICAN CANYON, CALIFORNIA

Project Number:

7269.01.04.2

Prepared For:

Pensacola Residential, LLC
Attention: Taylor Tanner
871 Cotting Court Suite D
Vacaville, CA

Prepared By:

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Middletown, CA 95461
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Ryan E. Padgett
Project Manager

Travis A. Whitted
Principal Geotechnical Engineer

October 23, 2018

Draft

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INFORMATION ABOUT YOUR GEOTECHNICAL REPORT

Draft

INTRODUCTION

This report presents the results of our geotechnical study for the assisted living facility to be constructed at the southwest corner of Crawford Way and Highway 29 in American Canyon, California. The property is undeveloped and extends over relatively level terrain. The site location is shown on Plate 1, Appendix A.

We understand that Phase I of the project will comprise the construction of an approximately 64,276 square foot, 70-unit, two story senior housing community structure at the site. Phase II will consist of the construction of a 36,568 square foot, independent living structure with 42 units. Additionally, a bioretention structure is planned at the east end of the site. Auto access will be provided by a main entrance off Crawford Way and parking will be located along the perimeter of the site.

Foundation loads are expected to be typical of the moderately heavy type of construction proposed. We anticipate wall loads will range from ¾ to 1¾ kips per lineal foot. We understand site grading will be the minimum needed to construct level building pads and paved areas with positive drainage. Such grading could include cuts and fills of about 2 to 4 feet.

SCOPE

The purpose of our study, as outlined in our Professional Service Agreement dated June 25, 2018 and revised August 3, 13 and September 10, 2018, was to generate geotechnical information for the design and construction of the project. Our scope of services included reviewing selected published geologic data pertinent to the site; evaluating the subsurface conditions with borings and laboratory tests; analyzing the field and laboratory data; and presenting this report with the following geotechnical information:

1. A brief description of the soil and groundwater conditions observed during our study;

2. A discussion of seismic hazards that may affect the proposed project; and

3. Conclusions and recommendations regarding:

    a. Primary geotechnical engineering concerns and mitigating measures, as applicable;

    b. Site preparation and grading including remedial grading of weak, porous, compressible and/or expansive surface soil;

    c. Foundation type, design criteria, and estimated settlement behavior;

    d. Lateral loads for retaining wall design;

    e. Support of concrete slabs-on-grade;

    f. Preliminary pavement thickness based on our experience with similar soil and projects and the results of an R-value test on the anticipated subgrade soil;

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g. Utility trench backfill;

h. Geotechnical engineering drainage improvements; and

i. Supplemental geotechnical engineering services.

STUDY

Site Exploration

We reviewed our previous geotechnical studies in the vicinity and selected geologic references pertinent to the site. The geologic literature reviewed is listed in Appendix B. On September 26, 2018, we performed a geotechnical reconnaissance of the site and explored the subsurface conditions by drilling 10 borings to depths ranging from about 3 to 15 feet. The borings were drilled with a truck-mounted drill rig equipped with 6-inch diameter, solid stem augers at the approximate locations shown on the Exploration Plan, Plate 2. The boring locations were determined approximately by pacing their distance from features shown on the Exploration Plan and should be considered accurate only to the degree implied by the method used. Our field engineer located and logged the borings and obtained samples of the materials encountered for visual examination, classification and laboratory testing.

Relatively undisturbed samples were obtained from the borings at selected intervals by driving a 2.43-inch inside diameter, split spoon sampler, containing 6-inch long brass liners, using a 140-pound hammer dropping approximately 30 inches. The sampler was driven 12 to 18 inches. The blows required to drive each 6-inch increment were recorded and the blows required to drive the last 12 inches, or portion thereof, were converted to equivalent Standard Penetration Test (SPT) blow counts using a conversion factor of 0.65 (Burmister, 1948) for correlation with empirical data. Disturbed samples were also obtained at selected depths by driving a 1.375-inch inside diameter (2-inch outside diameter) SPT sampler, without liners or rings, using a 140-pound hammer dropping approximately 30 inches. The sampler was driven 12 to 18 inches, the blows to drive each 6-inch increment were recorded, and the blows required to drive the final 12 inches, or portion thereof, are provided on the boring logs. Disturbed “bulk” samples were also obtained at selected depths from the borings and placed in buckets.

The logs of the borings showing the materials encountered, groundwater conditions, converted blow counts and sample depths are presented on Plates 3 through 12. The soil is described in accordance with the Unified Soil Classification System, outlined on Plate 13.

The boring logs show our interpretation of the subsurface soil and groundwater conditions on the date and at the locations indicated. Subsurface conditions may vary at other locations and times. Our interpretation is based on visual inspection of soil samples, laboratory test results, and interpretation of drilling and sampling resistance. The location of the soil boundaries should be considered approximate. The transition between soil types may be gradual.

DRAFT

Laboratory Testing

The samples obtained from the borings were transported to our office and re-examined to verify soil classifications, evaluate characteristics, and assign tests pertinent to our analysis. Selected samples were laboratory tested to determine their classification (Atterberg Limits, percent of silt and clay), expansion potential (Expansion Index - EI) and R-value. The test results are presented on the boring logs. Results of the classification, expansion potential and R-value tests are presented on Plates 14 and 15.

SITE CONDITIONS

General

Napa County is located within the California Coast Range geomorphic province. This province is a geologically complex and seismically active region characterized by sub-parallel northwest-trending faults, mountain ranges and valleys. The oldest bedrock units are the Jurassic-Cretaceous Franciscan Complex and Great Valley sequence sediments originally deposited in a marine environment. Subsequently, younger rocks such as the Tertiary-age Sonoma Volcanics group, the Plio-Pleistocene-age Clear Lake Volcanics and sedimentary rocks such as the Guinda, Domengine, Petaluma, Wilson Grove, Cache, Huichica and Glen Ellen formations were deposited throughout the province. Extensive folding and thrust faulting during late Cretaceous through early Tertiary geologic time created complex geologic conditions that underlie the highly varied topography of today. In valleys, the bedrock is covered by thick alluvial soil.

Geology

Published geologic maps (Bezore et al., 2002) indicate the property is underlain by late Pleistocene to Holocene fan deposits. This unit is described as gently sloping, fan-shaped, relatively undissected alluvial surfaces comprised of sand, gravel, silt and clay and are moderately to poorly sorted and moderately to poorly bedded.

Landslides

Published landslide maps (Dwyer, 1976) do not indicate large-scale slope instability at the site, and we did not observe active landslides at the site during our study.

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Surface

The property extends primarily over level terrain and is covered by annual grasses. The building site for Phase I extends across the western and central portion of the site. Phase II will occupy a portion of the eastern side of the site. In general, the ground surface is soft and spongy. This is a condition generally associated with weak, porous surface soil. The surface soil is disturbed by randomly arrayed shrinkage cracks generally associated with expansive soil. Locally, expansive soil shrinks and swells with the weather cycle. The cyclic shrinking and swelling tends to disturb the upper portion of the expansive clay. This zone is defined hereinafter as the active layer.

Natural drainage consists of sheet flow over the ground surface that concentrates in man made surface drainage elements such as roadside ditches, canals and gutters, and natural drainage elements such as swales, ravines, and creeks.

Subsurface

Our borings and laboratory tests indicate that the portion of the site we studied is underlain by clay with varying amounts of sand to the maximum depth explored in our borings (15 feet). This soil is weak and porous to a depth of about 1 foot. Porous soil appears hard and strong when dry but becomes weak and compressible as its moisture content increases towards saturation. This soil exhibits high plasticity (LL = 64.3, 69.8; PI = 44.3, 49.2) and medium to high expansion potential (EI = 88, 107), and is disturbed by 1 to 2-inch-wide shrinkage cracks that extend about 1 foot below the ground surface. A detailed description of the subsurface conditions found in our borings is given on Plates 3 through 13, Appendix A. Based on Table 20.3-1 of American Society of Civil Engineers (ASCE) Standard 7-10, titled “Minimum Design Loads for Buildings and Other Structures” (2010), we have determined a Site Class of D should be used for the site.

Corrosion Potential

Results of the soil corrosivity tests that were performed for soil samples at the site are presented on Plate 16. Because we are not corrosion experts, these results should be reviewed by a corrosion expert to determine if the proposed improvements are appropriate as they relate to corrosion resistance.

Percolation Testing

As requested, we installed a slotted casing to a depth of 3 feet in boring B-9 to measure the percolation within the upper 3 feet of the site soil in that area. Our measurements indicate that the percolation rate within the upper 3 feet at boring B-9 is approximately 23 minutes/inch. The percolation test was performed following a long period without rainfall that resulted in extensive shrinkage cracking of the expansive surface soil. These shrinkage cracks tend to disappear during the winter months as the expansive soil swells, resulting in a percolation rate would likely increase significantly.

Draft

Groundwater

Free groundwater was first detected in our borings at depths ranging from 10½ to 12½ feet below the ground surface at the time of drilling. When the holes were backfilled, the water level had risen to a depth of about 9 feet. Fluctuation in the groundwater level typically occurs because of a variation in rainfall intensity, duration and other factors such as flooding and periodic irrigation. In the project area, the groundwater level can rise from a few to several feet during prolonged periods of rainfall and impact elevator pit excavations not only on a short term basis (during construction) but also during the life of the project. Elevator pit excavation dewatering is discussed in more detail in the Conclusions section of this report.

Flooding

Our review of the Federal Emergency Management Agency (FEMA) Flood Zone Map for the City of American Canyon (NO. 06055 C0617F) dated August 3, 2016, indicates that the proposed building site is located within Zone "X," an area determined to be outside the 500-year flood plain. Evaluation of flooding potential is typically the responsibility of the project civil engineer.

DISCUSSION AND CONCLUSIONS

Seismic Hazards

General

We did not observe subsurface conditions within the portion of the property we studied that would suggest the presence of materials that may be susceptible to seismically induced densification, liquefaction, or lurching. Therefore, we judge the potential for the occurrence of these phenomena at the site to be low.

Faulting and Seismicity

The site is located within a current Alquist-Priolo Earthquake Fault Zone (Bryant and Hart, 2007). Our understanding is that a fault study has been performed for the project site and no active faults were identified, indicating that the risk of fault rupture at the site is low. However, the site is within an area affected by strong seismic activity and future seismic shaking should be anticipated at the site. It will be necessary to design and construct the proposed improvements in strict adherence with current standards for earthquake-resistant construction.

Tsunamis

The tsunami inundation map for the Cuttings Wharf Quadrangle (Cal EMA, 2009) indicates that the project site is outside the predicted tsunami inundation area. Site-specific evaluation of tsunamis impact to the project is beyond the scope of this study.

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Geotechnical Issues

General

Based on our study, we judge the proposed improvements can be built as planned, provided the recommendations presented in this report are incorporated into their design and construction. The primary geotechnical concerns during design and construction of the project are:

1. The presence of about 1 foot of highly expansive, weak, porous, compressible, clayey surface soil;

2. The detrimental effects of uncontrolled surface runoff and groundwater seepage on the long-term satisfactory performance of the project given the erosion potential and porous nature of the surface soil; and

3. The strong ground shaking predicted to impact the site during the life of the project.

Weak, Porous Surface Soil

Weak, porous surface soil, such as that found at the site, appears hard and strong when dry but will lose strength rapidly and settle under the load of fills, foundations, slabs, and pavements as its moisture content increases and approaches saturation. The moisture content of this soil can increase as the result of rainfall, periodic irrigation or when the natural upward migration of water vapor through the soil is impeded by, and condenses under fills, foundations, slabs, and pavements. The detrimental effects of such movements can be reduced by strengthening the soil during grading. This can be achieved by excavating the weak soil and replacing it as properly compacted (engineered) fill. Alternatively, satisfactory foundation support could be obtained below the weak surface soil.

Expansive Soil - In addition, the surface soil is expansive. Expansive surface soil shrinks and swells as they lose and gain moisture throughout the yearly weather cycle. Near the surface, the resulting movements can heave and crack lightly loaded shallow foundations (spread footings) and slabs and pavements. The zone of significant moisture variation (active layer) is dependent on the expansion potential of the soil and the extent of the dry season. In the project area, the active layer is generally considered to range in thickness from about 2 to 3 feet. The detrimental effects of the above-described movements can be reduced by pre-swelling the expansive soil and covering it with a moisture fixing and confining blanket of properly compacted select fill, as subsequently defined. In building areas, the blanket thickness required depends on the expansion potential of the soil and the anticipated performance of the foundations and slabs. In order to effectively reduce foundation and slab heave given the expansion potential of the site's soil, a blanket thickness of 30 inches will be needed. In exterior slab and paved areas, the select fill blanket need only be 12 inches thick.

Foundation and Slab Support - Provided grading is performed as discussed above, satisfactory foundation support can be obtained from spread footings that bottom on the select engineered fill.

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Exterior Slabs and Pavements

Exterior slabs and pavements will heave and crack as the expansive soil shrinks and swells through the yearly weather cycle. Slab and pavement cracking and distress are typically concentrated along edges where moisture content variation is more prevalent within subgrade soil. Slab and pavement performance and the incidence of repair can be reduced, but not eliminated, by covering the pre-swelled expansive soil with at least 12 inches of select fill (see "On-Site Soil Quality" section) prior to constructing the slab or pavement required to carry the anticipated traffic.

On-Site Soil Quality

All fill materials used in the upper 30 inches of the building area and the upper 12 inches of exterior slab and pavement subgrade must be select, as subsequently described in "Recommendations." We anticipate that, with the exception of organic matter and of rocks or lumps larger than 6 inches in diameter, the excavated material will be suitable for re-use as general fill, but will not be suitable for use as select fill unless stabilized with lime.

Select Fill

The select fill can consist of imported that satisfies the requirements presented herein or lime stabilized on-site clayey soil. Lime stabilized soil may prevent the growth of landscape vegetation due to the inherent elevated pH level of the soil.

Settlement

Provided remedial grading is performed as recommended herein, we estimate that total settlements of heavily loaded column footings will be about 1 inch and settlement of the strip footings will be ½ inch.

Surface Drainage

Because of topography and location, the site will be impacted by surface runoff from the alluvial fan surface. Surface runoff typically sheet flows over the ground surface but can be concentrated by the planned site grading, landscaping, and drainage. The surface runoff can pond against structures and cause deeper than normal soil heave and/or seep into the slab rock. Therefore, strict control of surface runoff is necessary to provide long-term satisfactory performance of projects constructed on or near alluvial fans. It will be necessary to divert surface runoff around improvements, provide positive drainage away from structures, and install energy dissipaters at discharge points of concentrated runoff. This can be achieved by constructing the building pad several inches above the surrounding area and conveying the runoff into man made drainage elements or natural swales that lead downgradient of the site.

Elevator Pit Dewatering

As previously discussed, the groundwater level at the site can rise from a few to several feet during prolonged periods of rainfall and impact elevator pit excavations not only on a short term basis (during construction) but also during the life of the project. We did not perform a site-

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specific groundwater study to quantify the inflow volume of groundwater into the excavation. Construction excavation dewatering and the sizing of the required dewatering system is typically the responsibility of the contractor. The adequacy of the construction dewatering system for use on a long-term basis should be analyzed (including the waterproofing type) and resized, as applicable. We are not experts in this field and recommend a hydrogeologist and excavation dewatering expert be consulted prior to installing such a system. As an alternative to the long-term dewatering system, the basement can be waterproofed and designed to resist full hydrostatic pressure.

RECOMMENDATIONS

Seismic Design

Seismic design parameters presented below are based on Section 1613 titled "Earthquake Loads" of the 2016 California Building Code (CBC). Based on Table 20.3-1 of American Society of Civil Engineers (ASCE) Standard 7-10, titled "Minimum Design Loads for Buildings and Other Structures" (2010), we have determined a Site Class of D should be used for the site. Using a site latitude and longitude of 38.1680°N and 122.2541°W, respectively, and the U.S. Seismic Design Maps from the United States Geological Survey (USGS) website (http://earthquake.usgs.gov/designmaps/us/application.php), we recommend that the following seismic design criteria be used for structures at the site.

2016 CBC Seismic Criteria	
Spectral Response Parameter	**Acceleration (g)**
S_S (0.2 second period)	2.047
S_1 (1 second period)	0.734
S_{MS} (0.2 second period)	2.047
S_{M1} (1 second period)	1.101
S_{DS} (0.2 second period)	1.364
S_{D1} (1 second period)	0.734

Grading

Site Preparation

Areas to be developed should be cleared of vegetation and debris. Cleared and grubbed material should be removed from the site and disposed of in accordance with County Health Department guidelines. We did not observe septic tanks, leach lines or underground fuel tanks during our study. Any such appurtenances found during grading should be capped and sealed and/or excavated and removed from the site, respectively, in accordance with established guidelines and requirements of the County Health Department. Voids created during clearing should be backfilled with engineered fill as recommended herein.

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Stripping

Areas to be graded should be stripped of the upper few inches of soil containing organic matter. Soil containing more than two percent by weight of organic matter should be considered organic. Actual stripping depth should be determined by a representative of the geotechnical engineer in the field at the time of stripping. The strippings should be removed from the site, or if suitable, stockpiled for re-use as topsoil in landscaping.

Excavation Dewatering

Groundwater was encountered within the planned excavation depth for the elevator pits. Therefore, in order to accomplish the planned excavation, it may be necessary to dewater. The dewatering system can consist of a perforated plastic pipe (in a grid array) embedded in free draining rock. The system should discharge to a sump area that is pumped continuously during construction. The dewatering system can be incorporated into the permanent subdrain system for the underground structure. The general contractor is responsible for the design, operation and maintenance of the temporary dewatering system. If this system is to be incorporated into the final dewatering system of the underground structure, we should evaluate its performance during excavation. Alternatively, the underground structure should be designed to resist full hydrostatic pressure.

Excavations

Following initial site preparation, excavation should be performed as recommended herein. Excavations extending below the proposed finished grade should be backfilled with suitable materials compacted to the requirements given below.

Within fill and interior slab-on-grade areas, the weak, porous, compressible, expansive surface soil should be excavated to within 6 inches of its entire depth (about 1 foot in our borings). Additional excavation should be performed, as necessary, to allow space for the installation of a blanket of select fill, at least 30 inches thick, beneath the building pad subgrade. The excavation of weak, compressible, expansive soil should also extend at least 12 inches below exterior slab and pavement subgrade to allow space for the installation of the select fill blanket discussed in the conclusions section of this report.

The excavation of weak, porous, compressible, expansive surface materials should extend at least 5 feet beyond the outside edge of the exterior footings of the proposed buildings and 3 feet beyond the edge of exterior slabs and pavements. The excavated materials should be stockpiled for later use as compacted fill, or removed from the site, as applicable.

At all times, temporary construction excavations should conform to the regulations of the State of California, Department of Industrial Relations, Division of Industrial Safety or other stricter governing regulations. The stability of temporary cut slopes, such as those constructed during the installation of underground utilities, should be the responsibility of the contractor. Depending on the time of year when grading is performed, and the surface conditions exposed, temporary cut slopes may need to be excavated to 1½:1, or flatter. The tops of the temporary cut slopes should be rounded back to 2:1 in weak soil zones.

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Subsurface Drainage

A subdrain should be installed where evidence of seepage is observed. The subdrain should consist of a 4-inch diameter (minimum) perforated plastic pipe with SDR 35 or better embedded in Class 2 permeable material. The permeable material should be at least 12 inches thick and extend at least 12 inches above and below the seepage zone.

In addition, subdrains should be installed at a minimum slope of 1 percent and should have cleanouts located at their ends and at turning points. “Sweep” type elbows and wyes should be used at all turning points and cleanouts, respectively. Subdrain outlets and riser cleanouts should be fabricated of the same material as the subdrain pipe as specified herein. Outlet and riser pipe fittings should not be perforated. A licensed land surveyor or civil engineer should provide “record drawings” depicting the locations of subdrains and cleanouts.

Fill Quality

All fill materials must be approved by the geotechnical engineer prior to use. The upper 30 inches of fill beneath and within 5 feet of the building area and the upper 12 inches of fill beneath and within 3 feet of exterior slabs and/or pavement edges should be select fill. We judge the on-site soil is generally suitable for use as general fill but will not be suitable for use as select fill unless they are stabilized with lime. Lime stabilized soil may prevent the growth of landscape vegetation due to the inherent elevated pH level of the soil. The suitability of the on-site soil for use as select fill should be verified during grading.

Select Fill

Select fill should be free of organic matter, have a low expansion potential, and conform in general to the following requirements:

SIEVE SIZE	PERCENT PASSING (by dry weight)
6 inch	100
4 inch	90 – 100
No. 200	10 – 60

Liquid Limit – 40 Percent Maximum
Plasticity Index – 15 Percent Maximum
R-value – 20 Minimum (pavement areas only)

Expansive on-site soil may be used as select fill if it is stabilized with lime. In general, imported fill, if needed, should be select. Material not conforming to these requirements may be suitable for use as import fill; however, it shall be the contractor’s responsibility to demonstrate that the proposed material will perform in an equivalent manner. The geotechnical engineer should approve imported materials prior to use as compacted fill. The grading contractor is responsible for submitting, at least 72 hours (3 days) in advance of its intended use, samples of the proposed import materials for laboratory testing and approval by the soils engineer.

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Lime Stabilization

For preliminary planning purposes, we estimate that high calcium lime mixed at a minimum of 5½ percent (dry weight) will stabilize the expansive site soil. This percentage of lime needs to be verified prior to construction with engineering analysis and laboratory Atterberg Limits and/or pH testing using lime from the same source as that planned for use on the project and a sample of the soil to be treated. Laboratory test results and engineering analysis may indicate that a higher percentage of lime is required. The contractor should allow a minimum of 5 business days for the laboratory tests to be completed.

The lime stabilization should be performed in accordance with Section 24 of the Caltrans Standard Specifications except that a curing seal will not be required, provided the moisture content of the lime-stabilized material is maintained at or above optimum moisture content until it is permanently covered with subsequent construction. Lime stabilized materials are generally not suitable for reuse as general fill, select fill or backfill after compaction has taken place.

Fill Placement

The surface exposed by stripping and removal of weak, compressible, expansive surface soil should be scarified to a depth of at least 6 inches, uniformly moisture-conditioned to at least 4 percent above optimum and compacted to at least 90 percent of the maximum dry density of the materials as determined by ASTM Test Method D-1557. Moisture conditioning should be sufficient to completely close all shrinkage cracks for their full depth within pavement, exterior slab and building areas. If grading is performed during the dry season, the shrinkage cracks may extend to a few feet below the surface. Therefore, it may be necessary to excavate a portion of the cracked soil to obtain the proper moisture condition and degree of compaction. Approved fill material should then be spread in thin lifts, uniformly moisture-conditioned to near optimum and properly compacted. All structural fills, including those placed to establish site surface drainage, should be compacted to at least 90 percent relative compaction. Only approved select materials should be used for fill within the upper 30 inches of interior slab subgrades and within the upper 12 inches of exterior slabs and/or pavement subgrades.

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SUMMARY OF COMPACTION RECOMMENDATIONS	
Area	Compaction Recommendation (ASTM D-1557)
Preparation for areas to receive fill	After preparation in accordance with this report, compact upper 6 inches to a minimum of 90 percent relative compaction.
General fill (native or import)	Compact to a minimum of 90 percent relative compaction.
Structural fill beneath buildings, extending outward to 5' beyond building perimeter	Compact to a minimum of 90 percent relative compaction.
Trenches	Compact to a minimum of 90 percent relative compaction. Compact the top 6 inches below vehicle pavement subgrade to a minimum of 95 percent relative compaction.
Retaining wall backfill	Compact to a minimum of 90 percent relative compaction, but not more than 95 percent.
Pavements, extending outward to 3' beyond edge of pavement	Compact upper 6 inches of subgrade to a minimum of 95 percent relative compaction.
Concrete flatwork and exterior slabs, extending outward to 3' beyond edge of slab	Compact subgrade to a minimum of 90 percent relative compaction. Where subject to vehicle traffic, compact upper 6 inches of subgrade to at least 95 percent relative compaction.
Aggregate Base	Compact aggregate base to at least 95 percent relative compaction.

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Permanent Cut and Fill Slopes

In general, cut and fill slopes should be designed and constructed at slope gradients of 3:1 (horizontal to vertical) or flatter, unless otherwise approved by the geotechnical engineer in specified areas. Where steeper slopes are required, retaining walls should be used. Fill slopes should be constructed by overfilling and cutting the slope to final grade. "Track walking" of a slope to achieve slope compaction is not an acceptable procedure for slope construction. Permanent cut slopes should be observed in the field by the geotechnical engineer to verify that the exposed soil conditions are as anticipated. The geotechnical engineer is not responsible for measuring the angles of these slopes. Denuded slopes should be planted with fast-growing, deep-rooted groundcover to reduce sloughing or erosion. The cut and fill slope inclinations recommended herein address only the stability of the slopes. It should not be inferred that they address the feasibility of landscaping and weed control. Where these are concerns, the slopes should be flattened accordingly.

Wet Weather Grading

Generally, grading is performed more economically during the summer months when the on-site soil is usually dry of optimum moisture content. Delays should be anticipated in site grading performed during the rainy season or early spring due to excessive moisture in on-site soil. Special and relatively expensive construction procedures, including dewatering of excavations and importing granular soil, should be anticipated if grading must be completed during the winter and early spring or if localized areas of soft saturated soil are found during grading in the summer and fall.

Open excavations also tend to be more unstable during wet weather as groundwater seeps towards the exposed cut slope. Severe sloughing and occasional slope failures should be anticipated. The occurrence of these events will require extensive clean up and the installation of slope protection measures, thus delaying projects. The general contractor is responsible for the performance, maintenance and repair of temporary cut slopes.

Foundation Support

Provided remedial grading is performed as recommended herein, the proposed structures can be supported on continuous and isolated spread footings that bottom on select engineered fill.

Spread footings should be at least 12 inches wide and should bottom on select engineered fill at least 12 inches below pad subgrade. Additional embedment or width may be needed to satisfy code and/or structural requirements.

The bottoms of all footing excavations should be thoroughly cleaned out or wetted and compacted using hand-operated tamping equipment prior to placing steel and concrete. This will remove the soil disturbed during footing excavations, or restore their adequate bearing capacity, and reduce post-construction settlements. Footing excavations should not be allowed to dry before placing concrete. If shrinkage cracks appear in soil exposed in the footing excavations, the soil should be thoroughly moistened to close all cracks prior to concrete placement. The

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moisture condition of the foundation excavations should be checked by the geotechnical engineer no more than 24 hours prior to placing concrete.

Bearing Pressures - Footings installed in accordance with these recommendations may be designed using allowable bearing pressures of 2,000, 3,000 and 4,000 pounds per square foot (psf), for dead loads, dead plus code live loads, and total loads (including wind and seismic), respectively.

Lateral Pressures - The portion of spread footing foundations extending into select engineered fill may impose a passive equivalent fluid pressure and a friction factor of 350 pcf and 0.35, respectively, to resist sliding. Passive pressure should be neglected within the upper 6 inches, unless the soil is confined by concrete slabs or pavements.

Retaining Walls

Retaining walls constructed at the site must be designed to resist lateral earth pressures plus additional lateral pressures that may be caused by surcharge loads applied at the ground surface behind the walls. Retaining walls free to rotate (yielding greater than 0.1 percent of the wall height at the top of the backfill) should be designed for active lateral earth pressures. If walls are restrained by rigid elements to prevent rotation, they should be designed for "at rest" lateral earth pressures. In the absence of backdrains, the retaining walls should be designed to resist full hydrostatic pressure.

Retaining walls should be designed to resist the following earth equivalent fluid pressures (triangular distribution):

EARTH EQUIVALENT FLUID PRESSURES		
Loading Condition	**Pressure (pcf)**	**Additional Seismic Pressure (pcf)***
Active - Level Backfill	42	16
Active - Sloping Backfill 3:1 or Flatter	53	40
At Rest - Level Backfill	63	39
Active Full Hydrostatic	83	
At Rest Full Hydrostatic	90	

* If required

These pressures do not consider additional loads resulting from adjacent foundations or other loads. If these additional surcharge loadings are anticipated, we can assist in evaluating their effects. Where retaining wall backfill is subject to vehicular traffic, the walls should be designed to resist an additional surcharge pressure equivalent to two feet of additional backfill.

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Retaining walls will yield slightly during backfilling. Therefore, walls should be backfilled prior to building on, or adjacent to, the walls. Backfill against retaining walls should be compacted to at least 90 and not more than 95 percent relative compaction. Over-compaction or the use of large compaction equipment should be avoided because increased compactive effort can result in lateral pressures higher than those recommended above.

Foundation Support

Retaining walls should be supported on spread footings designed in accordance with the recommendations presented in this report. Retaining wall foundations should be designed by the project civil or structural engineer to resist the lateral forces set forth in this section.

Wall Drainage and Backfill

Retaining walls should be backdrained as shown on Plate 17, Appendix A. The backdrains should consist of 4-inch diameter, rigid perforated pipe embedded in Class 2 permeable material. The pipe should be PVC Schedule 40 or ABS with SDR 35 or better, and the pipe should be sloped to drain to outlets by gravity. The top of the pipe should be at least 8 inches below lowest adjacent grade. The Class 2 permeable material should extend to within 1½ feet of the surface. The upper 1½ feet should be backfilled with compacted soil to exclude surface water. Retaining walls designed to resist full hydrostatic pressure do not need to be backdrained. Expansive soil should not be used for wall backfill. Where expansive soil is present in the excavation made to install the retaining wall, the excavation should be sloped back 1:1 from the back of the footing or grade beam. The ground surface behind retaining walls should be sloped to drain. Where migration of moisture through retaining walls would be detrimental, retaining walls should be waterproofed.

Slab-On-Grade

Provided grading is performed in accordance with the recommendations presented herein slabs-on-grade should be underlain by select engineered fill. Slab-on-grade subgrade should be rolled to produce a dense, uniform surface. The slabs should be underlain with a capillary moisture break consisting of at least 4 inches of clean, free-draining crushed rock or gravel (excluding pea gravel) at least ¼-inch and no larger than ¾-inch in size. Interior slabs subject to vehicular traffic may be underlain by Class 2 aggregate base. The use of Class 2 aggregate base should be reviewed on a case by case basis. Class 2 aggregate base can be used for slab rock under exterior slabs. Interior area slabs should be provided with an underdrain system. The installation of this subdrain system is discussed in the “Geotechnical Drainage” section.

Slabs should be designed by the project civil or structural engineer to support the anticipated loads, reduce cracking and provide protection against the infiltration of moisture vapor. A vapor barrier should be placed under all slabs-on-grade that are likely to receive an impermeable floor finish or be used for any purpose where the passage of water vapor through the floor is undesirable. RGH does not practice in the field of moisture vapor transmission evaluation or mitigation. Therefore, we recommend that a qualified person be consulted to evaluate the general and specific moisture vapor transmission paths and any impact on the proposed

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construction. This person should provide recommendations for mitigation of the potential adverse impact of moisture vapor transmission on various components of the structure as deemed appropriate.

Utility Trenches

The shoring and safety of trench excavations is solely the responsibility of the contractor. Attention is drawn to the State of California Safety Orders dealing with "Excavations and Trenches."

Unless otherwise specified by the City of American Canyon, on-site, inorganic soil may be used as utility trench backfill. Where utility trenches support pavements, slabs and foundations, trench backfill should consist of aggregate baserock. The baserock should comply with the minimum requirements in Caltrans Standard Specifications, Section 26 for Class 2 Aggregate Base. Trench backfill should be moisture-conditioned as necessary, and placed in horizontal layers not exceeding 8 inches in thickness, before compaction. Each layer should be compacted to at least 90 percent relative compaction as determined by ASTM Test Method D-1557. The top 6 inches of trench backfill below vehicle pavement subgrades should be moisture-conditioned as necessary and compacted to at least 95 percent relative compaction. Jetting or ponding of trench backfill to aid in achieving the recommended degree of compaction should not be attempted.

Pavements

Provided the site grading is performed to remediate expansive soil heave, as recommended herein, the uppermost 12-inches of pavement subgrade soil will be either imported select fill with a minimum R-value of 20 or lime stabilized site soil that generally has an R-value of at least 50. Based on those R-values we recommend the pavement sections listed in the tables below be used.

PAVEMENT SECTIONS WITH IMPORTED SELECT FILL SUBGRADE			
TI	ASPHALT CONCRETE (feet)	CLASS 2 AGGREGATE BASE (feet)	IMPORTED SELECT FILL* (feet)
7.0	0.30	1.15	1.0
6.0	0.25	1.05	1.0
5.0	0.20	0.90	1.0

* R-value ≥ 20

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PAVEMENT SECTIONS WITH LIME STABILIZED SELECT FILL SUBGRADE			
TI	ASPHALT CONCRETE (feet)	CLASS 2 AGGREGATE BASE (feet)	LIME STABILIZED SELECT FILL* (feet)
7.0	0.35	0.50	1.0
6.0	0.30	0.50	1.0
5.0	0.20	0.50	1.0

* R-value ≥ 50

Pavement thicknesses were computed using Caltrans CalFP v1.5 design software and are based on a pavement life of 20 years. These recommendations are intended to provide support for traffic represented by the indicated Traffic Indices. They are not intended to provide pavement sections for heavy concentrated construction storage or wheel loads such as forklifts, parked truck-trailers and concrete trucks or for post-construction concentrated wheel loads such as self-loading dumpster trucks.

Because of the high expansion potential of the soil an at the site and the difficulty in controlling seasonal moisture variation beneath and adjacent to the pavement, significant cracking may develop in the pavement even if 12-inches of select fill is installed. Increasing the thickness of select fill or installing moisture cutoffs may reduce but not eliminate the potential for cracks to develop. It should be understood that pavements will likely require regular maintenance including crack sealing and the aesthetics may not be desirable.

In areas where heavy construction storage and wheel loads are anticipated, the pavements should be designed to support these loads. Support could be provided by increasing pavement sections or by providing reinforced concrete slabs. Alternatively, paving can be deferred until heavy construction storage and wheel loads are no longer present. Loading areas for self-loading dumpster trucks should be provided with reinforced concrete slabs at least 6 inches thick and reinforced with No. 4 bars at 12-inch centers each way.

Prior to placement of aggregate base, the upper 6 inches of the pavement subgrade soil (excluding lime stabilized soil) should be scarified, uniformly moisture-conditioned to near optimum, and compacted to at least 95 percent relative compaction to form a firm, non-yielding surface. Lime stabilized select fill subgrade soil should be compacted as specified in Section 24 of the Caltrans Standard Specifications.

Aggregate base materials should be spread in thin layers, uniformly moisture-conditioned, and compacted to at least 95 percent relative compaction to form a firm, non-yielding surface. The materials and methods used should conform to the requirements of the City of American Canyon and the current edition of the Caltrans Standard Specifications, except that compaction requirements should be based on ASTM Test Method D-1557. Aggregate used for the base course should comply with the minimum requirements specified in Caltrans Standard Specifications, Section 26 for Class 2 Aggregate Base.

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Geotechnical Drainage

Surface

Surface water should be diverted away from slopes, foundations and edges of pavements. Surface drainage gradients should slope away from building foundations in accordance with the requirements of the CBC or local governing agency. Where a gradient flatter than 2 percent for paved areas and 4 percent for unpaved areas is required to satisfy design constraints, area drains should be installed with a spacing no greater than about 20 feet. Roofs should be provided with gutters and the downspouts should be connected to closed (glued Schedule 40 PVC or ABS with SDR of 35 or better) conduits discharging well away from foundations, onto paved areas or erosion resistant natural drainages or into the site's surface drainage system. Roof downspouts and surface drains must be maintained entirely separate from the slab underdrains recommended hereinafter.

Water seepage or the spread of extensive root systems into the soil subgrade of footings, slabs or pavements could cause differential movements and consequent distress in these structural elements. Landscaping should be planned with consideration for these potential problems.

Slab Underdrains

Where interior slab subgrades are less than 6 inches above adjacent exterior grade and where migration of moisture through the slab would be detrimental, slab underdrains should be installed to dispose of surface and/or groundwater that may seep and collect in the slab rock. Slab underdrains should consist of 6-inch wide trenches that extend at least 6 inches below the bottom of the slab rock and slope to drain by gravity. The slab underdrain trenches should be spaced no further than 15 feet, both ways. Additional drain trenches should be installed, as necessary, to drain all isolated under slab areas. Four-inch diameter perforated pipe (SDR 35 or better) sloped to drain to outlets by gravity should be placed in the bottom of the trenches. Slab underdrain trenches should be backfilled to subgrade level with clean, free draining slab rock. An illustration of this system is shown on Plate 18. If slab underdrains are not used, it should be anticipated that water will enter the slab rock, permeate through the concrete slab and ruin floor coverings.

Maintenance

Periodic land maintenance will be required. Surface and subsurface drainage facilities should be checked frequently, and cleaned and maintained as necessary or at least annually. A dense growth of deep-rooted ground cover must be maintained on all slopes to reduce sloughing and erosion. Sloughing and erosion that occurs must be repaired promptly before it can enlarge.

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Supplemental Services

Pre-Bid Meeting

It has been our experience that contractors bidding on the project often contact us to discuss the geotechnical aspects. Informal contacts between RGH and an individual contractor could result in incomplete or misinterpreted information being provided to the contractor. Therefore, we recommend a pre-bid meeting be held to answer any questions about the report prior to submittal of bids. If this is not possible, questions or clarifications regarding this report should be directed to the project owner or their designated representative. After consultation with RGH, the project owner or their representative should provide clarifications or additional information to all contractors bidding the job.

Plan and Specifications Review

Coordination between the design team and the geotechnical engineer is recommended to assure that the design is compatible with the soil, geologic and groundwater conditions encountered during our study. RGH Consultants (RGH) recommends that we be retained to review the project plans and specifications to determine if they are consistent with our recommendations. In the event we are not retained to perform this recommended review, we will assume no responsibility for misinterpretation of our recommendations.

Construction Observation and Testing

Prior to construction, a meeting should be held at the site that includes, but is not limited to, the owner or owner's representative, the general contractor, the grading contractor, the foundation contractor, the underground contractor, any specialty contractors, the project civil engineer, other members of the project design team and RGH. This meeting should serve as a time to discuss and answer questions regarding the recommendations presented herein and to establish the coordination procedure between the contractors and RGH.

In addition, we should be retained to monitor all soil related work during construction, including:

- Site stripping, over-excavation, grading, and compaction of near surface soil;
- Placement of all engineered fill and trench backfill with verification field and laboratory testing;
- Observation of all foundation excavations; and
- Observation of foundation and subdrain installations.

If, during construction, we observe subsurface conditions different from those encountered during the explorations, we should be allowed to amend our recommendations accordingly. If different conditions are observed by others, or appear to be present beneath excavations, RGH should be advised at once so that these conditions may be evaluated and our recommendations reviewed and updated, if warranted. The validity of recommendations made in this report is contingent upon our being notified and retained to review the changed conditions.

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If more than 18 months have elapsed between the submission of this report and the start of work at the site, or if conditions have changed because of natural causes or construction operations at, or adjacent to, the site, the recommendations made in this report may no longer be valid or appropriate. In such case, we recommend that we be retained to review this report and verify the applicability of the conclusions and recommendations or modify the same considering the time lapsed or changed conditions. The validity of recommendations made in this report is contingent upon such review.

These supplemental services are performed on an as-requested basis and are in addition to this geotechnical study. We cannot accept responsibility for items that we are not notified to observe or for changed conditions we are not allowed to review.

LIMITATIONS

This report has been prepared by RGH for the exclusive use of the property owner and their consultants as an aid in the design and construction of the proposed improvements described in this report.

The validity of the recommendations contained in this report depends upon an adequate testing and monitoring program during the construction phase. Unless the construction monitoring and testing program is provided by our firm, we will not be held responsible for compliance with design recommendations presented in this report and other addendum submitted as part of this report.

Our services consist of professional opinions and conclusions developed in accordance with generally accepted geotechnical engineering principles and practices. We provide no warranty, either expressed or implied. Our conclusions and recommendations are based on the information provided to us regarding the proposed construction, the results of our field exploration, laboratory testing program, and professional judgment. Verification of our conclusions and recommendations is subject to our review of the project plans and specifications, and our observation of construction.

The borings represent the subsurface conditions at the locations and on the date indicated. It is not warranted that they are representative of such conditions elsewhere or at other times. Site conditions and cultural features described in the text of this report are those existing at the time of our field exploration and may not necessarily be the same or comparable at other times.

The scope of our services did not include an environmental assessment or a study of the presence or absence of toxic mold and/or hazardous, toxic or corrosive materials in the soil, surface water, groundwater or air (on, below or around this site), nor did it include an evaluation or study for the presence or absence of wetlands. These studies should be conducted under separate cover, scope and fee and should be provided by a qualified expert in those fields.

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APPENDIX A - PLATES

LIST OF PLATES

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Plate 16	Corrosivity Test Data
Plate 17	Retaining Wall Backdrain Illustration
Plate 18	Typical Subdrain Details Illustration

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Reference: Maptech Topoquad, Cuttings Warf and Cordelia, California Quadrangles Scale: 1" = 2000'

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SITE LOCATION MAP
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE
1

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Reference: Site Plan by Hochhauser Blatter Architecture And Planning

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EXPLORATION PLAN
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE
2

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **15 1/2 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **12 1/2 feet**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				GRAY BROWN CLAY (CH), stiff, moist								
			11						49.2	69.8	88		
			14										
	5				MOTTLED ORANGE AND LIGHT BROWN CLAY WITH SAND (CH), very stiff, moist								
			20										
					LIGHT BROWN SANDY CLAY (CH), stiff, moist to wet								
	10		8										
					gravels								
					LIGHT BROWN GRAY SANDY CLAY (CH), stiff, wet								
	15		15										
					Boring terminated at 15 1/2 feet Groundwater encountered at 12 1/2 feet								

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LOG OF BORING B-1
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Crawford Way and Highway 29
American Canyon, California

PLATE **3**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **10 1/2 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **No Groundwater Encountered**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				DARK BROWN CLAY (CH), stiff, moist, trace sand, with rootlets								
			11										
	5		14		LIGHT BROWN SANDY CLAY (CH), stiff, moist								
					LIGHT BROWN CLAY WITH SAND (CH), stiff, moist								
	10		12		Boring terminated at 10 1/2 feet No groundwater encountered								
	15												

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LOG OF BORING B-2
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **4**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **14 1/2 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **No Groundwater Encountered**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				DARK BROWN CLAY (CH), stiff, moist								
			13										
					LIGHT BROWN CLAY WITH SAND (CH), stiff, moist								
			11										
	5				ORANGE BROWN SANDY CLAY (CH), stiff, moist								
			9										
			12										
	10				LIGHT BROWN CLAY (CH), stiff, moist								
			13										
	15				Boring terminated at 14 1/2 feet No groundwater encountered								

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LOG OF BORING B-3
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **5**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **10 1/2 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **No Groundwater Encountered**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				MOTTLED ORANGE AND DARK BROWN CLAY WITH SAND (CH), stiff to very stiff, moist								
			15						44.3	64.3	107		
	5		19		MOTTLED ORANGE AND LIGHT GRAY BROWN CLAY WITH SAND (CH), stiff, moist								
	10		9		Boring terminated at 10 1/2 feet No groundwater encountered								
	15												

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LOG OF BORING B-4
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **6**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **11 1/2 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **No Groundwater Encountered**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				DARK BROWN CLAY WITH SAND (CH), stiff, moist								
			15										
			15										
	5												
					LIGHT BROWN SANDY CLAY (CH), stiff, moist								
			10										
					LIGHT BROWN CLAY WITH SAND (CH), medium stiff, moist								
	10		7										
					Boring terminated at 11 1/2 feet No groundwater encountered								
	15												

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LOG OF BORING B-5
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **7**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **15 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **11 feet**	Sampling Method(s) **Modified California, SPT**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				DARK BROWN CLAY WITH SAND (CH), very stiff, moist								
			16		LIGHT BROWN CLAY WITH SAND (CH), very stiff, moist								
	5		20										
					LIGHT BROWN SANDY CLAY (CH), stiff, moist to wet								
			8		GRAY AND ORANGE SANDY CLAY (CH), stiff, moist to wet								
	10												
			10										
			9										
	15				Boring terminated at 15 feet Groundwater encountered at 11 feet								

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LOG OF BORING B-6
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **8**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **14 1/2 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **10 1/2 feet**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				DARK BROWN SANDY CLAY (CH), stiff, moist								
			12										
					MOTTLED ORANGE AND LIGHT BROWN SANDY CLAY (CH), very stiff, moist								
	5		19										
					MOTTLED ORANGE AND DARK BROWN CLAY WITH SAND (CH), stiff, moist								
			12										
					MOTTLED ORANGE AND LIGHT BROWN SANDY CLAY (CH), stiff, moist to wet								
	10		12										
			15										
	15				Boring terminated at 14 1/2 feet Groundwater encountered at 10 1/2 feet								

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LOG OF BORING B-7
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **9**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **10 1/2 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **No Groundwater Encountered**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0		17		DARK BROWN CLAY WITH SAND (CH), very stiff, dry to moist								
	5		19		MOTTLED ORANGE AND LIGHT BROWN SANDY CLAY (CH), very stiff								
	10		10		Boring terminated at 10 1/2 feet No groundwater encountered								
	15												

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LOG OF BORING B-8
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **10**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **3 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **No Groundwater Encountered**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				DARK BROWN CLAY WITH SAND (CH), porous to 1 foot								
			13		Boring terminated at 3 feet No groundwater encountered								
	5												
	10												
	15												

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LOG OF BORING B-9
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **11**

Date(s) Drilled **9/26/2018**	Logged By **KU**	Checked By **REP**
Drilling Method **Solid-Stem Auger**	Drill Bit Size/Type **6" drag bit**	Total Depth of Borehole **5 feet**
Drill Rig Type **Mobile B-53**	Drilling Contractor **Pearson Drilling**	Approximate Surface Elevation **Existing Ground Surface**
Groundwater Level and Date Measured **No Groundwater Encountered**	Sampling Method(s) **Modified California**	Hammer Data **140lb, 30" drop autotrip**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
	0				MOTTLED GRAY AND DARK BROWN SANDY CLAY (CH), stiff, dry to moist, porous to 1 foot								
			13										
					LIGHT BROWN CLAY WITH SAND (CH), stiff, moist								
	5		9		Boring terminated at 5 feet No groundwater encountered								
	10												
	15												

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LOG OF BORING B-10
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **12**

Elevation (feet)	Depth (feet)	Sample Type	Sampling Resistance, blows/ft	Graphic Log	MATERIAL DESCRIPTION	Dry Density (pcf)	Water Content (%)	% <#200 Sieve	PI, %	LL, %	Expansion Index (EI)	UC, ksf	REMARKS AND OTHER TESTS
1	2	3	4	5	6	7	8	9	10	11	12	13	14

COLUMN DESCRIPTIONS

1 Elevation (feet): Elevation (MSL, feet).
2 Depth (feet): Depth in feet below the ground surface.
3 Sample Type: Type of soil sample collected at the depth interval shown.
4 Sampling Resistance, blows/ft: Number of blows to advance driven sampler one foot (or distance shown) beyond seating interval using the hammer identified on the boring log.
5 Graphic Log: Graphic depiction of the subsurface material encountered.
6 MATERIAL DESCRIPTION: Description of material encountered. May include consistency, moisture, color, and other descriptive text.
7 Dry Density (pcf): Dry density, in pcf.
8 Water Content (%): Water content, percent.
9 % <#200 Sieve: % <#200 Sieve
10 PI, %: Plasticity Index, expressed as a water content.
11 LL, %: Liquid Limit, expressed as a water content.
12 Expansion Index (EI): Expansion Index (EI)
13 UC, ksf: Unconfined compressive strength, in kips per square foot.
14 REMARKS AND OTHER TESTS: Comments and observations regarding drilling or sampling made by driller or field personnel.

FIELD AND LABORATORY TEST ABBREVIATIONS

CHEM: Chemical tests to assess corrosivity
COMP: Compaction test
CONS: One-dimensional consolidation test
LL: Liquid Limit, percent
PI: Plasticity Index, percent
SA: Sieve analysis (percent passing No. 200 Sieve)
UC: Unconfined compressive strength test, Qu, in ksf
WA: Wash sieve (percent passing No. 200 Sieve)

MATERIAL GRAPHIC SYMBOLS

Fat CLAY, CLAY w/SAND, SANDY CLAY (CH)

TYPICAL SAMPLER GRAPHIC SYMBOLS

Bulk Sample
2.5-inch-ID Modified California w/ brass liners
2-inch-OD unlined split spoon (SPT)

OTHER GRAPHIC SYMBOLS

Water level (at time of drilling, ATD)
Water level (after waiting)
Minor change in material properties within a stratum
Inferred/gradational contact between strata
Queried contact between strata

GENERAL NOTES

1: Soil classifications are based on the Unified Soil Classification System. Descriptions and stratum lines are interpretive, and actual lithologic changes may be gradual. Field descriptions may have been modified to reflect results of lab tests.
2: Descriptions on these logs apply only at the specific boring locations and at the time the borings were advanced. They are not warranted to be representative of subsurface conditions at other locations or times.

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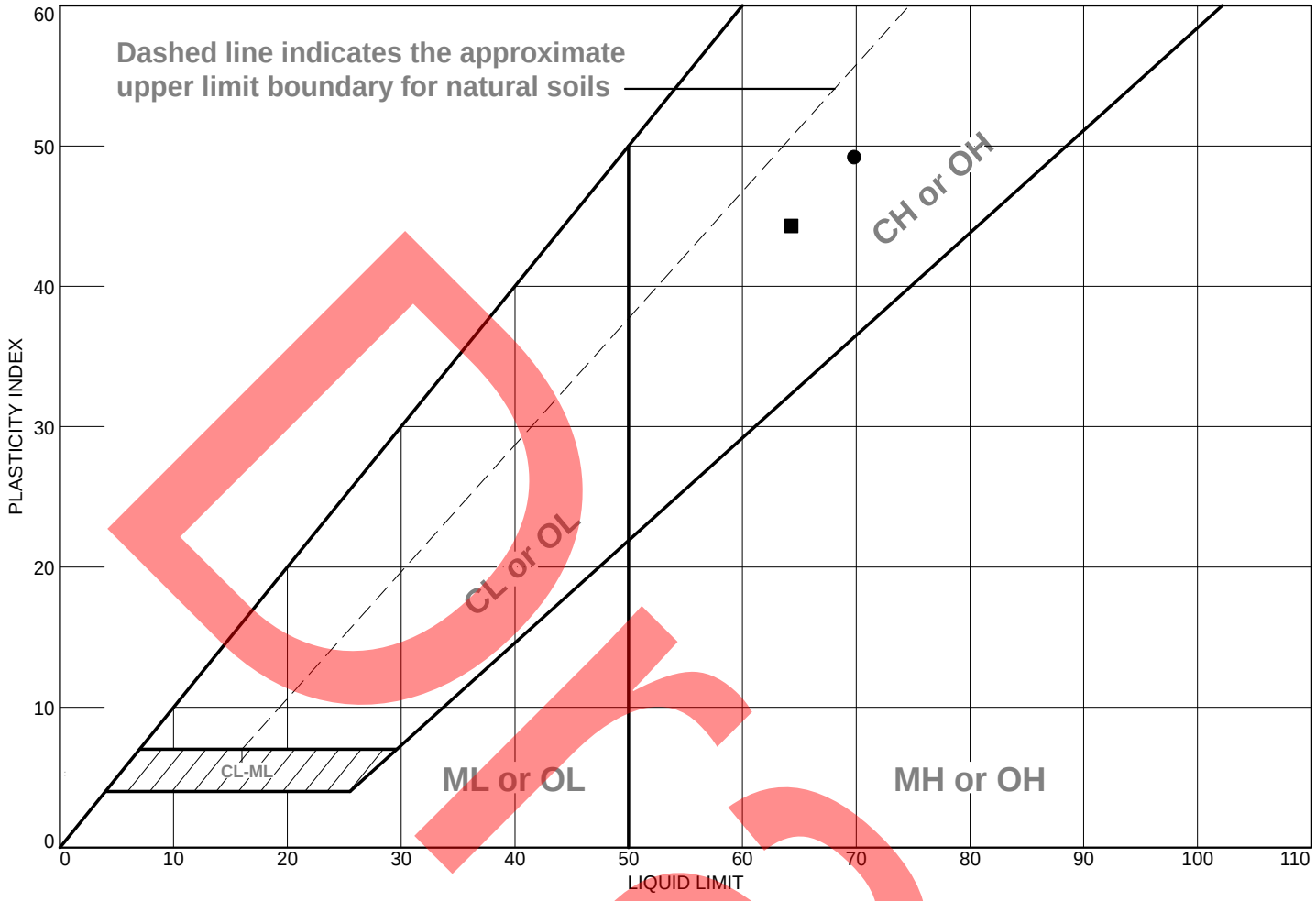
SOIL CLASSIFICATION AND KEY TO TEST DATA
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE 13

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Dark Brown Clay (CH)	69.8	20.6	49.2		86.9	CH
■	Dark Brown Clay W/ Sand (CH)	64.3	20.0	44.3		80.9	CH

Project No. 7269.01.04.2 **Client:** RGH Consultants

Project: American Canyon Assisted Living Community

● **Source of Sample:** B-1 **Depth:** 2.0' & 3.5"

■ **Source of Sample:** B-4 **Depth:** 2.5' & 3.0'

Remarks:

● Expansion Index= 88 (Medium)

■ Expansion Index= 107 (High)

Tested By: SCW **Checked By:** SEF

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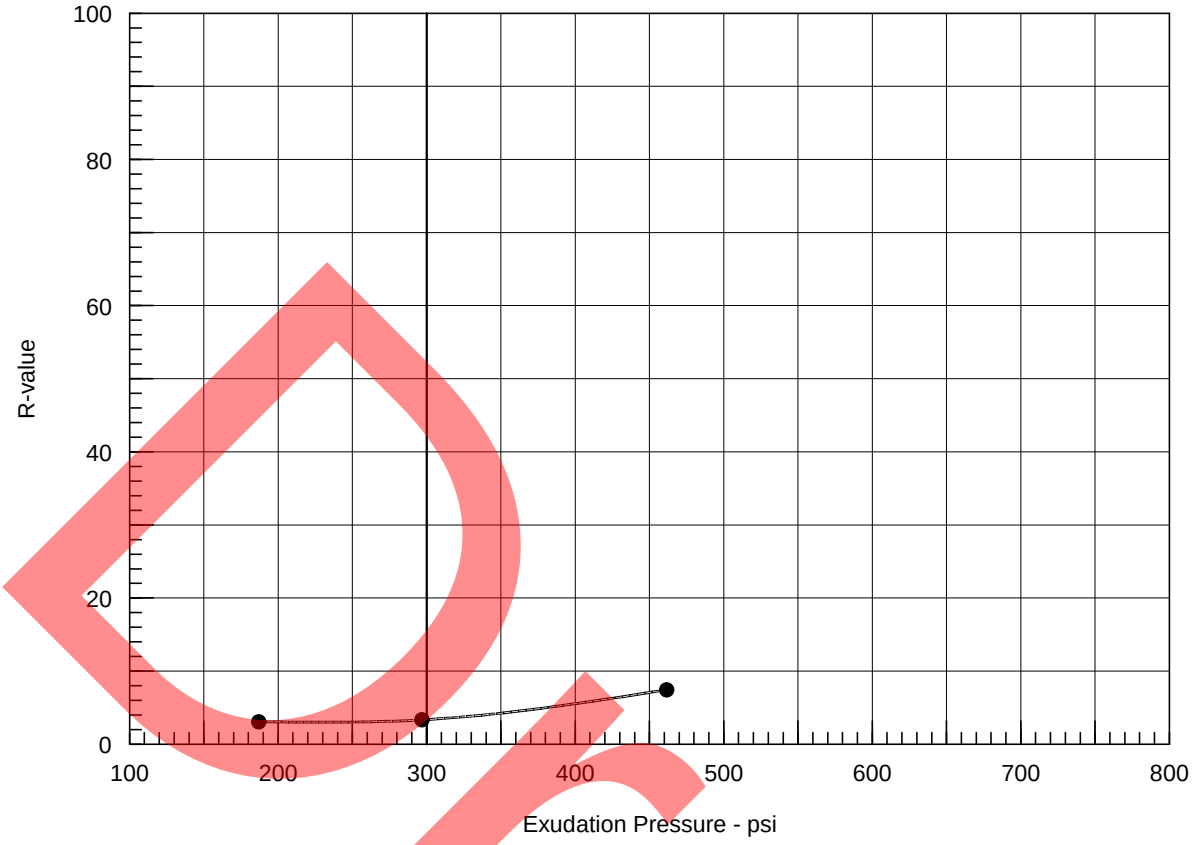
Job No: 7269.01.04.2 Date: OCT 2018

CLASSIFICATION TEST DATA
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **14**

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - ASTM D2844

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	30	86.8	36.1	0.00	149	2.56	187	3	3
2	30	90.2	31.7	0.00	149	2.55	297	3	3
3	40	95.3	27.0	0.00	141	2.52	462	7	7

Test Results	Material Description
R-value at 300 psi exudation pressure = 3	Dark Brown Clay (CH)

Project No.: 7269.01.04.2
Project: American Canyon Assisted Living Community
Source of Sample: B-1, 3, 4, 6, & 8 Composite

Tested by: SAM
Checked by: SEF

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Job No: 7269.01.04.2 | Date: OCT 2018

RESISTANCE (R) VALUE DATA
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE
15

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E T S

Environmental Technical Services

975 Transport Way, Suite 2
Petaluma, CA 94954
(707) 778-9605/FAX 778-9612
e-mail: *entech@pacbell.net*

-Soil, Water & Air Testing & Monitoring
-Analytical Labs
-Technical Support

Serving people and the environment so that both benefit.

COMPANY: RGH Consultants, 1305 N. Dutton Avenue, Santa Rosa, CA 95401 ATTN: Ryan Padgett			ANALYST(S) S. Santos G. Hernandez	SUPERVISOR D. Jacobson
JOB NAME: American Canyon Assisted Living, American Canyon, California JOB #: 7269.01.04.2	DATE RECEIVED 10/2/2018	DATE of COMPLETION 10/10/2018		LAB DIRECTOR G.S. Conrad PhD

LAB SAMPLE NUMBER	SAMPLE ID	DESCRIPTION of SOIL and/or SEDIMENT	SOIL pH -log[H+]	NOMINAL MIN RESISTIVITY ohm-cm	ELECTRICAL CONDUCTIVITY µmhos/cm	SULFATE SO4 ppm	CHLORIDE Cl ppm
07904-1	ACAL1/AC	Soil, B-1 @ 0'-5'	6.57	283	[3,531]	1425	840
07904-2	ACAL2/AC	Soil, B-3 @ 0'-5'	6.98	436	[2,280]	825	600
07904-3	ACAL3/AC	Soil, B-4 @ 0'-5'	6.29	853	[1,172]	180	480
07904-4	ACAL4/AC	Soil, B-6 @ 0'-5'	6.24	678	[1,475]	264	510
Method	Detection	Limits --->	---	1	0.1	1	1

LAB SAMPLE NUMBER	SAMPLE ID	DESCRIPTION of SOIL and/or SEDIMENT	SALINITY ECe mmhos/cm	SOLUBLE SULFIDES (S=) ppm	SOLUBLE CYANIDES (CN=) ppm	REDOX mV	PERCENT MOISTURE %
07904-1	ACAL1/AC	Soil, B-1 @ 0'-5'				+308.2	
07904-2	ACAL2/AC	Soil, B-3 @ 0'-5'				+330.6	
07904-3	ACAL3/AC	Soil, B-4 @ 0'-5'				+340.8	
07904-4	ACAL4/AC	Soil, B-6 @ 0'-5'				+326.3	
Method	Detection	Limits --->	---	0.1	0.1	1	0.1

COMMENTS

Resistivities are only 900 to 300 ohm-cm, i.e., poor to very poor; soil reactions (i.e., pHs) are in the 6-7 range, i.e., very mildly acidic; most sulfates are elevated (@ >200 ppm), and chlorides are very midly to moderatedly elevated (@ >100 & > 500 ppm); soils are only very mildly reduced (@ 300-400 mV) [see the table below on right for assigned point values and ranges]. The Cal-Trans (CT) times to perforation of galvanized steel and full depth pitting times (following Uhlig) for unprotected steel are determined based on pertinent parameters [see table at left below]. Sulfate levels may have some adverse impact on concrete, cement, mortar or grout to varying degrees, except in ACAL3. Chlorides are calculated to have the following adverse impact on rebar failure times: ACAL1 @ <40 yrs; ACAL2 @ <45 yrs; ACAL3 @ <50 yrs; and ACAL4 @ ~48 yrs. Lime or mild cement (@ 1%-2%) treatment could be of benefit in raising soil pH to the 7.5-8.5 range would increase times to perf and 2 mm depth times [see table below on left]. While increases in some cases are significant, they are not really substantial enough, and in some cases there can be actual decreases due to very mild acidity passivation. To increase metals longevity would require steel upgrading and/or other actions. For example, cathodic protection along with coating or wrapping steel assets is one potential solution. Other options include increased and/or specialized engineering fill, use of a polymer coating, or use of plastic, fiberglass, or concrete assets. Concrete upgrading (ASTM Type II) and rebar upgrading may be prudent in some cases due to ↑SO_4 & ↑Cl.

SAMPLE ID	CT 18 ga	CT 12 ga	2 mm (Uhlig)
ACAL1/AC	~5 yrs	~11 yrs	~8 yrs
treated	~15 yrs	<33 yrs	~5 yrs
ACAL2/AC	~12 yrs	~26.5 yrs	~10.5 yrs
treated	<18 yrs	~39 yrs	~7 yrs
ACAL3/AC	<10 yrs	~21 yrs	~8 yrs
treated	>23 yrs	>51 yrs	~12.5 yrs
ACAL4/AC	~8 yrs	~17.5 yrs	<8 yrs
treated	>21 yrs	<47 yrs	~9.5 yrs

PARAMETER/ID	ACAL1/AC	ACAL2/AC	ACAL3/AC	ACAL4/AC
pH	Ø	Ø	Ø	Ø
Rs	10	10	8-10	8-10
SO4	Ø-3	Ø-2	Ø	Ø-1
Cl	Ø-4	Ø-4	Ø-3	Ø-3
Redox	Ø-3.5	Ø-3.5	Ø-3.5	Ø-3.5
Sulfides	-	-	-	-
TOTAL POINTS	10-20.5	10-19.5	8-16.5	8-17.5

\\\\NOTES: Methods are from following sources: extractions by Cal Trans protocols as per Cal Test 417 (SO4), 422 (Cl), and 532/643 (pH & resistivity); &/or by ASTM Vol. 4.08 & ASTM Vol. 11.01 (=EPA Methods of Chemical Analysis, or Standard Methods); pH - ASTM G 51; Spec. Cond. - ASTM D 1125; resistivity - ASTM G 57; redox - Pt probe/ISE; sulfate - extraction Title 22, detection ASTM D 516 (=EPA 375.4); chloride - extraction Title 22, detection ASTM D 512 (=EPA 325.3); sulfides - extraction by Title 22, and detection EPA 376.2 (= SMEWW 4500-S D); cyanides - extraction by Title 22, and detection by ASTM D 4374 (=EPA 335.2).

DRAFT

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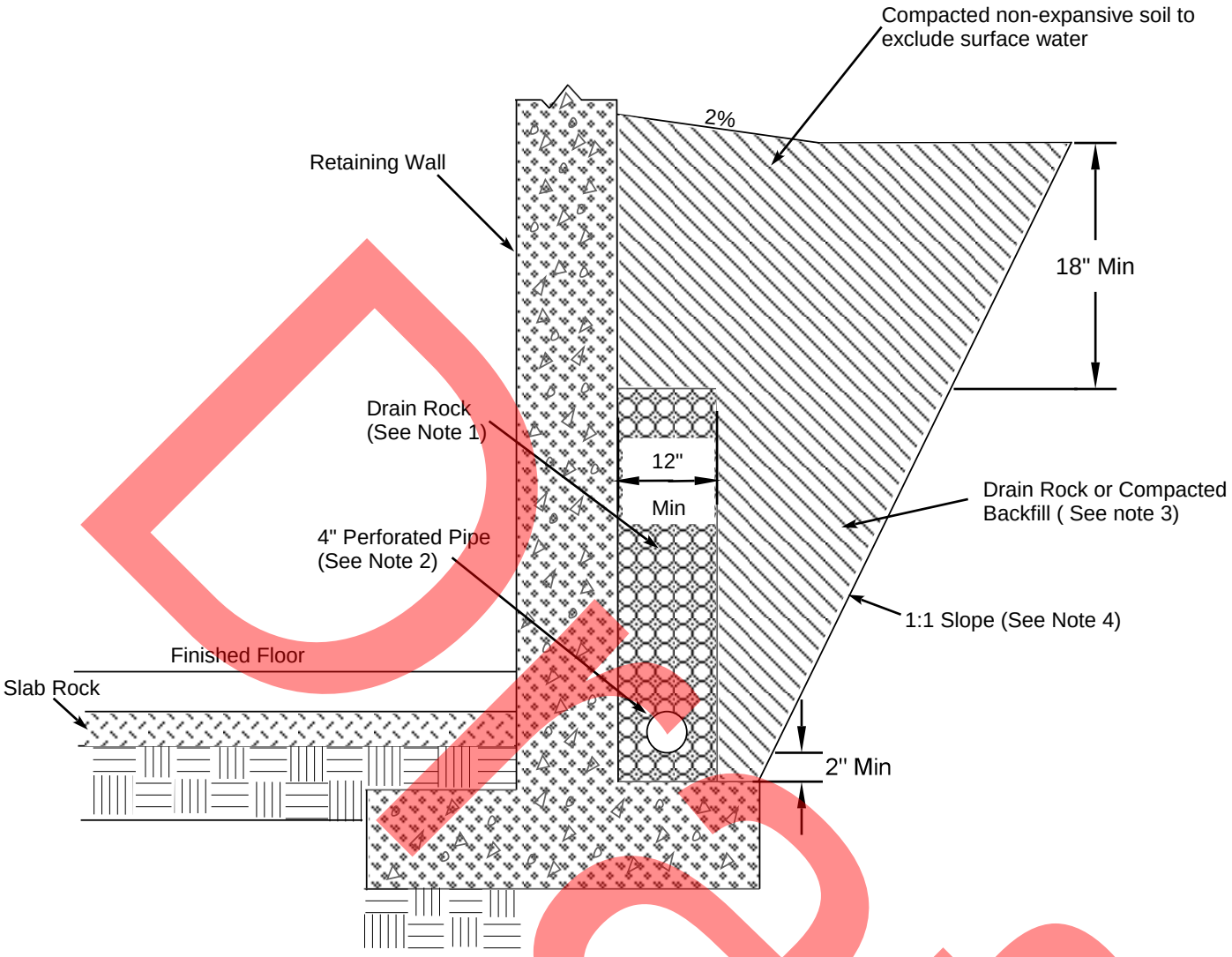
Job No: 7269.01.04.2 | Date: OCT 2018

CORROSIVITY TEST DATA
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE **16**



Draft

Notes:

1. Drain rock should meet the requirements for Class 2 Permeable Material, Section 68, State of California "Caltrans" Standard Specification, latest edition. Drain rock should be placed to approximately three-quarters the height of the retaining wall.

2. Pipe should conform to the requirements of Section 68 of State of California "Caltrans" Standards, perforations placed down, sloped at 1% for gravity flow to outlet or sump with automatic pump. The pipe invert should be located at least 8 inches below the lowest adjacent finished surface.

3. During construction the contractor should use appropriate methods such as temporary bracing and/or light compaction equipment to avoid overstressing the walls. Non-expansive soils to be used as backfill.

4. Slope excavation back at a 1:1 gradient from the back of footing where expansive materials are exposed.

Not to Scale

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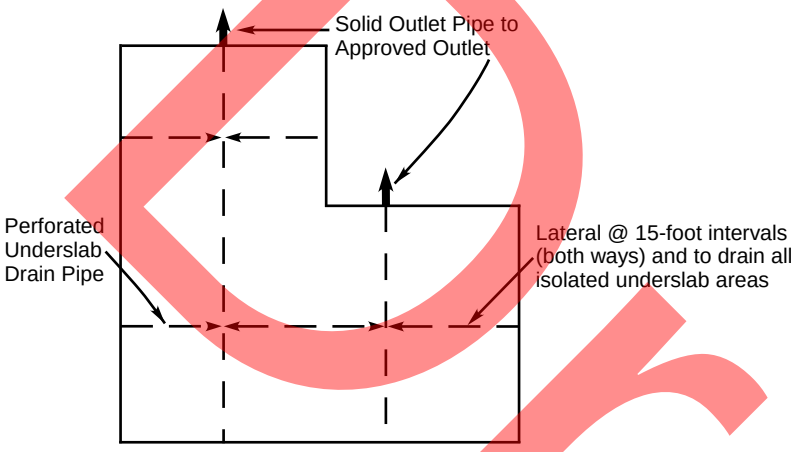
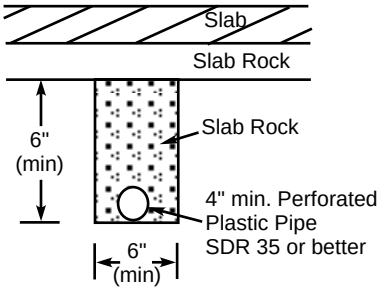
Job No: 7269.01.04.2 | Date: OCT 2018

RETAINING WALL BACKDRAIN ILLUSTRATION
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE
17



TYPICAL UNDERSLAB DRAIN PLAN



SLAB UNDERDRAIN

Draft

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Job No: 7269.01.04.2 | Date: OCT 2018

TYPICAL SUBDRAIN DETAILS
American Canyon Assisted Living Facility
Crawford Way and Highway 29
American Canyon, California

PLATE
18

APPENDIX B - REFERENCES

American Society of Civil Engineers, 2010, Minimum Design Loads for Buildings and Other Structures, ASCE Standard ASCE/SEI 7-10.

Bezore, Stephen, et al., 2002, Geologic Map of the Cuttings Wharf 7.5' Quadrangle, Napa and Solano Counties, California: A Digital Database: California Geological Survey.

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California Building Code, 2016, California Building Standard Commission.

California Emergency Management Agency, July 31, 2009, Tsunami Inundation Map for Emergency Planning, Cuttings Wharf Quadrangle

Dwyer, M.J., Noguchi, N., and O'Rourke, J., 1976, Reconnaissance Photo-Interpretation Map of Landslides in 24 Selected 7.5-Minute Quadrangles in Lake, Napa, Solano, and Sonoma Counties, California: U.S. Geological Survey OFR 76-74, 25 Plates, Scale 1:24,000.

Draft

APPENDIX C - DISTRIBUTION

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ttanner@gkpllc.com

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Draft

REP:TAW:rp:ejw

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APPENDIX F. PHASE I ENVIRONMENTAL SITE ASSESSMENT

April 4, 2017

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

Property Identification:
Vacant Land
Highway 29 & Crawford Way
American Canyon, Napa County, California 94503

AEI Project No. 370198

Prepared For:
Gold Key Properties, LLC
4941 Allison Parkway
Vacaville, California 95688

Prepared By:
AEI Consultants
2500 Camino Diablo, Suite 100
Walnut Creek, California 94597-3940
(925) 746-6000

Environmental & Engineering Due Diligence

Site Investigation & Remediation

Energy Performance & Benchmarking

Industrial Hygiene

Construction Consulting

Construction, Site Stabilization & Stormwater Services

Zoning Analysis Reports & ALTA Surveys

April 4, 2017

Gold Key Properties, LLC
4941 Allison Parkway
Vacaville, California 95688

Subject: **PHASE I ENVIRONMENTAL SITE ASSESSMENT**
Vacant Land
Highway 29 & Crawford Way, American Canyon, California 94503
AEI Project No. 370198

Dear Joseph Wang:

AEI Consultants is pleased to provide the Phase I Environmental Site Assessment (Phase I ESA) report of the above referenced address. This assessment was authorized and performed in accordance with the scope of services outlined in the Service Order, the scope and limitations of ASTM Standard Practice E1527-13, and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312).

We appreciate the opportunity to provide services to you. If you have any questions concerning this report, or if we may assist you in any other matter, please contact me at (925) 746-6000 or ggriffin@aeiconsultants.com.

Sincerely,

Greg Griffin
AEI Consultants

PROJECT SUMMARY

Vacant Land
Highway 29 & Crawford Way, American Canyon, Napa County, California 94503

Report Section		No Further Action	REC	CREC	HREC	Other Environmental Considerations	Recommended Action
2.1	Site Location and Description	✔					
2.2	Site and Vicinity Characteristics	✔					
3.1	Historical Summary	✔				✔	
4.0	Regulatory Agency Records Review	✔					
5.0	Regulatory Database Records Review	✔					
5.2	Vapor Migration	✔					
6.3	Previous Reports and Other Provided Documentation	✔					
7.1	Subject Property Reconnaissance Findings	✔					
7.2	Adjacent Property Reconnaissance Findings	✔					
8.1	Asbestos-Containing Building Materials	✔					
8.2	Lead-Based Paint	✔					
8.3	Radon	✔					
8.4	Drinking Water Sources and Lead in Drinking Water	✔					
8.5	Mold/Indoor Air Quality Issues	✔					

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LIST OF COMMONLY USED ACRONYMS

AST	Aboveground Storage Tank
AUL	Activity and Use Limitation
APCD	Air Pollution Control District
AHERA	Asbestos Hazard Emergency Response Act
AQMD	Air Quality Management District
ACM	Asbestos-Containing Material
APN	Assessor's Parcel Number
bgs	Below Ground Surface
BTEX	Benzene, Toluene, Ethylbenzene, and Xylenes
COC	Contaminant of Concern
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System
CREC	Controlled Recognized Environmental Condition
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
HAZNET	Facility and Manifest Data
GPR	Ground-Penetrating Radar
HWS	Hazardous Waste Site
HVAC	Heating, Ventilation and Air Conditioning
HREC	Historical Recognized Environmental Condition
LLP	Landowner Liability Protection
LQG	Large Quantity Generator
LBP	Lead-Based Paint
LCP	Lead Containing Paint
LUST	Leaking Underground Storage Tank
MCL	Maximum Contaminant Level
MTBE	Methyl Tertiary Butyl Ether
µg/L	Micrograms per Liter
mg/kg	Milligrams per Kilogram
mg/L	Milligrams per Liter
NESHAP	National Emission Standards for Hazardous Air Pollutants
NPL	National Priorities List
NFA	No Further Action
ND	None Detected
NOV	Notice of Violation
NTC	Notice to Comply
O&M	Operations and Maintenance
OSHA	Occupational Safety and Health Administration
ppb	Parts per Billion
ppm	Parts per Million
PCE	Perchloroethylene, Tetrachloroethylene, Tetrachloroethene, PERC
PTO	Permit to Operate
pCi/L	PicoCuries per Liter
PCB	Polychlorinated Biphenyl
REC	Recognized Environmental Condition
RCRA	Resource Conservation and Recovery Act
RP	Responsible Party
SDS	Safety Data Sheet
SEMS	Superfund Enterprise Management System
SVOC	Semi-Volatile Organic Compound
SQG	Small Quantity Generator
SLIC	Spills, Leaks, Investigation, and Cleanup
SEMS	Superfund Enterprise Management System
TPH	Total Petroleum Hydrocarbons
TPHd	Total Petroleum Hydrocarbons (diesel range)
TPHg	Total Petroleum Hydrocarbons (gasoline range)
TPHo	Total Petroleum Hydrocarbons (oil range)
TRPH	Total Recoverable Petroleum Hydrocarbons
TCE	Trichloroethylene, Trichloroethene
UST	Underground Storage Tank
USDA	United States Department of Agriculture
USGS	United States Geological Survey
VOC	Volatile Organic Compound

EXECUTIVE SUMMARY

AEI Consultants (AEI) was retained by Gold Key Properties, LLC to conduct a Phase I ESA in conformance with the Service Order and the scope and limitations of ASTM Standard Practice E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) for the property located at Highway 29 & Crawford Way, American Canyon, Napa County, California. Any exceptions to, or deletions from, this practice are described in Sections 1.4, 1.5, and 1.6 of this report.

PROPERTY DESCRIPTION

PROPERTY INFORMATION	
Property Name	Vacant Land
Street Address(es)	Highway 29 & Crawford Way
City	American Canyon
State	California
Location	Southwest of the intersection of Highway 29 and Crawford Way
Vicinity Characteristics	Commercial and Residential
Approximate Site Acreage/Source	4.32/Assessor's Office
Property Type	Vacant Land
Subject Property Use(s)	Vacant Land
Assessor Parcel Number(s)	058-302-001, 058-290-012
SITE AND BUILDING INFORMATION	
Number of Buildings	None identified
Year(s) of Construction	None identified
Number of Floors/Stories	None identified
Basement or Subgrade Area(s)	None identified
Number of Units	None identified
Building Area (SF)/Source	None identified
Building Description(s)	None identified
Building Occupant(s)	None identified
Additional Improvements	None identified
Current On-site Operations	None identified
Current Use of Hazardous Substances	None identified
UTILITY PROVIDER INFORMATION	
Natural Gas Provider	None identified
Electricity Provider	None identified
Heating System Fuel Source	None identified
Cooling System Power Source	None identified
Potable Water Provider or Source	None identified
Sewage Disposal Provider or Treatment System	None identified
REGULATORY INFORMATION	
Regulatory Database Listings	None identified
Institutional Controls	None identified
Engineering Controls	None identified
Environmental Liens	None identified

Based on a review of historical sources, the subject property was identified to consist of undeveloped land from circa 1916 until it became agricultural by 1948. The subject property remained agricultural until at least 1987, and has been vacant since it went fallow.

The immediately surrounding properties consist of the following:

Direction from Site	Tenant/Use (Address)	Regulatory Database Listing(s)
Northwest	Crawford Way followed by American Canyon Library (300 Crawford Way) and US Post Office (310 Crawford Way)	None identified
North	Crawford Way followed by two multi-tenant retail buildings (3417-3419 Broadway Street)	None identified
East	Broadway Street (Highway 29) followed by residences and storage building (3302-3330 Broadway Street)	None identified
South	Open Door Christian Church (3353 Broadway Street)	None identified
West	Residences (27 James Road, 325 Crawford Way)	None identified

If the surrounding properties are listed in the regulatory database, please refer to Section 5.1 for discussion.

Based on topographic map interpretation and data from the *Groundwater Monitoring and Status Report - Second Quarter 2008* (3438 Broadway), the direction of groundwater flow beneath the subject property is inferred to be to the west-southwest. Based on groundwater monitoring data for a nearby site at 3438 Broadway (located approximately 0.114 mile northeast of the subject property) obtained from the GeoTracker website, groundwater is presumed to be present at an estimated depth of 4 to 12 feet bgs.

FINDINGS

Recognized Environmental Condition (REC) is defined by the ASTM Standard Practice E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

- AEI did not identify evidence of RECs during the course of this assessment.

Controlled Recognized Environmental Condition (CREC) is defined by the ASTM Standard Practice E1527-13 as a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

- AEI did not identify evidence of CRECs during the course of this assessment.

Historical Recognized Environmental Condition (HREC) is defined by the ASTM Standard Practice E1527-13 as a past release of any hazardous substances or petroleum products that has occurred

in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

- AEI did not identify evidence of HRECs during the course of this assessment.

Other Environmental Considerations warrant discussion, but do not qualify as RECs as defined by the ASTM Standard Practice E1527-13. These include, but are not limited to, de minimis conditions and/or environmental considerations such as the presence of ACMs, LBP, radon, mold, and lead in drinking water, which can affect the liabilities and financial obligations of the client, the health and safety of site occupants, and the value and marketability of the subject property.

- Based on a review of aerial photographs, the subject property was historically used for agricultural purposes. There is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used on site, and that the subject property has been impacted by the use of such agricultural chemicals. In general, historical agricultural use is not the subject of environmental enforcement actions by regulatory agencies, and therefore, could be considered a de minimis condition. However, AEI understands that the subject property is slated for redevelopment. Consequently, it would be prudent for the owner of the subject property to determine whether sampling relating to the former agricultural use of the subject property is required by the local planning department or other applicable oversight agency prior to the commencement of redevelopment activities.

CONCLUSIONS, OPINIONS, AND RECOMMENDATIONS

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM Standard Practice E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) of Highway 29 & Crawford Way, American Canyon, Napa County, California, the *subject property*. Any exceptions to, or deletions from, this practice are described in Sections 1.4, 1.5, and 1.6 of this report.

AEI did not identify evidence of RECs or CRECs in connection with the subject property during the course of this assessment. AEI recommends no further investigation for the subject property at this time.

1.0 INTRODUCTION

This report documents the methods and findings of the Phase I ESA performed in conformance with the Service Order and scope and limitations of ASTM Standard Practice E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) for the property located at Highway 29 & Crawford Way, American Canyon, Napa County, California (Appendix A: Figures and Appendix B: Property Photographs).

1.1 SCOPE OF WORK

The purpose of the Phase I ESA is to assist the client in identifying potential RECs, in accordance with ASTM E1527-13, associated with the presence of any hazardous substances or petroleum products, their use, storage, and disposal at and in the vicinity of the subject property. Property assessment activities focused on: 1) a review of federal, state, tribal, and local databases that identify and describe underground fuel tank sites, leaking underground fuel tank sites, hazardous waste generation sites, and hazardous waste storage and disposal facility sites within the ASTM approximate minimum search distance; 2) a property and surrounding site reconnaissance, and interviews with the past and present owners and current occupants and operators to identify potential environmental contamination; and 3) a review of historical sources to help ascertain previous land use at the site and in the surrounding area.

1.2 ADDITIONAL SERVICES

Other Environmental Considerations such as ACMs, LBP, lead in drinking water, radon, mold, and wetlands can result in business environmental risks for property owners which may disrupt current or planned operations or cash flow and are generally beyond the scope of a Phase I assessment as defined by ASTM E1527-13. Based upon the agreed-on scope of services this ESA did not include subsurface or other invasive assessments, business environmental risks, or other services not specifically identified and discussed herein.

1.3 SIGNIFICANT ASSUMPTIONS

The following assumptions are made by AEI in this report. AEI relied on information derived from secondary sources including governmental agencies, the client, designated representatives of the client, property contact, property owner, property owner representatives, computer databases, and personal interviews. AEI has reviewed and evaluated the thoroughness and reliability of the information derived from secondary sources including government agencies, the client, designated representatives of the client, property contact, property owner, property owner representatives, computer databases, or personal interviews. It appears that all information obtained from outside sources and reviewed for this assessment is thorough and reliable. However, AEI cannot guarantee the thoroughness or reliability of this information.

Groundwater flow, unless otherwise specified by on-site well data or well data from the subject property or nearby sites, is inferred from contour information depicted on the USGS topographic maps. AEI assumes the property has been correctly and accurately identified by the client, designated representative of the client, property contact, property owner, and property owner's representatives.

1.4 LIMITATIONS

Property conditions, as well as local, state, tribal, and federal regulations can change significantly over time. Therefore, the recommendations and conclusions presented as a result of this assessment apply strictly to the environmental regulations and property conditions existing at the time the assessment was performed. Available information has been analyzed using currently accepted assessment techniques and it is believed that the inferences made are reasonably representative of the property. AEI makes no warranty, expressed or implied, except that the services have been performed in accordance with generally accepted environmental property assessment practices applicable at the time and location of the assessment.

Considerations identified by ASTM as beyond the scope of a Phase I ESA that may affect business environmental risk at a given property include the following: ACMs, radon, LBP, lead in drinking water, wetlands, regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, mold, and high voltage lines. These environmental issues or conditions may warrant assessment based on the type of the property transaction; however, they are considered non-scope issues under ASTM Standard Practice E1527-13.

If requested by the client, these non-scope issues are discussed herein. Otherwise, the purpose of this assessment is solely to satisfy one of the requirements for qualification of the innocent landowner defense, contiguous property owner or bona fide prospective purchaser under CERCLA. ASTM Standard Practice E1527-13 and the United States EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) constitute the "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined in:

1. 42 U.S.C. § 9601(35)(B), referenced in the ASTM Standard Practice E1527-13.
2. Sections 101(35)(B) (ii) and (iii) of CERCLA and referenced in the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312).
3. 42 U.S.C. § 9601(40) and 42 U.S.C. § 9607(q).

The Phase I ESA is not, and should not be construed as, a warranty or guarantee about the presence or absence of environmental contaminants that may affect the property. Neither is the assessment intended to assure clear title to the property in question. The sole purpose of assessment into property title records is to ascertain a historical basis of prior land use. All findings, conclusions, and recommendations stated in this report are based upon facts, circumstances, and industry-accepted procedures for such services as they existed at the time this report was prepared (i.e., federal, state, and local laws, rules, regulations, market conditions, economic conditions, political climate, and other applicable matters). All findings, conclusions, and recommendations stated in this report are based on the data and information provided, current subject property use, and observations and conditions that existed on the date and time of the property reconnaissance.

Responses received from local, state, or federal agencies or other secondary sources of information after the issuance of this report may change certain facts, findings, conclusions, or circumstances to the report. A change in any fact, circumstance, or industry-accepted procedure upon which this report was based may adversely affect the findings, conclusions, and recommendations expressed in this report.

AEI's limited radon screening, if included, is intended to provide a preliminary screening to evaluate the potential presence of elevated radon concentrations at the site. The proposed scope is not intended to define the full extent of the presence of radon at the subject property. As such, the results should be used for lending purposes only. The recommendations and conclusions presented as a result of the limited preliminary radon screening apply strictly to the property conditions existing at the time the sampling was performed. The sample analytical results are only valid for the time, place, and condition of the site at the time of collection and AEI does not warrant that the results will be repeatable or are representative of past or future conditions.

1.5 LIMITING CONDITIONS/DEVIATIONS

The performance of this Phase I ESA was limited by the following:

- Since the subject property has never been developed, no physical address has been provided to or identified by AEI during the course of this assessment. A physical address is often utilized in the historical research process in order to identify any address-specific information, such as regulatory and enforcement actions. However, based on the reliability of other data sources, the lack of a physical address is not expected to significantly alter the findings of this assessment.
- On March 27, 2017, the American Canyon Building Department was contacted for information on the subject property in order to identify historical tenants, property use and/or hazardous materials handling. Due to the time frame of this assessment, records at the American Canyon Building Department were not available for review. However, based on the quality of information obtained from other sources, this limitation is not expected to significantly alter the Findings of this assessment.
- AEI requested an interview with the subject property owner; however, the subject property owner has not responded as of this report date. Based on the quality of information obtained from other sources, this limitation is not expected to alter the overall Findings of this assessment.
- The User did not complete the ASTM User Questionnaire or provide the User information to AEI. AEI assumes that qualification for the LLPs is being established by the User in documentation outside of this assessment.

1.6 DATA GAPS AND DATA FAILURE

According to ASTM E1527-13, data gaps occur when the Environmental Professional is unable to obtain information required by the Standard, despite good faith efforts to gather such information. Pursuant to ASTM E1527-13, only significant data gaps, defined as those that affect the ability of the Environmental Professional to identify RECs, need to be documented.

Data failure is one type of data gap. According to ASTM E1527-13, data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met. Pursuant to ASTM E1527-13, historical sources are required to document property use back to the property's first developed use or back to 1940, whichever is earlier, or periods of five years or greater.

1.6.1 DATA FAILURE

AEI did not identify evidence of data failure during the course of this assessment.

1.6.2 DATA GAPS

AEI did not identify significant data gaps which affected our ability to identify RECs.

1.7 RELIANCE

All reports, both verbal and written, are for the benefit of Gold Key Properties, LLC. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of AEI. Either verbally or in writing, third parties may come into possession of this report or all or part of the information generated as a result of this work. In the absence of a written agreement with AEI granting such rights, no third parties shall have rights of recourse or recovery whatsoever under any course of action against AEI, its officers, employees, vendors, successors, or assigns. Reliance is provided in accordance with AEI's Service Order and Standard Terms and Conditions executed by Gold Key Properties, LLC on March 14, 2017. The limitation of liability defined in the Terms and Conditions is the aggregate limit of AEI's liability to the client and all relying parties.

2.0 SITE AND VICINITY DESCRIPTION

2.1 SITE LOCATION AND DESCRIPTION

PROPERTY INFORMATION	
Property Name	Vacant Land
Street Address(es)	Highway 29 & Crawford Way
City	American Canyon
State	California
Location	Southwest of the intersection of Highway 29 and Crawford Way
Vicinity Characteristics	Commercial and Residential
Approximate Site Acreage/Source	4.32/Assessor's Office
Property Type	Vacant Land
Subject Property Use(s)	Vacant Land
Assessor Parcel Number(s)	058-302-001, 058-290-012
SITE AND BUILDING INFORMATION	
Number of Buildings	None identified
Year(s) of Construction	None identified
Number of Floors/Stories	None identified
Basement or Subgrade Area(s)	None identified
Number of Units	None identified
Building Area (SF)/Source	None identified
Building Description(s)	None identified
Building Occupant(s)	None identified
Additional Improvements	None identified
Current On-site Operations	None identified
Current Use of Hazardous Substances	None identified
UTILITY PROVIDER INFORMATION	
Natural Gas Provider	None identified
Electricity Provider	None identified
Heating System Fuel Source	None identified
Cooling System Power Source	None identified
Potable Water Provider or Source	None identified
Sewage Disposal Provider or Treatment System	None identified
REGULATORY INFORMATION	
Regulatory Database Listings	None identified
Institutional Controls	None identified
Engineering Controls	None identified
Environmental Liens	None identified

2.2 SITE AND VICINITY CHARACTERISTICS

The immediately surrounding properties consist of the following:

Direction from Site	Tenant/Use (Address)	Regulatory Database Listing(s)
Northwest	Crawford Way followed by American Canyon Library (300 Crawford Way) and US Post Office (310 Crawford Way)	None identified
North	Crawford Way followed by two multi-tenant retail buildings (3417-3419 Broadway Street)	None identified
East	Broadway Street (Highway 29) followed by residences and storage building (3302-3330 Broadway Street)	None identified
South	Open Door Christian Church (3353 Broadway Street)	None identified
West	Residences (27 James Road, 325 Crawford Way)	None identified

If the surrounding properties are listed in the regulatory database, please refer to Section 5.1 for discussion.

2.3 PHYSICAL SETTING

Geology: According to information obtained from the USGS, the area surrounding the subject property is underlain by alluvial deposits of the Holocene era. Based on a review of the USDA Soil Survey for the area of the subject property, the soils in the vicinity of the subject property are classified as the Clear Lake clay series. Soils from this series are characterized as clay.

USGS Topographic Map:	Cuttings Wharf, California Quadrangle
Nearest surface water to subject property:	American Canyon Creek/0.299 mile southeast
Gradient Direction/Source:	West-southwest/*Groundwater Monitoring and Status Report - Second Quarter 2008* (3438 Broadway)
Estimated Depth to Groundwater/Source:	4 to 12 feet bgs/*Groundwater Monitoring and Status Report - Second Quarter 2008* (3438 Broadway)

Note: Groundwater flow direction can be influenced locally and regionally by the presence of local wetland features, surface topography, recharge and discharge areas, horizontal and vertical inconsistencies in the types and location of subsurface soils, and proximity to water pumping wells. Depth and gradient of the water table can change seasonally in response to variation in precipitation and recharge, and over time, in response to urban development such as storm water controls, impervious surfaces, pumping wells, cleanup activities, dewatering, seawater intrusion barrier projects near the coast, and other factors.

3.0 HISTORICAL REVIEW OF SITE AND VICINITY

3.1 HISTORICAL SUMMARY

Reasonably ascertainable standard historical sources as outlined in ASTM Standard E1527-13 were used to determine previous uses and occupancies of the subject property that are likely to have led to RECs in connection with the subject property. A chronological summary of historical data found, including but not limited to aerial photographs, historical city directories, Sanborn fire insurance maps, and agency records, is as follows:

Date Range	Subject Property Description/Use	Source(s)
1916	Undeveloped	Topographic map
1948-present	Agricultural or vacant fallow land	Aerial photographs, Agency records, City directories, Site observation

Based on a review of historical sources, the subject property was identified to consist of undeveloped land from circa 1916 until it became agricultural by 1948. The subject property remained agricultural until at least 1987, and has been vacant since it went fallow.

No historical addresses were identified to be associated with the subject property.

Based on a review of aerial photographs , the subject property was historically used for agricultural purposes. There is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used on site, and that the subject property has been impacted by the use of such agricultural chemicals. In general, historical agricultural use is not the subject of environmental enforcement actions by regulatory agencies, and therefore, could be considered a de minimis condition. However, AEI understands that the subject property is slated for redevelopment. Consequently, it would be prudent for the owner of the subject property to determine whether sampling relating to the former agricultural use of the subject property is required by the local planning department or other applicable oversight agency prior to the commencement of redevelopment activities.

3.2 AERIAL PHOTOGRAPHS

AEI reviewed aerial photographs of the subject property and surrounding area. A search was made of the www.historicaerials.com collection of aerial photographs. Aerial photographs were reviewed for the following years:

Year(s)	Subject Property Description	Adjacent Site Descriptions
1948	Appears to be agricultural land	NORTHWEST: Agricultural land NORTH: Agricultural land EAST: Roadway and railroad tracks followed by what appears to be a farm and/or residential buildings SOUTH: Agricultural land WEST: Agricultural land

Year(s)	Subject Property Description	Adjacent Site Descriptions
1958 1968	Agricultural land with a dirt road intersecting	NORTHWEST: Road followed by agricultural land NORTH: Road followed by agricultural EAST: No significant changes noted SOUTH: Developed with a structure with agricultural land WEST: No significant changes
1987, 1993, 2002	Agricultural or vacant land	NORTHWEST: Crawford Way followed by a commercial property NORTH: Crawford Way followed by agricultural or vacant land EAST: No significant changes SOUTH: Current commercial buildings WEST: Current residential buildings
2005, 2010, 2012	No significant changes noted	NORTHWEST: Crawford Way followed by the current commercial buildings NORTH: Crawford Way followed by the current commercial buildings EAST: No significant changes noted SOUTH: No significant changes noted WEST: No significant changes noted

**Aerials were not included in the appendices due to copyright considerations.*

Environmental concerns associated with historic agricultural use are discussed in Section 3.1.

3.3 SANBORN FIRE INSURANCE MAPS

Sanborn Fire Insurance maps were developed in the late 1800s and early 1900s for use as an assessment tool for fire insurance rates in urbanized areas. A search was made of the Seattle Public Library collection of Sanborn Fire Insurance maps.

Sanborn map coverage was not available for the subject property.

3.4 CITY DIRECTORIES

Since the subject property has never been developed, no physical address has been provided to or identified by AEI during the course of this assessment. Based on the lack of physical address, a search of city directories for the subject property was not feasible.

3.5 HISTORICAL TOPOGRAPHIC MAPS

A search of historical topographic maps was conducted for the subject property utilizing www.historicaerials.com. Topographic maps were reviewed for the following years:

Year(s)	Subject Property Description	Adjacent Site Descriptions
1916, 1927, 1942, 1947	No features depicted	NORTHWEST: No features depicted NORTH: No features depicted EAST: Railroad tracks and roadway followed by one structure SOUTH: No features depicted WEST: No features depicted
1951, 1956	No significant changes noted	NORTHWEST: No significant changes noted NORTH: No significant changes noted EAST: Roadway followed by several buildings SOUTH: No significant changes noted WEST: No significant changes noted
1969	No significant changes noted	NORTHWEST: Roadway followed by an area with no features depicted NORTH: Roadway followed by an area with no features depicted EAST: No significant changes noted SOUTH: Commercial building depicted WEST: Developed land depicted
1978	No significant changes noted	NORTHWEST: No significant changes noted NORTH: No significant changes noted EAST: Roadway followed by several structures depicted SOUTH: No significant changes noted WEST: No significant changes noted

**Historical topographic maps were not included in the appendices due to copyright considerations.*

AEI did not identify potential environmental concerns in association with the historical use of the subject property during the historic topographic map review.

3.6 CHAIN OF TITLE

In accordance with our approved scope of services, a chain of title search was not performed as part of this assessment.

4.0 REGULATORY AGENCY RECORDS REVIEW

Local and state agencies, such as environmental health departments, fire prevention bureaus, and building and planning departments are contacted to identify any current or previous reports of hazardous substance use, storage, and/or unauthorized releases that may have impacted the subject property. In addition, information pertaining to AULs, defined as legal or physical restrictions, or limitations on the use of, or access to, a site or facility, is requested.

4.1 LOCAL ENVIRONMENTAL HEALTH DEPARTMENT AND/OR STATE ENVIRONMENTAL AGENCY

On March 22, 2017, AEI accessed the Napa County Environmental Health Division's website for information on the subject property. Files at this agency may contain information regarding hazardous substance storage and use, underground storage tanks, unauthorized releases of petroleum hydrocarbons or other contaminants that may affect the soil or groundwater in the area, wells and/or septic systems.

No records were file for the subject property with the Napa County Environmental Health Division.

4.2 FIRE DEPARTMENT

On March 22, 2017, AEI contacted the American Canyon Fire Prevention via telephone for information on the subject property to identify any evidence of previous or current hazardous substance usage, and/or for any historical information available for the subject property.

AEI spoke with Mr. Gregory Fortune, who indicated that there was no information indicating current or prior use or storage of hazardous substances on file for the subject property with the American Canyon Fire Prevention.

4.3 BUILDING DEPARTMENT

On March 27, 2017, the American Canyon Building Department was contacted for information on the subject property in order to identify historical tenants, property use and/or hazardous materials handling. Due to the time frame of this assessment, records at the American Canyon Building Department were not available for review. However, based on the quality of information obtained from other sources, this limitation is not expected to significantly alter the Findings of this assessment.

4.4 PLANNING DEPARTMENT

On March 22, 2017, AEI contacted the American Canyon Planning Division via telephone for information on the subject property in order to identify AULs associated with the subject property.

Evidence indicating the existence of AULs was not on file for the subject property with the American Canyon Planning Division.

4.5 COUNTY ASSESSOR OFFICE

On March 22, 2017, AEI contacted the Napa County assessor's office via telephone for information on the subject property in order to determine the earliest recorded date of development and use.

According to the Napa County assessor's office, no records of former structures exist for the subject property.

4.6 OIL AND GAS WELLS/PIPELINES

On March 22, 2017, AEI reviewed the Department of Oil, Gas, and Geothermal Resources (DOGGR) maps and the National Pipeline Mapping System (NPMS) Public Map Viewer concerning the subject property and nearby properties. The maps contain information regarding oil and gas development.

According to the Department of Oil, Gas, and Geothermal Resources map, oil or gas wells are not located within 500 feet of the subject property. AEI did not identify evidence of environmental concerns during the map review.

According to the NPMS Public Map Viewer, pipelines are not located within 500 feet of the subject property. AEI did not identify evidence of environmental concerns during the map review.

4.7 OTHER AGENCIES SEARCHED

On March 22, 2017, AEI accessed the **California State Water Resources Control Board (SWRCB) GeoTracker database**, a data management system for managing sites that impact groundwater, especially those requiring groundwater cleanup [USTs, Department of Defense, Site Cleanup Program] as well as permitted facilities such as operating USTs and land disposal sites.

No information indicating any release of hazardous materials from the subject property was found on the GeoTracker website.

Records reviewed for the nearby site at 3438 Highway 29 are further discussed in Section 5.1.

On March 22, 2017, AEI accessed the **California Department of Toxic Substances Control (DTSC) EnviroStor database**, which contains information of investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted or have been completed under DTSC oversight.

No information indicating any release of hazardous materials from the subject property was found on the EnviroStor website.

On March 22, 2017, AEI accessed the **California Department of Toxic Substances Control (DTSC) Hazardous Waste Tracking System (HWTS)** online database for information pertaining to hazardous waste disposal associated with the subject property. The HWTS generates reports on hazardous waste shipments for generators, transporters, and treatment, storage or disposal facilities (TSDFs).

No information indicating the generation of hazardous wastes was on file for the subject property with the DTSC HWTS.

4.8 State Environmental Superliens and Property Transfer Laws

In accordance with our approved scope of services, AEI did not assess whether the subject property is subject to any state environmental superliens and/or property transfer laws.

5.0 REGULATORY DATABASE RECORDS REVIEW

AEI contracted Environmental Data Resources Inc. (EDR) to conduct a search of publicly available information from federal, state, tribal, and local databases containing known and suspected sites of environmental contamination and sites of potential environmental significance. Data gathered during the current regulatory database search is compiled by EDR into one regulatory database report. Location information for listed sites is designated using geocoded information provided by federal, state, or local agencies and commonly used mapping databases with the exception of "Orphan" sites. Due to poor or inadequate address information, Orphan sites are identified but not geocoded/mapped by EDR, rather, information is provided based upon vicinity zip codes, city name, and state. The number of listed sites identified within the approximate minimum search distance from the federal and state environmental records database listings specified in ASTM Standard E1527-13 is summarized in Section 5.1, along with the total number of Orphan sites. A copy of the regulatory database report is included in Appendix C of this report.

The subject property was not identified in the databases reviewed.

In determining if a listed site is a potential environmental concern to the subject property, AEI generally applies the following criteria to classify the site as lower potential environmental concern: 1) the site only holds an operating permit (which does not imply a release), 2) the site's distance from, and/or topographic position relative to, the subject property, and/or 3) the site has recently been granted "No Further Action" by the appropriate regulatory agency.

5.1 RECORDS SUMMARY

Database	Search Distance (Miles)	Subject Property Listed	Number of Listings within Search Distance	Recognized Environmental Condition or Other Environmental Consideration (Yes or No)
NPL	1	No	0	
DELISTED NPL	0.5	No	0	
SEMS (formerly CERCLIS)	0.5	No	0	
SEMS-ARCHIVE (formerly CERCLIS NFRAP)	0.5	No	0	
RCRA CORRACTS	1	No	0	
RCRA-TSDF	0.5	No	0	
RCRA LQG, SQG, CESQGs, VGN, NLR	SP/ADJ	No	0	
US ENG CONTROLS	SP	No	0	
US INST CONTROLS	SP	No	0	
ERNS	SP	No	0	
STATE/TRIBAL HWS	1	No	2	No; based on regulatory status, relative distance and/or inferred groundwater gradient
STATE/TRIBAL SWLF	0.5	No	0	

Database	Search Distance (Miles)	Subject Property Listed	Number of Listings within Search Distance	Recognized Environmental Condition or Other Environmental Consideration (Yes or No)
STATE/TRIBAL REGISTERED STORAGE TANKS	SP/ADJ	No	0	
STATE/TRIBAL LUST	0.5	No	7	No; one site is discussed below. Others are not a concern based on distance, gradient, and/or regulatory status.
STATE/TRIBAL EC and IC	SP	No	0	
STATE/TRIBAL VCP	0.5	No	0	
STATE/TRIBAL BROWNFIELD	0.5	No	0	
ORPHAN	N/A	No	3	No; none of the identified orphan sites are located in the immediate vicinity (500-feet) of the subject property, and/or based upon the distance and relative gradient, the sites are not expected to represent a significant environmental concern.
ADDITIONAL ENVIRONMENTAL RECORD SOURCES	SP/ADJ	No	0	

Facility Name: BEACON STATION #710, BEACON
Database(s): LUST, HIST CORTESE, UST, EDR Hist Auto Address: 3438 Napa Vallejo Highway (Highway 29) Distance: 0.102 mile Direction: North-northeast (hydrologically up-gradient)
Comments: According to the listings, this site was identified to have leaking underground storage tanks (USTs). The leak was discovered in May 1989 when UST were removed from the site. The lead agency involved was the Napa County Environmental Management. The site received case closure in November 1997. The site was reopened in March 2003. From 2003 to 2008, remediation activities were performed on the site. By 2008, the primary source of the gasoline-impacted soil and groundwater was removed, the site was adequately characterized, and the plume was no longer migrating. This site received case closure in April 2009. Based on the distance from the subject property and regulatory status, this site is not expected to represent a significant environmental concern at this time.

5.2 VAPOR MIGRATION

AEI reviewed reasonably ascertainable information for the subject and nearby properties, including a regulatory database, files for nearby release sites, and/or historical documentation, to determine if potential vapor-phase migration concerns may be present which could impact the subject property.

Based on a review of available resources as documented in this report, AEI did not identify significant on-site concerns and/or regulated listings from nearby sites which suggest that a vapor-phase migration concern currently exists at the subject property.

6.0 INTERVIEWS AND USER PROVIDED INFORMATION

6.1 INTERVIEWS

Pursuant to ASTM E1527-13, the following interviews were performed during this assessment in order to obtain information indicating RECs in connection with the subject property.

6.1.1 INTERVIEW WITH OWNER

AEI requested an interview with the subject property owner; however, the subject property owner has not responded as of this report date. Based on the quality of information obtained from other sources, this limitation is not expected to alter the overall Findings of this assessment.

6.1.2 INTERVIEW WITH KEY SITE MANAGER

No key site manager was identified.

6.1.3 PAST OWNERS, OPERATORS, AND OCCUPANTS

AEI did not attempt to interview past owners, operators, and occupants of the subject property because information from these sources would likely be duplicative of information already obtained from other sources.

6.1.4 INTERVIEW WITH OTHERS

Information obtained during interviews with local government officials is incorporated into the appropriate segments of this section.

6.2 USER PROVIDED INFORMATION

User provided information is intended to help identify the possibility of RECs in connection with the subject property. According to ASTM E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), certain items should be researched by the prospective landowner or grantee, and the results of such inquiries may be provided to the Environmental Professional. The responsibility for qualifying for LLPs by conducting the inquiries ultimately rests with the User, and providing the information to the Environmental Professional would be prudent if such information is available.

The User did not complete the ASTM User Questionnaire or provide the User information to AEI. AEI assumes that qualification for the LLPs is being established by the User in documentation outside of this assessment.

6.3 PREVIOUS REPORTS AND OTHER PROVIDED DOCUMENTATION

No prior reports or other relevant documentation in association with the subject property was made available to AEI during the course of this assessment.

7.0 SITE RECONNAISSANCE

Site Reconnaissance Date	March 24, 2017
AEI Site Assessor(s)	Jordan Vida
Property Escort(s)/Relationship(s) to Property	None identified
Units/Areas Observed	All areas of the subject property
Area(s) not accessed and reason(s)	None identified
Weather	Sunny

7.1 SUBJECT PROPERTY RECONNAISSANCE FINDINGS

Yes	No	Observation
	✔	Regulated Hazardous Substances/Wastes and/or Petroleum Products in Connection with Property Use
	✔	Aboveground/Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs/USTs)
	✔	Hazardous Substance and Petroleum Product Containers Not in Connection with Property Use
	✔	Unidentified Substance Containers
	✔	Electrical or Mechanical Equipment Likely to Contain Fluids
	✔	Interior Stains or Corrosion
	✔	Strong, Pungent, or Noxious Odors
	✔	Pools of Liquid
	✔	Drains, Sumps, and Clarifiers
	✔	Pits, Ponds, and Lagoons
	✔	Stained Soil or Pavement
	✔	Stressed Vegetation
	✔	Solid Waste Disposal or Evidence of Fill Materials
	✔	Waste Water Discharges
	✔	Wells
	✔	Septic Systems
	✔	Biomedical Wastes
	✔	Other

The subject property is currently vacant land. No on-site operations were identified.

7.2 ADJACENT PROPERTY RECONNAISSANCE FINDINGS

Yes	No	Observation
	✔	Hazardous Substances/Wastes and/or Petroleum Products in Connection with Property Use
	✔	Aboveground/Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs/USTs)

Yes	No	Observation
	✔	Hazardous Substance and Petroleum Product Containers Not in Connection with Property Use
	✔	Unidentified Substance Containers
✔		Electrical or Mechanical Equipment Likely to Contain Fluids
	✔	Strong, Pungent, or Noxious Odors
	✔	Pools of Liquid
✔		Drains, Sumps, and Clarifiers
	✔	Pits, Ponds, and Lagoons
	✔	Stained Soil or Pavement
	✔	Stressed Vegetation
	✔	Solid Waste Disposal or Evidence of Fill Materials
	✔	Waste Water Discharges
	✔	Wells
	✔	Septic Systems
	✔	Other

ELECTRICAL OR MECHANICAL EQUIPMENT LIKELY TO CONTAIN FLUIDS

Toxic PCBs were commonly used historically in electrical equipment such as transformers, fluorescent lamp ballasts, and capacitors. According to United States EPA regulation 40 CFR, Part 761, there are three categories for classifying such equipment: <50 ppm of PCBs is considered "Non-PCB"; between 50 and 500 ppm is considered "PCB-Contaminated"; and >500 ppm is considered "PCB-Containing". Pursuant to 15 U.S.C. 2605(e)(2)(A), the manufacture, process, or distribution in commerce or use of any polychlorinated biphenyl in any manner other than in a totally enclosed manner was prohibited after January 1, 1977.

Transformers

The management of potential PCB-containing transformers is the responsibility of the local utility or the transformer owner. Actual material samples need to be collected to determine if transformers are PCB-containing.

Two pole-mounted and/or one subsurface transformers were observed on the adjacent sites during the site reconnaissance. No spills, staining, or leaks were observed on or around the transformers. Based on the good condition of the equipment, the transformers are not expected to represent a significant environmental concern.

Emergency Generator

The adjacent property to the north is equipped with an emergency generator. No evidence of leaks or spills was observed at the base of the generator. Based on the good condition of the equipment, the presence of the emergency generator and associated diesel fuel is not expected to represent a significant environmental concern.

DRAINS, SUMPS, AND CLARIFIERS

One storm drain was observed in the landscaped of the adjacent property. AEI did not observe evidence of hazardous substances or petroleum products in the vicinity of the drain. Based on

the use of the drain solely for storm water runoff, the presence of the drain is not expected to represent a significant environmental concern.

8.0 OTHER ENVIRONMENTAL CONSIDERATIONS

8.1 ASBESTOS-CONTAINING BUILDING MATERIALS

The subject property is currently vacant land or lacks structures. Consequently, no building components containing suspect asbestos containing materials were identified during the site inspection.

8.2 LEAD-BASED PAINT

The subject property is currently vacant land or lacks structures. Consequently, AEI did not observe building components likely to contain suspect LBP during the site reconnaissance.

8.3 RADON

Radon is a naturally-occurring, odorless, and invisible gas. Natural radon levels vary and are closely related to geologic formations. Radon may enter buildings through basement sumps or other openings.

The United States EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three radon zones, with Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures.

Radon sampling was not requested as part of this assessment. According to the California Department of Health Services Radon Database, 11 tests were conducted for radon levels in the subject property zip code (94503) in 2010. All of these tests indicated that radon levels were below the action level of 4.0 pCi/L set forth by the US EPA. Therefore, radon is not expected to represent a significant environmental concern.

8.4 DRINKING WATER SOURCES AND LEAD IN DRINKING WATER

The subject property is currently vacant land or lacks structures. Consequently, lead in drinking water was not addressed as part of this assessment.

8.5 MOLD/INDOOR AIR QUALITY ISSUES

The subject property is currently vacant land or lacks structures. Consequently, mold was not addressed as part of this assessment.

9.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONALS

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR Part 312.

I have the specific qualifications based on education, training, and experience to assess a property of the nature, history and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Prepared By:

Jordan Vida
Project Manager

Reviewed By:

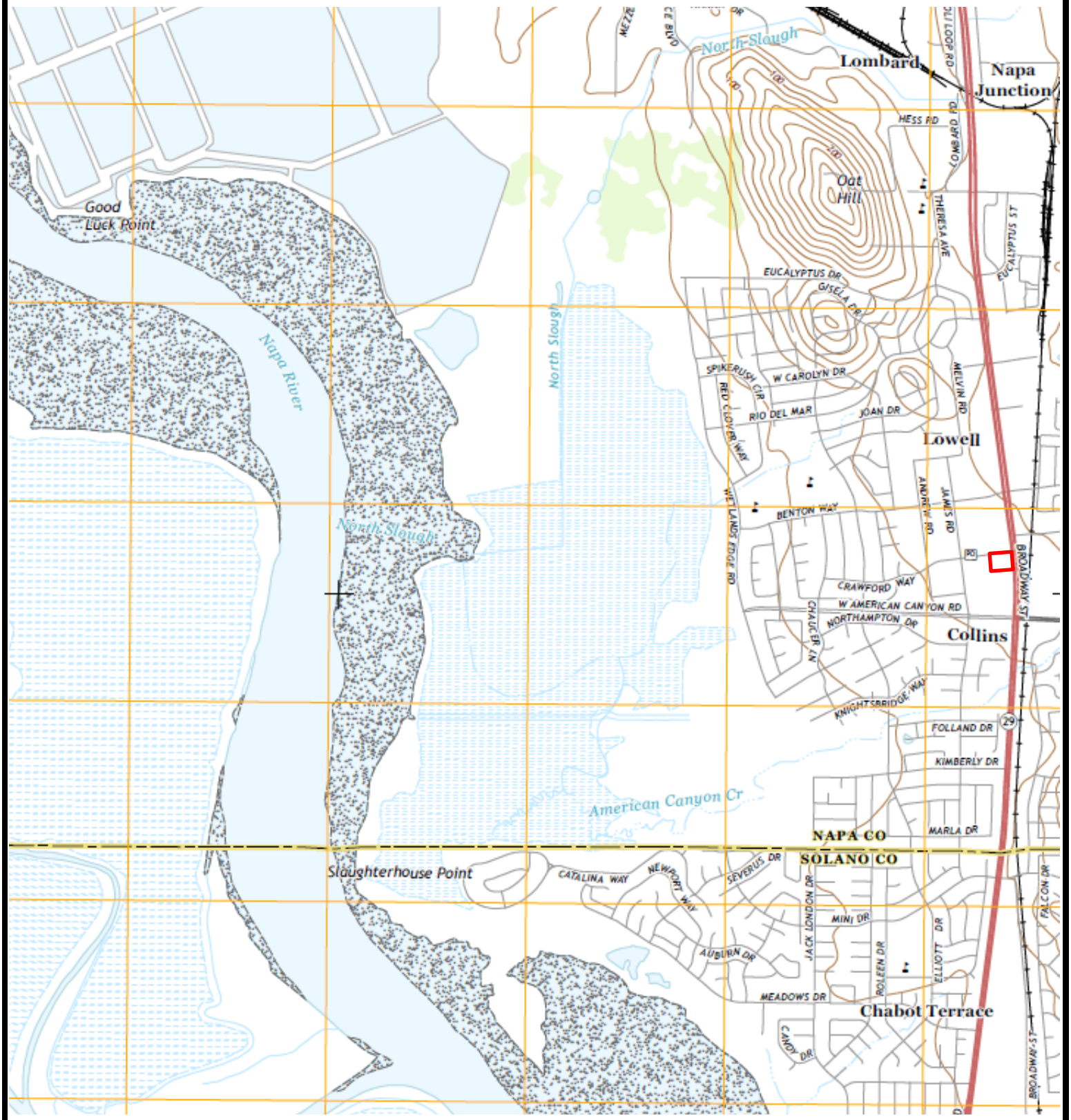
Shannon Lefebvre
Senior Author

10.0 REFERENCES

Item	Date(s)	Source
Soils Information	March 22, 2017	USDA Web Soil Survey http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
Topographic Map	2015	USGS
Depth to Groundwater Information	March 22, 2017	State Water Resources Control Board's GeoTracker Website http://geotracker.waterboards.ca.gov/
Aerial Photographs	1948, 1958, 1968, 1987, 1993, 2002, 2005, 2010, 2012	www.historicaerials.com
Sanborn Map Search	March 22, 2017	Seattle Public Library
Historical Topographic Maps	1916, 1927, 1942, 1947, 1951, 1956, 1969, 1978	www.historicaerials.com
Environmental Health Department/State Environmental Agency	March 22, 2017	Napa County Environmental Health Division
Fire Department	March 22, 2017	American Canyon Fire Prevention
Building Department	March 27, 2017	American Canyon Building Division
Planning Department	March 22, 2017	American Canyon Planning Division
Assessor's Information and Parcel Map	March 22, 2017	Napa County assessor's office
Oil and Gas Wells/Pipelines	March 22, 2017	Department of Oil, Gas, and Geothermal Resources and NPMS Public Map Viewer https://www.npms.phmsa.dot.gov/PublicViewer/composite.jsf
LUST Records	March 22, 2017	GeoTracker website
Hazardous Substance Records	March 22, 2017	Department of Toxic Substances EnviroStor Website https://www.envirostor.dtsc.ca.gov/public/
Hazardous Waste Records	March 22, 2017	Hazardous Waste Tracking System http://hwts.dtsc.ca.gov/report_search.cfm?id=5
Regulatory Database Report	March 23, 2017	EDR
Radon Zone Information	2010	Department of Health Services California Indoor Radon Levels

APPENDIX A

FIGURES



Legend: Approximate Property Boundary

Source: USGS Topographic Map *Cuttings Wharf, California* (2015)

N

Figure 1: TOPOGRAPHIC MAP

Highway 29 & Crawford Way, American Canyon, California 94503
Project Number: 370198

AEI Consultants

Legend

Approximate Property Boundary

Inferred Direction of Groundwater Flow

N

Figure 2: SITE MAP

Highway 29 & Crawford Way, American Canyon, California 94503
Project Number: 370198

AEI Consultants

APPENDIX B

PROPERTY PHOTOGRAPHS

1. View of the subject property from the northwest looking southeast

2. View of Crawford Way followed by the subject property from the northeast looking south

3. View of the subject property from the southwest looking north

4. View of Crawford Way followed by the northwest adjacent commercial property

5. View of Crawford Way followed by the north adjacent commercial building

6. Additional view of the north adjacent commercial building

7. View of the additional north adjacent commercial building

8. View of the intersection of Highway 29 and Crawford Way followed by the east adjacent commercial and residential buildings

9. View of the south adjacent commercial buildings

10. View of the west adjacent residence

11. View of the emergency generator on the north adjacent property

12. View of a storm drain on the north adjacent property

13. View of a pole-mounted transformer on the south adjacent property

APPENDIX C

REGULATORY DATABASE

370198 PM
Highway 29 & Crawford Way
American Canyon, CA 94503

Inquiry Number: 4887688.2s
March 23, 2017

The EDR Radius Map™ Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

HIGHWAY 29 & CRAWFORD WAY
AMERICAN CANYON, CA 94503

COORDINATES

Latitude (North):	38.1679510 - 38° 10' 4.62''
Longitude (West):	122.2540100 - 122° 15' 14.43''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	565348.4
UTM Y (Meters):	4224506.5
Elevation:	51 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5602106 CUTTINGS WHARF, CA
Version Date:	2012
East Map:	5602186 CORDELIA, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140608
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
HIGHWAY 29 & CRAWFORD WAY
AMERICAN CANYON, CA 94503

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	BEACON STATION #710	3438 NAPA VALLEJO HW	UST	Higher	539, 0.102, NNE
A2	BEACON	3438 29	LUST, HIST CORTESE	Higher	539, 0.102, NNE
A3		3438 BROADWAY ST	EDR Hist Auto	Higher	554, 0.105, NNE
B4	P.G.& E. TRANSFORMER	103 AMERICAN CANYON	LUST, HAZNET	Lower	684, 0.130, SSW
B5	SAFEWAY STORE #1883	103 AMERICAN CANYON	RCRA-CESQG, FINDS, ECHO	Lower	684, 0.130, SSW
B6	SAFEWAY STORE #1883	105 AMERICAN CANYON	UST	Lower	724, 0.137, South
7	WALGREENS #11365	210 AMERICAN CANYON	RCRA-LQG	Lower	906, 0.172, SE
C8	CANYON MARKET	3460 BROADWAY	LUST	Higher	981, 0.186, NNE
C9	RICHS ARCO	3462 BROADWAY	HIST UST	Higher	1024, 0.194, North
C10	ARCO	3462 29	LUST, HIST CORTESE	Higher	1033, 0.196, North
D11	NORTHERN ABATEMENT C	3473 BROADWAY	RCRA NonGen / NLR, FINDS, ECHO	Higher	1057, 0.200, North
C12	MIKE'S MINI MART & G	3462 NAPA VALLEJO HW	UST	Higher	1103, 0.209, NNE
D13	CALTRANS ROUTE 29 PO	3466 BROADWAY	LUST, CHMIRS	Higher	1214, 0.230, North
E14	AMERICAN CANYON FIRE	225 JAMES RD	AST	Higher	1267, 0.240, NNW
E15	AMERICAN CANYON FIRE	225 JAMES ROAD	HIST UST, CHMIRS	Higher	1267, 0.240, NNW
16	WILSON WAY PROPERTY	142 WILSON WAY	LUST	Higher	1879, 0.356, NNW
17	AMERICAN CANYON ELEM	AMERICAN CANYON ROAD	ENVIROSTOR, SCH	Higher	2372, 0.449, ESE
18	VETERANS MEMORIAL PA	2801 BROADWAY	LUST	Lower	2387, 0.452, SSE
19	AMERICAN CANYON HIGH	AMERICAN CANYON RD/F	ENVIROSTOR, SCH	Higher	4004, 0.758, East

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-SQG ---------- RCRA - Small Quantity Generators

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST Leaking Underground Storage Tanks on Indian Land
SLIC Statewide SLIC Cases

State and tribal registered storage tank lists

FEMA UST Underground Storage Tank Listing
INDIAN UST Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP Voluntary Cleanup Priority Listing
VCP Voluntary Cleanup Program Properties

State and tribal Brownfields sites

BROWNFIELDS Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT Waste Management Unit Database
SWRCY Recycler Database
HAULERS Registered Waste Tire Haulers Listing
INDIAN ODI Report on the Status of Open Dumps on Indian Lands
ODI Open Dump Inventory
DEBRIS REGION 9 Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL Delisted National Clandestine Laboratory Register
HIST Cal-Sites Historical Calsites Database
SCH School Property Evaluation Program
CDL Clandestine Drug Labs
Toxic Pits Toxic Pits Cleanup Act Sites
US CDL National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

SWEEPS UST SWEEPS UST Listing

CA FID UST ---- Facility Inventory Database

Local Land Records

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---- Hazardous Materials Information Reporting System
CHMIRS ---- California Hazardous Material Incident Report System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
SPILLS 90 ---- SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS ---- Formerly Used Defense Sites
DOD ---- Department of Defense Sites
SCRD DRYCLEANERS ---- State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ---- Financial Assurance Information
EPA WATCH LIST ---- EPA WATCH LIST
2020 COR ACTION ---- 2020 Corrective Action Program List
TSCA ---- Toxic Substances Control Act
TRIS ---- Toxic Chemical Release Inventory System
SSTS ---- Section 7 Tracking Systems
ROD ---- Records Of Decision
RMP ---- Risk Management Plans
RAATS ---- RCRA Administrative Action Tracking System
PRP ---- Potentially Responsible Parties
PADS ---- PCB Activity Database System
ICIS ---- Integrated Compliance Information System
FTTS ---- FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS ---- Material Licensing Tracking System
COAL ASH DOE ---- Steam-Electric Plant Operation Data
COAL ASH EPA ---- Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER ---- PCB Transformer Registration Database
RADINFO ---- Radiation Information Database
HIST FTTS ---- FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ---- Incident and Accident Data
CONSENT ---- Superfund (CERCLA) Consent Decrees
INDIAN RESERV ---- Indian Reservations
FUSRAP ---- Formerly Utilized Sites Remedial Action Program
UMTRA ---- Uranium Mill Tailings Sites
LEAD SMELTERS ---- Lead Smelter Sites
US AIRS ---- Aerometric Information Retrieval System Facility Subsystem
US MINES ---- Mines Master Index File
FINDS ---- Facility Index System/Facility Registry System
DOCKET HWC ---- Hazardous Waste Compliance Docket Listing
UXO ---- Unexploded Ordnance Sites
CA BOND EXP. PLAN ---- Bond Expenditure Plan
Cortese ---- "Cortese" Hazardous Waste & Substances Sites List
CUPA Listings ---- CUPA Resources List

DRYCLEANERS Cleaner Facilities
EMI Emissions Inventory Data
ENF Enforcement Action Listing
Financial Assurance Financial Assurance Information Listing
HAZNET Facility and Manifest Data
ICE ICE
HWP EnviroStor Permitted Facilities Listing
HWT Registered Hazardous Waste Transporter Database
MINES Mines Site Location Listing
MWMP Medical Waste Management Program Listing
NPDES NPDES Permits Listing
PEST LIC Pesticide Regulation Licenses Listing
PROC Certified Processors Database
Notify 65 Proposition 65 Records
UIC UIC Listing
WASTEWATER PITS Oil Wastewater Pits Listing
WDS Waste Discharge System
WIP Well Investigation Program Case List
FUELS PROGRAM EPA Fuels Program Registered Listing
ABANDONED MINES Abandoned Mines
ECHO Enforcement & Compliance History Information

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP EDR Proprietary Manufactured Gas Plants
EDR Hist Cleaner EDR Exclusive Historic Dry Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF Recovered Government Archive Solid Waste Facilities List
RGA LUST Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/12/2016 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WALGREENS #11365	210 AMERICAN CANYON	SE 1/8 - 1/4 (0.172 mi.)	7	16

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 12/12/2016 has revealed that there is 1 RCRA-CESQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SAFEWAY STORE #1883	***103 AMERICAN CANYON***	***SSW 1/8 - 1/4 (0.130 mi.)***	***B5***	***13***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/31/2016 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN CANYON ELEM Facility Id: 28010003	***AMERICAN CANYON ROAD***	***ESE 1/4 - 1/2 (0.449 mi.)***	***17***	***32***

Status: No Action Required

AMERICAN CANYON HIGH	***AMERICAN CANYON RD/F***	***E 1/2 - 1 (0.758 mi.)***	***19***	***35***

Facility Id: 60000203
Status: Certified / Operation & Maintenance

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 7 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BEACON	***3438 29***	***NNE 0 - 1/8 (0.102 mi.)***	***A2***	***8***

Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: 28-0084
Facility Status: Suspension of Work Letter from Cleanup Fund
Global Id: T0605500077
date9: 11/20/1997

CANYON MARKET	3460 BROADWAY	NNE 1/8 - 1/4 (0.186 mi.)	C8	19

Database: NAPA CO. LUST, Date of Government Version: 01/09/2017
Status: Open
Permit ID: 248436

ARCO	***3462 29***	***N 1/8 - 1/4 (0.196 mi.)***	***C10***	***20***

Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 12/12/2016
Status: Completed - Case Closed
Facility Id: 28-0281
Facility Status: Leak being confirmed
Global Id: T0605500240

CALTRANS ROUTE 29 PO	***3466 BROADWAY***	***N 1/8 - 1/4 (0.230 mi.)***	***D13***	***26***

Database: LUST, Date of Government Version: 12/12/2016
Status: Open - Site Assessment
Global Id: T10000004917

WILSON WAY PROPERTY	142 WILSON WAY	NNW 1/4 - 1/2 (0.356 mi.)	16	32

Database: NAPA CO. LUST, Date of Government Version: 01/09/2017
Status: Closed
Permit ID: 248437

Lower Elevation	Address	Direction / Distance	Map ID	Page
P.G.& E. TRANSFORMER	***103 AMERICAN CANYON***	***SSW 1/8 - 1/4 (0.130 mi.)***	***B4***	***11***

Database: NAPA CO. LUST, Date of Government Version: 01/09/2017
Status: Open
Permit ID: 248519

VETERANS MEMORIAL PA	2801 BROADWAY	SSE 1/4 - 1/2 (0.452 mi.)	18	34

Database: NAPA CO. LUST, Date of Government Version: 01/09/2017

Status: Closed
Permit ID: 248627

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BEACON STATION #710	3438 NAPA VALLEJO HW	NNE 0 - 1/8 (0.102 mi.)	A1	8
Database: NAPA CO. UST, Date of Government Version: 01/15/2008 Database: UST, Date of Government Version: 09/12/2016 Facility Id: NAPA0057 Facility Id: NAPA0057				
MIKE'S MINI MART & G	3462 NAPA VALLEJO HW	NNE 1/8 - 1/4 (0.209 mi.)	C12	26
Database: NAPA CO. UST, Date of Government Version: 01/15/2008 Database: UST, Date of Government Version: 09/12/2016 Facility Id: NAPA0185 Facility Id: NAPA0185				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SAFEWAY STORE #1883	105 AMERICAN CANYON	S 1/8 - 1/4 (0.137 mi.)	B6	16
Database: NAPA CO. UST, Date of Government Version: 01/15/2008 Facility Id: NAPA0700				

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 07/06/2016 has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN CANYON FIRE	225 JAMES RD	NNW 1/8 - 1/4 (0.240 mi.)	E14	29

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2

HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RICHS ARCO Facility Id: 00000032442	3462 BROADWAY	N 1/8 - 1/4 (0.194 mi.)	C9	19
AMERICAN CANYON FIRE Facility Id: 00000028676	***225 JAMES ROAD***	***NNW 1/8 - 1/4 (0.240 mi.)***	***E15***	***30***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/12/2016 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NORTHERN ABATEMENT C	***3473 BROADWAY***	***N 1/8 - 1/4 (0.200 mi.)***	***D11***	***24***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 2 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BEACON Reg Id: 28-0084	***3438 29***	***NNE 0 - 1/8 (0.102 mi.)***	***A2***	***8***
ARCO Reg Id: 28-0281	***3462 29***	***N 1/8 - 1/4 (0.196 mi.)***	***C10***	***20***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk

Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto site within approximately 0.125 miles of the target property.

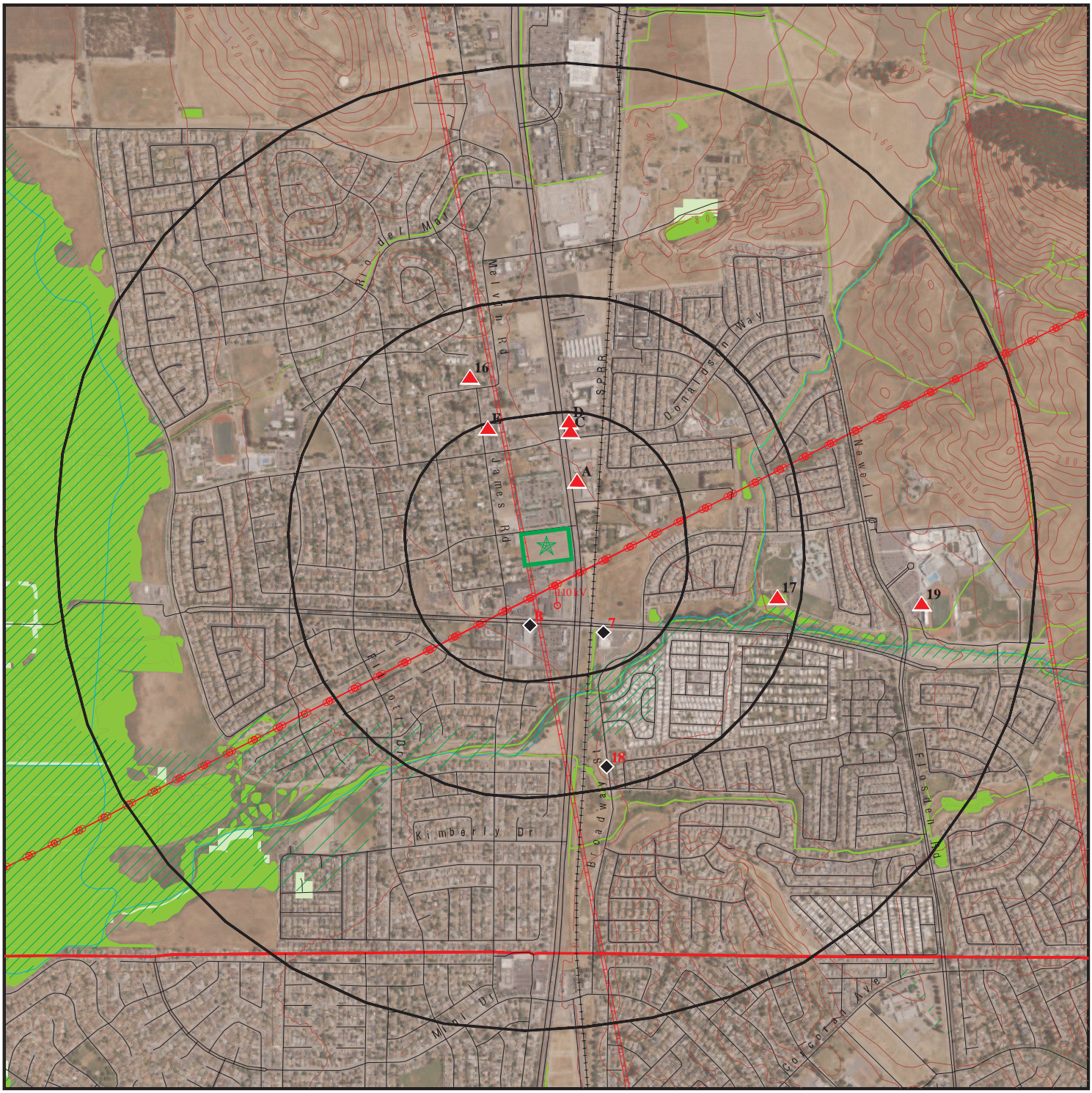
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	3438 BROADWAY ST	NNE 0 - 1/8 (0.105 mi.)	A3	11

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

Site Name	Database(s)
264134 SR 12 PM NAPA JAMESON CANYO	NPDES CDL
NAPA MEADOWS UNIT 7	LUST

OVERVIEW MAP - 4887688.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

County Boundary

Power transmission lines

Pipelines

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	370198 PM	CLIENT:	AEI Consultants
ADDRESS:	Highway 29 & Crawford Way American Canyon CA 94503	CONTACT:	Gilberto Silva
		INQUIRY #:	4887688.2s
LAT/LONG:	38.167951 / 122.25401	DATE:	March 23, 2017 11:08 am

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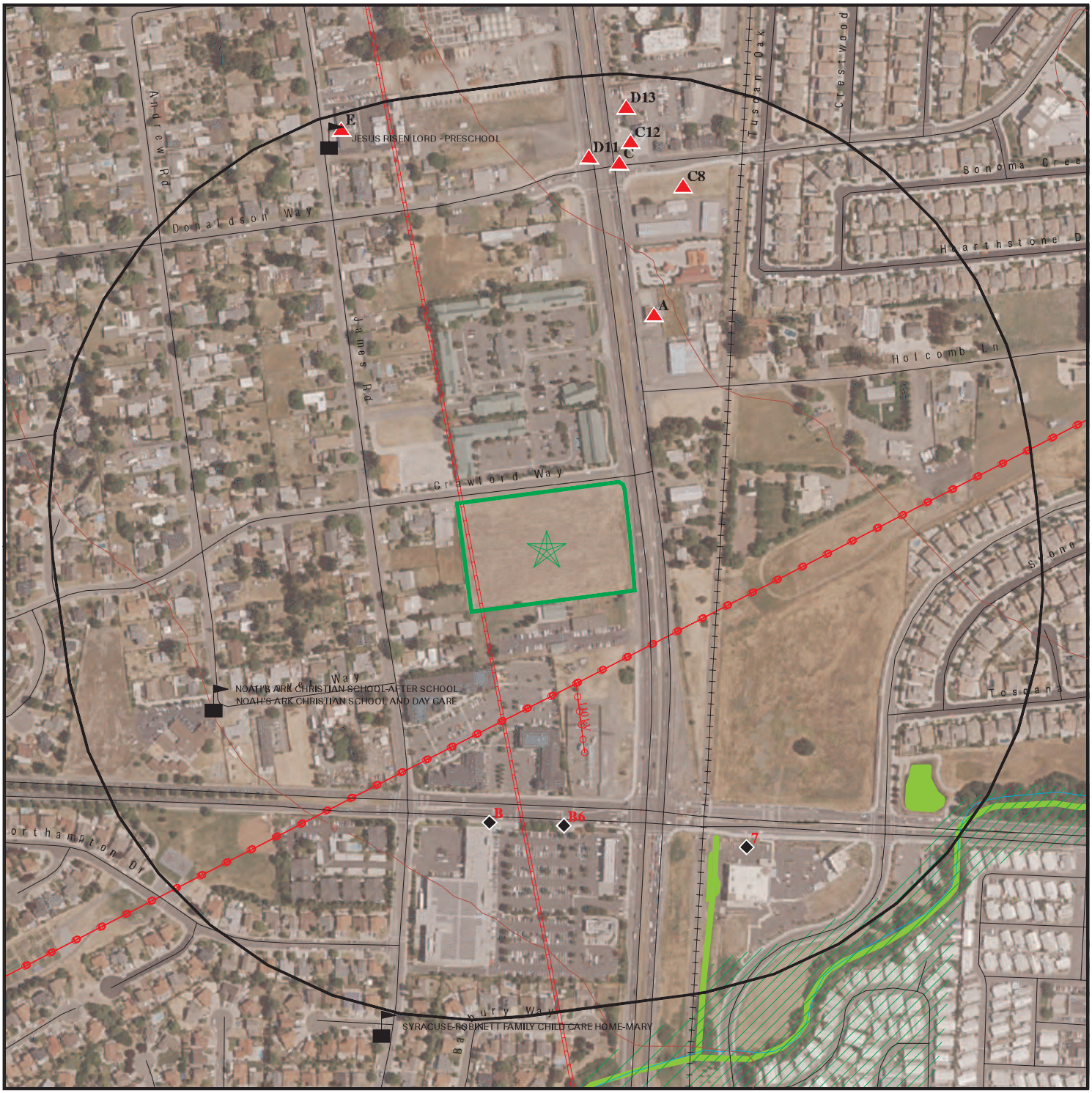
DETAIL MAP - 4887688.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 370198 PM	CLIENT: AEI Consultants
ADDRESS: Highway 29 & Crawford Way American Canyon CA 94503	CONTACT: Gilberto Silva INQUIRY #: 4887688.2s
LAT/LONG: 38.167951 / 122.25401	DATE: March 23, 2017 11:10 am

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-CESQG	0.250		0	1	NR	NR	NR	1
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	1	1	NR	2
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		1	4	2	NR	NR	7

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
SLIC	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		1	2	NR	NR	NR	3
AST	0.250		0	1	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	0	NR	NR	NR	0
HIST UST	0.250		0	2	NR	NR	NR	2
CA FID UST	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	1	0	NR	NR	2
HWP	1.000		0	0	0	0	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
HWT	0.250		0	0	NR	NR	NR	0
MINES	TP		NR	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.500		0	0	0	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		1	NR	NR	NR	NR	1
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	4	13	3	1	0	21

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
NNE
< 1/8
0.102 mi.
539 ft.

BEACON STATION #710 — **UST** — **U004051075**
3438 NAPA VALLEJO HWY — **N/A**
AMERICAN CANYON, CA 94503

Site 1 of 3 in cluster A

Relative:
Higher

Actual:
59 ft.

UST:

Facility ID:	NAPA0057
Permitting Agency:	Not reported
Latitude:	38.17057
Longitude:	-122.2531

NAPA CO. UST:

Facility ID:	NAPA0057
Num of Tanks:	3

A2
NNE
< 1/8
0.102 mi.
539 ft.

BEACON — **LUST** — **S105022492**
3438 29 — **HIST CORTESE** — **N/A**
AMERICAN CANYON, CA 94589

Site 2 of 3 in cluster A

Relative:
Higher

Actual:
59 ft.

LUST:

Region:	STATE
Global Id:	T0605500077
Latitude:	38.170101
Longitude:	-122.252791
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/13/2009
Lead Agency:	NAPA COUNTY
Case Worker:	JTN
Local Agency:	NAPA COUNTY
RB Case Number:	28-0084
LOC Case Number:	0057
File Location:	Local Agency
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline, Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0605500077
Contact Type:	Local Agency Caseworker
Contact Name:	James Newman, P.G., C.E.G.
Organization Name:	NAPA COUNTY
Address:	1195 THIRD STREET, SUITE 101
City:	NAPA
Email:	james.newman@countyofnapa.org
Phone Number:	Not reported

Status History:

Global Id:	T0605500077
Status:	Open - Case Begin Date
Status Date:	05/10/1989

Global Id:	T0605500077
Status:	Open - Site Assessment

BEACON (Continued) **S105022492**

Status Date: 05/10/1989

Global Id: T0605500077
Status: Open - Site Assessment
Status Date: 11/02/1989

Global Id: T0605500077
Status: Open - Site Assessment
Status Date: 01/07/1993

Global Id: T0605500077
Status: Completed - Case Closed
Status Date: 11/20/1997

Global Id: T0605500077
Status: Open - Reopen Case
Status Date: 03/12/2003

Global Id: T0605500077
Status: Open - Site Assessment
Status Date: 05/01/2003

Global Id: T0605500077
Status: Completed - Case Closed
Status Date: 04/13/2009

Regulatory Activities:
Global Id: T0605500077
Action Type: Other
Date: 01/23/2003
Action: Leak Discovery

Global Id: T0605500077
Action Type: Other
Date: 01/23/2003
Action: Leak Stopped

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 02/24/2009
Action: Site Visit / Inspection / Sampling

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 04/13/2009
Action: Closure/No Further Action Letter

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 03/24/2009
Action: Notification - Public Notice of Case Closure

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 08/15/1989
Action: * Historical Enforcement

BEACON (Continued) **S105022492**

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 07/10/2008
Action: Letter - Notice

Global Id: T0605500077
Action Type: Other
Date: 01/23/2003
Action: Leak Reported

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 12/15/2003
Action: Site Visit / Inspection / Sampling

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 05/01/2003
Action: File review

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 02/15/2007
Action: * No Action

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 01/19/2005
Action: * No Action

Global Id: T0605500077
Action Type: REMEDIATION
Date: 10/16/2003
Action: Other (Use Description Field)

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 01/11/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0605500077
Action Type: ENFORCEMENT
Date: 08/11/2008
Action: Staff Letter

LUST REG 2:
Region: 2
Facility Id: 28-0084
Facility Status: Suspension of Work Letter from Cleanup Fund
Case Number: 0057
How Discovered: TC,
Leak Cause: Structure Failure
Leak Source: P,
Date Leak Confirmed: 5/10/1989
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported

BEACON (Continued) **S105022492**

Preliminary Site Assesment Began: 11/2/1989
Pollution Characterization Began: 1/7/1993
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 28
Reg By: LTNKA
Reg Id: 28-0084

A3 **EDR Hist Auto** **1015439056**
NNE **3438 BROADWAY ST** **N/A**
< 1/8 **AMERICAN CANYON, CA 94503**
0.105 mi.
554 ft. **Site 3 of 3 in cluster A**

Relative:
Higher

Actual:
59 ft.

EDR Historical Auto Stations:
Name: ULTRAMAR
Year: 2005
Address: 3438 BROADWAY ST

Name: ULTRAMAR
Year: 2006
Address: 3438 BROADWAY ST

Name: ULTRAMAR
Year: 2007
Address: 3438 BROADWAY ST

Name: ULTRAMAR
Year: 2008
Address: 3438 BROADWAY ST

B4 **P.G.& E. TRANSFORMER** **LUST** **S113115683**
SSW **103 AMERICAN CANYON RD** **HAZNET** **N/A**
1/8-1/4 **AMERICAN CANYON, CA 94503**
0.130 mi.
684 ft. **Site 1 of 3 in cluster B**

Relative:
Lower

Actual:
44 ft.

NAPA CO. LUST:
Permit ID: 248519
Status: Open
Permit Type: Non-LOP
District: 0

HAZNET:
envid: S113115683
Year: 2004
GEPAID: CAL000234051
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 4410 ROSEWOOD DR

P.G.& E. TRANSFORMER (Continued) **S113115683**

Mailing City,St,Zip: PLEASANTON, CA 945880000
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.1
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Napa

envid: S113115683
Year: 2003
GEPAID: CAL000234051
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 4410 ROSEWOOD DR
Mailing City,St,Zip: PLEASANTON, CA 945880000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Treatment, Tank
Tons: 0.22
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Napa

envid: S113115683
Year: 2003
GEPAID: CAL000234051
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 4410 ROSEWOOD DR
Mailing City,St,Zip: PLEASANTON, CA 945880000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.01
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Napa

envid: S113115683
Year: 2003
GEPAID: CAL000234051
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 4410 ROSEWOOD DR
Mailing City,St,Zip: PLEASANTON, CA 945880000
Gen County: Not reported
TSD EPA ID: CAD982444481

P.G.& E. TRANSFORMER (Continued) **S113115683**

TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Not reported
Tons:	0.01
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Napa
envid:	S113115683
Year:	2003
GEPAID:	CAL000234051
Contact:	SHARON PLOUFFE
Telephone:	9252265097
Mailing Name:	Not reported
Mailing Address:	4410 ROSEWOOD DR
Mailing City,St,Zip:	PLEASANTON, CA 945880000
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0.13
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Napa

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

B5 **SAFEWAY STORE #1883** **RCRA-CESQG** **1016168107**
SSW **103 AMERICAN CANYON RD** **FINDS** **CAR000240069**
1/8-1/4 **AMERICAN CANYON, CA 94503** **ECHO**
0.130 mi.
684 ft. **Site 2 of 3 in cluster B**

Relative:
Lower

Actual:
44 ft.

RCRA-CESQG:

Date form received by agency:	02/28/2014
Facility name:	SAFEWAY STORE #1883
Facility address:	103 AMERICAN CANYON RD AMERICAN CANYON, CA 945030000
EPA ID:	CAR000240069
Mailing address:	STONERIDGE MALL RD PLEASANTON, CA 94588
Contact:	KEITH POWERS
Contact address:	STONERIDGE MALL RD PLEASANTON, CA 94588
Contact country:	Not reported
Contact telephone:	(925) 226-5655
Contact email:	KEITH.POWERS@SAEFWAY.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less

SAFEWAY STORE #1883 (Continued) **1016168107**

of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	BDC AMERICAN CANYON LP
Owner/operator address:	1556 PARKSIDE DR WALNUT CREEK, CA 94596
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/2001
Owner/Op end date:	Not reported

Owner/operator name:	BDC AMERICAN CANYON LP
Owner/operator address:	PARKSIDE DR WALNUT CREEK, CA 94596
Owner/operator country:	Not reported
Owner/operator telephone:	(925) 588-2200
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/2001
Owner/Op end date:	Not reported

Owner/operator name:	SAFEWAY
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	10/24/2001
Owner/Op end date:	Not reported

Owner/operator name:	SAFEWAY
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	10/24/2001
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No

SAFEWAY STORE #1883 (Continued) **1016168107**

On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Historical Generators:
Date form received by agency: 06/19/2013
Site name: SAFEWAY STORE NO 1883
Classification: Large Quantity Generator

. Waste code: 214
. Waste name: 214

. Waste code: 311
. Waste name: 311

. Waste code: 561
. Waste name: 561

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

SAFEWAY STORE #1883 (Continued) **1016168107**

Violation Status: No violations found

FINDS:

Registry ID: 110055522714

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

HAZARDOUS WASTE BIENNIAL REPORTER

ECHO:
Envid: 1016168107
Registry ID: 110055522714
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110055522714

B6
South
1/8-1/4
0.137 mi.
724 ft.

Relative:
Lower

Actual:
45 ft.

SAFEWAY STORE #1883 **UST** **U003797273**
105 AMERICAN CANYON RD **N/A**
AMERICAN CANYON, CA 94503

Site 3 of 3 in cluster B

NAPA CO. UST:
Facility ID: NAPA0700
Num of Tanks: 3

7
SE
1/8-1/4
0.172 mi.
906 ft.

Relative:
Lower

Actual:
48 ft.

WALGREENS #11365 **RCRA-LQG** **1016954652**
210 AMERICAN CANYON RD **CAL000368725**
AMERICAN CANYON, CA 94503

RCRA-LQG:
Date form received by agency: 04/07/2016
Facility name: WALGREENS #11365
Facility address: 210 AMERICAN CANYON RD
AMERICAN CANYON, CA 94503
EPA ID: CAL000368725
Mailing address: GREYHAWK CT
SUITE 200
CARLSBAD, CA 92010
Contact: KARINA ROMERO
Contact address: GREYHAWK CT SUITE 200
CARLSBAD, CA 92010
Contact country: US
Contact telephone: (760) 602-8700
Contact email: REGULATORY@3ECOMPANY.COM
EPA Region: 09

WALGREENS #11365 (Continued) **1016954652**

Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: MADIGAN RANCH, LLC
Owner/operator address: TENNESSEE STREET
VALLEJO, CA 94590
Owner/operator country: US
Owner/operator telephone: (707) 552-8400
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 08/01/2011
Owner/Op end date: Not reported

Owner/operator name: WALGREEN CO.
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 08/31/2011
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 122
. Waste name: 122

. Waste code: 131

WALGREENS #11365 (Continued) **1016954652**

. Waste name: 131

. Waste code: 214
. Waste name: 214

. Waste code: 311
. Waste name: 311

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Historical Generators:
Date form received by agency: 06/09/2014
Site name: WALGREENS #11365
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS,

WALGREENS #11365 (Continued) **1016954652**

WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

. Waste code: U165
. Waste name: NAPHTHALENE

Violation Status: No violations found

C8 **CANYON MARKET** **LUST** **S119102603**
NNE **3460 BROADWAY** **N/A**
1/8-1/4 **AMERICAN CANYON, CA 94589**
0.186 mi.
981 ft. **Site 1 of 4 in cluster C**

Relative:
Higher

Actual:
63 ft.

NAPA CO. LUST:
Permit ID: 248436
Status: Open
Permit Type: Non-LOP
District: 0

C9 **RICHS ARCO** **HIST UST** **U001598844**
North **3462 BROADWAY** **N/A**
1/8-1/4 **VALLEJO, CA 94590**
0.194 mi.
1024 ft. **Site 2 of 4 in cluster C**

Relative:
Higher

Actual:
63 ft.

HIST UST:
File Number: 00021298
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00021298.pdf
Region: STATE
Facility ID: 00000032442
Facility Type: Gas Station
Other Type: Not reported
Contact Name: RICHARD LOGAN
Telephone: 7075529486
Owner Name: GEORGE AND ELANIE WILLIAMS
Owner Address: 633 LOCKWOOD
Owner City,St,Zip: VALLEJO, CA 94590
Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, None

Tank Num: 002

RICHS ARCO (Continued) **U001598844**

Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

C10 **ARCO** **LUST** **S105022493**
North **3462 29** **HIST CORTESE** **N/A**
1/8-1/4 **AMERICAN CANYON, CA 94589**
0.196 mi.
1033 ft. **Site 3 of 4 in cluster C**

Relative:
Higher

Actual:
63 ft.

LUST:

Region:	STATE
Global Id:	T0605500240
Latitude:	38.1716239
Longitude:	-122.2531101
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/19/2013
Lead Agency:	NAPA COUNTY
Case Worker:	JTN
Local Agency:	NAPA COUNTY
RB Case Number:	28-0281
LOC Case Number:	0185
File Location:	Local Agency
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0605500240
Contact Type:	Local Agency Caseworker
Contact Name:	James Newman, P.G., C.E.G.

ARCO (Continued) **S105022493**

Organization Name: NAPA COUNTY
Address: 1195 THIRD STREET, SUITE 101
City: NAPA
Email: james.newman@countyofnapa.org
Phone Number: Not reported

Status History:
Global Id: T0605500240
Status: Open - Case Begin Date
Status Date: 10/12/1995

Global Id: T0605500240
Status: Open - Site Assessment
Status Date: 08/20/1996

Global Id: T0605500240
Status: Open - Eligible for Closure
Status Date: 10/09/2012

Global Id: T0605500240
Status: Completed - Case Closed
Status Date: 02/19/2013

Regulatory Activities:
Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 03/13/2009
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 10/17/2008
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 05/07/2012
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 10/09/2012
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 10/09/2012
Action: Notification - Public Notice of Case Closure

Global Id: T0605500240
Action Type: Other
Date: 10/12/1995
Action: Leak Stopped

Global Id: T0605500240
Action Type: ENFORCEMENT

ARCO (Continued) **S105022493**

Date: 09/18/2008
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 11/26/2008
Action: Staff Letter

Global Id: T0605500240
Action Type: RESPONSE
Date: 04/18/2012
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 07/29/2009
Action: Staff Letter

Global Id: T0605500240
Action Type: Other
Date: 10/31/1995
Action: Leak Reported

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 01/04/2000
Action: * Historical Enforcement - #letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 05/10/2002
Action: * Historical Enforcement - #letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 02/09/2010
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 03/15/2010
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 01/13/2003
Action: * Historical Enforcement

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 08/12/2003
Action: * No Action

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 05/12/2006
Action: Technical Correspondence / Assistance / Other

ARCO (Continued) **S105022493**

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 06/04/2010
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 02/19/2013
Action: Closure/No Further Action Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 04/15/2011
Action: Staff Letter

Global Id: T0605500240
Action Type: REMEDIATION
Date: 02/26/1999
Action: Excavation

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 12/08/2010
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 08/24/2011
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 10/25/2011
Action: Staff Letter

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 10/19/2012
Action: LOP Case Closure Summary to RB

Global Id: T0605500240
Action Type: ENFORCEMENT
Date: 12/10/2012
Action: Staff Letter

Global Id: T0605500240
Action Type: Other
Date: 10/31/1995
Action: Leak Discovery

Global Id: T0605500240
Action Type: RESPONSE
Date: 02/18/2011
Action: Clean Up Fund - 5-Year Review Summary

ARCO (Continued) **S105022493**

LUST REG 2:
Region: 2
Facility Id: 28-0281
Facility Status: Leak being confirmed
Case Number: 0185
How Discovered: Tank Closure
Leak Cause: Structure Failure
Leak Source: UNK
Date Leak Confirmed: 8/20/1996
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 28
Reg By: LTNKA
Reg Id: 28-0281

D11 **NORTHERN ABATEMENT CO INC** **RCRA NonGen / NLR** **1000472929**
North **3473 BROADWAY** **FINDS** **CAD982435596**
1/8-1/4 **VALLEJO, CA 94589** **ECHO**
0.200 mi.
1057 ft. **Site 1 of 2 in cluster D**

Relative:
Higher

Actual:
63 ft.

RCRA NonGen / NLR:
Date form received by agency: 11/21/1990
Facility name: NORTHERN ABATEMENT CO INC
Facility address: 3473 BROADWAY
VALLEJO, CA 94589
EPA ID: CAD982435596
Mailing address: BROADWAY
VALLEJO, CA 94589
Contact: ENVIRONMENTAL MANAGER
Contact address: 3473 BROADWAY
VALLEJO, CA 94589
Contact country: US
Contact telephone: (707) 557-2590
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: VAUGHN TERMANSEN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported

NORTHERN ABATEMENT CO INC (Continued) **1000472929**

Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002811556

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:
Envid: 1000472929
Registry ID: 110002811556
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110002811556

C12 **MIKE'S MINI MART & GAS STATION** **UST** **U004051076**
NNE **3462 NAPA VALLEJO HWY** **N/A**
1/8-1/4 **AMERICAN CANYON, CA 94503**
0.209 mi.
1103 ft. **Site 4 of 4 in cluster C**

Relative:
Higher

Actual:
64 ft.

UST:
Facility ID: NAPA0185
Permitting Agency: Not reported
Latitude: 38.17171
Longitude: -122.2533

NAPA CO. UST:
Facility ID: NAPA0185
Num of Tanks: 3

D13 **CALTRANS ROUTE 29 POST MILE 1.13** **LUST** **S113472187**
North **3466 BROADWAY** **CHMIRS** **N/A**
1/8-1/4 **AMERICAN CANYON, CA 94503**
0.230 mi.
1214 ft. **Site 2 of 2 in cluster D**

Relative:
Higher

Actual:
64 ft.

LUST:
Region: STATE
Global Id: T10000004917
Latitude: 38.1717452293271
Longitude: -122.253232654106
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 01/27/2016
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Case Worker: MPB
Local Agency: Not reported
RB Case Number: 28-0356
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Indoor Air, Other Groundwater (uses other than drinking water), Soil Vapor, Under Investigation
Potential Contaminants of Concern: Benzene, Diesel, Ethylbenzene, Gasoline, Naphthalene, Toluene, Waste Oil / Motor / Hydraulic / Lubricating, Xylene
Site History: The Site is a commercial 1.8 acre sized parcel occupied by a single-story structure operating as a casino and small office. The remainder of the property is asphalt-covered parking, landscaping, and several other small structures. To the west, Highway 29 borders the Site, with a railroad to the east, hotel on the north, and an active gas station (ARCO, in GeoTracker, closed case # 28-0281) to the south, which occupies the corner lot. During a Dec 2012 American Canyon Public Works Department repair on a sewer main, three (3) former underground storage tanks (UST) were discovered. The USTs appeared to have weathered gasoline. The tanks remain in situ, while an unauthorized release (leak) was filed in 2015. No remedial activity has been documented.

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T10000004917
Contact Type: Regional Board Caseworker
Contact Name: MARK PAUL BARE
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)

CALTRANS ROUTE 29 POST MILE 1.13 (Continued) **S113472187**

Address: 1515 Clay Street, Suite 1400
City: OAKLAND
Email: mark.bare@waterboards.ca.gov
Phone Number: 5106222446

Status History:
Global Id: T10000004917
Status: Open - Case Begin Date
Status Date: 12/21/2012

Global Id: T10000004917
Status: Open - Site Assessment
Status Date: 07/02/2013

Global Id: T10000004917
Status: Open - Site Assessment
Status Date: 01/27/2016

Regulatory Activities:
Global Id: T10000004917
Action Type: ENFORCEMENT
Date: 07/15/2013
Action: Staff Letter

Global Id: T10000004917
Action Type: Other
Date: 12/21/2012
Action: Leak Discovery

Global Id: T10000004917
Action Type: RESPONSE
Date: 09/17/2014
Action: Correspondence

Global Id: T10000004917
Action Type: ENFORCEMENT
Date: 07/15/2013
Action: Staff Letter

Global Id: T10000004917
Action Type: RESPONSE
Date: 07/24/2013
Action: Site Investigation Workplan - Regulator Responded

Global Id: T10000004917
Action Type: ENFORCEMENT
Date: 01/23/2013
Action: Letter - Notice

Global Id: T10000004917
Action Type: ENFORCEMENT
Date: 07/30/2014
Action: Letter - Notice

Global Id: T10000004917
Action Type: ENFORCEMENT

CALTRANS ROUTE 29 POST MILE 1.13 (Continued) **S113472187**

Date: 05/21/2014
Action: Staff Letter

Global Id: T10000004917
Action Type: ENFORCEMENT
Date: 02/23/2015
Action: Unauthorized Release Form

Global Id: T10000004917
Action Type: ENFORCEMENT
Date: 08/20/2014
Action: Notice of Responsibility

Global Id: T10000004917
Action Type: Other
Date: 12/22/2012
Action: Leak Reported

CHMIRS:

OES Incident Number:	13-0036
OES notification:	01/03/2013
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Napa River
Spill Site:	Merchant/Business
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)

CALTRANS ROUTE 29 POST MILE 1.13 (Continued) **S113472187**

Other:	Not reported
Date/Time:	1230
Year:	2013
Agency:	City of American Canyon Public Works
Incident Date:	1/21/2012
Admin Agency:	Napa County Department Environmental Management
Amount:	Not reported
Contained:	Yes
Site Type:	Napa River
E Date:	Not reported
Substance:	Sewage
Quantity Released:	9,300
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	** HISTORICAL ** Sewer blocked by grout, caused by a third party, created an overflow situation.

E14 **AMERICAN CANYON FIRE PROT DIST** **AST** **A100417079**
NNW **225 JAMES RD** **N/A**
1/8-1/4 **AMERICAN CANYON, CA 94503**
0.240 mi.
1267 ft. **Site 1 of 2 in cluster E**

Relative:
Higher

Actual:
54 ft.

AST:

Certified Unified Program Agencies:	Not reported
Owner:	American Canyon Fire Protection District
Total Gallons:	Not reported
CERSID:	10170331
Facility ID:	Not reported
Business Name:	AMERICAN CANYON FIRE PROT DIST
Phone:	(707) 551-0650
Fax:	Not reported
Mailing Address:	911 Donaldson Way East
Mailing Address City:	American Canyon
Mailing Address State:	CA
Mailing Address Zip Code:	94503
Operator Name:	American Canyon Fire Protection District
Operator Phone:	707-551-0650
Owner Phone:	707-551-0650
Owner Mail Address:	911 Donaldson Way East
Owner State:	CA
Owner Zip Code:	94503
Owner Country:	United States
Property Owner Name:	Not reported

AMERICAN CANYON FIRE PROT DIST (Continued) **A100417079**

Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	cal000285257

E15 **AMERICAN CANYON FIRE PROT DIST** **HIST UST** **U001598755**
NNW **225 JAMES ROAD** **CHMIRS** **N/A**
1/8-1/4 **AMERICAN CANYON, CA 94589**
0.240 mi.
1267 ft. **Site 2 of 2 in cluster E**

Relative:
Higher

Actual:
54 ft.

HIST UST:

File Number:	0002AE04
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002AE04.pdf
Region:	STATE
Facility ID:	00000028676
Facility Type:	Other
Other Type:	FIRE STATION
Contact Name:	C.A. VALLERGA
Telephone:	7076422747
Owner Name:	AMERICAN CANYON FIRE PROT DIST
Owner Address:	225 JAMES ROAD
Owner City,St,Zip:	AMERICAN CANYON, CA 94589
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	1982
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

CHMIRS:

OES Incident Number:	1-4792
OES notification:	08/22/2001
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported

AMERICAN CANYON FIRE PROT DIST (Continued) **U001598755**

Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2001
Agency:	American Canyon Fire District
Incident Date:	8/22/200112:00:00 AM
Admin Agency:	Napa County Dept. Environmental Mgmt
Amount:	Not reported
Contained:	Yes
Site Type:	Other
E Date:	Not reported
Substance:	Unknown White Powder
Gallons:	10
Unknown:	0.000000
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	White Powder found along roadway, City worker picked substance up and brought to fire station.

16
NNW
1/4-1/2
0.356 mi.
1879 ft.

WILSON WAY PROPERTY
142 WILSON WAY
AMERICAN CANYON, CA

Database(s): **LUST**
EDR ID Number: **S119102604**
EPA ID Number: **N/A**

Relative:
Higher

Actual:
55 ft.

NAPA CO. LUST:
Permit ID: 248437
Status: Closed
Permit Type: Non-LOP
District: 0

17
ESE
1/4-1/2
0.449 mi.
2372 ft.

AMERICAN CANYON ELEMENTARY SCHOOL
AMERICAN CANYON ROAD/BROADWAY STREET
AMERICAN CANYON, CA 94503

Database(s): **ENVIROSTOR SCH**
EDR ID Number: **S118756648**
EPA ID Number: **N/A**

Relative:
Higher

Actual:
64 ft.

ENVIROSTOR:
Facility ID: 28010003
Status: No Action Required
Status Date: 02/28/2003
Site Code: 204117
Site Type: School Investigation
Site Type Detailed: School
Acres: 10
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Kamili Siglowide
Supervisor: Juan Koponen
Division Branch: Northern California Schools & Santa Susana
Assembly: 04
Senate: 03
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 38.16640
Longitude: -122.2449
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: AMERICAN CANYON ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: NAPA VALLEY USD
Alias Type: Alternate Name
Alias Name: NAPA VALLEY USD-AMERICAN CANYON ELEM SCL
Alias Type: Alternate Name
Alias Name: 204117
Alias Type: Project Code (Site Code)
Alias Name: 28010003
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo

AMERICAN CANYON ELEMENTARY SCHOOL (Continued) **S118756648**

Completed Date: 03/05/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/28/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 28010003
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 10
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Kamili Siglowide
Supervisor: Juan Koponen
Division Branch: Northern California Schools & Santa Susana
Site Code: 204117
Assembly: 04
Senate: 03
Special Program Status: Not reported
Status: No Action Required
Status Date: 02/28/2003
Restricted Use: NO
Funding: School District
Latitude: 38.16640
Longitude: -122.2449
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: NONE SPECIFIED, No Contaminants found
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: AMERICAN CANYON ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: NAPA VALLEY USD

AMERICAN CANYON ELEMENTARY SCHOOL (Continued) **S118756648**

Alias Type: Alternate Name
Alias Name: NAPA VALLEY USD-AMERICAN CANYON ELEM SCL
Alias Type: Alternate Name
Alias Name: 204117
Alias Type: Project Code (Site Code)
Alias Name: 28010003
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/05/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/28/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

18
SSE
1/4-1/2
0.452 mi.
2387 ft.

VETERANS MEMORIAL PARK **LUST** **S119102643**
2801 BROADWAY **N/A**
AMERICAN CANYON, CA 94503

Relative:
Lower

Actual:
43 ft.

NAPA CO. LUST:
Permit ID: 248627
Status: Closed
Permit Type: Non-LOP
District: 1

19
East
1/2-1
0.758 mi.
4004 ft.

AMERICAN CANYON HIGH SCHOOL
AMERICAN CANYON RD/FLOSDEN RD.
AMERICAN CANYON, CA 94503

ENVIROSTOR
SCH

S107735836
N/A

Relative:
Higher

Actual:
85 ft.

ENVIROSTOR:

Facility ID:	60000203
Status:	Certified / Operation & Maintenance
Status Date:	12/12/2012
Site Code:	204175
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	67
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Mellan Songco
Supervisor:	Jose Salcedo
Division Branch:	Northern California Schools & Santa Susana
Assembly:	04
Senate:	03
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	38.165
Longitude:	-122.2374
APN:	059-040-039, 059-040-054, 059-040-055
Past Use:	RESIDENTIAL AREA
Potential COC:	Naturally Occurring Asbestos (NOA
Confirmed COC:	Naturally Occurring Asbestos (NOA
Potential Description:	SOIL
Alias Name:	059-040-039
Alias Type:	APN
Alias Name:	059-040-054
Alias Type:	APN
Alias Name:	059-040-055
Alias Type:	APN
Alias Name:	204175
Alias Type:	Project Code (Site Code)
Alias Name:	60000203
Alias Type:	Envirostor ID Number
Alias Name:	60000382
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption
Completed Date:	12/23/2008
Comments:	Finalized, signed and forwarded to OPEA the final NOE, NOE Tracking form and NOE Checklist.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	03/28/2006
Comments:	Based on the information provided in the Phase I, DTSC determined that a Preliminary Environmental Assessment (PEA) is required.

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/06/2007
Comments: Received a revised workplan which included revisions for the NOA protocol, sent via email on January 19,2007. Issued a conditonal approval on 2/26/ 07.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/30/2007
Comments: Notice to District of change in Project Manager from Kamili Siglowide to Bud Duke effective April 1, 2007. Uploaded Notice.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/04/2007
Comments: DTSC approved the PEA with a further action required determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 01/30/2008
Comments: DTSC e-mailed letter of conditional approval of SSI Workplan. Hardcopy of approval letter mailed 01/31/2008.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/09/2009
Comments: DTSC issued approval letter for revised final Removal Action Workplan. Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/21/2008
Comments: DTSC approved the SSI Report as final and concurs with the conclusions and recommendations of the SSI Report that a Removal Action Workplan be prepared to address the NOA within the 8.5-acre exclusion area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 05/30/2008
Comments: DTSC issued a SFPD Form 4.15 and partial site approval. DA

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 05/21/2008
Comments: DTSC approved Asbestos Dust Mitigation Plan with qualification that the final document incorporates the response to comments.

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 06/03/2008
Comments: DTSC issued Conditional Approval letter of Confirmation Field Sampling Plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/02/2008
Comments: DTSC issued Community Survey to public both in English and in Spanish. Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 10/27/2008
Comments: Completed RAW Fact Sheet for Public Comment Period running from November 3, 2008 through December 8, 2008.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/28/2010
Comments: DTSC issued letter approving Removal Action Completion Report, and issued approval to occupy.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 12/11/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/15/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/10/2012
Comments: On September 24, 2012, DTSC approved the 2012 Annual Summary Inspection report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 05/20/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/10/2013

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Comments:	On October 9, 2013, DTSC approved the 2013 Annual Cap Observation Report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	02/26/2015
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	09/01/2015
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	05/18/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Plan
Completed Date:	05/20/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/27/2011
Comments:	DTSC participated in the 2011 Annual O&M Inspection.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	08/21/2012
Comments:	On August 21, 2012, DTSC participated on the annual inspection with Mr. Don Evans (District rep), Mr. Walter Blevins (District rep), Mr. Steve Hunt (American Canyon HS Head custodian) , and Ms. Sarah Kalika (District's consultant - Cornerstone). No issues noted regarding the capped area surface condition. Discussed with the District that routine periodic inspections must be documented and included in the annual summary report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/29/2013
Comments:	On July 29, 2013, DTSC participated during the annual O&M site inspection with Don Evans (District representative) and their consultant, Sarah Kalika (Cornerstone Earth Group).
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	09/04/2014

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/12/2011
Comments: Changed project from Bud Duke to Mellan Songco

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/30/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 12/20/2007
Comments: Sent fully executed agreement to district

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/18/2012
Comments: On December 18, 2012, DTSC completed the site certification package.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/01/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 11/05/2010
Comments: mailed out fully executed O&M agreement 11/5/2010

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Partial Site Approval
Completed Date: 05/30/2008
Comments: DTSC issued a SFPD Form 4.15 and Partial site approval. DA

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 06/24/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/02/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/25/2007
Comments: Conducted site visit to oversee PEA soil sampling activities.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 08/14/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/26/2006
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2020
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000203
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 67
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Mellan Songco
Supervisor: Jose Salcedo
Division Branch: Northern California Schools & Santa Susana
Site Code: 204175
Assembly: 04
Senate: 03
Special Program Status: Not reported
Status: Certified / Operation & Maintenance
Status Date: 12/12/2012
Restricted Use: NO
Funding: School District
Latitude: 38.165
Longitude: -122.2374
APN: 059-040-039, 059-040-054, 059-040-055
Past Use: RESIDENTIAL AREA
Potential COC: Naturally Occurring Asbestos (NOA
Confirmed COC: Naturally Occurring Asbestos (NOA
Potential Description: SOIL
Alias Name: 059-040-039

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Alias Type: APN
Alias Name: 059-040-054
Alias Type: APN
Alias Name: 059-040-055
Alias Type: APN
Alias Name: 204175
Alias Type: Project Code (Site Code)
Alias Name: 60000203
Alias Type: Envirostor ID Number
Alias Name: 60000382
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 12/23/2008
Comments: Finalized, signed and forwarded to OPEA the final NOE, NOE Tracking form and NOE Checklist.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/28/2006
Comments: Based on the information provided in the Phase I, DTSC determined that a Preliminary Environmental Assessment (PEA) is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/06/2007
Comments: Received a revised workplan which included revisions for the NOA protocol, sent via email on January 19,2007. Issued a conditonal approval on 2/26/ 07.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/30/2007
Comments: Notice to District of change in Project Manager from Kamili Siglowide to Bud Duke effective April 1, 2007. Uploaded Notice.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/04/2007
Comments: DTSC approved the PEA with a further action required determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 01/30/2008
Comments: DTSC e-mailed letter of conditional approval of SSI Workplan. Hardcopy of approval letter mailed 01/31/2008.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Completed Date: 01/09/2009
Comments: DTSC issued approval letter for revised final Removal Action Workplan.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/21/2008
Comments: DTSC approved the SSI Report as final and concurs with the conclusions and recommendations of the SSI Report that a Removal Action Workplan be prepared to address the NOA within the 8.5-acre exclusion area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 05/30/2008
Comments: DTSC issued a SFPD Form 4.15 and partial site approval. DA

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 05/21/2008
Comments: DTSC approved Asbestos Dust Mitigation Plan with qualification that the final document incorporates the response to comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 06/03/2008
Comments: DTSC issued Conditional Approval letter of Confirmation Field Sampling Plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/02/2008
Comments: DTSC issued Community Survey to public both in English and in Spanish.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 10/27/2008
Comments: Completed RAW Fact Sheet for Public Comment Period running from November 3, 2008 through December 8, 2008.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/28/2010
Comments: DTSC issued letter approving Removal Action Completion Report, and issued approval to occupy.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Completed Date: 12/11/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/15/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/10/2012
Comments: On September 24, 2012, DTSC approved the 2012 Annual Summary Inspection report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 05/20/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/10/2013
Comments: On October 9, 2013, DTSC approved the 2013 Annual Cap Observation Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/26/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 09/01/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 05/18/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 05/20/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/27/2011

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Comments: DTSC participated in the 2011 Annual O&M Inspection.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/21/2012
Comments: On August 21, 2012, DTSC participated on the annual inspection with Mr. Don Evans (District rep), Mr. Walter Blevins (District rep), Mr. Steve Hunt (American Canyon HS Head custodian) , and Ms. Sarah Kalika (District's consultant - Cornerstone). No issues noted regarding the capped area surface condition. Discussed with the District that routine periodic inspections must be documented and included in the annual summary report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/29/2013
Comments: On July 29, 2013, DTSC participated during the annual O&M site inspection with Don Evans (District representative) and their consultant, Sarah Kalika (Cornerstone Earth Group).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/04/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/12/2011
Comments: Changed project from Bud Duke to Mellan Songco

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/30/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 12/20/2007
Comments: Sent fully executed agreement to district

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/18/2012
Comments: On December 18, 2012, DTSC completed the site certification package.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/01/2015
Comments: Not reported

AMERICAN CANYON HIGH SCHOOL (Continued) **S107735836**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 11/05/2010
Comments: mailed out fully executed O&M agreement 11/5/2010

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Partial Site Approval
Completed Date: 05/30/2008
Comments: DTSC issued a SFPD Form 4.15 and Partial site approval. DA

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 06/24/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/02/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/25/2007
Comments: Conducted site visit to oversee PEA soil sampling activities.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 08/14/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/26/2006
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2020
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 3 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
AMERICAN CANYON	S119102662	NAPA MEADOWS UNIT 7	W AMERICAN CANYON RD	94503	LUST
AMERICAN CANYON	S112831993	264134 SR 12 PM NAPA JAMESON CANYO	INTERSECTION OF SR 12 AND SR 2	94503	NPDES
NAPA COUNTY	S107540985		VACANT LOT ON BROADWAY, NO OF		CDL

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 29

Source: EPA
Telephone: N/A
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 29

Source: EPA
Telephone: N/A
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 29

Source: EPA
Telephone: N/A
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 09/14/2016
Date Data Arrived at EDR: 10/04/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 17

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 01/05/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/10/2016
Date Data Arrived at EDR: 10/20/2016
Date Made Active in Reports: 01/06/2017
Number of Days to Update: 78

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 10/10/2016
Date Data Arrived at EDR: 10/20/2016
Date Made Active in Reports: 01/06/2017
Number of Days to Update: 78

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2015
Date Data Arrived at EDR: 05/29/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 13

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 02/13/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 11/15/2016
Date Data Arrived at EDR: 11/29/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 11/15/2016
Date Data Arrived at EDR: 11/29/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 09/29/2016
Date Made Active in Reports: 11/11/2016
Number of Days to Update: 43

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/28/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/31/2016
Date Data Arrived at EDR: 11/01/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/31/2016
Date Data Arrived at EDR: 11/01/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/15/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 66

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 02/15/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 12/11/2015
Date Data Arrived at EDR: 02/19/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 105

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/09/2015
Date Data Arrived at EDR: 02/12/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 112
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/13/2015
Date Data Arrived at EDR: 10/23/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 118
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 02/25/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/27/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 02/17/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/05/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 35
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/24/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Semi-Annually

SLIC: Statewide SLIC Cases

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 40

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/12/2016
Date Data Arrived at EDR: 09/14/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 30

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/16/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/22/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 12/03/2015
Date Data Arrived at EDR: 02/04/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 120

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/05/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 52

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/05/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 35

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 01/24/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/23/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 65

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/25/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 01/26/2016
Date Data Arrived at EDR: 02/05/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 119

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 01/26/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/31/2016
Date Data Arrived at EDR: 11/01/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/27/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 01/03/2017
Date Data Arrived at EDR: 01/04/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 01/04/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 12/19/2016
Date Data Arrived at EDR: 12/20/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 78

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 08/25/2016
Date Data Arrived at EDR: 08/26/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 49

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 02/13/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/31/2016
Next Scheduled EDR Contact: 02/13/2017
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 36
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21
Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/31/2016
Date Data Arrived at EDR: 11/01/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 78
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/31/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 08/31/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 34
Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 12/05/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 67
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 12/01/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 35

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 02/27/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 48

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 01/24/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 12/06/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 45

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/28/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 37

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/28/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 01/17/2017
Number of Days to Update: 83

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/25/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 37

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 10/11/2016
Date Data Arrived at EDR: 11/16/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 02/15/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 02/10/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/23/2016
Next Scheduled EDR Contact: 04/03/2017
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 133

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2016
Date Data Arrived at EDR: 08/22/2016
Date Made Active in Reports: 11/11/2016
Number of Days to Update: 81

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 02/10/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2016
Date Data Arrived at EDR: 04/28/2016
Date Made Active in Reports: 09/02/2016
Number of Days to Update: 127
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 02/17/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 02/17/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 01/29/2016
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/04/2017
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 35
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 01/06/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 02/01/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 77

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/24/2015
Date Made Active in Reports: 09/30/2015
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 02/22/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/05/2016
Date Data Arrived at EDR: 09/01/2016
Date Made Active in Reports: 09/23/2016
Number of Days to Update: 22

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 03/03/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 03/03/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/15/2016
Date Data Arrived at EDR: 09/07/2016
Date Made Active in Reports: 11/11/2016
Number of Days to Update: 65

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 06/02/2016
Date Data Arrived at EDR: 06/03/2016
Date Made Active in Reports: 09/02/2016
Number of Days to Update: 91

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2015
Date Data Arrived at EDR: 01/29/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 67

Source: Department of Defense
Telephone: 571-373-0407
Last EDR Contact: 01/20/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Varies

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 12/28/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 64

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/28/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 09/02/2016
Date Data Arrived at EDR: 09/27/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 79

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 09/23/2016
Date Made Active in Reports: 10/24/2016
Number of Days to Update: 31

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/23/2016
Next Scheduled EDR Contact: 04/03/2017
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 12/06/2016
Date Data Arrived at EDR: 12/09/2016
Date Made Active in Reports: 01/18/2017
Number of Days to Update: 40

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/25/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/21/2016
Number of Days to Update: 53

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/16/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 01/20/2017
Number of Days to Update: 63

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 02/13/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 10/12/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 64

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 11/21/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 62

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 02/22/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/21/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 62

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/22/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/12/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 64

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/11/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/12/2016
Date Data Arrived at EDR: 09/14/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 30

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 03/13/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 86

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/15/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 107

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 02/15/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/06/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/03/2017
Number of Days to Update: 87

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 78

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 12/22/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 09/14/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 30

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board?s review found that more than one-third of the region?s active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/13/2017
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 02/17/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/22/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 06/09/2016
Date Data Arrived at EDR: 06/13/2016
Date Made Active in Reports: 09/02/2016
Number of Days to Update: 81

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 03/13/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 12/11/2016
Date Data Arrived at EDR: 12/20/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 59

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 12/20/2016
Next Scheduled EDR Contact: 04/03/2017
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 11/21/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 73

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 02/22/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/14/2016
Date Made Active in Reports: 11/18/2016
Number of Days to Update: 35

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/06/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/10/2016
Date Data Arrived at EDR: 10/12/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 90

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 11/10/2016
Date Data Arrived at EDR: 12/13/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 9

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 10/21/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 11/18/2016
Number of Days to Update: 23

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/27/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 09/02/2016
Date Data Arrived at EDR: 09/06/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 38

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/17/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 01/26/2017
Number of Days to Update: 65

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 11/01/2016
Date Data Arrived at EDR: 11/03/2016
Date Made Active in Reports: 11/22/2016
Number of Days to Update: 19

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/22/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 01/17/2017
Number of Days to Update: 55

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/03/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 01/04/2017
Date Data Arrived at EDR: 01/10/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 51

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 01/23/2017
Date Data Arrived at EDR: 01/25/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 36

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing

Kern County Sites and Tanks Listing.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 11/08/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 63

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/14/2016
Date Data Arrived at EDR: 12/16/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 6

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/18/2017
Date Data Arrived at EDR: 01/20/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 41

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 66

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/17/2016
Date Data Arrived at EDR: 10/18/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 58

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/18/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2016
Date Data Arrived at EDR: 01/26/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 56

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 04/06/2016
Date Made Active in Reports: 06/13/2016
Number of Days to Update: 68
Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 03/30/2015
Date Data Arrived at EDR: 04/02/2015
Date Made Active in Reports: 04/13/2015
Number of Days to Update: 11
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 11/04/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 34
Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 10/04/2016
Date Data Arrived at EDR: 10/11/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 93
Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 12/09/2016
Date Made Active in Reports: 01/19/2017
Number of Days to Update: 41
Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 10/19/2016
Date Data Arrived at EDR: 10/25/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 79
Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 01/17/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/17/2017
Number of Days to Update: 42

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/05/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 17

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/24/2016
Date Data Arrived at EDR: 06/27/2016
Date Made Active in Reports: 08/09/2016
Number of Days to Update: 43

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 11/08/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 44

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 11/03/2016
Date Data Arrived at EDR: 11/11/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 73

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/04/2016
Date Data Arrived at EDR: 11/11/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 73

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/03/2016
Date Data Arrived at EDR: 11/08/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 65

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/07/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/02/2016
Date Data Arrived at EDR: 09/06/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 38

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 01/19/2017
Date Data Arrived at EDR: 01/25/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 36

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 10/20/2016
Date Data Arrived at EDR: 10/25/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 77

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 56

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/05/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/08/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 56

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/05/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 12/09/2016
Date Data Arrived at EDR: 12/13/2016
Date Made Active in Reports: 03/03/2017
Number of Days to Update: 80

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 10/05/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 86

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 03/10/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Quarterly

Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58
Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24
Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 02/03/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/16/2016
Date Data Arrived at EDR: 11/21/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 52
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 12/21/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/14/2017
Number of Days to Update: 49
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 11/17/2016
Date Data Arrived at EDR: 11/21/2016
Date Made Active in Reports: 01/19/2017
Number of Days to Update: 59
Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 06/02/2016
Date Data Arrived at EDR: 06/07/2016
Date Made Active in Reports: 06/22/2016
Number of Days to Update: 15
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/16/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 76
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28
Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 11/16/2016
Date Data Arrived at EDR: 11/21/2016
Date Made Active in Reports: 01/19/2017
Number of Days to Update: 59
Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22
Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 11/10/2016
Date Made Active in Reports: 01/24/2017
Number of Days to Update: 75

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 02/06/2017
Next Scheduled EDR Contact: 05/22/2017
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 11/16/2016
Date Data Arrived at EDR: 11/21/2016
Date Made Active in Reports: 01/19/2017
Number of Days to Update: 59

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 12/13/2016
Date Data Arrived at EDR: 12/16/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 76

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/21/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 1

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/22/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 19

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 03/09/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 12/22/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 65

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/22/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/04/2017
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 55

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/22/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 35

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 03/06/2017
Next Scheduled EDR Contact: 06/19/2017
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/25/2017
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 34

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 10/27/2016
Date Made Active in Reports: 01/17/2017
Number of Days to Update: 82

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/30/2016
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 02/13/2017
Next Scheduled EDR Contact: 05/29/2017
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 10/27/2016
Date Made Active in Reports: 01/24/2017
Number of Days to Update: 89
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/23/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 11/28/2016
Date Data Arrived at EDR: 12/14/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 29
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/15/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 01/12/2017
Number of Days to Update: 55
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 01/03/2017
Next Scheduled EDR Contact: 04/17/2017
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 10/28/2016
Date Data Arrived at EDR: 11/03/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 42
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 01/30/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/11/2016
Next Scheduled EDR Contact: 02/27/2017
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 09/29/2016
Date Made Active in Reports: 01/03/2017
Number of Days to Update: 96

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/09/2017
Next Scheduled EDR Contact: 04/24/2017
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/30/2017
Date Data Arrived at EDR: 02/01/2017
Date Made Active in Reports: 02/13/2017
Number of Days to Update: 12

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 02/01/2017
Next Scheduled EDR Contact: 05/08/2017
Data Release Frequency: Annually

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 07/22/2016
Date Made Active in Reports: 11/22/2016
Number of Days to Update: 123

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/12/2017
Next Scheduled EDR Contact: 05/01/2017
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 02/21/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 50

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/13/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data

Source: PennWell Corporation

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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APPENDIX D

REGULATORY AGENCY RECORDS

County of Napa GIS

Legend

Flood Hazard Zones

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazar
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chan
- Area with Reduced Risk Due to Lev

Parcels

County Boundary

376.2 0 188.08 376.2 Feet

Disclaimer: This map was prepared for informational purposes only.
No liability is assumed for the accuracy of the data delineated hereon.

This map was printed on 3/22/2017

Notes

Parcel Report for { 058302001000 }

Developed by Napa County GIS
GISStaff@CountyOfNapa.org

Environmental Data

Alquist Priolo Faults:	Alquist Priolo faults found
Archaeology:	Potential Archaeological sites may occur in this general area, please contact the Planning, Building, & Environmental Services Dept. for details*
California Planar Coordinate:	DF269
CalVeg:	No CalVeg data found
CalWater Watershed: Hydrologic Region (HR) Hydrologic Unit (HU) Hydrologic Area (HA) Hydrologic Sub Area (HSA) Super Planning Watershed (SPW) Planning Watershed (PW)	HR: San Francisco Bay HU: San Pablo HA: Napa River HSA: Napa River SPW: Lower Napa River PW: Mouth of Napa River
Faults:	No Faults found
FEMA Flood Zone:	Parcel not in FEMA Flood Zone
Fire Hazard Severity:	No Fire Hazard Severity rating found

Parcel Report for { 058302001000 }

Developed by Napa County GIS
GISStaff@CountyOfNapa.org

GW Ordinance:	Parcel not in a designated Groundwater Deficient Area (actual groundwater conditions may vary)
Landslides:	Landslides found
Local Drainage:	Rancho del Mar Creek
Soil Type:	Clear Lake clay, drained
Special Species:	No Special Species found
Spotted Owls:	No Spotted Owls found

HazMat Releases - Local Oversight Program (LOP) (within 1500 ft):
AMERICAN CANYON VALLEJO GAS DBA
Cal Trans
MIKE'S MINI MART & GAS STATION

HazMat Releases - Non-Local Oversight Program (Non-LOP) (within 1500 ft):
Canyon Market
P.G.& E. Transformer

Agricultural Use USTs (within 1500 ft):
No Agricultureal Use USTs found

Location of archaeological sites, spotted owls, and other sensitive resources are generalized to protect their exact locations. For this reason, there is no guarantee they are located within or outside of the subject parcel. Please contact PBES to learn more.

Boundary Data

Basemap Grid:	1 - C
Census Data:	Tract: 201006 Block Group: 2
County Zoning:	American Canyon - Refer to city. Zoning is only available for the unincorporated area.
Fire Jurisdiction:	American Canyon Fire
Garbage Zone 1:	Parcel does not fall within Garbage Zone 1
Landuse Staff:	1 - Rebecca
Projected Township, Range & Section:	M04N04W25
School District:	Napa Valley Unified
Supervisor District:	District 5 - Belia Ramos
Township & Range:	T04N-R04W25
USGS Topo Quad Name:	Cuttings Wharf
Voting Precinct:	561343

Imagery	
Description	**File**
2002 DTM & Imagery:	V - 10 Download V - 10 Image File Download V - 10 DTM CAD File Download V - 10 DTM Shapefile
2005 Imagery:	6488_1820 - *File(s) are not downloadable.*

Parcel Report for { 058302001000 }

Developed by Napa County GIS
GISStaff@CountyOfNapa.org

2007 Imagery:	L17-38NW Download L17-38NW Image File
2011 1 Foot Imagery:	486821 - *File(s) are not downloadable.*
2011 6 Inch Imagery:	486821 - *File(s) are not downloadable.*
Digital Ortho Quarter Quad (DOQQ) Imagery:	/data/aerials/doqq/cd6/cordelia_sw.lan - *File(s) are not downloadable.*
Digital Ortho Quarter Quad (DOQQ) Imagery:	/data/aerials/doqq/cd6/cuttings_wharf_se.lan - *File(s) are not downloadable.*
Digital Terrain Model (DTM):	v10_topo.zip - *File(s) are not downloadable.*
USGS Topo Quad (DRG):	o38122b3.tif - *File(s) are not downloadable.*

Filed Maps:
058-30 - Assessor Map Page
12PM35 - Parcel Map
4RM53 - Record Map
5RM32 - Record Map
14RS70 - Record of Survey

Cultural Data

Schools (within 0.25 mi):
No Schools found

Permit History - No Records Found

**Note: Multiple results were found.
In some cases, multiple results could be valid; for example, Zoning.
In other cases, a parcel may cross over the boundary of more than one data area; for example, multiple Precincts.

To review any possible data issues, use the interactive map and turn on the relevant layers.

Disclaimer: *This report was prepared for informational purposes only. No liability is assumed for the accuracy of the data delineated hereon.*

Parcel Report for { 058290012000 }

Developed by Napa County GIS
GISStaff@CountyOfNapa.org

Environmental Data

Alquist Priolo Faults:	Alquist Priolo faults found
Archaeology:	Potential Archaeological sites may occur in this general area, please contact the Planning, Building, & Environmental Services Dept. for details*
California Planar Coordinate:	DF269
CalVeg:	No CalVeg data found
CalWater Watershed: Hydrologic Region (HR) Hydrologic Unit (HU) Hydrologic Area (HA) Hydrologic Sub Area (HSA) Super Planning Watershed (SPW) Planning Watershed (PW)	HR: San Francisco Bay HU: San Pablo HA: Napa River HSA: Napa River SPW: Lower Napa River PW: Mouth of Napa River
Faults:	No Faults found
FEMA Flood Zone:	Parcel not in FEMA Flood Zone
Fire Hazard Severity:	High Fire Hazard Severity (SRA). Compliance with Chapter 7 A of the California Building Code is required for new construction.

Parcel Report for { 058290012000 }

Developed by Napa County GIS
GISStaff@CountyOfNapa.org

GW Ordinance:	Parcel not in a designated Groundwater Deficient Area (actual groundwater conditions may vary)
Landslides:	Landslides found
Local Drainage:	Rancho del Mar Creek
Soil Type:	Clear Lake clay, drained
Special Species:	No Special Species found
Spotted Owls:	No Spotted Owls found

HazMat Releases - Local Oversight Program (LOP) (within 1500 ft):
AMERICAN CANYON VALLEJO GAS DBA
Cal Trans
MIKE'S MINI MART & GAS STATION

HazMat Releases - Non-Local Oversight Program (Non-LOP) (within 1500 ft):
Canyon Market
P.G.& E. Transformer

Agricultural Use USTs (within 1500 ft):
No Agricultureal Use USTs found

Location of archaeological sites, spotted owls, and other sensitive resources are generalized to protect their exact locations. For this reason, there is no guarantee they are located within or outside of the subject parcel. Please contact PBES to learn more.

Boundary Data

Basemap Grid:	1 - C
Census Data:	Tract: 201006 Block Group: 2
County Zoning:	American Canyon - Refer to city. Zoning is only available for the unincorporated area.
Fire Jurisdiction:	American Canyon Fire
Garbage Zone 1:	Parcel does not fall within Garbage Zone 1
Landuse Staff:	1 - Rebecca
Projected Township, Range & Section:	M04N04W25
School District:	Napa Valley Unified
Supervisor District:	District 5 - Belia Ramos
Township & Range:	T04N-R04W25
USGS Topo Quad Name:	Cuttings Wharf
Voting Precinct:	561343

Imagery	
Description	**File**
2002 DTM & Imagery:	V - 10 Download V - 10 Image File Download V - 10 DTM CAD File Download V - 10 DTM Shapefile
2005 Imagery:	6488_1820 - *File(s) are not downloadable.*

Parcel Report for { 058290012000 }

Developed by Napa County GIS
GISStaff@CountyOfNapa.org

2007 Imagery:	L17-38NW Download L17-38NW Image File
2011 1 Foot Imagery:	486821 - *File(s) are not downloadable.*
2011 6 Inch Imagery:	486821 - *File(s) are not downloadable.*
Digital Ortho Quarter Quad (DOQQ) Imagery:	/data/aerials/doqq/cd6/cordelia_sw.lan - *File(s) are not downloadable.*
Digital Ortho Quarter Quad (DOQQ) Imagery:	/data/aerials/doqq/cd6/cuttings_wharf_se.lan - *File(s) are not downloadable.*
Digital Terrain Model (DTM):	v10_topo.zip - *File(s) are not downloadable.*
USGS Topo Quad (DRG):	o38122b3.tif - *File(s) are not downloadable.*

Filed Maps:
058-29 - Assessor Map Page
12PM35 - Parcel Map
4RM53 - Record Map
5RM32 - Record Map

Cultural Data

Schools (within 0.25 mi):
No Schools found

Permit History - No Records Found

**Note: Multiple results were found.
In some cases, multiple results could be valid; for example, Zoning.
In other cases, a parcel may cross over the boundary of more than one data area; for example, multiple Precincts.

To review any possible data issues, use the interactive map and turn on the relevant layers.

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County of Napa
Planning, Building and Environmental Services

Online Permit Center

First time to our site? ...

Announcements

Global Search

Home | Building | Engineering | Env Health | Fire | Planning | Public Works

Search Applications

REFERENCE links

- Property and Map Information
- Parcel Data Report
- Environmental GIS Data
- Find Your Zoning
- Allowed Uses by Zoning Districts
- Napa County Code
- Electronic Document Retrieval
- Green Energy Permits
- Help with online Permits

DEPARTMENT links

- PBES Home
- Forms and Documents
- Meet the Staff - Contacts
- Fees and Payments
- Current Project
- Code Complaint Online
- Public Works Home

Search for Records

Enter information below to search for a record.
- Permit/Application Information
- Parcel Number
- Site Address
- Contractor License Information

If no results are found, try entering less information.
Example: Silverado Trail, try just Silverado; 3rd Avenue, try 3rd or Third.

General Search

Environmental Health Application Search

Record Number: | Record Type: --Select--

Parcel No.: 058-290-012 | Start Date: 01/01/1900 | End Date: 03/30/2017

Street No.: From - To | Street Name: | City: | Zip:

License Type: --Select-- | State License Number:

First: | Last: | Name of Business:

Search | Clear

Notice:
Your search returned no results. Please modify your search criteria and try again.

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County of Napa
Planning, Building and Environmental Services

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Home | Building | Engineering | Env Health | Fire | Planning | Public Works

Search Applications

REFERENCE links

- Property and Map Information
- Parcel Data Report
- Environmental GIS Data
- Find Your Zoning
- Allowed Uses by Zoning Districts
- Napa County Code
- Electronic Document Retrieval
- Green Energy Permits
- Help with online Permits

DEPARTMENT links

- PBES Home
- Forms and Documents
- Meet the Staff - Contacts
- Fees and Payments
- Current Project
- Code Complaint Online
- Public Works Home

Search for Records

Enter information below to search for a record.
- Permit/Application Information
- Parcel Number
- Site Address
- Contractor License Information

If no results are found, try entering less information.
Example: Silverado Trail, try just Silverado; 3rd Avenue, try 3rd or Third.

General Search

Environmental Health Application Search

Record Number: | Record Type: --Select--

Parcel No.: 058-302-001 | Start Date: 01/01/1900 | End Date: 03/30/2017

Street No.: From - To | Street Name: | City: | Zip:

License Type: --Select-- | State License Number:

First: | Last: | Name of Business:

Search | Clear

Notice:
Your search returned no results. Please modify your search criteria and try again.

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APPENDIX E

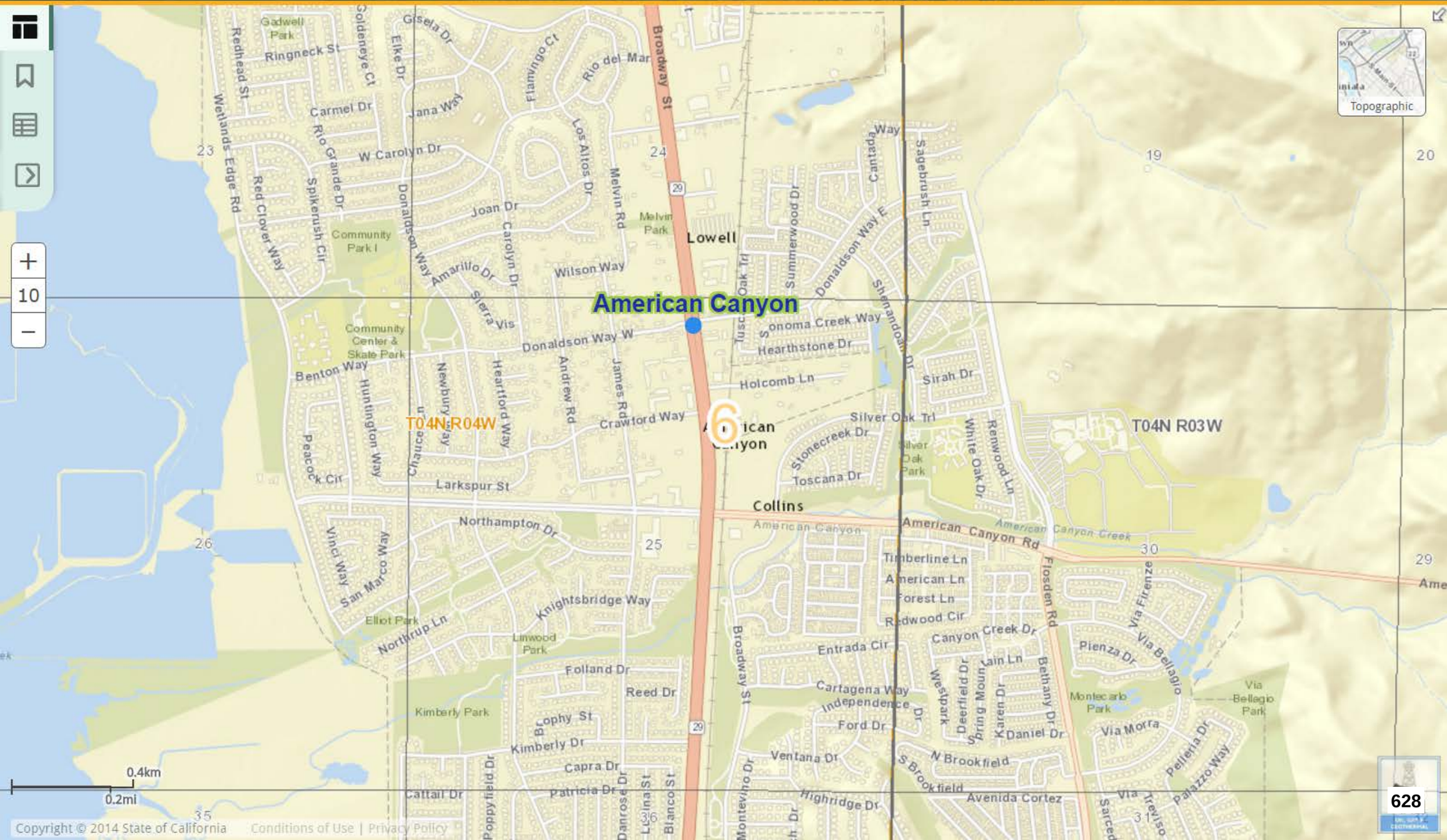
OTHER SUPPORTING DOCUMENTATION

CA.GOV

Department of Conservation

Lat: 38.17818, Long: -122.27312

Division of Oil, Gas & Geothermal Resources Well Finder



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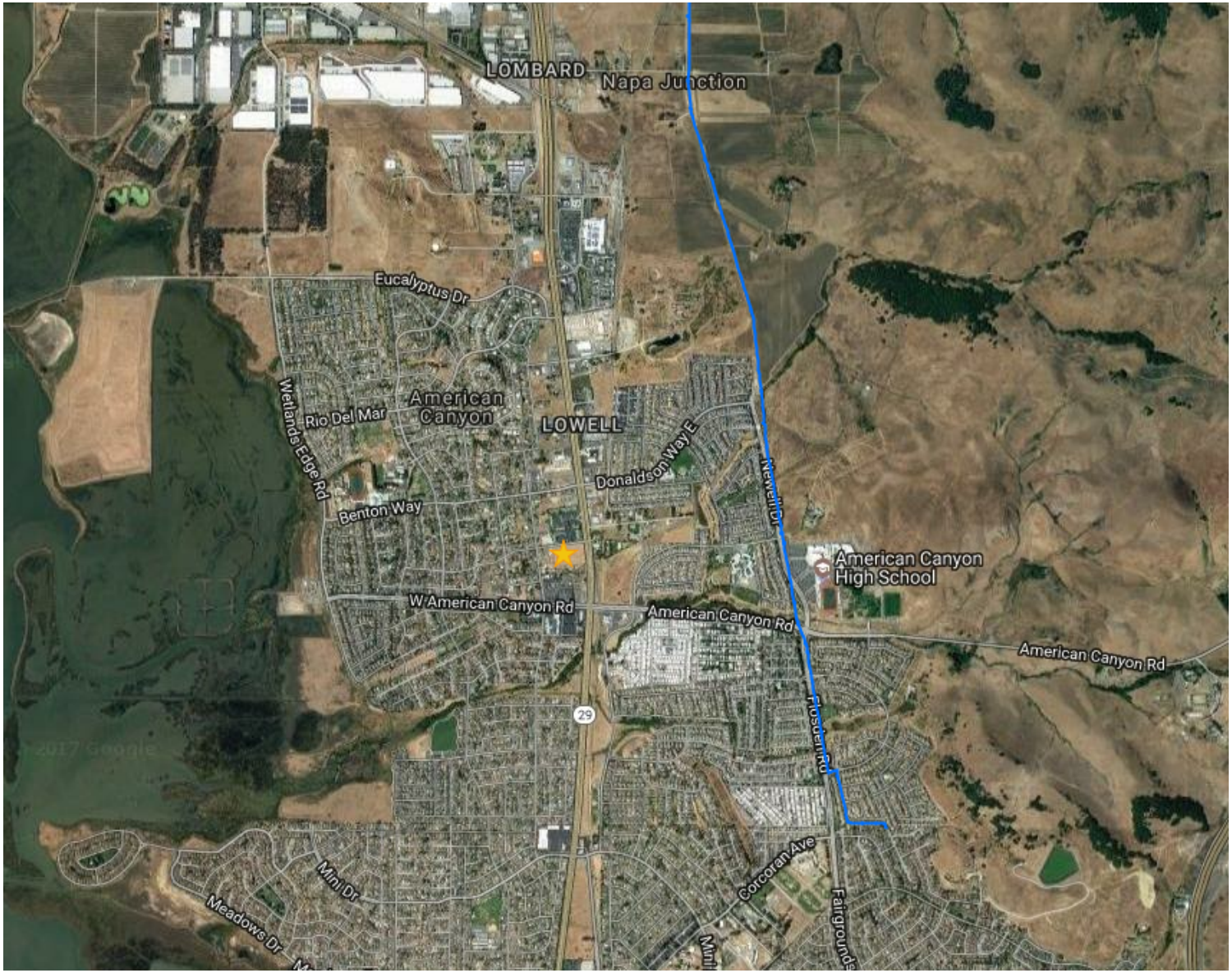

Legend

- Gas Transmission Pipelines
- Hazardous Liquid Pipelines

500 m
1000 ft

Pipelines depicted on this map represent gas transmission and hazardous liquid lines only. Gas gathering and gas distribution systems are not represented.

This map should never be used as a substitute for contacting a one-call center prior to excavation activities. Please call 811 before any digging occurs.

Questions regarding this map or its contents can be directed to npms@dot.gov.

Projection: Geographic

Datum: NAD83

Map produced by the Public Viewer application at www.npms.phmsa.dot.gov

Date Printed: Mar 30, 2017

811 Know what's below. Call before you dig.

Matthew Rodriquez
Secretary for
Environmental Protection

Department of Toxic Substances Control

Barbara A. Lee , Director
1001 I Street
P.O. Box 806
Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:
Search on: Physical Address
Street: Broadway
City: American Canyon
Status: Active and Inactive
Sort Direction: asc
Sorted By: EPA ID
Records Found: 46

EPA ID Number	Name	Address	City	Zip
CAC000232233	1X AMERICAN CANYON COUNTY WATER DISTRICT	3751 BROADWAY	AMERICAN CANYON	945890000
CAC000281313	1X INDEPENDANT STAVE CO INC.	4391 BROADWAY HWY 29	AMERICAN CANYON	945890000
CAC000631280	1X ILLMAN JOHNES POWERHOUSEE	5505 BROADWAY	AMERICAN CANYON	945890000
CAC000709088	1X GUS KALAMARAS	4381 BROADWAY	AMERICAN CANYON	945890000
CAC000912024	D'AMBROSIO BROTHERS INVESTMENT CO	3787 BROADWAY	AMERICAN CANYON	945890000
CAC002117888	MIKE MOCALLA	3462 BROADWAY NORTH	AMERICAN CANYON	945890000
CAC002349111	HANGER PROSTETICS	3353 BROADWAY HWY 29	AMERICAN CANYON	945890000
CAC002561332	TESORO REFINING & MARKETING CO	3438 BROADWAY ST	AMERICAN CANYON	945891254
CAC002579936	BERNARD & EVELYN SILVAERI	2448 BROADWAY	AMERICAN CANYON	94503
CAC002583699	CONTINENTAL REAL ESTATE SERVICES	3680 BROADWAY ST	AMERICAN CANYON	94503
CAC002584417	RH HESS DEVELOPMENT	3631 BROADWAY	AMERICAN CANYON	94503
CAC002594351	RANDY GULARTE	3860 BROADWAY ST	AMERICAN CANYON	94503
CAC002634549	WALTER GISH	3439 BROADWAY ST	AMERICAN CANYON	945031253
CAC002728471	AMERICAN CANYON DENTAL CARE	3431 BROADWAY ST STE A7	AMERICAN CANYON	945031228
CAC002781569	PACIFIC STATES IND. DBA DIABLO TIMBER	5747 BROADWAY ST	AMERICAN CANYON	945039668
CAC002784890	ORAMA, LLC	3438 BROADWAY ST	AMERICAN CANYON	94503
CAC002796161	AMERICAN CANYON DENTAL CARE	3431 BROADWAY ST	AMERICAN CANYON	945031228
CAC002798320	CALTRANS D04/EA04-3J2904	3466 BROADWAY ST	AMERICAN CANYON	94503
CAC002833020	ORAMA LLC	3438 BROADWAY ST	AMERICAN CANYON	945031254
CAC002833672	AMERICAN CANYON DENTAL CARE	3431 BROADWAY ST STE A7	AMERICAN CANYON	945031228
CAC002899211	NAPA VALLEY CASINO	3470 BROADWAY #1	AMERICAN CANYON	94503
CAD982435596	NORTHERN ABATEMENT CO INC	4301 BROADWAY ST (HWY 29)	AMERICAN CANYON	945030000
CAD983654393	POWERHOUSE DIESEL SERVICES INC	5505 BROADWAY	AMERICAN CANYON	945890000
CAL000072809	POWERHOUSE DIESEL SERVICES INC	5505 BROADWAY ST	AMERICAN CANYON	945039678
CAL000092072	DOSHIER-GREGSON INC	5365 BROADWAY ST	AMERICAN CANYON	94503
CAL000174158	ULTRAMAR INC 3710	3438 BROADWAY ST	AMERICAN CANYON	945890000
CAL000252506	TESORO 67050	3438 BROADWAY ST	AMERICAN CANYON	945891254
CAL000266931	AMERICAN CANYON DENTAL CARE	3431 BROADWAY ST STE A7	AMERICAN CANYON	94503
CAL000270247	BEDROCK OIL INC	3438 BROADWAY ST	AMERICAN CANYON	945031254
CAL000274887	RENTAL SOLUTIONS LLC	5505 BROADWAY ST	AMERICAN CANYON	945039671
CAL000280868	MA MOKALLA DBA MIKE'S ARCO	3462 BROADWAY ST	AMERICAN CANYON	945031263
CAL000285607	ALCAN PACKAGING CAPSULES OF CALIFORNIA	5425 BROADWAY ST	AMERICAN CANYON	94503
CAL000285791	POOJA OIL COMPANY LLC	3438 BROADWAY ST	AMERICAN CANYON	945031254
CAL000300624	AMERICAN CANYON VALERO	3438 BROADWAY ST	AMERICAN CANYON	945031254
CAL000315086	AMERICAN CANYON GAS INC	3438 BROADWAY ST	AMERICAN CANYON	945031254
CAL000317014	ALCAN PACKAGING CAPSULES OF CALIFORNIA	5425 BROADWAY ST	AMERICAN CANYON	94503

CAL000327252	GYPSUM TECHNOLOGIES INC DBA GYPTECH	5555 BROADWAY ST	AMERICAN CANYON	945039671
CAL000350108	AMCOR FLEXIBLES INC	5425 BROADWAY ST	AMERICAN CANYON	94503
CAL000364596	BC TIMBER ENTERPRISES INC DBA DIABLO TIMBER	5747 BROADWAY ST	AMERICAN CANYON	945039668
CAL000376102	VOLVO CONSTRUCTION EQUIPMENT RENTS INC	505 BROADWAY ST	AMERICAN CANYON	94503
CAL000379907	AMERICAN CANYON CAR WASH INC	3448 BROADWAY ST	AMERICAN CANYON	94503
CAL000395265	JRS MOBILE SERVICES	6401 BROADWAY ST STE B	AMERICAN CANYON	945039673
CAL000400419	CANYON AUTO AND TIRE CARE INC	3657 BROADWAY ST	AMERICAN CANYON	94503
CAL000403916	MIKE'S ARCO MINI MART & GAS	3462 BROADWAY ST	AMERICAN CANYON	94503
CAL000409653	BANDY INDUSTRIES	6401 BROADWAY ST	AMERICAN CANYON	94503
CAR000142125	USA GASOLINE CORPORATION FACILITY 3710	3438 BROADWAY ST	AMERICAN CANYON	945890000

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

Report Generation Date: 03/22/2017

Matthew Rodriquez
Secretary for
Environmental Protection

Department of Toxic Substances Control

Barbara A. Lee , Director
1001 I Street
P.O. Box 806
Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:
Search on: Physical Address
Street: Highway 29
City: American Canyon
Status: Active and Inactive
Sort Direction: asc
Sorted By: EPA ID
Records Found: 5

EPA ID Number	Name	Address	City	Zip
CAC002587557	PACIFIC GAS & ELECTRIC	3331 HIGHWAY 29	AMERICAN CANYON	94558
CAC002621893	PACIFIC GAS AND ELECTRIC	3331 HIGHWAY 29	AMERICAN CANYON	94503
CAL000204936	DIABLO TIMBER	5747 HIGHWAY 29	AMERICAN CANYON	945030000
CAL000253270	M&M SANITARY LLC	5357 Highway 29	AMERICAN CANYON	94503
CAL000400391	BLUELINE RENTAL LLC	5505 STATE HIGHWAY 29	AMERICAN CANYON	94503

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

Report Generation Date: 03/22/2017

APPENDIX F

QUALIFICATIONS

Jordan Vida – Project Manager

BS - Environmental Engineering, University of California, Merced
Engineer in Training (No. EIT 152202) ☐California
OSHA 40-hour HAZWOPER

Mr. Vida has worked in the environmental service industry since 2014 and has experience in due diligence and site mitigation. Mr. Vida provides project management to ensure ASTM compliance and satisfaction of client requirements for Environmental Due Diligence.

Project experience Due Diligence include:

- Phase I Environmental Site Assessments (PHI ESA)
- Environmental Transaction Screens (ETS)
- Regulatory Database Review
- Site Reconnaissance
- Historical Records Review
- Short-Term and Long-Term Radon Sampling

In addition, Mr. Vida provides project management for Site Mitigation.

Project experience in Site Mitigation include:

- Weekly and Monthly System Operation and Maintenance (O&M) of Various Remediation Sites
- Sub-Slab and Soil Vapor Installation and Sampling
- Soil Sampling
- Groundwater Sampling
- Computer Assisted Drafting (CAD)

Shannon Lefebvre – National Client Manager

BS Earth Science, Western Michigan University

Ms. Lefebvre has over 20 years of experience in the environmental services industry, primarily as a project manager and senior technical reviewer working directly with clients to fulfill their environmental needs. Ms. Lefebvre has been responsible for management of small local clients as well as large national and regional accounts.

Project experience for Ms. Lefebvre includes:

- Senior Technical Review of thousands of Phase I ESA reports on multiple property types and sizes that were done for National and regional banks, Life Insurance Companies, Equity Investors as well as Freddie Mac, Fannie Mae, SBA and USDA scopes of work.

- Phase I Environmental Site Assessments – Conducted over 1700 ESA projects including debt and equity propject. Properties range from large acreage raw land to residential, agricultural, retail, commercial and industrial properties.
- Phase II Environmental Site Assessments – Responsible for planning and coordinating all phases of subsurface soil and groundwaterinvestigation at former landfills, agricultural operations, underground storage tank (UST) sites, dry cleaners, and industrial facilities; interpretation of analytical results and technical review of peer reports.
- National Environmental Policy Act (NEPA) Compliance – Created program for private company to conduct all aspects of NEPA compliance for telecommunication towers including tribal notification, review of archaeology reports and endangered species reports, State Historic Preservation Office (SHPO) submittals, and windshield surveys), for preparation of Environmental Assessments/Finding of No Significant Impact (FONSI), and Environmental Impact Statements (EIS).
- Stormwater Pollution Prevention Plans (SWPPP)– Created and conducted oversight of construction SWPPS and preparation of SWPPPs for Arizona Department of Transportation (ADOT) statewide maintenance facilities as well as annual SWPPP inspections for City of Phoenix Aviation Department and ADOT.
- Indoor Air Quality - Responsible for the management and planning of assessment and remediation oversight regarding water intrusion and fungal growth issues, including instituting assessment criteria and remediation strategies for apartment complexes, dialysis facilities, mobile office units, retail centers, and banking workplaces throughout the U.S.
- Asbestos – Responsible for conducting surveys, and managing abatement projects throughout the U.S. including senior technical review of project reports for renovation and/or demolition of multi-family complexes, banking centers, dialysis facilities, mobile office units and retail facilities.

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Attachment 1: Exhibit E - Yocha Dehe Protocols

YOCHA DEHE
CULTURAL RESOURCES

August 18, 2022

City of American Canyon
Attn: Nicolle Hall, Administrative Technician
4381 Broadway St., Suite 201
American Canyon, CA 94503

RE: American Canyon 6th Cycle Housing Element YD-03152022-04

Dear Ms. Hall:

Thank you for the consultation meeting on, August 08, 2022, regarding the proposed American Canyon 6th Cycle Housing Element. We appreciate you taking the time to discuss the project.

Based on the information provided during our consultation meeting, the Tribe has concerns that the project could impact known cultural resources. Therefore, we request that you incorporate Yocha Dehe Wintun Nation's Treatment Protocol into the mitigation measures for this project. Please submit the updated mitigation measures to the Cultural Resources Department once completed. We respectively decline any comment on the project at this time.

Should you have any questions, please feel free to contact:

CRD Administrative Staff
Yocha Dehe Wintun Nation
Office: (530) 796-3400
Email: THPO@yochadehe-nsn.gov

Please refer to identification number YD – 03152022-04 in any correspondence concerning this project.

Thank you for providing us with this notice and the opportunity to comment.

Sincerely,

DocuSigned by:
5ED632FDB9C34EA...
Tribal Historic Preservation Officer

DocuSign Envelope ID: 0D69CDD2-A513-4BF7-A2E6-01DD9D465223

YOCHA DEHE
CULTURAL RESOURCES

Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation

The purpose of this Protocol is to formalize procedures for the treatment of Native American human remains, grave goods, ceremonial items, and items of cultural patrimony, in the event that any are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. This Protocol also formalizes procedures for Tribal monitoring during archaeological studies, grading, and ground-disturbing activities.

I. Cultural Affiliation

The Yocha Dehe Wintun Nation ("Tribe") traditionally occupied lands in Yolo, Solano, Lake, Colusa and Napa Counties. The Tribe has designated its Cultural Resources Committee ("Committee") to act on the Tribe's behalf with respect to the provisions of this Protocol. Any human remains which are found in conjunction with Projects on lands culturally-affiliated with the Tribe shall be treated in accordance with Section III of this Protocol. Any other cultural resources shall be treated in accordance with Section IV of this Protocol.

II. Inadvertent Discovery of Native American Human Remains

Whenever Native American human remains are found during the course of a Project, the determination of Most Likely Descendant ("MLD") under California Public Resources Code Section 5097.98 will be made by the Native American Heritage Commission ("NAHC") upon notification to the NAHC of the discovery of said remains at a Project site. If the location of the site and the history and prehistory of the area is culturally-affiliated with the Tribe, the NAHC contacts the Tribe; a Tribal member will be designated by the Tribe to consult with the landowner and/or project proponents.

Should the NAHC determine that a member of an Indian tribe other than Yocha Dehe Wintun Nation is the MLD, and the Tribe is in agreement with this determination, the terms of this Protocol relating to the treatment of such Native American human remains shall not be applicable; however, that situation is very unlikely.

III. Treatment of Native American Remains

In the event that Native American human remains are found during development of a Project and the Tribe or a member of the Tribe is determined to be MLD pursuant to Section II of this Protocol, the following provisions shall apply. The Medical Examiner shall immediately be notified, ground disturbing activities in that location shall cease and the Tribe shall be allowed, pursuant to California Public Resources Code Section 5097.98(a), to (1) inspect the site

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of the discovery and (2) make determinations as to how the human remains and grave goods should be treated and disposed of with appropriate dignity.

The Tribe shall complete its inspection and make its MLD recommendation within forty-eight (48) hours of getting access to the site. The Tribe shall have the final determination as to the disposition and treatment of human remains and grave goods. Said determination may include avoidance of the human remains, reburial on-site, or reburial on tribal or other lands that will not be disturbed in the future.

The Tribe may wish to rebury said human remains and grave goods or ceremonial and cultural items on or near the site of their discovery, in an area which will not be subject to future disturbances over a prolonged period of time. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b).

The term "human remains" encompasses more than human bones because the Tribe's traditions call for the burial of associated cultural items with the deceased (funerary objects), and/or the ceremonial burning of Native American human remains, funerary objects, grave goods and animals. Ashes, soils and other remnants of these burning ceremonies, as well as associated funerary objects and unassociated funerary objects buried with or found near the Native American remains are to be treated in the same manner as bones or bone fragments that remain intact.

IV. Non-Disclosure of Location of Reburials

Unless otherwise required by law, the site of any reburial of Native American human remains shall not be disclosed and will not be governed by public disclosure requirements of the California Public Records Act, Cal. Govt. Code § 6250 et seq. The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r). The Tribe will require that the location for reburial is recorded with the California Historic Resources Inventory System ("CHRIS") on a form that is acceptable to the CHRIS center. The Tribe may also suggest that the landowner enter into an agreement regarding the confidentiality of site information that will run with title on the property.

V. Treatment of Cultural Resources

Treatment of all cultural items, including ceremonial items and archeological items will reflect the religious beliefs, customs, and practices of the Tribe. All cultural items, including ceremonial items and archeological items, which may be found at a Project site should be turned over to the Tribe for appropriate treatment, unless otherwise ordered by a court or agency of competent jurisdiction. The Project Proponent should waive any and all claims to ownership of

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Tribal ceremonial and cultural items, including archeological items, which may be found on a Project site in favor of the Tribe. If any intermediary, (for example, an archaeologist retained by the Project Proponent) is necessary, said entity or individual shall not possess those items for longer than is reasonably necessary, as determined solely by the Tribe.

VI. Inadvertent Discoveries

If additional significant sites or sites not identified as significant in a Project environmental review process, but later determined to be significant, are located within a Project impact area, such sites will be subjected to further archeological and cultural significance evaluation by the Project Proponent, the Lead Agency, and the Tribe to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with CEQA requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease for a period of up to 30 days in accordance with Federal Law.

VIII. Work Statement for Tribal Monitors

The description of work for Tribal monitors of the grading and ground disturbing operations at the development site is attached hereto as Addendum I and incorporated herein by reference.

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YOCHA DEHE
CULTURAL RESOURCES

ADDENDUM I

Yocha Dehe Wintun Nation
Tribal Monitors
Description of Work and Treatment Protocol

I. Preferred Treatment
The preferred protocol upon the discovery of Native American human remains is to (1) secure the area, (2) cover any exposed human remains or other cultural items, and (3) avoid further disturbances in the area.

II. Comportment
All parties to the action are strongly advised to treat the remains with appropriate dignity, as provided in Public Resource Code Section 5097.98. We further recommend that all parties to the action treat tribal representatives and the event itself with appropriate respect. For example, jokes and antics pertaining to the remains or other inappropriate behavior are ill advised.

III. Excavation Methods
If, after the Yocha Dehe Tribal representative has been granted access to the site and it is determined that avoidance is not feasible, an examination of the human remains will be conducted to confirm they are human and to determine the position, posture, and orientation of the remains. At this point, we recommend the following procedures:

(A) Tools. All excavation in the vicinity of the human remains will be conducted using fine hand tools and fine brushes to sweep loose dirt free from the exposure.

(B) Extent of Exposure. In order to determine the nature and extent of the grave and its contents, controlled excavation should extend to a full buffer zone around the perimeter of the remains.

(C) Perimeter Balk. To initiate the exposure, a perimeter balk (especially, a shallow trench) should be excavated, representing a reasonable buffer a minimum of 10 cm around the maximum extent of the known skeletal remains, with attention to counter-intuitive discoveries or unanticipated finds relating to this or other remains. The dirt from the perimeter balk should be bucketed, distinctly labeled, and screened for cultural materials.

(D) Exposure Methods. Excavation should then proceed inward from the walls of the balk as well as downward from the surface of the exposure. Loose dirt should be scooped out and brushed off into a dustpan or other collective device. Considerable care should be given to ensure that human remains are not further impacted by the process of excavation.

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(E) Provenience. Buckets, collection bags, notes, and tags should be fully labeled per provenience, and a distinction should be made between samples collected from: (1) **Perimeter Balk** (described above), (2) **Exposure** (dirt removed in exposing the exterior/burial plan and associations, and (3) **Matrix** (dirt from the interstices between bones or associations). Thus, each burial may have three bags, "Burial 1 Perimeter Balk," "Burial 1 Exposure Balk," "Burial 1 Matrix."

Please note the provisions below with respect to handling and conveyance of records and samples.

(F) Records. The following records should be compiled in the field: (1) a detailed scale drawing of the burial, including the provenience of and full for all human remains, associated artifacts, and the configuration of all associated phenomena such as burial pits, evidence for preinterment grave pit burning, soil variability, and intrusive disturbance, (2) complete a formal burial record using the consultants proprietary form or other standard form providing information on site #, unit or other proveniences, level depth, depth and location of the burial from a fixed datum, workers, date(s), artifact list, skeletal inventory, and other pertinent observations, (3) crew chief and worker field notes that may supplement or supercede information contained in the burial recording form, and (4) photographs, including either or standard photography or high-quality (400-500 DPI or 10 MP recommended) digital imaging.

(G) Stipulations for Acquisition and Use of Imagery. Photographs and images may be used only for showing location or configuration of questionable formation or for the position of the skeleton. They are not to be duplicated for publication unless a written release is obtained from the Tribe.

(H) Association. Association between the remains and other cultural materials should be determined in the field in consultation with an authorized Tribal representative, and may be amended per laboratory findings. Records of provenience and sample labels should be adequate to determine association or degree of likelihood of association of human remains and other cultural materials.

(I) Samples. For each burial, all **Perimeter Balk** soil is to be 1/8"-screened. All **Exposure** soil is to be 1/8"-screened, and a minimum of one 5-gallon bucket of excavated but unscreened Exposure soil is to be collected, placed in a plastic garbage bag in the bucket. All **Matrix** soil is to be carefully excavated, screened as appropriate, and then collected in plastic bags placed in 5-gallon buckets.

(J) Human remains are not to be cleaned in the field.

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(K) Blessings. Prior to any physical action related to human remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

IV. Lab Procedures

No laboratory studies are permitted without consultation with the tribe. Lab methods are determined on a project-specific basis in consultation with Yocha Dehe Wintun Nation representatives. The following procedures are recommended:

(A) Responsibility. The primary archaeological consultant will be responsible for insuring that all lab procedures follow stipulations made by the Tribe.

(B) Blessings. Prior to any laboratory activities related to the remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

(C) Physical Proximity of Associations. To the extent possible, all remains, associations, samples, and original records are to be kept together throughout the laboratory process. In particular, **Matrix** dirt is to be kept in buckets and will accompany the remains to the lab. The primary archaeological consultant will be responsible for copying all field records and images, and insuring that the original notes and records accompany the remains throughout the process.

(*E) Additional Lab Finds*. Laboratory study should be done making every effort to identify unanticipated finds or materials missed in the field, such as objects encased in dirt or human remains misidentified as faunal remains in the field. In the event of discovery of additional remains, materials, and other associations the tribal representatives are to be contacted immediately.

V. Re-internment without Further Disturbance

No laboratory studies are permitted on human remains and funerary objects. The preferred treatment preference for exhumed Native American human remains is reburial in an area not subject to further disturbance. Any objects associated with remains will be reinterred with the remains.

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YOCHA DEHE
CULTURAL RESOURCES

VI. Curation of Recovered Materials

Should all, or a sample, of any archaeological materials collected during the data recovery activities – with the exception of Human Remains – need to be curated, an inventory and location information of the curation facility shall be given to tribe for our records.

EXHIBIT F
Applicant Confirmation of Conditions of Approval
Crawford Way Multifamily Project Design Permit
(FILE NO. PL23-0003)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Approval Letter dated May 22, 2025.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

Please return signed confirmation to the City of American Canyon Community Development Department, 4381 Broadway, Suite 201, American Canyon, CA 94503

Crawford Way Multifamily Project – Location Map

Site View looking Southwest from Crawford Way/Broadway

ATTACHMENT 3

Local Serving Mixed Use Zoning District Allowable Uses

TABLE 2-3: BROADWAY ZONING DISTRICT PERMITTED USES

Use Classification (Per ACMC Chapter 19.05)	Broadway District Specific Plan Zoning District				
	Broadway Residential	Business Park[1]	Downtown Core	Local Serving Mixed Use	Home Improvement
Residential					
Congregate living facility	P	P	-	-	-
Farm employees housing	-	-	-	-	-
Garden apartments	P	P	P	P	-
Mobile home	-	-	-	-	-
Mobile home park	-	-	-	-	-
Multifamily residential	P	P	P	P	-
Residential care home	P	-	-	-	-
Second residential unit	P	-	-	-	-
Single-family residential	-	-	-	-	-
- Detached	P	-	-	-	-
- Semidetached	P	P	-	P	-
Townhouses	P	P	P	P	-
Commercial					
Adult-entertainment business	-	-	-	-	-
Animal sales and services	-	P	P	P	P
- Boarding kennel	-	P	P	P	P
- Grooming	-	P	P	P	P
- Medical care	-	P	P	P	P
- Retail sales	-	P	P	P	P
Automobile Service	-	C	-	-	C
Automobile Washing	-	-	-	-	C
Bank, savings and loan	-	P	P	P	P
Bookstores	-	P	P	P	P
Building materials and services	-	-	-	-	C
Catering	-	P	P	P	-
Check cashing business	-	-	-	-	-
Coin dealer	-	P	P	P	-
Commercial printing	-	P	P	P	-
-Limited printing	-	P	P	P	P
-Communication services	-	P	P	P	-
Drive-Thru	-	C	-	C	-
Drugstores	-	P	P	P	P

Use Classification (Per ACMC Chapter 19.05)	Broadway District Specific Plan Zoning District				
	Broadway Residential	Business Park[1]	Downtown Core	Local Serving Mixed Use	Home Improvement
Eating and drinking establishments	-	P	P	P	-
-Adjacent to residential use or zoning	-	C	P	C	-
Entertainment, indoor	-	C	C	C	-
Amusement center	-	-	-	-	-
Gaming	-	-	P	-	-
Food sales	-	P	P	P	P
Funeral and internment services	-	C	-	-	-
Gas station	-	C	-	C	C
Grocery and drug stores	-	P	P	P	P
Health services	-	P	P	P	P
Household good sales	-	P	P	P	P
Laboratory	-	P	-	P	-
Lodging services	-	P	P	-	-
Long-term care facility	P	C	C	P	-
Maintenance and repair services	-	-	-	P	P
Mini-storage/public storage facility	-	-	-	-	-
Mixed-Use building	P	P	P	P	-
Nursery	-	-	-	-	P
Offices, business and professional	-	P	P	P	-
On-premises liquor consumption	-	C	P	C	-
Tasting room	-	C	P	P	-
Outdoor sales and displays	-	-	-	-	C
Overnight accommodations, lodging	-	P	P	-	-
Pawnshops	-	-	-	-	-
Payday lending business	-	-	-	-	-
Personal improvement services	-	P	P	P	C
Night use	-	-	P	-	-
Personal services	-	P	P	P	P
Precious metal exchange	-	-	-	-	-
Professional and medical offices	-	P	P	P	-
Public safety facility	P	P	P	P	P
Recycling collection center	-	-	-	P	P
Restaurant and delicatessens	-	-	P	P	-
Retail food sales	-	P	P	P	-
Convenience store	-	C	-	P	-
Liquor store	-	-	P	C	-
Retail sales	-	P	P	P	P
Limited	-	P	P	P	-
Visitor oriented	-	P	P	P	-
Public and Quasi-Public					
Antenna	P	P	P	P	P
Exceeding height limitations	C	C	C	C	C
Commercial	-	C	C	C	C
Cemetery	-	-	-	-	-
Charitable uses	C	P	P	P	P
Club, lodge	P	P	P	P	P
Community center	-	P	P	P	-
Conference center	-	P	P	-	-

Use Classification (Per ACMC Chapter 19.05)	Broadway District Specific Plan Zoning District				
	Broadway Residential	Business Park[1]	Downtown Core	Local Serving Mixed Use	Home Improvement
Cultural facility	-	P	P	P	P
Day care center	M	M	M	M	M
Emergency shelter	-	P	P	-	-
Government facility	P	P	P	P	P
Hospital	-	P	P	-	P
Maintenance and service facility	-	-	-	-	-
Public information center	-	P	P	P	P
Public parking	-	-	P	-	-
Structure	-	-	P	-	-
Public safety facility	P	P	P	P	-
Religious facility	C	P	P	C	P
School	P	P	P	P	-
Transportation terminal	-	-	P	-	-
Utilities, major	-	-	-	-	-
Utilities, minor	P	P	P	P	P
Recreation					
Recreation facilities, private	P	P	P	P	-
Recreation facilities, public	P	P	P	P	-
Recreation and Sports, indoor	-	P	P	P	-
Recreation and Sports, outdoor	-	C	-	-	-
Accessory					
Accessory dwelling unit	-	P	-	-	-
Livestock keeping	-	-	-	-	-
Cafeteria	-	P	-	-	-
Caretaker's quarters	-	P	-	-	-
Day care home, large	P	-	-	-	-
Day care home, small	P	-	-	-	-
Guest house	P	-	-	-	-
Horticulture, limited	P	-	-	-	-
Recreational facilities, private	P	-	P	-	-

"P" = Permitted Use; "C" = Conditional Use Permit Required; "M" = Minor Use Permit; "MU" = Permitted in a Mixed-Use building; "-" = Prohibited

1. Permitted and conditionally permitted uses on parcels located within a designated Napa County Airport compatibility zone may be restricted or prohibited subject to the requirements of the policies related to airport compatibility in the American Canyon general plan and the Napa County Airport land use compatibility plan. Restrictions may include the requirement for recordation of overflight or avigation easements.
2. Any use that is not shown is Prohibited unless the Community Development Director finds that it is similar to a use that is listed in Table 2-3 above.

Technical Assistance
for Local Planning
HOUSING

DISCLAIMER: This document is intended solely as a technical overview of new housing-related legislation. It is not intended to serve as legal advice regarding any jurisdiction's specific policies or any proposed housing development project. Local staff should consult with their city attorney or county counsel before taking any action to implement these changes.

2024 New Housing Legislation Summary

This document was prepared for the Association of Bay Area Governments (ABAG) Regional Housing Technical Assistance (RHTA) program, to be shared with local planning staff. Below is a summary of significant housing legislation that was passed in the 2024 legislative session and subsequently signed into law by Governor Newsom. All bills become effective on January 1, 2025, unless otherwise noted.

How to use this document:
Text in green denotes an "action item," yellow denotes something that "impacts your job," and blue denotes information that is "good to know." Wherever colors are used, the text is labeled for accessibility.

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HOUSING ACCOUNTABILITY ACT, THE BUILDER'S REMEDY, AND HOUSING LAW ENFORCEMENT

AB 1893: Housing Accountability Act and the Builder's Remedy

AB 1893 makes significant changes to the Housing Accountability Act (HAA) in three different areas: 1) it substantially increases liability under the Act for many local agency actions regarding review of project applications; 2) it adopts other changes applicable to all projects; and 3) it defines a "builder's remedy project" and adopts special protections for those projects.

Provisions Applicable to All Housing Development Projects:

Additional Violations of the Housing Accountability Act. AB 1893 includes a long list of additional public agency actions that are violations of the HAA, by defining all of the following agency actions as project "disapprovals" (§ 65589.5(h)(6))[1]:

- Holds more than 5 hearings on a housing development project in violation of Section 65905.5.
- Finds an application incomplete and includes in the incompleteness letter an item not on the application form.
- Requests information in a second incomplete letter that was not in the first incomplete letter and upholds this determination on appeal.
- Finds an application incomplete when a reasonable person would conclude that everything on the checklist has been submitted and upholds this determination on appeal.
- If the application is still incomplete after two resubmittals, the agency must establish that the incompleteness determination is not an effective disapproval of the application.
- Requires a builder's remedy project to apply for a legislative approval or for a permit not generally required of projects of the same type and density or treats the builder's remedy project as a nonconforming use.

[1] All references are to the Government Code unless otherwise stated. Code sections in this summary reference those **that will be in effect on January 1, 2025**, unless otherwise noted**.**

- Determines that a preliminary application has expired, or the vested rights have been lost for any reason other than expiration of the time limits under Section 65941.1(c) or changes in excess of those described in Section 65941.1(d).
- Fails to cease a course of conduct undertaken for an improper purpose, such as to cause unnecessary delay, that effectively disapproves the project, if the applicant provides written notice. The local agency must then post the notice, follow other procedures, and provide a written response between 60 and 90 days after receiving the notice. (See § 65589.5(h)(6)(D).)

AB 1893 also expands the definition of "bad faith" to include agency action or inaction that is "frivolous, pretextual, or intended to cause unnecessary delay." It also directs a court to multiply fines if the agency has violated the HAA multiple times within the planning period.

Action Items: Cities and counties should do a careful review of their application forms before January 1, 2025 to ensure that they include **all** of the information that they need to receive as part of a complete application.

Agencies also need to separate "consistency" items from "completeness" items in completeness letters. Many agencies have a practice of including in completeness letters issues of consistency with adopted standards. Completeness letters may **only** require items on the application form that were not provided. While consistency issues may be included, these should clearly be labeled as advisory only and not required for a complete application.

Finally, agencies should have provisions in their local codes allowing appeals of all staff incompleteness decisions so that any applicant must appeal before going to court.

Other Amendments Applicable to Housing Development Projects. Whether or not projects are "builder's remedy projects," the following changes apply:

1. AB 1893 expands the definition of a "housing development project" to include farmworker housing and projects where at least 50 percent of new or converted square footage is designated for residential use, the project includes at least 500 net new units, and no portion of the project is used for transient lodging. (§ 65589.5(h)(2).)
2. The Housing Accountability Act requires a separate set of findings to deny housing developments defined as "housing for very low, low- or moderate-income households." While current law requires that 20 percent of the **total** units be affordable to lower income households, or 100 percent to moderate-income households, AB 1893 lowers the affordability requirement to one of the following (§ 65589.5(h)(3)):
   - 13 percent affordable to lower income households; or
   - 10 percent affordable to very low income households; or
   - 7 percent affordable to extremely low income households; or
   - 100 percent affordable to moderate income households; or
   - 100 percent affordable to lower income households (excluding manager's units); or

- A project with 10 or fewer units base density (as defined in density bonus law), on a site smaller than one acre, with a minimum density of 10 units per acre.

These percentages apply only to a project's base density, rather than to the total units in the project, further reducing the required affordability.

Good to Know: AB 1893 creates a definition for "housing for mixed-income households" to refer to projects that meet the affordability requirement in (A), (B), (C) or (F) above.

All affordable units must have a deed restriction of at least 55 years for rentals and 45 years for ownership units. Rent and price limits are those established by the Health & Safety Code, except that 100 percent affordable projects may have rents set by the California Tax Credit Allocation Commission (CTCAC).

Impacts Your Job: To deny housing that meets the definition of "housing for very low, low-, or moderate income households," or to apply conditions that make these projects infeasible, cities and counties must make one of the findings contained in Section 65589.5(d) in addition to the findings contained in Section 65589.5(j)(1). This may expand the number of projects that must be approved because the findings contained in Section 65589.5(d) cannot be made.

3. Jurisdictions without a Housing Element in conformance with state law may now deny housing for very low, low- or moderate-income households if the project is not a builder's remedy project. (§ 65589.5(d)(6).) They still must make the findings required under Section 65589.5(j)(1) if the project conforms with all objective standards. (AB 1886, discussed below, requires that Housing Elements be approved by either HCD or a court to be considered in conformance with state law.)

4. New rules apply to a housing development that qualifies as "housing for very low, low-, or moderate income households," and is:

   - Proposed on a site designated for lower or moderate-income housing in the Housing Element, and consistent with the density in the Housing Element, and
   - Inconsistent with the general plan and zoning. A housing development may meet these qualifications if rezoning of the site has been promised in the Housing Element but has not yet been completed.

Housing developments meeting these requirements may only be required to comply with the objective standards that would have been applied on a site with zoning allowing the density, tenure (rental or ownership), and type of housing (single-family, multifamily, etc.) proposed by the applicant. If the city or county does not have any zoning or general plan classifications allowing the proposed housing, the applicant can identify objective standards within the jurisdiction that facilitate the project type and density, and those will apply. No combination of standards and conditions can be applied that make the project infeasible; or preclude the project, with density bonuses, waivers, and concessions allowed under density bonus law, from being constructed. (§ 65589.5(f)(8).)

Good to Know: This provision has been termed "builder's remedy lite." It allows development of sites designated for lower or moderate income housing in a Housing Element to be developed at that density before the site is rezoned, so long as the required amount of affordable housing is included.

Provisions Affecting Builder's Remedy Projects:

Definition of a Builder's Remedy Project. AB 1893 defines a "builder's remedy project" as a housing development project that complies with all of the following (§ 65589.5(h)(11)):

1. **The project qualifies as "housing for very low, low- or moderate-income households,"** as described above.
2. **The jurisdiction did not have a Housing Element in substantial compliance with state law on or after the date the project was "deemed complete."** This is either the date that a preliminary application containing all required information was submitted, or the date that the project application was determined to be complete, if no complete preliminary application was submitted.

   Good to Know: Under this provision, if a Housing Element was deemed out of compliance by HCD or a court after a project was deemed complete, an applicant could potentially modify the project to qualify it as a builder's remedy project. However, Section 65589.5(d)(5) allows local governments to disapprove projects that do not comply with local planning and zoning if the Housing Element was in compliance on the date that an application was "deemed complete." Local governments should consult with their counsel regarding these provisions.
3. **The density, before the addition of a density bonus, is not greater than one of the following:**
   a. 50 percent greater than the "default density" established in Section 65583.2(c)(3)(B). (In the Bay Area, communities have default densities of either 20 or 30 units per acre; this provision allows minimum densities of either 30 or 45 units per acre on all sites.); or
   b. Three times the maximum density allowed by the general plan, zoning, or state law, whichever is greater; or
   c. Density specified in the Housing Element.

   An additional 35 units per acre may be added to the above densities if any part of the site is located:

   a. Within one-half mile of a major transit stop; or
   b. In a very low vehicle travel area; or
   c. In a high or highest resource census tract, as shown on maps published by CTCAC and HCD.

   As an example, in a community with a default density of 30 units per acre, builder's remedy projects in high opportunity single-family areas are entitled to 80 units per acre base density (45 units per acre (50 percent more than the default density) plus 35 units per acre for a high resource census tract).

   Good to Know: Builder's remedy projects may utilize state density bonus law for density bonuses, incentives and concessions, and waivers and therefore may double the base densities provided by the statute. (See §§ 65589.5(f)(6)(C)(ii) and (iii).) Additional affordable housing may be required to obtain additional density if required by density bonus law.

4. **The density, on sites that have a minimum density requirement, is not less than one of the following:**

    a. If the project is located within one-half mile of a commuter rail station or heavy rail station, the project must meet the required minimum density. (Commuter rail and heavy rail are specifically defined in the statute.)

    b. On other sites with a minimum density, the project must meet at least the minimum density or half the default density, whichever is lower.

    Good to Know: If a builder's remedy project proposes fewer units than shown in the Housing Element, the city must make "no net loss" findings under state law (§ 65863) before approving the project.

5. **The project does not abut a site where more than one-third of the square footage on the site has been used, in the past three years, by a heavy or Title V industrial use, as defined in Section 65913.16.**

Protections for Builder's Remedy Projects. If a housing development project meets the new definition of a "builder's remedy project," then all of the following apply (§ 65589.5(f)(6)):

1. Only objective standards can be applied to the project. The objective standards that apply are those that would have been applied on a site with zoning allowing the density, tenure (rental or ownership), and type of housing (single-family, multifamily, etc.) proposed by the applicant. If the agency does not have any zoning or general plan classifications allowing the proposed housing, the applicant can identify objective standards within the jurisdiction that facilitate the project type and density, and those will apply.

2. No individual standard or condition or combination of standards and conditions can be applied that makes the project infeasible; or precludes the project, with waivers and concessions allowed under density bonus law, from being constructed.

3. If the project qualifies for a density bonus, the project is entitled to two additional concessions. Any extremely low income units are eligible for the same density bonus and concessions as a project with three more percentage points dedicated to very low income households. For instance, a project with 7 percent extremely low income units is entitled to the same density bonus and concessions as a project with 10 percent very low income units.

4. The project cannot be required to apply for a general or specific plan amendment, a rezoning, or any legislative approval and cannot be required to apply for any approval not generally required for a project of the same type and density. Projects complying with these provisions are deemed consistent with all standards and cannot be considered to be nonconforming uses. They are also deemed to be consistent with all standards for the purpose of SB 35 (§ 65913.4) and AB 2011 mixed-income housing projects (§ 65912.123).

5. No requirements can be applied to projects solely because they are builder's remedy projects.

6. Local affordable housing requirements cannot exceed 20 percent of the units and can only be applied if the agency can make written findings, supported by a preponderance of the evidence, that the local requirement would not make the project infeasible.

7. Affordable units must have a comparable bedroom and bathroom count as the market-rate units.

Builder's Remedy Projects Submitted Before January 1, 2025. Projects submitted before AB 1893 goes into effect, may either rely on the provisions of the HAA in effect before January 1, 2025, or, if they meet the new definition of a builder's remedy project, they may choose to be subject to "any or all" of the new provisions applicable to builder's remedy projects. (§ 65589.5(f)(7).) They may also revise their projects to meet the definition of a builder's remedy project even if the revision results in a change in the number of units or square footage of 20 percent or more. (§ 65589.5(f)(7).)

Impacts Your Job: Agencies with existing builder's remedy projects should expect at least some applicants to change their projects if allowed by state law. For instance, if a project otherwise meets the density requirements for a builder's remedy project, applicants may seek to reduce the percentage of lower income units from 20 to 13 percent or less.

AB 1413: Non-Substantive Changes to the Housing Accountability Act

AB 1413 recodifies certain provisions of the Housing Accountability Act (HAA) adopted in 2023 (as AB 1633) related to review of projects under the California Environmental Quality Act (CEQA) without making substantive changes in those provisions.

AB 1633 (2023) amended the HAA to expand the definition of disapproval of a housing development project to include certain circumstances when a public agency fails to approve a CEQA exemption or, without justification, requires additional analysis before approving environmental impact reports (EIRs) or mitigated negative declarations.

AB 1413 recodifies those provisions as Sections 65589.5.1 and 65589.5.2.

AB 1886: Housing Element Adequacy

AB 1886 states that a Housing Element is not consistent with state law until the Department of Housing and Community Development (HCD) or a court finds that it is consistent.

Significant Provisions

AB 1886 states that a Housing Element or amendment shall be considered to be in substantial compliance when the city or county adopts the element and either HCD or a court determines that the adopted Housing Element substantially complies with Housing Element Law, and the department's findings have not been superseded by contrary findings by HCD or a court or the court's decision has not been overturned by a subsequent court decision or by statute. (§ 65585.03.)

It also states that, for purposes of reviewing "housing for very low, low- or moderate-income households," a Housing Element shall be considered in compliance only if it was in compliance when the preliminary application was submitted, or when the project application was deemed complete, if no preliminary application was submitted. (§ 65589.55.) Even if a jurisdiction's Housing Element is in compliance with state law at the time a decision is made on a project, AB 1886 provides that it is not considered in compliance with state law if it was out of compliance when a preliminary application was filed.

The statute provides that it is "declaratory of existing law." Courts may or may not agree with such a legislative declaration. Agencies should consult with their local counsel regarding the applicability of the statute prior to January 1, 2025.

Good to Know: AB 1886 may expand local agency exposure to the builder's remedy by providing that Housing Elements cannot be considered in compliance with state law until HCD or a court finds an **adopted** element in compliance. It provides that local agencies do not have the authority to determine that their adopted Housing Elements are in substantial compliance with Housing Element Law.

AB 2023: Housing Element; Rebuttable Presumptions

AB 2023 amends the Government Code to add two rebuttable presumptions of *invalidity*. The first amendment is to Section 65585, which adds a rebuttable presumption of invalidity of a city or county's action or failure to act where HCD finds that act or failure to act does not substantially comply with the adopted Housing Element or obligations under Section 65583 (addressing contents of the Housing Element, rezoning, and enforcement). (§ 65585(i)(1)(B).)

Good to Know: Section 65585 already obligates HCD to review any action or failure to act by the local government that HCD determines is inconsistent with an adopted Housing Element or Section 65583. AB 2023 now adds a rebuttable presumption of invalidity to the action or failure to act where HCD finds a lack of substantial compliance. (§ 65585(i)(1)(A)-(B).)

Second, in an action to challenge the validity of a Housing Element, **AB 2023** amends Section 65589.3 to add a rebuttable presumption, of *invalidity* of that Housing Element if HCD has found that the element does *not* substantially comply with the Housing Element Law. (§ 65589.3(b).)

Good to Know: AB 2023 does not change the already existing rebuttable presumption of *validity* of an element or amendment if HCD has found that the element or amendment substantially complies with the Housing Element Law—this rebuttable presumption of validity may be found in the new subdivision (a) of Section 65589.3.

Impacts Your Job: Adopting a Housing Element despite HCD finding a lack of substantial compliance carries with it greater risk because AB 2023 has added a new rebuttable presumption of *invalidity* where HCD has found a lack of substantial compliance.

SB 1037: Housing Law Enforcement

SB 1037 creates new legal remedies for actions brought by the Attorney General (AG) or the Department of Housing and Community Development (HCD) to require adoption of Housing Element updates revisions or to enforce any state law that requires a local government to ministerially approve a planning application for a housing development project.

Significant Provisions

SB 1037 enacts Section 65009.1, which provides new penalties for actions brought by the AG or HCD to (1) enforce adoption of Housing Element updates under the schedule in Section 65588(e); or (2) enforce any state law requiring a city, county, or "local agencies" to ministerially approve any planning application for a housing development project. (§ 65009.1(a).) These remedies include: (1) a penalty for each violation of at least $10,000 but no more than $50,000 *per month* accrued from the violation date until the violation is cured; (2) all costs of investigating and prosecuting the action including expert fees, reasonable attorneys' fees, and costs whenever the AG or HCD prevails in a civil action to enforce state laws under this statute; and (3) other equitable or injunctive relief, including provisional or permanent injunctions. (§ 65009.1(a)(1)-(3).)

Good to Know: The monetary penalties in this statute only apply to a city or county's acts or omissions that are "arbitrary, capricious, entirely lacking in evidentiary support, contrary to established policy, unlawful, or procedurally unfair." (§ 65009.1(b).) Ensuring evidentiary and legal support, as well as procedural fairness, for a local agency's action may avoid these penalties, but it is not known how the courts will apply these terms in the housing context.

"Local agencies" are not defined in the statute, and it is unclear which agencies are covered in addition to cities and counties.

Any penalties imposed under this section may not be paid out of funds already dedicated to affordable housing. (§ 65009.1(c)(2).) Failure to pay penalties can result in the Controller intercepting available state and local funds. (§ 65009.1(c)(3).) Civil penalties are paid to the state's Building Homes and Jobs Trust Fund to support affordable housing in the community that paid the penalties. However, if not spent after five years, the funds may be used anywhere in the state. (§§ 65009.1(c)(1),(4)().) Additional penalties may be imposed to enforce timely adoption of Housing Element revisions if—despite a court order—cities or counties fail to meet the deadlines in Section 65754, which requires in part: (1) bringing the Housing Element into compliance within 120 days of the court's order; and (2) submitting to HCD for its review a draft of the revised Housing Element at least 45 days before adoption.

Good to Know: If subject to a court order to adopt a Housing Element, the Housing Element adoption is exempt from the California Environmental Quality Act, although an initial study must be prepared and possibly an "environmental assessment" in the form of a Draft Environmental Impact Report. (§ 65759.)

Failure to meet these deadlines requires the court to impose the following penalties and remedial provisions: (A) if not already imposed, the court must modify its prior order to impose the *maximum* penalty of $50,000 per month for each month until the "city, county, or local agency has substantially complied" with Section 65754; and (B) if not already imposed, the court must impose *all* of the remedial provisions in Section 65755(a) until substantial compliance, including:

1. Suspending authority to issue building permits and all other related permits with limited exceptions;
2. Suspending authority to grant zoning changes, variances;
3. Suspending the authority to grant subdivision map approvals;
4. Mandating approval of all applications for building permits and related construction permits for housing projects with an approved final subdivision map, parcel map, or plot plan, subject to some exceptions;
5. Mandating approval of final subdivision maps for housing projects that conform to an approved tentative map;
6. Mandating approval of any tentative subdivision map for a housing project that meets certain requirements.

(§§ 65009.1(d)(2)(B), 65755.)

However, certain housing projects must be exempted from the prohibition on further approvals. (§ 65009.1(d)(2)(C)(i)-(iv).) In other words, cities, counties, and local agencies are still required to issue certain approvals for housing development projects even if their land use approval authority has otherwise been suspended.

These new penalties and remedies apply *in addition* to any others already available. (§ 65009.1(d)(1).) These remedies apply to all cities, including charter cities, and do not limit or affect remedies available to any other party seeking to enforce dozens of other laws such as the Housing Accountability Act. (§§ 65009.1(e)(1), 65885(j)(1)-(26).) Attorneys' fees under Code of Civil Procedure section 1021.5, which a court may award to a successful party in any action resulting in enforcement of an important right affecting the public interest, remain available in addition to the remedies set forth in this new section. (§ 65009.1(e)(1).)

Impacts Your Job: The bills discussed in this section increase HCD's authority to find local actions out of compliance with many state laws and so increase the risks to cities and counties if HCD's direction is not followed, including exposure to the builder's remedy, hefty financial penalties, and the inability to approve non-residential developments.

HOUSING ELEMENTS

AB 2023, AB 2597, AB 2667, AB 3093, and SB 7: Housing Elements

These five bills collectively make significant changes to Housing Element law, primarily applicable in the **seventh** Housing Element cycle, but not applicable in the current sixth cycle.

Significant Provisions

Procedural Requirements for Adoption.

Assessment of Fair Housing. The assessment of fair housing (required by § 65583(c)(10)) must be completed before the first draft of the Housing Element is available to the public for the 30-day review period required by Section 65585(b).

HCD must develop a standardized reporting format for the programs and for reporting actions taken during the planning period to implement the jurisdiction's fair housing priorities and goals. (§ 65583(c)(10)(A).) The standardized reporting format must enable reporting of all the existing assessment components and, at a minimum, include:

- Timelines for implementation.
- Responsible party or parties.
- Resources committed from the local budget to affirmatively further fair housing.
- Action areas.
- Potential impacts of the program.

Cities and counties will be required to use the standardized report format that HCD creates for the seventh and subsequent revision of the Housing Element.

Impacts Your Job: The assessment of fair housing must be completed much earlier than was typical in the sixth cycle, but agencies will have a standardized format to use.

Housing Element Adoption and Revisions. A draft of the sites inventory must be available to HCD, posted on the agency's website, and emailed by link to anyone requesting notice at least 90 days before the initial adoption of the Housing Element and at least 7 days before any subsequent adoption if changes are made to the site inventory. (§ 65585(b).). All changes to draft elements must be posted at least 7 days before sending the revision to HCD. (§ 65585(f).).

If HCD finds a draft Housing Element does not comply with Housing Element law, the City Council or Board of Supervisors has the option of changing the element to comply with HCD's findings, or adopting the element without changes and adopting findings that explain why the city or county believes the Housing Element conforms with state law despite HCD's findings. (Section 65585(f).). If the city or county adopts these findings, it must submit the findings to HCD along with the adopted element, and HCD must review the local findings along with the adopted element. (§ 65585(g).).

Impacts Your Job: The net effect of these requirements is that Housing Elements will take longer to prepare. Cities and counties should begin the Housing Element process well in advance of the deadline.

Less Time to Complete Rezonings.

Section 65583(c)(1)(A) provides new statutory deadlines for rezonings required by Housing Element law. Beginning with the seventh cycle, where a jurisdiction's Housing Element fails to identify enough existing sites in the inventory to accommodate the housing need at all household income levels, cities and counties must commit to completing rezoning within either:

- One year of the statutory deadline for adopting the Housing Element; or
- Three years and 90 days after the statutory deadline if the local government satisfies all of the following requirements:
    - Submitting a draft element or amendment to HCD for review at least 90 days before the statutory deadline for adoption of the Housing Element;
    - Receiving from HCD findings that the draft substantially complies with the Housing Element Law on or before the deadline for adoption of the Housing Element; and
    - Adopting the draft element or amendment that HCD found to be substantially compliant no later than 120 days after the Section 65588 deadline.

"Rezoning," for the sixth cycle as well as the seventh cycle, now includes any necessary local coastal program amendments. (§ 65583(c)(10(A).) A one-year extension of the deadline may still be obtained under Section 65583(f).

Good to Know. The changes made by AB 1893 to the Housing Accountability Act allow sites designated for rezoning to be developed at the density shown in the Housing Element as soon as the Housing Element is adopted. In the seventh cycle, agencies may want to adopt the required zoning at the same time as they adopt their Housing Elements. This is particularly the case for localities within the coastal zone, where Coastal Commission review may be lengthy.

Addition of Extremely Low and Acutely Low-Income Categories and Other Changes.

Starting with the seventh cycle, regional housing needs allocations (RHNA) will include allocations for extremely low income (30 percent of median income and below) and acutely low income (15 percent of median income and below; definitions in Section 65582.). Numerous technical changes have been made in Section 65583 to require a specific analysis of the needs of households at those income levels and to develop programs to assist in providing adequate housing to meet the needs of acutely low income households.

By December 31, 2026, HCD must publish advisory guidance that includes sample analyses and programs pertaining to special housing needs for acutely low and extremely low income households. (§ 65583.05.)

The constraints analysis must include an assessment of how existing and proposed historic designations affect the community's ability to meet its RHNA. (§ 65583(a)(5).)

Amendments to Regional Housing Needs Allocation.

Limitations on Local Government Appeals. If HCD determines the RHNA (in regions without a council of governments), no objection to the RHNA may be filed by a city or county. (§ 65584.01(d).) Appeals of draft RHNA allocations must be filed within 30 days rather than 45 days (§ 65584.05(b)), and the appeal

period may be further reduced to as few as 10 days. The notice period for the hearings on any appeals is also reduced to 10 days. Other review periods – for comments on other cities' appeals, for instance – may also be reduced to 10 days to facilitate earlier adoption of the RHNA. (§ 65584.05(i).)

In general, other timelines are reduced so that the RHNA may be adopted earlier.

Changes to RHNA Determination. Data regarding the housing needs of homeless persons must be provided by the applicable council of governments – in the Bay Area, the Association of Bay Area Governments (ABAG) – to HCD when it determines the total housing needs of the region. (§ 65584.01((b)(1)(J).) A council of governments must make a diligent effort to achieve public participation of households with special housing needs. (§ 65584.04(d).)

For the seventh and subsequent cycles, the RHNA will include an allocation of units for acutely low and extremely low income households. (§ 65584.04(m)(2)(B).)

ANNUAL REPORTS

AB 2667: Reporting by Opportunity Area

AB 2667 amends Housing Element Law to require that local agencies report certain additional categories of information in their annual progress reports (APRs) related to "opportunity area."

Significant Provisions

For the 2025 APR, AB 2667 requires reporting by "opportunity area." Starting with the seventh Housing Element cycle, reporting will be required by income level within each opportunity area. (§ 65400(a)(2)(E).) The statute requires reporting of units approved and disapproved in the prior year by:

- The number of units located within each opportunity area.
- The number of units approved and disapproved within each opportunity area for each of the following income categories:
    - Very low-income households;
    - Lower-income households;
    - Moderate-income households; and
    - Above moderate-income households.

In the seventh cycle, this information will also need to be provided for acutely low-income and extremely low-income households.

Good To Know: "Opportunity area" is defined as the highest, high, moderate, or low resource area according to the most recent Opportunity Map published by the California Tax Credit Allocation Committee (CTCAC) and HCD. The 2024 opportunity maps can be viewed at: https://belonging.berkeley.edu/final-2024-ctcac-hcd-opportunity-map.

Action Item: Planning agencies will need to determine how to capture permit and project data by opportunity area to complete the APR due on April 1, 2025.

AB 2580: Reporting Historic Designations

AB 2580 requires that local agencies report new historic designations in their APRs and the status of any housing development projects proposed on those newly designated sites. (§ 65400(a)(2)(N).)

Significant Provisions

AB 2580 requires that the APR include a list of all sites or districts placed on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic places by the city or county within the past year and the status of any housing development projects proposed for the new historic designations, including:

- Whether the housing development project has been entitled.
- Whether a building permit has been issued for the project.
- The number of units in the project.

Action Item: Planning agencies will need to compile a list of historic designations created in the past year and any housing developments proposed for those sites to complete the APR due by April 1, 2025.

AB 3093: Reporting Housing Element Progress

AB 3093 requires that the APR include the city's or county's progress in meeting its RHNA for the sixth and previous versions of the Housing Element. (§ 65400(a)(2)(B)(i)(II).)

ZONING

AB 2904: Zoning Ordinance Notices

AB 2904 requires that public hearing notices be published 20 days before the hearing for a zoning ordinance amendment that affects permitted uses of real property.

Significant Provisions

Under existing law, planning commissions must hold a public hearing on a proposed zoning ordinance amendment and publish notice of this hearing 10 days before the hearing.

When a proposed zoning ordinance or amendment to a zoning ordinance "affects the permitted uses of real property," this bill requires a 20-day notice of the public hearing. Under AB 2904, notice of planning commission public hearings for zoning ordinances or amendments that affect the permitted uses of real property must be published and posted, as well as mailed, and delivered or advertised at least 20 days before the meeting. (§ 65854(b)(2).)

Ordinances or amendments that do not affect the permitted uses of real property require only 10-day notice under current law.

Good To Know: The statute does not require additional notice of City Council or Board of Supervisors hearings on zoning amendments.

Impacts Your Job: Planners will need to be mindful of the type of proposed zoning ordinance as required notice depends on whether the proposed zoning ordinance affects the permitted use of real property. A broad range of amendments may "affect the permitted uses of real property," so planners may wish to consult with legal counsel regarding the required planning commission notice.

STREAMLINED AND BY RIGHT APPROVALS

SB 450: Amendments to California HOME Act (SB 9)

SB 450 amends Senate Bill 9 (2021), which requires public agencies to ministerially approve urban lot splits and two-unit developments in single-family zones that meet certain criteria.

Significant Provisions

SB 450 makes the following changes in SB 9:

1. Agencies cannot impose objective zoning, subdivision, and design standards on two-unit developments that do not apply uniformly to development within the zone, unless the SB 9 standards are more permissive. (§ 65852.21(b)(3).)
2. As it relates to urban lot splits, a local agency may impose objective zoning standards, objective subdivision standards, and objective design review standards, but only as they relate to the design or improvements of a parcel. (§ 66411.7(c)(1).)
3. An application under SB 9 must be approved or denied within 60 days after the agency receives a completed application, or it is "deemed approved." If the application is denied, the applicant must be provided a full list of deficiencies and told how the application can be remedied. (§§ 65852.21(h) and 66411.7(b)(1).)
4. Parcels must satisfy the requirements in Sections 65913.4(a)(6)(B) – (K), **as those sections existed on September 16, 2021.** (see Appendix A)
5. A two-unit development is permitted if it demolishes more than 25 percent of existing exterior structural walls. This means that a two-unit development that otherwise complies with the eligibility criteria in SB 9 may propose demolition of an entire existing structure and still qualify for ministerial review and approval. (Existing § 65852.21(a)(5) was deleted.)
6. A finding of a "specific adverse impact" justifying project denial may only be made for public health or safety reasons, not for the project's impact on the physical environment. (§§ 65852.21(d) and 66411.7(d).)

The Legislature also adopted an expanded list of reasons for the adoption of SB 9 in response to a trial court decision finding that SB 9 did not apply to charter cities. The court found that the Legislature's purpose for adopting SB 9 – to create more affordable housing – was not related to the actual provisions, which do not require any affordable housing. The revised statement indicates that the bill's purpose is to create more housing of all types.

Impacts Your Job: Agencies will need to establish procedures to ensure that SB 9 projects are approved or denied within 60 days after being found complete.

Action Items: Cities and counties that have imposed standards on SB 9 projects that are more restrictive than standards applied to single-family homes in the same zone should modify their SB 9 ordinances as soon as possible. Any provisions applying to urban lot splits that are unrelated to the design or improvements of the lot split must also be removed Agencies must review applications consistent with SB 450 even before revising their local ordinances.

Good To Know: The standards included in Sections 65913.4(a)(6)(B - K) existing on September 16, 2021 are attached as an appendix to this summary.

SB 1123: Amendments to Small Lot Subdivisions

SB 1123 (§§ 66499.41, 65852.28, and 65913.4.5) amends provisions enacted by SB 684, effective July 1, 2024, which specified processing procedures for subdivisions of 10 units or less.

Significant Provisions

The statute expands eligible sites to vacant lots zoned for single-family residences that are no larger than 1.5 acres. On a parcel zoned for single-family residences, newly created parcels must be at least 1,200 sq. ft. in size, and the city or county may impose a height limit at least as high as that allowed by the existing zoning.

SB 1123 also establishes a minimum density for these sites if the parcel is not included in the jurisdiction's site inventory in the Housing Element. The density of the development must be the greater of 66 percent of the allowable density or 66 percent of the default density (for example, approximately 20 units/acre if the default density is 30 units/acre). The proposed subdivision cannot allow an existing home to be sold separately from other existing homes.

Good To Know: SB 1123 will become effective on July 1, 2025.

Impacts Your Job: SB 684 established a ministerial process for approval of small subdivisions with short turnaround times and contains many detailed and complex provisions. Planners receiving applications under these provisions may want to create a checklist to determine the project's compliance.

AB 2243: Amendments to Middle Class Housing Act of 2022 (AB 2011) and Affordable Housing and High Road Jobs Act of 2022 (SB 6)

AB 2243 makes numerous amendments to both AB 2011 (2022) and SB 6 (2022), which allowed for residential development in zones where parking, retail, or commercial are a principally permitted use.

Significant Provisions Amending SB 6

SB 6 now provides that a site on which a housing development is proposed cannot be larger than 20 acres. AB 2243 amends this requirement, providing that the project site shall not exceed 20 acres unless the site is a regional mall (as defined in § 65912.101(r)), in which case the site may not exceed 100 acres. (§ 65912.121(d).)

Significant Provisions Amending AB 2011

Definitions. AB 2243 (§ 65912.101) adds several definitions to AB 2011 and amends several existing definitions in AB 2011, including the following:

- Changes the definition of “commercial corridor" to mean a street (rather than a highway) that is not a freeway.
- Adds definition of “freeway," providing that freeway shall have the same meaning as defined in Vehicle Code Section 332 except it shall not include the portion of a freeway that is an onramp or offramp.
- Removes definition of "side street" and replace it with a definition of "street," providing that “street” has the same meaning as defined in Vehicle Code Section 590 and includes sidewalks as defined in Vehicle Code Section 555.
- Changes definition of “industrial use” to add uses requiring certain air district permits. Also exempts from the definition of “industrial use” a “use where the only source permitted by a district is an emergency backup generator” and “self-storage for the residents of a building.”
- Adds a definition of “regional mall.”
- **Impacts Your Job:** Changes the definition of “principally permitted use” to provide that parking uses are a considered principally permitted whether or not they require conditional use permit.

Changes to Qualifying Criteria for All AB 2011 Projects (§§ 65912.111 and 65912.121).

AB 2011 prohibits development on a site or adjoined to any site where more than one-third of the square footage on the site is "dedicated to industrial use." AB 2243 alters the meaning of "dedicated to industrial use" to mean a site where the square footage is currently being used as an industrial use, the “most recently permitted use of the square footage is an industrial use*, and the site has been occupied within the past three years*”, or “site was designated for industrial use in latest version of local government’s general plan adopted before January 1, 2022, *and residential uses are not principally permitted on the site*.” [2]Under current law AB 2011 projects are allowed anywhere within the coastal zone. AB 2243 limits sites for AB 2011 projects within the coastal zone to sites eligible for SB 35 streamlined development review, except that they may be located on sites not zoned for multifamily housing. (Italics indicate changes to the law.)

AB 2243 additionally prohibits the development of affordable AB 2011 projects on a site that would require the demolition of a historic structure that is on the national, state, or local register; mixed-income projects were already prohibited on such sites.

AB 2243 provides that for a site within a neighborhood plan area, the neighborhood plan applicable to the site must permit multifamily housing development on the site. "Neighborhood plan" is redefined to mean a specific plan, an area plan, precise plan, community plan, urban village plan, or master plan adopted by the local government before January 1, 2024, and within 25 years of the date that a development proponent applies for an AB 2011 project. A "neighborhood plan" does not include community plan(s) where the cumulative area covered by the community plan(s) in the jurisdiction is more than one-half of the area of the jurisdiction.

[2] The italicized text indicates new language added by AB 2243.

Changes to Development Standards for All AB 2011 Projects. (§§ 65912.113 and 65912.123.)

As originally enacted, AB 2011 did not allow for the development of housing located within 500 feet of a freeway. AB 2243 eliminates this complete prohibition, providing that housing may be developed within 500 feet of a freeway so long as all the following requirements are met: (a) the building shall have a centralized heating, ventilation, and air-conditioning system; (b) outdoor air intakes for the heating, ventilation, and air-conditioning system shall face away from the freeway; (c) the building shall provide an air filtration media for outside and return air that provide a MERV of 16; (d) the air filtration media shall be replaced at the manufacturer's designated interval; and (e) the building shall not have any balconies facing the freeway. As defined by the statute, "minimum efficiency reporting value" or "MERV" refers to the measurement scale developed by the American Heating, Refrigerating, and Air-Conditioning Engineers used to report the effectiveness of air filters. (§ 659112.101(m).).

In addition, AB 2243 provides that for any project that is the conversion of the use of an existing nonresidential use building to residential use, the local government shall not require the provision of common open space beyond what is already existing on the project site.

The requirements for AB 2011 projects apply only to newly created housing units.

Changes to Approval Process for All AB 2011 Projects. (§§ 65912.114 and 65912.124.)

Impacts Your Job: AB 2243 makes important changes to the ministerial process for AB 2011 projects. First, a local government is required to determine, in writing, whether a development is consistent or inconsistent with objective planning standards within 60 days (for projects containing 150 units or fewer), or 90 days (for projects with more than 150 units) with the objective development standards specified in AB 2011.

If the local government determines that the development proposal conflicts with any of the applicable development standards, it must provide the applicant with a written, exhaustive list of the standard(s) with which the project conflicts and an explanation for the reason or reasons the development conflicts with such standard(s).

Within 30 days of resubmittal of any development proposal, the local government must determine, in writing, whether the development is consistent or still inconsistent with the applicable development standards. In such subsequent review of the application, the local government shall not request the development proponent provide any new information that was not stated in the initial list of items that were determined to be in conflict.

After the local government has determined that the development is consistent with the objective standards in AB 2011, the local government must approve the development within 60 days, or 90 days, as applicable, of the date that the development is determined to be consistent. Design review may be conducted in this period, but only by the board or commission responsible for design review (usually not the City Council or Board of Supervisors).

If the project is in the coastal zone, it must also receive a coastal development permit (CDP). (§ 65912.114(e).), The CDP must be approved if it is consistent with the objective standards of the local coastal program or certified land use plan.

AB 2443 clarifies that density bonuses, concessions, waivers, and reductions of parking standards under density bonus law do not require a discretionary review process and do not constitute a basis to find the

project inconsistent with the local coastal program. (§ 65912.114(f).). Moreover, the amount of any impact fee charged to an AB 2011 project must be proportional to the increased burden on public facilities and must be offset to account for demolition or change of an existing use. (§ 65912.114(g).).

Previously, applicants were required to submit a Phase I environmental assessment and, where needed, an endangerment assessment, with the project application. AB 2243 states that these items must be required as conditions of approval. (§ 65912.114(k).).

Impacts Your Job: AB 2243 expressly provides that the Housing Accountability Act (§ 65589.5) applies to AB 2011 projects. (§ 65912.114(r).). AB 2243 also allows an applicant who submitted an AB 2011 application before December 31, 2024, to be subject to any of the provisions of the statute as revised by AB 2243 or to be subject to the provisions existing on December 31, 2024. (§ 65912.106.).

Changes to Mixed-Income Housing Qualifying Criteria (Section 65912.121).

As originally enacted, AB 2011 provided that a site on which a mixed-income housing development was proposed could not exceed 20 acres in size. AB 2243 amends this requirement, providing that the project site shall not exceed 20 acres unless the site is a regional mall, in which case the site may not exceed 100 acres. (§ 65912.121(d).). "Regional mall" refers to a site that meets all the following criteria on the date that the development proponent submits an AB 2011 application:

- The permitted uses on the site include at least 250,000 square feet of retail use.
- At least two-thirds of the permitted uses on the site are retail uses.
- At least two of the permitted retail uses on the site are at least 10,000 square feet in size. (§ 65912.101(r).).

Changes to Mixed-Income Housing Development Standards (§§ 65912.122 and 65912.123).

AB 2011 mixed-income housing development projects must provide a certain percentage of affordable housing units. AB 2243 adds a definition of "base units", which has the same meaning as in state density bonus law. (Gov. Code § 65915(o)(8)(A).). Local agencies may require that AB 2011 projects meet local inclusionary standards if they provide for a deeper level of affordability.

AB 2011 established minimum residential densities for mixed-income housing development projects in both metropolitan and non-metropolitan jurisdictions. AB 2243 provides instead that the "allowable" residential density for an AB 2011 development (to be considered the "base density" for purposes of awarding a density bonus) shall the greater of:

- The maximum allowable residential density, as defined by Section 65915(o)(6), allowed on the parcel by the local government; or
- For sites in a metropolitan jurisdiction:
    - Of less than one acre in size in a metropolitan jurisdiction, 30 du/acre;
    - Of one acre or greater on commercial corridor of less than 100 ft, 40 du/acre;
    - Of one acre or greater on commercial corridor of 100 ft or more, 60 du/acre; or
    - In a *very low vehicle travel area* or within one-half mile of major transit stop, 80 du/acre.

- For sites in a non-metropolitan jurisdiction:
  - Of less than one acre in size, 20 du/acre;
  - Of one acre or greater on commercial corridor of less than 100 ft, 30 du/acre;
  - Of one acre or greater on commercial corridor of 100 ft or more, 50 du/acre; or
  - In a *very low vehicle travel area* or within one-half mile of major transit stop, 70 du/acre.

"Very low vehicle travel area" has the same meaning as defined in Section 65589.5(h).

AB 2243 also establishes requirements for the **minimum** density at which a housing development project must be developed. These requirements are as follows:

- For a housing development application that is determined to be consistent with AB 2011 objective planning standards before January 1, 2027, the project must be developed at 50 percent or greater of the allowable residential density specified by the statute (without consideration of the density permitted by local zoning), unless the site is within one-half mile of an existing passenger rail or bus rapid transit station, in which case the project must be developed at 75 percent or greater of the allowable residential density specified by the statute.

- For a housing development project application that is deemed complete on or after January 1, 2027, the development project shall be developed at a density that is 75 percent or greater of the allowable residential density specified by the statute.

Notwithstanding these requirements, a city or county cannot subject a development project to any density limitation if the project proposes to convert existing buildings to a residential use, unless the development project includes additional new square footage that is more than 20 percent of the overall square footage of the project.

In addition to the other development standards outlined in Section 65912.123, a development project at a regional mall must comply with the following requirements: § 65912.123, a development project at a regional mall must comply with the following requirements:

- The average size of a block shall not exceed three acres. A "block" means an area fully surrounded by streets, pedestrian paths, or a combination of streets and pedestrian paths that are each at least 40 feet in width.
- At least 5 percent of the site shall be dedicated to open space.
- For the portion of the property that fronts a street that is newly created by the project and is not a commercial corridor, a building shall abut within 10 feet of the street for at least 60 percent of the frontage.

Finally, AB 2243 provides that the objective standards that a jurisdiction applies to a housing development shall not preclude the development from being built at the residential density required by AB 2011 and shall not require the development to reduce unit size to meet the objective standards.

AB 3122: Amendments to SB 35

SB 3122 makes minor amendments to the streamlined, ministerial approval process generally known as the "SB 35" process. (§ 65913.4.).

Significant Provisions

AB 3122 requires local planning departments to provide a written notice of any consistencies with objective planning standards within **30 days** after an application is resubmitted in response to a letter finding inconsistencies.

When a modification of an approved application is submitted, objective planning standards that were put in place after the initial approval can only be imposed if the square footage of the project *increases* by 15 percent or the number of units *decreases by* 15 percent; this threshold is reduced from 15 percent to 5 percent if the standards address issues of health and safety. Previously the statute allowed new standards to be applied if the project "changed" by 15 percent.

An application for a subdivision for a project that satisfies the requirements of Section 65913.4 and all local objective subdivision standards is *only* exempt from CEQA if (i) it has or will receive low-income housing tax credit financing or (ii) if the development is within (A) an incorporated city that includes some portions of an urbanized area or (B) an urbanized area or urban cluster in a county with a population greater than 250,000 people.

Finally, SB 3122 reduces the required affordability of projects submitted prior to January 1, 2019

that include at least 500 units and desire to modify a prior approval. In that case, only 20 percent of the units must be affordable, with at least 9 percent of the units affordable to very low income households and at least 11 percent affordable to households making at or below 80 percent of the area median income.

Impacts Your Job: If an application is resubmitted to address previous comments, the planning department has only 30 days after the application is resubmitted to provide written notice of any remaining conflicts with objective standards.

ACCESSORY DWELLING UNITS

SB 1211: Additional ADUs for Multifamily Properties

SB 1211 (§§ 66313, 66314, and 66323) contains various provisions allowing additional ADUs in existing multifamily properties.

Significant Provisions

SB 2011 amends Section 66323(a)(4) to allow up to eight detached accessory dwelling units on a property with an existing multifamily dwelling. However, the number of detached accessory dwelling units cannot exceed the number of existing units on the lot. For a property with a proposed multifamily dwelling, only two detached accessory dwelling units may be permitted.

SB 2011 also adds a definition of "livable space" to include only spaces intended for human habitation, including living, sleeping, eating, cooking, or sanitation. Because multifamily buildings can convert non-livable space to ADUs, this will allow spaces such as laundry rooms and community rooms to be converted to ADUs.

SB 1211 expands the type of parking that a local jurisdiction cannot require be replaced as a condition of permitting an accessory dwelling unit to include "uncovered parking spaces."

Finally, the bill clarifies that development and design standards not included in Section 66323 cannot be required for an accessory dwelling unit that meets the requirements of Section 66323(a) (“exempt” ADUs, formerly listed in § 65852.2(e)).

Action Item: Agencies should update their ordinances to address the increase in the number of detached accessory dwelling units allowed on a property with an existing multifamily dwelling and other changes required by the statute.

AB 2533: Unpermitted ADUs and Junior Accessory Dwelling Units

AB 2533 (§ 66332) limits the ability of cities and counties to enforce their codes against certain ADUs and JADUs constructed without permits.

Significant Provisions

AB 2533 specifies the process that cities and counties must follow if requested to legalize ADUs and JADUs constructed before January 1, 2020. To deny a permit for the unpermitted unit, rather than making a finding that correcting a violation is necessary to "protect the health and safety of the public or occupants of the structure," the agency must make a finding that correcting the violation is necessary to comply with Health & Safety Code Section 17920.3. The local agency also cannot penalize the applicant for having the unpermitted unit, such as by doubling permit fees, and the agency must approve necessary permits to correct noncompliance with health and safety standards. Unpermitted units cannot be required to pay impact fees or connection or capacity charges unless the utilities are needed to comply with Health & Safety Code Section 17920.3.

AB 2533 also requires agencies to inform the public about the permitting process for unpermitted accessory dwelling units and junior accessory dwelling units. After receiving a request to legalize an unpermitted unit, a city or county inspector may inspect the unit and provide recommendations to

comply with health and safety standards. Information must be available to the public and posted on the agency's website, including:

- A checklist listing the conditions in Health & Safety Code Section 17920.3 that would deem a building substandard;
- Informing potential applicants that they may obtain a confidential third-party inspection before submitting the plans.

Action Item: Agencies need to post on their websites checklists listing conditions considered substandard under Health and Safety Code section 17920.3 and informing homeowners that they can obtain a confidential third-party inspection from a licensed contractor prior to submitting an application for a permit for a JADU or ADU constructed without permits before January 1, 2020.

SB 1211: ADUs in the Coastal Zone

SB 1077 (Public Resources Code Section 30500.5) requires the California Coastal Commission and the Department of Housing and Community Development to collaborate to develop and provide guidance to local agencies to simplify the permitting process for ADUs and JADUs in the coastal zone.

Good to Know: The Coastal Commission will convene at least one public workshop to receive comments on guidance before the document is finalized.

SB 477: Recodification of the ADU and JADU Statutes

SB 477 renumbered the Government Code sections for accessory dwelling units and junior accessory dwelling units.

Government Code Sections Prior to SB 477	Current Government Code Sections
65852.150	66310-66312
65852.2	66313-66332
65852.22	66333-66339
65852.26; 65852.2(a)(10)	66340-66341; 66342

Action Item: If the local ordinance references the old Government Code provisions, agencies should update those references.

DENSITY BONUS LAW

AB 2694 & AB 3116: Density Bonus – Residential Care Facilities for the Elderly and Student Housing Developments

AB 2694 and **AB 3116** (§ 65915) are companion bills that make amendments to density bonus law related to residential care facilities for the elderly and student housing developments.

Significant Provisions

AB 2694: Residential Care Facilities: AB 2694 adds to the definition of a "senior citizen housing development," a residential care facility for the elderly, as defined in Health & Safety Code Section 1569.2. This Health & Safety Code section defines a residential care facility for the elderly as housing for persons 60 years of age or over where varying levels and intensities of care and supervision, protective supervision, personal care, or health-related services are provided.

It also defines a "shared housing unit" for purposes of a residential care facility for the elderly to include a unit without an individual kitchen that may be shared by unrelated persons, and a unit where a room that may be shared by unrelated persons meets the "minimum room area" requirements provided in density bonus definition of "shared housing unit".

Impacts Your Job: Planners now may receive requests for density bonuses for residential care facilities for the elderly (RCFEs). Note that senior housing developments are eligible for a density bonus even if no affordable housing is provided. State law provides that local agencies cannot limit rents in RCFEs.

AB 3116: Student housing developments: SB 3116 substantially modifies existing provisions applicable to student housing developments eligible for density bonuses. "Student housing developments" are defined as "a development that contains bedrooms containing two or more bedspaces that have a shared or private bathroom, access to a shared or private living room and laundry facilities, and access to a shared or private kitchen."

Additional requirements now apply to student housing. In particular:

- All units in the student housing development must be used exclusively for undergraduate, graduate, or professional students enrolled currently or in the past six months in at least six units at an institution of higher education accredited by the Western Association of Schools and Colleges or the Accrediting Commission for Community and Junior Colleges.
- As a condition of occupancy, the developer must provide evidence to the city or county that the developer has done one of the following: (i) entered into an operating agreement or master lease with one or more institutions of higher education; or (ii) established a system for confirming its renters' status as students to ensure that all units of the student housing development are occupied by students from an institution of higher education.
- The maximum density bonus is increased from 35 percent to 50 percent if more affordable housing is provided, but the student development cannot be located on a site that would require replacement housing if the project receives greater than a 35 percent density bonus.

- Any rental bed reserved for lower income students cannot be tied to a specific bedroom, and the affordability restriction provision cannot prevent a lower income student from sharing a room or unit with a student who is not lower income.
- The student housing project is now eligible for two concessions if the project includes at least 23percent of the total units for lower income students.
- No parking can be required for a bedspace in the housing development project.

Impacts Your Job: Planners need to be aware of these additional requirements if an application is made for a density bonus for a student housing development.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

SB 1395 and SB 1361: Expansion of CEQA Exemptions Relating to Shelters and Low Barrier Navigation Centers

SB 1395 expands certain exemptions from the requirements of the California Environmental Quality Act to additional public agency actions relating to homeless shelters and low barrier navigation centers.

Significant Provisions

SB 1395 and SB 1361 expand existing homeless shelter and low-barrier navigation CEQA exemptions to include:

- Actions taken to approve a contract with a homeless shelter to provide services such as case management, resource navigation, security services, residential services, and counseling services. (§ 8698.4(a)(4) and Public Resources Code § 21080.10.)
- Actions taken for a low barrier navigation center to: (1) lease land owned by the local agency for the center; (2) take other actions associated with the lease; (3) provide financial assistance; (4) construct or operate a low barrier navigation center; and (5) enter into a contract to provide services. (Public Resources Code § 21080.27.5.) “Low barrier navigation center” has the meaning provided in Section 65660.

Good to Know: The definition of “Low Barrier Navigation Center” now provides that a low barrier navigation center may be non-congregate and relocatable.

AB 2199: Extension of Infill Exemption in Unincorporated Areas

AB 2199 extends until January 1, 2032, the existing statutory CEQA exemption for multi-family residential and mixed-use housing projects on infill sites in unincorporated areas. In addition to extending the sunset date, AB 2199 provides that it cannot be used if the project may cause a substantial adverse impact to tribal cultural resources. (Public Resources Code § 21159.25.)

SB 768: HCD Study of Vehicle Miles Traveled (VMT)

SB 768 requires HCD, if it receives an appropriation for this purpose, to conduct and post on its website a study on how vehicles miles traveled (VMT) is used as a metric for measuring transportation impacts

of housing projects pursuant to CEQA. If the legislature appropriates the funds necessary for HCD's study, HCD would have until January 1, 2028 to post the completed study online. (Public Resources Code § 21099.5.)

The study must include an analysis of:

1. The Office of Planning and Research's guidelines for determining the significance of transportation impacts of project within transit priority areas;
2. How VMT impacts of various mitigation measures increase capacity and/or induce VMT;
3. The monetary and time costs of VMT mitigation measures to housing projects;
4. Exempt housing project types;
5. Differences in the availability and feasibility of mitigation measures for housing projects in rural, suburban, urban, and low VMT areas; and
6. The relationship between VMT reduction, greenhouse gas emissions, housing volume and affordability, transportation, economic development, public health, and equity.

Good to Know: SB 768 requires HCD to consult with local governments and interested parties in conducting its study.

FEES

AB 2430: Monitoring Fees for Affordable Units

AB 2430 limits the ability of cities to charge a monitoring fee to 100 percent affordable housing developments when the units are monitored by another agency. (§ 65915.3.)

Significant Provisions

AB 2430 prohibits a city or county from charging a monitoring fee to ensure continuing affordability of affordable units provided to obtain a density or required by a local inclusionary housing ordinance, if all of the following conditions are met:

1. The housing development is 100 percent affordable as defined in Section 65915(b)(1)(G).
2. The development received a density bonus under Section 65915.
3. The housing development is subject to a recorded regulatory agreement with the California Tax Credit Allocation Committee (CTCAC), the California Housing Finance Authority (FHA), or HCD that requires compliance with Section 65915.
4. Prior to receiving a building permit, the applicant provides a fully executed Tax Credit Reservation Letter indicating the applicant accepted the award.
5. The applicant provides the local government a copy of the recorded regulatory agreement with CTCAC, FHA, or HCD.

6. The applicant agreed to provide the local government the compliance monitoring document required by CTCAC, FHA, or HCD.

Starting January 1, 2025, an existing occupied housing development that is subject to a monitoring fee will no longer be subject to that fee if it meets all of the requirements listed above.

A city or county may still charge a monitoring fee on a housing development that meets the criteria of Section 65915(b)(1)(G) if any of the following conditions are met:

1. The applicant utilizes a local incentive program that results in development of units with deeper affordability or more affordable units than what is monitored by CTCAC, FHA, or HCD.
2. The applicant uses a local incentive program that results in the development of units that are affordable to moderate income households.
3. The applicant accepts a local funding source that results in development of units with different affordability than what is monitored for by CTAC, FHA, or HCD.
4. The applicant accepts funding from a regional, state, or federal agency other than CTCAC, FHA, HCD, or the California Debt Limit Allocation Committee that requires monitoring activities that would not otherwise be conducted by these entities or the public agency issuing the funding.

Lastly, a city or county that is not collecting a monitoring fee pursuant to this section has no obligation to monitor a housing development for compliance with state density bonus law.

Good to Know: A city or county may not be able to charge a monitoring fee to certain affordable projects.

Impacts Your Job: If a city or county routinely charges a monitoring fee on inclusionary or density bonus units, the city or county should revisit projects that are paying the fee to determine if they meet the above-described requirements that would prohibit charging a monitoring fee.

AB 2663: Inclusionary Housing In-Lieu Fees

Starting January 1, 2026, AB 2663 (§ 65906.6) requires agencies with an in-lieu fee alternative for inclusionary housing programs to track and annually publish on their website the amount of inclusionary in-lieu fees collected in the previous year and whether the fees are intended to be used for a project. Additionally, starting January 1, 2026 and every five years after that, the local agency must post the amount of inclusionary in-lieu fees collected in the past five years and the projects that the fees were spent on.

Action Item: The agency's first online publication of information for inclusionary in-lieu fees must satisfy both the annual and five-year reporting requirements. Cities and counties should commence to collect this information so that it can be posted as required.

AB 2553: Fees Near Major Transit Stops.

AB 2553 (§ 66005.1 and Public Resources § 21064.3) expands the definition of "major transit stop" and limits the ability of cities and counties to levy traffic impact fees for housing developments near major transit stops and in transit priority areas.

Significant Provisions

Previously a "major transit stop" included, among other locations, the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods. This bill now revises the definition of "major transit stop" to increase the frequency of service interval to 20 minutes. (Public Resources Code § 21064.3.)

Section 66005.1 previously limited traffic impact fees that could be charged to housing developments located within one-half mile of a transit station. It now limits fees within any transit priority area, which includes any site within one-half mile of a "major transit stop," if the major transit stop is programmed to be completed within one year from the scheduled completion and occupancy of the housing development.

Impacts Your Job: Cities and counties may be required to set lower traffic impact mitigation fees for housing developments near major transit stops, instead of just at transit stations. The expanded definition of "major transit stop" will affect many projects' eligibility for other benefits, such as CEQA exemptions, parking reductions, and increased density under density bonus law and AB 2011.

SB 937: Impact Fees for Housing Developments Paid at Occupancy

SB 937 (§ 66007) requires that payment of impact fees for many housing development projects be delayed until issuance of a certificate of occupancy, temporary certificate of occupancy, or final inspection.

Significant Provisions

SB 937 restricts the ability of cities and counties to collect fees for the purpose of defraying the cost of public improvements until issuance of a certificate of occupancy, temporary certificate of occupancy, or final inspection. The restriction applies to "designated residential projects," which include:

- 100 percent affordable projects.
- Low barrier navigation centers.
- Projects approved under AB 2011.
- Projects meeting the requirements for approval under SB 35 (§ 65913.4(a)).
- Projects meeting the requirements for approval under SB 4 (§ 65913.16(c)).
- Projects eligible for a density bonus.
- Projects with 10 or fewer units.

The amount charged must be the same as would have been charged at building permit issuance, with no interest or other fees permitted. The agency may determine if the fees will be paid for each dwelling at occupancy, or when a certain percentage of units have been approved for occupancy, or when all the dwellings have been approved for occupancy.

However, fees may be collected earlier under the following conditions, except for projects where 49 percent of the units are reserved for lower income households:

1. Utility connection fees may be collected when the application for service is received, so long as those fees do not exceed the costs incurred. It is not clear if this provision applies to capacity fees.
2. The fees will reimburse the agency for expenditures previously made if those expenditures have not been paid by another party.
3. The agency determines that the fees will be used for water or sewer service; transportation; or public safety facilities for the residential development, and an account has been established and funds appropriated for those facilities.

For 49 percent affordable projects, the developer may either post a performance bond or letter of credit; if no letter of credit is posted, the unpaid fees may be imposed as a lien and collected with property taxes. This provision does not apply to 100 percent affordable projects.

Agencies may require applicants to execute a contract to pay the fees if they are not paid with the building permit. If required, the contract must be recorded against the property and constitutes a lien against the property and may require the property owner to notify the agency of each opening of escrow and authorize payment to the agency out of escrow. Agencies must post the model form of contract on their website. The City Council or Board of Supervisors may authorize an employee to sign the contract.

Good to Know: SB 937 provides no separate definition of "fees and charges." The definition of "fees" appears to be that in Section 66000(b), which defines "fees" as those imposed for the purpose of defraying all or a portion of the cost of public facilities related to the development project. However, park dedication fees paid under the Quimby Act (§ 66477), fees for processing applications, and fees collected under development agreements are excluded from the definition of "fees." Affordable housing fees appear to be exempt because they are not fees for "public facilities." However, agency staff should consult with their counsel regarding which fees are affected by this statute.

Action Items: Cities and counties should immediately review the fees paid at building permit issuance to determine which may be affected by this bill and to determine if the appropriate determinations can be made to continue collecting fees at building permit. If any fees cannot be collected until occupancy or final inspection and agencies desire to enter into and record contracts with developers, a model contract needs to be posted on the agency's website, and ideally a staff member should be authorized to sign the contract.

Impacts Your Job: Agencies will need to establish procedures to collect fees at occupancy or final inspection and to record releases if a contract was recorded. Because the fees must be the same as would have been charged at building permit issuance, agencies may wish to consider calculating the fees that will be due at occupancy at the time the building permit is issued.

AB 1820: Good Faith Fee Estimates

AB 1820 (§§ 65940.1, 65941.1, 65943.1) requires cities and counties to provide good faith fee estimates to developers after a project is approved and, if requested, after a preliminary application is filed.

Significant Provisions

AB 1820 requires a city, county, or city and county to provide, upon request, preliminary fee and exaction estimates within 30 business days of submission of a preliminary application. (§ 65941.1.). Within 30 business days of a housing development project receiving all necessary approvals to be eligible to apply for and obtain a building permit, cities and counties must provide the project proponent with an itemized list and good faith estimate of the fees and exactions. (§ 65943.1.). Cities and counties are only responsible to provide estimates of fees and exactions that they impose; the applicant must request fee schedules from other agencies, such as school districts, that may impose additional fees.

The statute defines "exactions" as defined in Section 65940.1 to include:

- A construction excise tax;
- A requirement to provide public art or an in-lieu payment;
- Parkland dedications or park in-lieu fees imposed under the Subdivision Map Act (Quimby Act fees);
- Special Mello-Roos tax.

It defines "fees" to include any fee or charge described in:

- The Mitigation Fee Act (primarily impact fees);
- Fees for development projects constructed after a natural disaster (§ 66010 *et seq.*);
- Fees adopted under Section 66016 *et seq.*; and
- Fees described in Section 66020 *et seq.*

However, "fees" do not include:

- Cost of providing electrical or gas service from a publicly owned utility;
- Fees to comply with CEQA.

Applicants may request fees schedules. For the fee estimate provided after project approval, if the agency calculates fees using a cost recovery method, the estimate must be based on the average fees imposed on a similar project.

These estimates are not binding.

Action Item: Cities and counties should determine which fees must be estimated and provided to developers and develop a method for estimating them. Project approvals will need to be accompanied by fee estimates. Cities may want to combine the required estimate with a notice of the right to protest the fees contained in Section 66020.

Good to Know: The fee and exaction estimates required by AB 1820 are not legally binding.

AB 3177: Restrictions on Required Dedications to Reduce Traffic Impacts.

AB 3177 (§ 66005.1(c)) limits the ability of cities and counties to require dedications of property to relieve traffic congestion.

Significant Provisions

This bill prohibits local agencies from imposing land dedication requirements on housing developments for purposes of mitigating vehicular traffic impacts, achieving an adopted level of service, or achieving a desired roadway width. A dedication requirement may be required if:

- The housing development is not in a transit priority area **and** has a street frontage of 500 feet or more; or
- The purpose is to construct public improvements, including, but not limited to, sewers and sidewalks; or
- The requirement is imposed as a condition of approval of a specific housing development for traffic safety features if the agency makes a finding supported by substantial evidence that the dedication is necessary to preserve the health, safety, or welfare of the public, including pedestrians, cyclists, and children.

For purposes of this bill, a "housing development" is a project where at least 50 percent of floorspace is for residential use.

Impacts Your Job: In most instances, cities and counties will not be able to require roadway dedications from housing developments to ease traffic congestion.

AFFORDABLE HOUSING BILLS

AB 846: Definition of Affordable Rent and Rent Caps on Tax Credit Projects (Health & Safety Code § 50053 & 50199.25)

AB 846 (Health & Safety Code §§ 50053 and 50199.25) changes the definition of "affordable rent" under the Health & Safety Code for housing developments where at least 80 percent of the units, exclusive of managers' units, are dedicated to lower income households so that it matches the affordable rent provisions of the tax-exempt bond program, the low income housing tax credit program, or other local, state, or federal program providing public financing or public financial assistance to the housing development. The legislation also requires the Tax Credit Allocation Committee ("TCAC") to adopt regulations to cap increases on annual rents for tax credit projects.

Significant Provisions

State law provides that the definitions of "affordable rent" found in Health and Safety Code Section 50053 apply in numerous circumstances. The following are some examples of the 58 provisions of state law that currently reference Health and Safety Code Section 50053:

- Density bonus law;
- Surplus land act;
- SB 35 streamlined ministerial approval for housing developments;
- Real property tax exemption laws;
- Certain exemptions from CEQA;
- Replacement housing laws; and
- Law governing the use of the low- and moderate-income housing asset funds administered by successors to the housing assets of a community's dissolved redevelopment agencies.

The definition of affordable rent under Health and Safety Code Section 50053 differs from other affordable housing programs such as the low-income housing tax program. Affordable housing operators and local agency staff charged with monitoring affordable housing development must calculate multiple "affordable rents" for a residential unit under the varying definitions that apply under each program. The lowest of all rents applies to the unit.

AB 846 will simplify the calculation of affordable rent for affordable housing developments that meet the following criteria:

- The affordable housing development is using a state program in which the law governing that program provides that the "affordable rent" definitions in Health and Safety Code Section 50053 apply.
- 80 percent of the residential units (excluding managers' units) in the development are dedicated to lower income households.
- The affordable housing development receives, on or after January 1, 2025, an award of one of the following:
    - Federal or state low-income housing tax credits;
    - Tax-exempt private activity bonds or general obligation bonds; or
    - Local, state, or federal loans or grants.

AB 846 provides that if the affordable housing developments meets these requirements, the definition of affordable rent under the other housing programs applies rather than the Health and Safety Code definition. For example, if a development is using HOME funds as well as Low and Moderate Income Housing Asset Funds, the HOME rents apply, not the Health and Safety Code Section 50053 definitions of affordable rent. Similarly, if a development is using low income housing tax credits and Low and Moderate Income Housing Asset Funds, the tax credit rents apply, not the Health and Safety Code Section 50053 definitions of affordable rent.

Good to Know: TCAC annually publishes maximum rents by income category on its website so the TCAC rents are easy to access. The TCAC rents are also based on the date the developments are placed in service, which is the date the certificate of occupancy is issued for the units, so it is helpful to have that information.

Impacts Your Job: This change should considerably ease the monitoring of eligible affordable housing developments by local jurisdictions as it will make the calculation of affordable rent consistent with other programs, thereby eliminating the need to calculate the affordable rent under varying definitions. However, staff monitoring local affordable housing developments should verify if other definitions of affordable rent may also apply given the funding sources for the housing development.

The legislation also requires TCAC to adopt regulations to cap increases on annual rents for tax credit projects by June 30, 2025, and thereafter to assess and possibly modify the rent caps annually.

AB 2926: Assisted Housing Developments; Expiration of Affordability Restrictions

AB 2926 (§§ 65863.10, 65863.11, and 65863.13) makes several changes to state law relating to the California Preservation Notice Law, which requires an owner to provide certain notices to tenants and potential buyers where the affordability restrictions applicable to an "assisted housing development" are set to expire.

Significant Provisions

Currently, state law requires an owner of an assisted housing development who is proposing termination of a subsidy contract or prepayment of governmental assistance or an owner of an assisted housing development which has expiring rental restrictions to provide a 12-month and 6-month notice of the proposed change(s) to each tenant household residing in the assisted housing development.

Good to Know: AB 2926 expands the definition "assisted housing development" to include a development that receives the following assistance from a city or county in exchange for affordability restrictions: SB 6 (2022); streamlining assistance pursuant to AB 2011 (2022); SB 35 (§ 65913.4); or the Affordable Housing on Faith and Higher Education Lands Act of 2023. However, affordable units provided only under local inclusionary programs are not considered to be "assisted housing developments," although affordable units provided in exchange for a density bonus or other provisions of density bonus law are considered to be "assisted housing developments."

AB 2926 makes several technical amendments to these noticing requirements. First, in the 12-month notice to tenants, the owner is required to state whether the owner might impose *any* rent increase during the 12 months following prepayment, termination, or the expiration of rental restrictions, as opposed to just rent increases in excess of the limits established by the Low-Income Housing Tax Credit program. Similarly, in the 6-month notice to tenants, the owner must now state that they will accept enhanced Section 8 housing choice vouchers if existing tenants receive them.

The Preservation Notice Act also requires an owner proposing prepayment or termination, or with expiring rental restrictions, to give notice of the opportunity to submit a purchase offer at full market value one year in advance to potential buyers (i.e., all "qualified entities" as certified by HCD) interested in preserving affordability.

Under the new provisions, an owner who receives a bona fide purchase offer- at a price determined by the parties or by a qualified appraiser - from a preservation buyer within 270 days (or 9 months) of the notice of the opportunity to purchase must inform HCD of all such offers within 90 days and either (1) accept the bona fide offer from a qualified entity to purchase and execute a purchase agreement or (2)

record a new regulatory agreement with a term of at least 30 years that minimally meets the criteria of Section 65863.13(a).

If the owner does not receive a bona fide offer from one or more qualified entities within 270 days of the notice of opportunity to purchase or if all bona fide offers are withdraw, the owner may either (1) sell the property to any buyer, (2) extend the affordability restrictions for any period of time, or (3) maintain ownership of the property and allow the expiration, termination or prepayment to occur at the end of applicable noticing period.

An owner seeking an exemption from the noticing and sale requirements of the Act may not terminate a tenancy due to planned renovation during escrow.

Finally, AB 2926 clarifies that all of the following may enforce both the noticing and sale provisions: an affected tenant (as defined in § 65863.10(a)(2)), a group of affected tenants that meets the requirements of a legitimate tenant organization, as defined in federal regulations, and a tenant association (as defined in § 54863.11(a)(4).).

OTHER BILLS

AB 2117: Extensions of Permit Approval for Litigation

AB 2117 (§ 65009(f)) delays the expiration of permit or project approval for the duration of an appeal period and any litigation over the project approval.

Significant Provisions

AB 2117 provides that the time before a permit or project approval issued by a city, county, or state agency expires does not include the period of time during which the approval of the permit or project is subject to a "pending" action or proceeding. "Pending" includes an appeal period and has the same meaning as in Code of Civil Procedure Section 1049. The period of delay extends from the litigation's commencement until final determination upon appeal or the time for appeal has passed.

Good to Know: AB 2117 defines "permit" as any development permit, but excludes the following types of permits: (1) building permits for the construction, demolition, or alteration of buildings, whether discretionary or ministerial; (2) minor or standard excavation and grading; (3) demolition; and (4) nondiscretionary permit or review required or issued by a local agency after the entitlement process has been completed.

Impacts Your Job: Permits do not expire while the permit or project is subject to litigation.

AB 2729: 18-Month Extension of Permit Approvals

AB 2729 (§ 65914.4) delays the expiration of certain permits issued for housing developments by 18 months.

Significant Provisions

AB 2729 extends by 18 months entitlements for housing development projects that were issued prior to, and in effect on, January 1, 2024 and will otherwise expire before December 31, 2025. The provision will not apply if the permit was previously extended for at least 18 months during 2024 under either state law or by a local agency. For purposes of this statute, a "housing development project" is a project where two-thirds of the square footage is dedicated for residential use (excluding underground space).

"Housing entitlements" include approvals and permits issued by state agencies, any permit subject to the Permit Streamlining Act, ministerial approvals such as those under SB 35 and AB 2011, tentative maps, and vested rights associated with permits. However, development agreements, preliminary applications, and tentative maps extended for 24 months under state law after January 1, 2024 are not considered to be "housing entitlements" for this purpose.

Action Item: Cities and counties will need to determine which project approvals have been extended by this legislation.

SB 1210: Electrical, Gas and Sewer Service Connections for New Housing Developments

SB 1210 (Public Utilities Code §§ 8400-8401) imposes new requirements on corporate utility providers, special districts, and municipal corporations operating public utilities to post certain information related to utility services for new housing construction.

Significant Provisions

SB 1210 requires electrical, gas, sewer, and water service utilities to post on their websites by January 1, 2026, the following information related to new housing construction: (1) the schedule of estimated fees for typical service connections for accessory dwelling units, mixed-use developments, multifamily structures, and single-family homes; and (2) estimated timeframes for completing typical connections for each housing type.

Good to Know: SB 1210 applies to municipal corporations operating a public utility but excludes agencies that are already required under § 65940.1 to post a schedule of fees and exactions online and continues to post this information.

The requirements imposed by SB 1210 do not apply to utilities with fewer than 4,000 service connections that do not maintain a website due to hardship. Such hardship must be evidenced by the utility annually adopting a resolution in a public meeting that is properly noticed and supported by detailed evidence. Examples of proper findings include, but are not limited to, inadequate access to broadband communications network facilities, significantly limited financial resources, or insufficient staff resources.

GENERAL PLANS – NON-HOUSING ELEMENTS

While the following two bills do not relate directly to housing, these general plan updates may be due along with the seventh cycle Housing Element revisions.

AB 1889: Conservation Element: Wildlife and Habitat Connectivity

AB 1889 amended Section 65302 to require that certain fish, wildlife, and habitat connectivity considerations be included in the conservation element.

Significant Provisions

The "Room to Roam" Act requires cities and counties to revise their conservation element to consider wildlife and habitat connectivity in both existing and planned land use projects upon the next update of one or more general plan elements on or after January 1, 2028. The bill's purpose is to supplement Executive Order No. N-82-20 (Public Resources Code Section 71450) in assisting with the state's efforts to conserve at least 30 percent of California's land and coastal waters by 2030 and to contribute to the preservation and restoration of biodiversity through wildlife connectivity. The conservation element must identify and analyze connectivity areas, permeability, natural landscape areas, and planned or existing wildlife passage features; must consider the impacts of development and barriers caused by it to wildlife and habitat connectivity; and must analyze and consider opportunities to remediate existing connectivity barriers and restore degraded habitat and open space.

Good to Know: "Room to Roam" Act does not require updates to the conservation element until on or after January 1, 2028, but will require an update along with the seventh cycle Housing Element in 2031 if no general plan update was completed before that date. If the jurisdiction already has policies in place that meet the requirements of the Act, it can incorporate those policies in the general plan by reference.

AB 2684: Safety Element: Extreme Heat

AB 2684 added Section 65302.011 to require an analysis of extreme heat in the safety element.

Significant Provisions

AB 2684 requires a city or county to update the safety element of its general plan to address the hazards caused by extreme heat upon the next revision of one or more elements of the general plan on or after January 1, 2028.

The definition of "Extreme Heat" has the same meaning as in Public Resources Code Section 71410, which defines it as increasing temperatures or other meteorological conditions that could result in any of the following:

> (A) Extreme heat wave.
>
> (B) Heat health event.
>
> (C) Heat watch, warning, or advisory from the National Weather Service, the Office of Emergency Services, or a county health officer.

(D) A proclamation of a state of emergency by the Governor pursuant to Section 8625 of the Government Code.

If the jurisdiction has adopted an extreme heat action plan or document that fulfills the goals of AB 2684, the jurisdiction can summarize and incorporate that plan or document in the safety element. The jurisdiction may also use or reference information in the Extreme Heat Action Plan described in Public Resources Code Section 71361 and the State Hazard Mitigation Plan required by the Federal Disaster Mitigation Act of 2000 (Public Law 106-390).

Good to Know: The safety element does not need to be updated to incorporate the requirements of AB 2684 until after January 1, 2028, but will require an update along with the seventh cycle Housing Element in 2031 if no general plan update was completed before that date.

Impacts Your Job: After the first revision to incorporate the analysis of extreme heat, the safety element shall be reviewed and, if necessary, revised upon each revision of the Housing Element or local hazard mitigation plan, but at least every eight years, to identify new information relating to extreme heat hazards that was not available during the previous revision of the safety element.

APPENDIX A - SECTION 65913.4(A)(6)(B), 9/16/2021

Related to SB 9, SB 450 adds language that the project must comply with 65913.4(A)(6)(B)-(K) as it existed on Sept 16, 2021. This language is included in the summary for easier access to this text, since this statute has and is likely to change in the future.

(6) The development is not located on a site that is any of the following:

(B) Either prime farmland or farmland of statewide importance, as defined pursuant to United States Department of Agriculture land inventory and monitoring criteria, as modified for California, and designated on the maps prepared by the Farmland Mapping and Monitoring Program of the Department of Conservation, or land zoned or designated for agricultural protection or preservation by a local ballot measure that was approved by the voters of that jurisdiction.

(C) Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(D) Within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within a high or very high fire hazard severity zone as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code. This subparagraph does not apply to sites excluded from the specified hazard zones by a local agency, pursuant to subdivision (b) of Section 51179, or sites that have adopted fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development.

(E) A hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code, unless the State Department of Public Health, State Water Resources Control Board, or Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.

(F) Within a delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2.

(G) Within a special flood hazard area subject to inundation by the 1 percent annual chance flood (100-year flood) as determined by the Federal Emergency Management Agency in any official maps published by the Federal Emergency Management Agency. If a development proponent is able to satisfy all applicable federal qualifying criteria in order to provide that the site satisfies this subparagraph and is otherwise eligible for streamlined approval under this section, a local government shall not deny the application on the basis that the development proponent did not comply with any additional permit requirement, standard, or action adopted by that local government that is applicable to that site. A development may be located on a site described in this subparagraph if either of the following are met:

(i) The site has been subject to a Letter of Map Revision prepared by the Federal Emergency Management Agency and issued to the local jurisdiction.

(ii) The site meets Federal Emergency Management Agency requirements necessary to meet minimum flood plain management criteria of the National Flood Insurance Program pursuant to Part 59 (commencing with Section 59.1) and Part 60 (commencing with Section 60.1) of Subchapter B of Chapter I of Title 44 of the Code of Federal Regulations.

(H) Within a regulatory floodway as determined by the Federal Emergency Management Agency in any official maps published by the Federal Emergency Management Agency, unless the development has received a no-rise certification in accordance with Section 60.3(d)(3) of Title 44 of the Code of Federal Regulations. If a development proponent is able to satisfy all applicable federal qualifying criteria in order to provide that the site satisfies this subparagraph and is otherwise eligible for streamlined approval under this section, a local government shall not deny the application on the basis that the development proponent did not comply with any additional permit requirement, standard, or action adopted by that local government that is applicable to that site.

(I) Lands identified for conservation in an adopted natural community conservation plan pursuant to the Natural Community Conservation Planning Act (Chapter 10 (commencing with Section 2800) of Division 3 of the Fish and Game Code), habitat conservation plan pursuant to the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), or other adopted natural resource protection plan

(J) Habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, fully protected species, or species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code).
(K) Lands under conservation easement.

ATTACHMENT 5

6th Cycle General Plan Housing Element
Regional Needs Housing Allocation 2023 to 2031

Table 3-23 American Canyon Regional Housing Need Allocation

Income Category	Number of Housing Units	Percent of RHNA
Very Low (0-50% of AMI)	169	27.2%
Low (51-80% of AMI)	109	17.5%
Moderate (81-120% of AMI)	95	15.3%
Above Moderate (over 120% of AMI)	249	40.0%
Total Units	**622**	**100.0%**

AMI = Area Median Income

Source: Association of Bay Area Governments (ABAG). 2023-2031 Regional Needs Housing Plan, 2021

ADOPTED BDSP Subarea Allocation ATTACHMENT 6

Subarea (Figure 2-1)	Acres	Maximum Commercial Area (SF)	Maximum Dwelling Units
Downtown Core	97.7	300,000	180
Broadway Residential	25.0	53,000	275
Business Park	50.0	263,000	224
Medium Density Residential	23.8	0	276
Home Improvement District	10.7	80,000	0
Local Serving Mixed Use	49.9	127,500	86
Northern Gateway	9.0	16,500	0
Southern Gateway	14.5	0	0
Southeast Area Specific Plan	11.2	0	159
Total	**292**	**840,000**	**1,200**

REVISED BDSP Subarea Allocation

Subarea (Figure 2-1)	Acres	Maximum Commercial Area (SF)	Maximum Dwelling Units
Downtown Core	97.7	300,000	180
Broadway Residential	25.0	53,000	275
Business Park	50.0	263,000	224
Medium Density Residential	23.8	0	262
Home Improvement District	10.7	80,000	0
Local Serving Mixed Use	49.9	127,500	100
Northern Gateway	9.0	16,500	0
Southern Gateway	14.5	0	0
Southeast Area Specific Plan	11.2	0	159
Total	292	840,000	1,200

PC Resolution ( ) reallocated 14 dwelling units from Medium Density Residential to LSMU PL23-0003.

Allocated BDSP Projects

Subarea (Figure 2-1)	Acres	Maximum Commercial Area (SF)	Maximum Dwelling Units
Downtown Core	97.7	59,442	20
Broadway Residential	25.0		66
Business Park	50.0	5,187	
Medium Density Residential	23.8		
Home Improvement District	10.7		
Local Serving Mixed Use	49.9	63,859	100
Northern Gateway	9.0		
Southern Gateway	14.5		
Southeast Area Specific Plan	11.2		159
Total	**292**	**128,488**	**345**

Project	Commerical SF	Dwelling Units
Downtown Core Projects		
Home2Suites BP19-0499	55,746	
SunSquare PL21-0020	3,696	20
Downtown Core Totals	**59,442**	**20**
Broadway Residential Projects		
Napa Cove PL21-0027		66
Broadway Residential Totals		**66**
Business Park Projects		
Circle K PL20-0010	5,187	
Business Park Totals	**5,187**	
Local Serving Mixed Use Projects		
Hampton Inn BP24-0124	61,041	
Crawford Way Apartments PL23-0003		100
Chicken Guy PL23-0021	2,818	
LSMU Totals	**63,859**	**100**
Southeast Area Specific Plan		
Village at Vintage Ranch		159

Remaining BDSP Development Intensity

Subarea (Figure 2-1)	Acres	Maximum Commercial Area (SF)	Maximum Dwelling Units
Downtown Core	97.7	240,558	160
Broadway Residential	25.0	53,000	209
Business Park	50.0	257,813	224
Medium Density Residential	23.8	0	262
Home Improvement District	10.7	80,000	0
Local Serving Mixed Use	49.9	63,641	0
Northern Gateway	9.0	16,500	0
Southern Gateway	14.5	0	0
Southeast Area Specific Plan	11.2	0	0
Total	**292**	**711,512**	**855**

Traffic Impact Analysis

American Canyon Townhomes Project

City of American Canyon

Prepared by:
Abrams Associates
1875 Olympic Boulevard, Suite 210
Walnut Creek CA 94596

Abrams Associates
TRAFFIC ENGINEERING, INC.

July 16, 2023

American Canyon Townhomes Project

in the

City of American Canyon

TRAFFIC IMPACT STUDY

1) INTRODUCTION

This transportation analysis describes the existing and future conditions for transportation and traffic circulation both with and without the proposed project. The study presents information on the regional and local roadway networks, pedestrian and transit conditions, and provides an analysis of the effects on transportation facilities associated with the project. This study also describes the regulatory setting; the criterion used for determining the significance of environmental impacts; and summarizes potential environmental impacts and appropriate mitigation measures when necessary. In addition, this analysis provides an assessment of the site access and internal circulation. This study has been conducted in accordance with the requirements and methodologies set forth by Napa County, Caltrans, and the applicable provisions of CEQA.

2) PROJECT DESCRIPTION

The proposed project would include construction of 100 townhomes on a parcel that is currently vacant. The project is located south of Crawford Way and west of State Route 29 (SR 29) in the City of American Canyon. All access to the site will be from a driveway onto Crawford Drive west of SR 29. **Figure 1** shows the location of the project and the surrounding roadway network. **Figure 2** shows the proposed site plan for the project.

3) ENVIRONMENTAL SETTING

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. The hours identified as the “peak” hours were generally between 7:00 a.m. and 8:00 a.m. and 4:00 p.m. and 5:00 p.m. for all of the transportation facilities described. Throughout this report, these peak hours will be identified as the AM and PM peak hours, respectively.

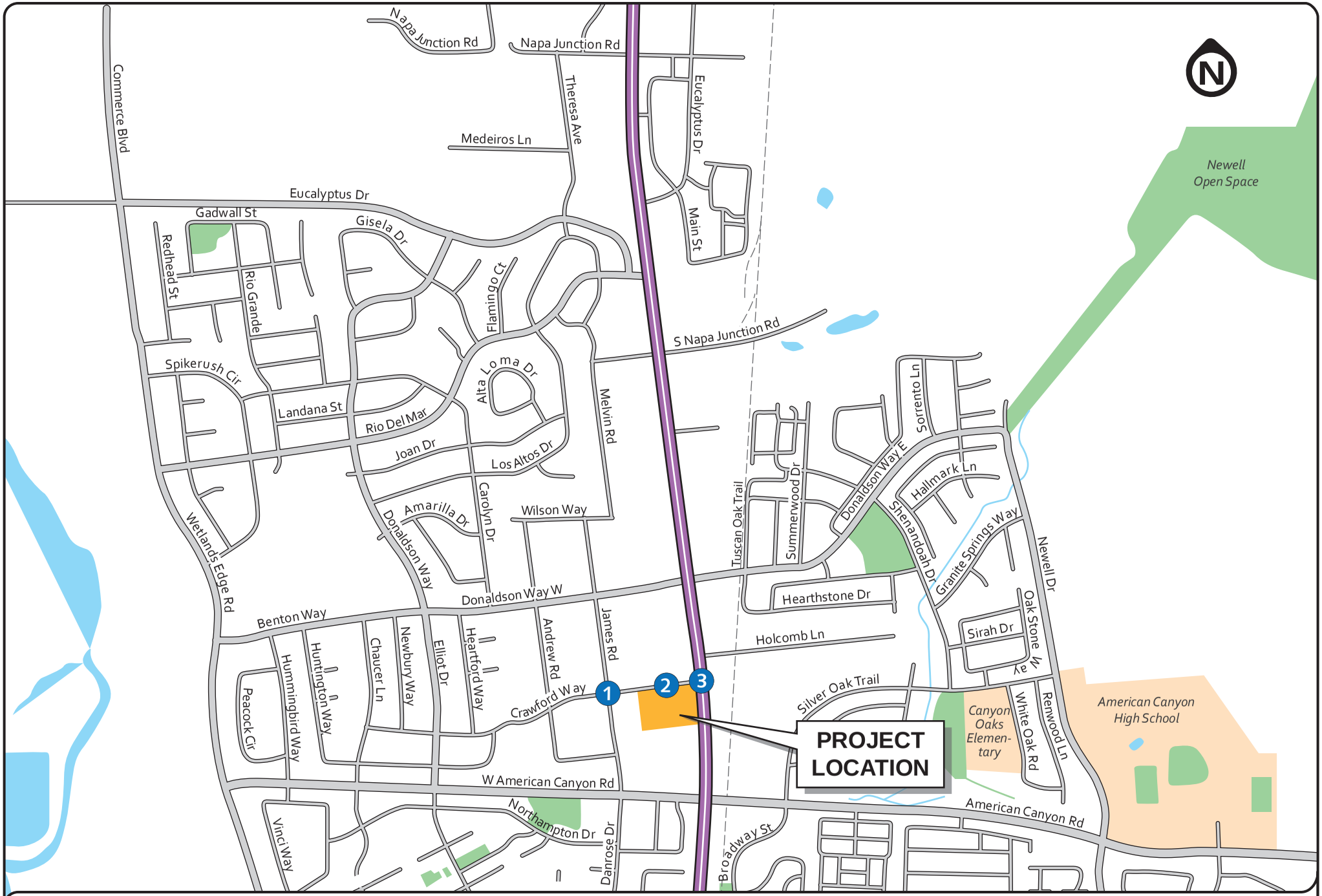

FIGURE 1 | PROJECT LOCATION
TRAFFIC IMPACT ANALYSIS
^merican Canyon Townhomes Project
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FIGURE 2 | SITE PLAN
TRAFFIC IMPACT ANALYSIS
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3.1 Project Study Intersections

Based on the project's trip generation and the potential for traffic impacts a list of project study intersections was prepared based on Caltrans' guidelines. **Figure 1** shows the location of the project study intersections. As mentioned above, all access to the site will be from Crawford Drive.

There are three (3) study intersections that have been included in the analysis. These include the intersections of Crawford Drive with James Road, State Route 29, and also the project entrance. The existing intersections on Crawford Drive are controlled by stop signs with all-way stop control at James Road and side street stop control for Crawford Drive on its approach to SR 29.

3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the following six scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.

- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.

- Scenario 3: *Baseline (No Project) Conditions* – The Baseline scenario is based on the existing volumes plus growth in background traffic (for two years) plus the traffic from reasonably foreseeable developments that could substantially affect the volumes at the project study intersections.

- Scenario 4: *Baseline Plus Project Conditions* – This scenario is based on the Baseline traffic volumes plus the trips from the proposed project.

- Scenario 5: *Cumulative Conditions* – This scenario includes cumulative (Year 2040) volumes based on buildout of the City's General Plan and the most recent release of the Countywide Travel Demand Model.

- Scenario 6: *Cumulative Plus Project Conditions* – This scenario includes cumulative (Year 2040) volumes based plus the trips from the proposed project.

3.3 Existing Roadway Network

The following is a detailed description of the roadways that could be affected by the project:

- **State Route 29 (SR 29) -** State Route 29 (SR-29) is a state highway that travels in a north-south direction between I-80 in Vallejo and SR-20 in Upper Lake. Within American Canyon, SR-29 bisects the City as a four-lane highway with signalized intersections at major cross streets. It serves as a primary route for commuter and industrial truck traffic traveling between Napa County and the San Francisco-Oakland Bay Area.

- **American Canyon Road –** American Canyon Road is a major east-west, four-lane arterial that traverses between Wetlands Edge Road, from within the City, to I-80, where it forms a grade separated interchange. American Canyon Road serves primarily residential and commuter traffic in the City, and acts as a rural connector east of the City limits.

- **Donaldson Way -** Donaldson Way is an east-west collector street that serves areas east and west of SR 29. Donaldson Way extends from Newell Drive to the east, through SR 29, to Benton Way. At Benton Way, Donaldson Way changes from an east-west alignment to a north-south alignment, extending to Eucalyptus Drive on the north. Donaldson Way has a signalized intersection with SR 29.

- **Crawford Way and James Road** – Crawford Way and James Road are both designated as two lane collector streets in the City's General Plan and have a 25 mph speed limit. Crawford Way extends west State Route 29 to terminate at Chaucer Lane. James Road extends north from American Canyon Road to terminate at Wilson Street.

3.4 Intersection Analysis Methodology

Existing operational conditions at the two (2) study intersections have been evaluated using the methodology set forth in the 6th Edition of the *Highway Capacity Manual* (*HCM*) Level of Service (LOS) methodology with Synchro software.[1] Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or

[1] *Highway Capacity Manual – Sixth Edition*, Transportation Research Board, Washington D.C., 2016

roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

For signalized intersections, The CCTA standards are based on LOS and the volume to capacity ratio (V/C) for the entire intersection. The *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the appendix to this report. **Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections.

For unsignalized (all-way stop controlled and two-way stop controlled) intersections, the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

3.5 Existing Intersection Capacity Conditions

The existing intersection geometry at each of the project study intersections can be seen in **Figure 3.** The traffic volumes at the study intersections for weekday AM and PM peak hours are presented in **Figure 4**. Existing traffic data for the study intersections was obtained from peak hour traffic, pedestrian, and bicycle counts conducted on June 14 and 15, 2023. **Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. Please note that the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*. As shown in **Table 3**, all of the study intersections currently have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours.

3.6 Planned Roadway Improvements

The existing General Plan includes proposed improvement projects planned to support buildout of the existing General Plan land uses. The roadway network changes in the area are identified by the Napa County General Plan, the American Canyon General Plan Circulation Element Update, and MTC's Transportation 2035 Plan, and the State Route 29 Gateway Corridor Improvement Plan. These documents call for widening of SR-29 to three lanes in each direction from the SR-221 interchange to the southern County Line. A flyover ramp would be constructed for traffic traveling from southbound SR-221 (Napa-Vallejo Highway) to southbound SR-12/SR-29. A grade-separated diamond interchange is planned at the SR-29/SR-12/Airport Boulevard intersection. Additionally, an extension of Newell Drive to connect the existing section to SR-29

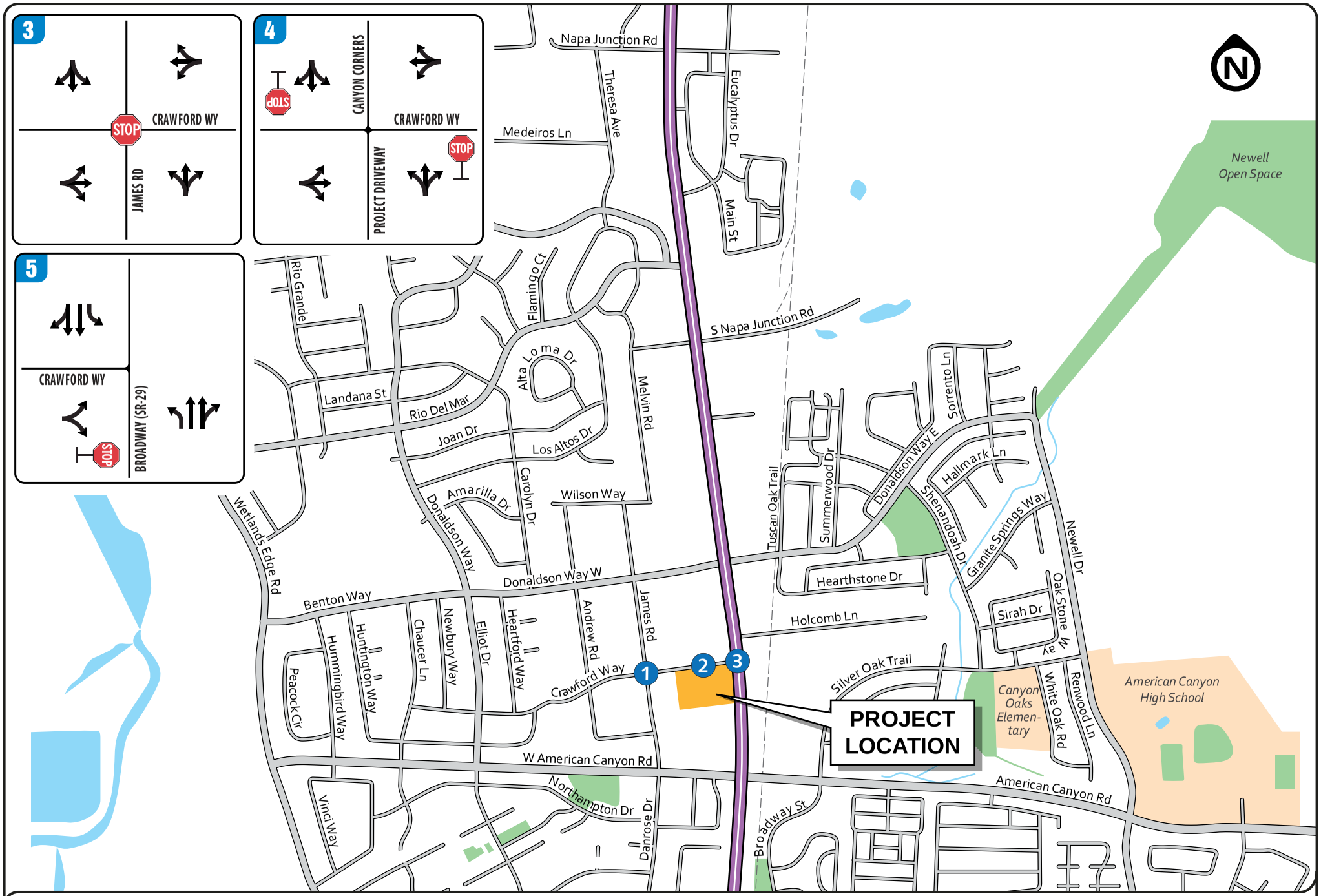

FIGURE 3 | EXISTING LANE CONFIGURATIONS
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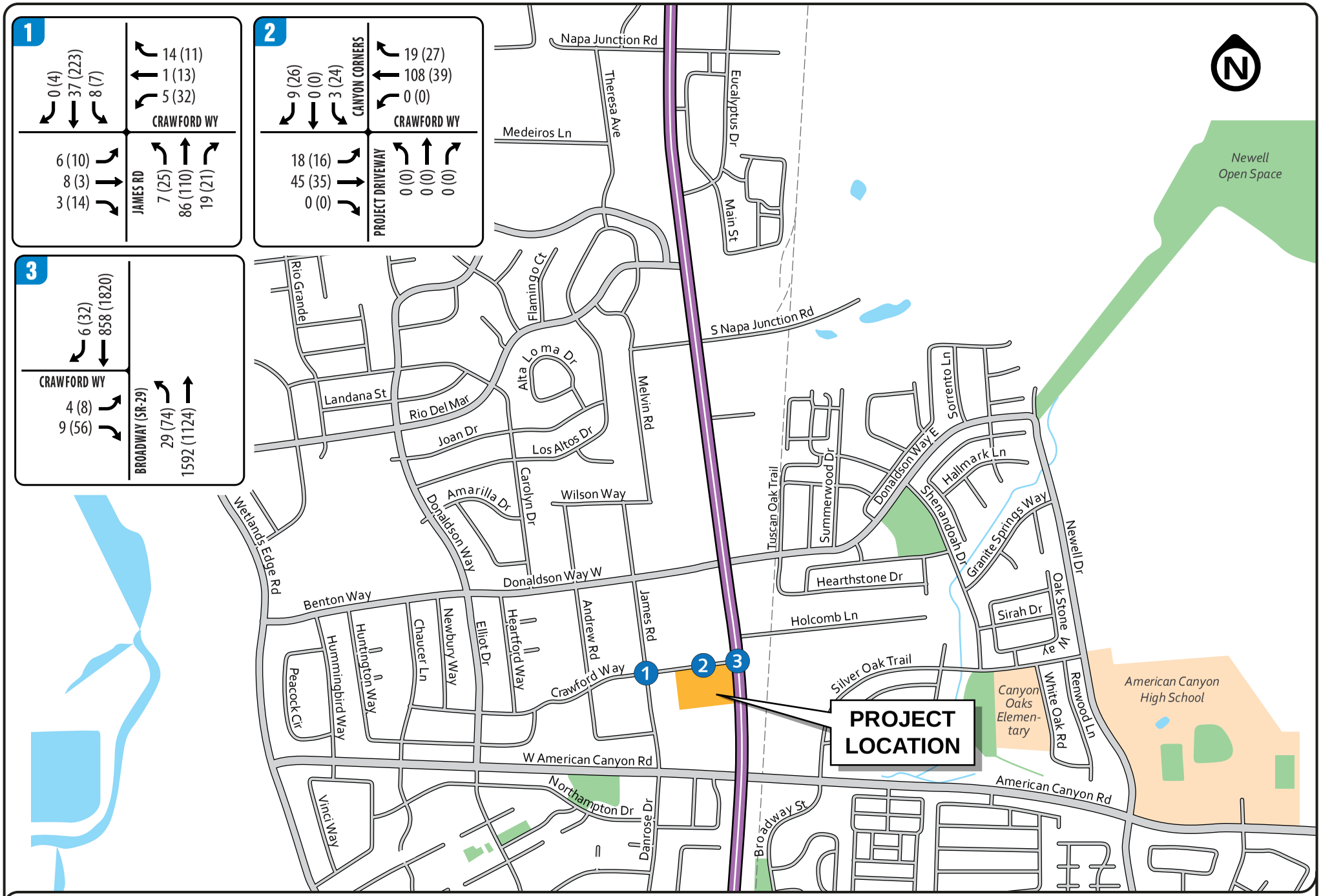

FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES

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TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (sec/veh)	Volume to Capacity Ratio
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

SOURCES: *Highway Capacity Manual – Sixth Edition*, Transportation Research Board, 2016.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

SOURCE: *Highway Capacity Manual – Sixth Edition*, Transportation Research Board, 2016.

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	CRAWFORD WAY & JAMES ROAD	All Way Stop	AM	7.5	A
			PM	8.9	A
2	CRAWFORD WAY & PROJECT DRIVEWAY	Side Street Stop	AM	1.2 (9.2)	A
			PM	3.5 (9.2)	A
3	CRAWFORD WAY & BROADWAY (SR-29)	Side Street Stop	AM	0.2 (16.3)	A (C)
			PM	1.4 (41.9)	A (E)

SOURCE: Abrams Associates, 2023

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

and provide additional north-south vehicle capacity through the City is proposed in the Circulation Element. In addition, it should be noted that west of the study area Wetlands Edge Road is ultimately planned to be extended north to Green Island Road and south to Kimberly Drive.

3.7 Pedestrian and Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following three classes:

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
Class III – Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.

There are sidewalks along some streets in the study area, including the north side of Crawford Way adjacent to the project site. There is also an eight-foot wide sidewalk along the western side of State Route 29 to the south of the project site and it is assumed this would need to be continued along the project's eastern frontage. With the exception of American Canyon Road, most roadways in the study area do not have bicycle lanes. The City has adopted a Bicycle Plan in accordance with the California Bicycle Transportation Act and James Road is planned to be a Class II Bike Route in the City's General Plan.

3.8 Transit Service

The City of American Canyon has a number of public transportation options including fixed route systems and demand-responsive systems as well as local systems and regional systems. The following public transportation systems are available to City of American Canyon residents. American Canyon Transit (ACT) is a bus service that provides round trip route through the City on weekdays in the mornings and in the afternoon. The ACT buses will deviate from routes and provide on-demand service as time permits for disabled and senior citizens.

Napa Valley Transit (VINE) is another transit service that provides bus routes to several cities in Napa County. For American Canyon, Routes 11, 11X, and 29 offer bus stops within the City limits. Route 11 runs from Calistoga to Vallejo and stops at SR 29/Rio Del Mar and at the American Canyon Senior Center on Elliot Drive between Knightsbridge Way and Kimberly Drive. VINE 29 is a commuter express route from Calistoga to El Cerrito Del Norte BART and the Ferry Terminal in Vallejo. Vine routes 11X, and 29 stop at the American Canyon Post Office at SR 29/Crawford Way between approximately 3:45PM and 6:45PM. Both of these routes are available throughout the week. VINE Go is also an available door-to-door dedicated service for qualifying disabled and senior citizens.

4) REGULATORY CONTEXT

Existing policies, laws and regulations that apply to the proposed project are summarized below.

4.1 State

The California Department of Transportation (Caltrans) has jurisdiction over State highways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways, such as SR 4. Any improvements to these roadways would require Caltrans' approval. The Guide for the Preparation of Traffic Impact Studies provides consistent guidance for Caltrans staff who review local development and land use change proposals. The Guide also informs local agencies about the information needed for Caltrans to analyze the traffic impacts to state highway facilities which include freeway segments, on- or off-ramps, and signalized intersections.

4.2 Local

City of American Canyon General Plan - The Transportation and Circulation Element included in the Napa General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to

serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

4.3 Significance Criteria

The following applicable thresholds of significance were used to determine if the project transportation impacts were significant and required mitigation. These thresholds are consistent with the City's General Plan Circulation Element:

Achieve and maintain a Multimodal LOS D or better for roadways and intersections during peak hours where possible for as long as possible. However, recognizing that LOS D may not be achievable or cannot be maintained upon full buildout of the General Plan, due to traffic generated from sources beyond control of the City, the City Council shall have the discretion to only require feasible mitigation measures that may not achieve LOS D, but will reduce the impact of any development use or VMT planned for in the Land Use Element of the General Plan.

The locations that may not achieve or maintain LOS D are as follows and will be exempt from the LOS D policy:

- *State Route 29 through the City*
- *American Canyon Road from SR 29 to Flosden Road-Newell Drive*
- *Flosden Road south of American Canyon Road*

According to CEQA guidelines, a project would have a significant impact if it would:

- *Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.*
- *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.*
- *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).*
- *Result in inadequate emergency vehicle access.*
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The project is not located near an airport and consists of low-rise buildings. Therefore, the project is not expected to change air traffic patterns or create flight safety risks and the threshold related to air traffic patterns is not discussed in the detailed analysis below.

5) VEHICLE MILES TRAVELED ANALYSIS

One performance measure that can be used to quantify the transportation impacts of a project is vehicle miles traveled (VMT). This section presents an analysis of the extent of the VMT-related transportation impacts caused by the Project. The City of American Canyon has not yet adopted VMT guidelines so the analysis was based on guidelines from the Governor's Office of Planning and Research (OPR).[1]

In Napa County VMT is estimated using the Solano Napa Activity Based Model (SNABM). The model calculates VMT based on the number of vehicles multiplied by the typical distance traveled by each vehicle originating from or driving to a certain area. The volume of traffic and distance traveled depends on mix of land use types, density, and location as well as the existing and planned transportation system, including availability of public transportation. A travel demand model attempts to properly represent these relationships when forecasting vehicle trips and VMT. The model divides areas into transportation analysis zones, or TAZs, which are used for transportation analysis and other planning purposes. The CCTA Travel Model includes TAZs that vary in size from a few city blocks in some areas to much larger zones in lower density areas.

VMT is a particularly useful metric for evaluating the impacts of growth on greenhouse gas (GHG) emissions because it can be used to estimate fuel consumption by motor vehicles. Increases in VMT cause proportional increases in greenhouse gas emissions and air pollution. The Office of Planning and Research (OPR) released their final proposed Guidelines in a Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018, which went into effect on July 1, 2020.

Near-Term Plus Project VMT Analysis - Based on the SNABM Travel Model, the Countywide average daily VMT per resident is currently estimated to be 23.4 miles. The residents of the proposed project would be expected to have similar VMT to existing residents in the area. The VMT per resident estimated by the SNABM Travel Model for the project area would therefore be assumed represent the approximate VMT per resident that would be generated by the proposed project as well. The project site is located in TAZ 211 which the SNABM model indicates has an average VMT per capita (a.k.a. per resident) 16.4 miles. **Table 4** summarizes the 2023 VMT per resident for the project and provides a comparison to the VMT threshold, which is the Bay Area average VMT per resident.

[1] *Technical Advisory on Evaluating Transportation Impacts in CEQA*, Governor's Office of Planning and Research, Sacramento, CA, December, 2018.

TABLE 4
NEAR-TERM PLUS PROJECT VMT ANALYSIS RESULTS

Scenario	*Project Average VMT Per Resident*	*VMT Impact Threshold* [1]	*Impact?*
2023 Plus Project	**16.4 miles**	**23.4 miles**	**No**

NOTE: [1] *The existing plus project VMT impact threshold for residential projects is below the Bay Area average VMT per resident, which is 23.4 miles.*

As seen in **Table 1**, the proposed project is forecast to have an average VMT of 16.4 miles and the impact threshold is for the project to be below the Bay Area regional average of 23.4 miles. For comparison to other potential thresholds, the project would also be forecast to have an average VMT that is more than 15% below the Bay Area regional average. Therefore, the project would be expected to have a less than significant impact to VMT in the area under near-term conditions, subject to City approval.

Cumulative Plus Project VMT Analysis - Since the project would have a less than significant impact on near-term VMT, the project would not require a detailed evaluation of the project's cumulative VMT impacts. The cumulative analysis is for determining if the Citywide VMT increases or decreases with the proposed project, relative to the VMT generated that would otherwise be generated by full General Plan buildout. In the case of the proposed project, the cumulative impacts would be less than significant because the project would remain consistent with the VMT projections for the City's current General Plan. It is our understanding the project is also consistent with the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). Therefore, the project generated VMT would be considered to be below the established VMT thresholds and therefore, subject to City approval, the project would be considered to have a less than significant impact on the VMT in the area.

6) LEVEL OF SERVICE ANALYSIS

6.1 Project Trip Generation

The proposed project would include construction of 100 townhomes on a parcel that is currently vacant. The trip generation calculations are shown in **Table 5**. The trip generation rates are based on the ITE rates for low-rise apartments in a general urban/suburban environment, not close to rail transit (Land Use 220) taken from the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. As shown in **Table 5**, the proposed project is forecast

TABLE 5
TRIP GENERATION CALCULATIONS

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Apartment Rates (General Urban/Suburban, Not Close to Rail Transit) - Trips per Unit	220		6.74	0.10	0.30	0.40	0.32	0.19	0.51
Net New Trip Generation for the Proposed Project		***100 units***	**674**	**10**	**30**	**40**	**32**	**19**	**51**

to generate a net increase in traffic of approximately 40 trips during the AM peak hour and 51 trips during the PM peak hour. For purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by this proposed development are estimated for the peak commute hours which represent the peak of "*adjacent street traffic*". This is the time period when the project traffic would generally contribute to the greatest amount of congestion.

6.2 Project Trip Distribution

The trip distribution assumptions have been based on the project's proximity to freeways, the existing directional split at Crawford Drive and State Route 29, and the overall land use patterns in the area. The resulting distribution then assumed that 42 percent of the project traffic would be to and from the west on Willow Pass Road. **Figure 5** shows the project traffic that would be added at each of the study intersections.

6.3 Existing Plus Project Intersection Capacity Conditions

This scenario evaluates the existing conditions with the addition of traffic from the proposed project. The capacity calculations for the Existing Plus Project scenario were shown previously in **Table 3**. **Figure 6** shows the project traffic that would be added at each of the study

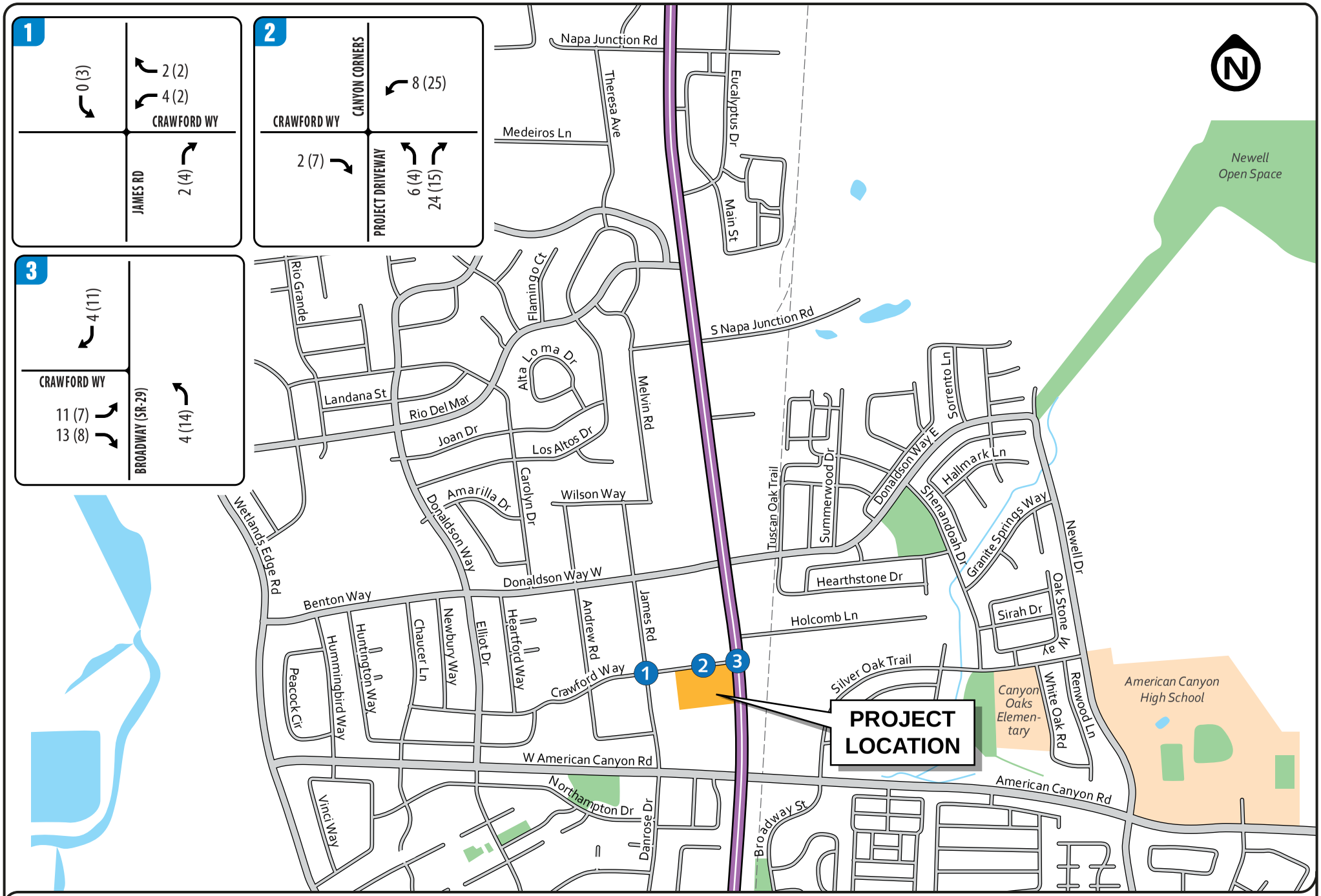

FIGURE 5 | PROJECT AM(PM) PEAK HOUR TRIPS

TRAFFIC IMPACT ANALYSIS

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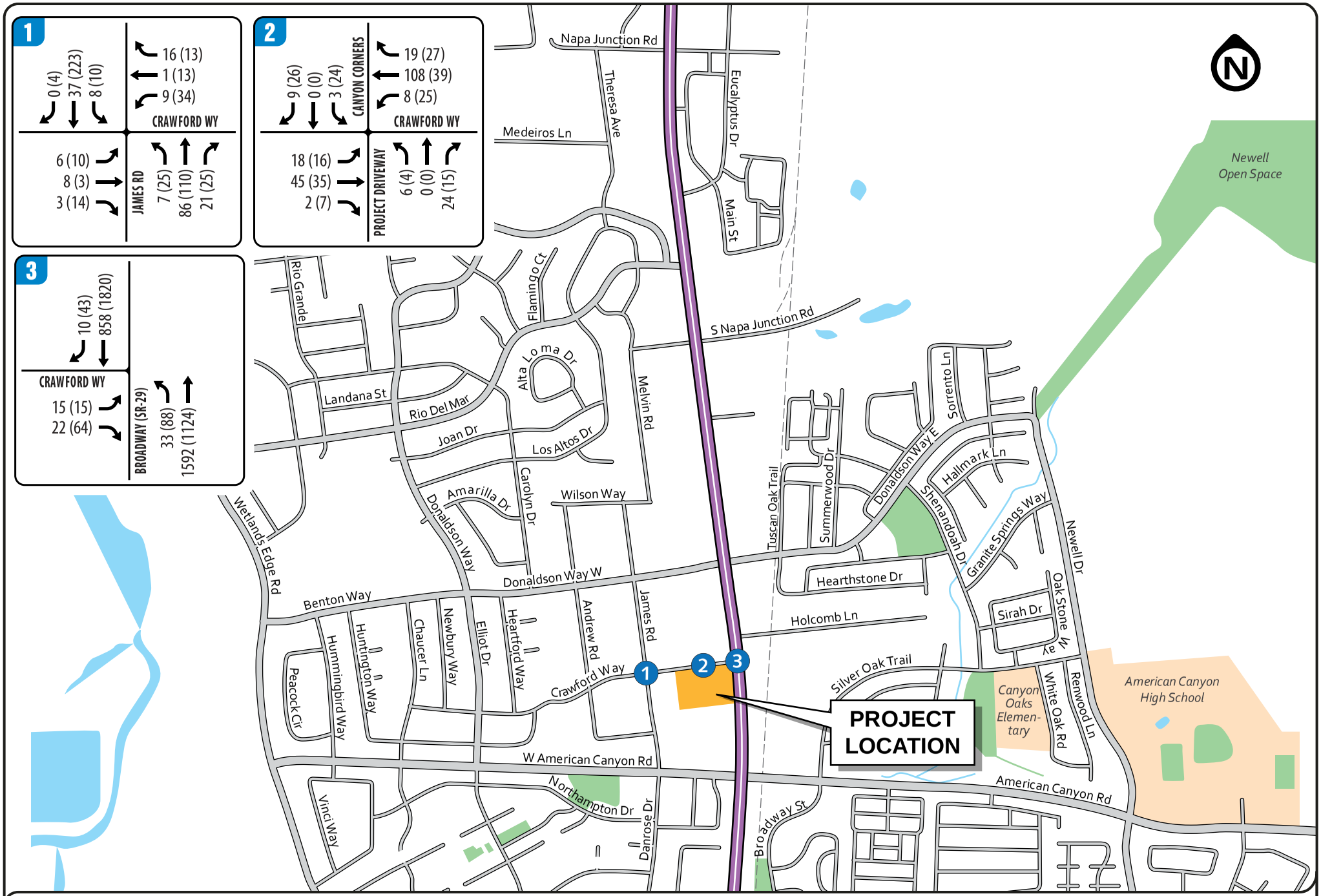

FIGURE 6 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRAFFIC IMPACT ANALYSIS

American Canyon Townhomes Project

City of American Canyon

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TABLE 6
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	CRAWFORD WAY & JAMES ROAD	All Way Stop	AM	7.5	A	7.5	A
			PM	8.9	A	8.9	A
2	CRAWFORD WAY & PROJECT DRIVEWAY	Side Street Stop	AM	1.2 (9.2)	A	2.4 (9.3)	A (A)
			PM	3.5 (9.2)	A	4.3 (9.5)	A (A)
3	CRAWFORD WAY & BROADWAY (SR-29)	Side Street Stop	AM	0.2 (16.3)	A (C)	0.4 (19.2)	A (C)
			PM	1.4 (41.9)	A (E)	2.4 (>50.0)	A (F)

SOURCE: Abrams Associates, 2023

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

intersections. As shown in **Table 6**, all of the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak hours, due to the fact that State Route 29 is exempt from the LOS D standard.

6.4 Baseline Intersection Capacity Conditions

The Baseline scenario evaluates the existing conditions with the addition of traffic from reasonably foreseeable projects in the area. For this analysis a 15% increase was applied to the existing traffic counts to account for approved projects that could be occupied before 2025. **Figure 7** presents the resulting baseline volumes at each of the project study intersections. **Table 7** summarizes the associated LOS computation results for the Baseline and Baseline Plus Project weekday AM and PM peak hour conditions. The corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*. As shown in **Table 7**, with addition of traffic from the proposed project all study intersections would continue have acceptable conditions during the weekday AM and PM peak hours, due to the fact that State Route 29 is exempt from the LOS D standard.

6.5 Baseline *Plus Project* Intersection Capacity Conditions

The Baseline plus proposed project traffic forecasts were developed by adding project-related traffic to the baseline traffic volumes. **Figure 8** presents the Baseline Plus Project traffic volumes that were used in the analysis. **Table 7** summarizes the LOS results for the Baseline Plus Project weekday AM and PM peak hour conditions. As shown in **Table 7**, all of the study intersections would continue to have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours.

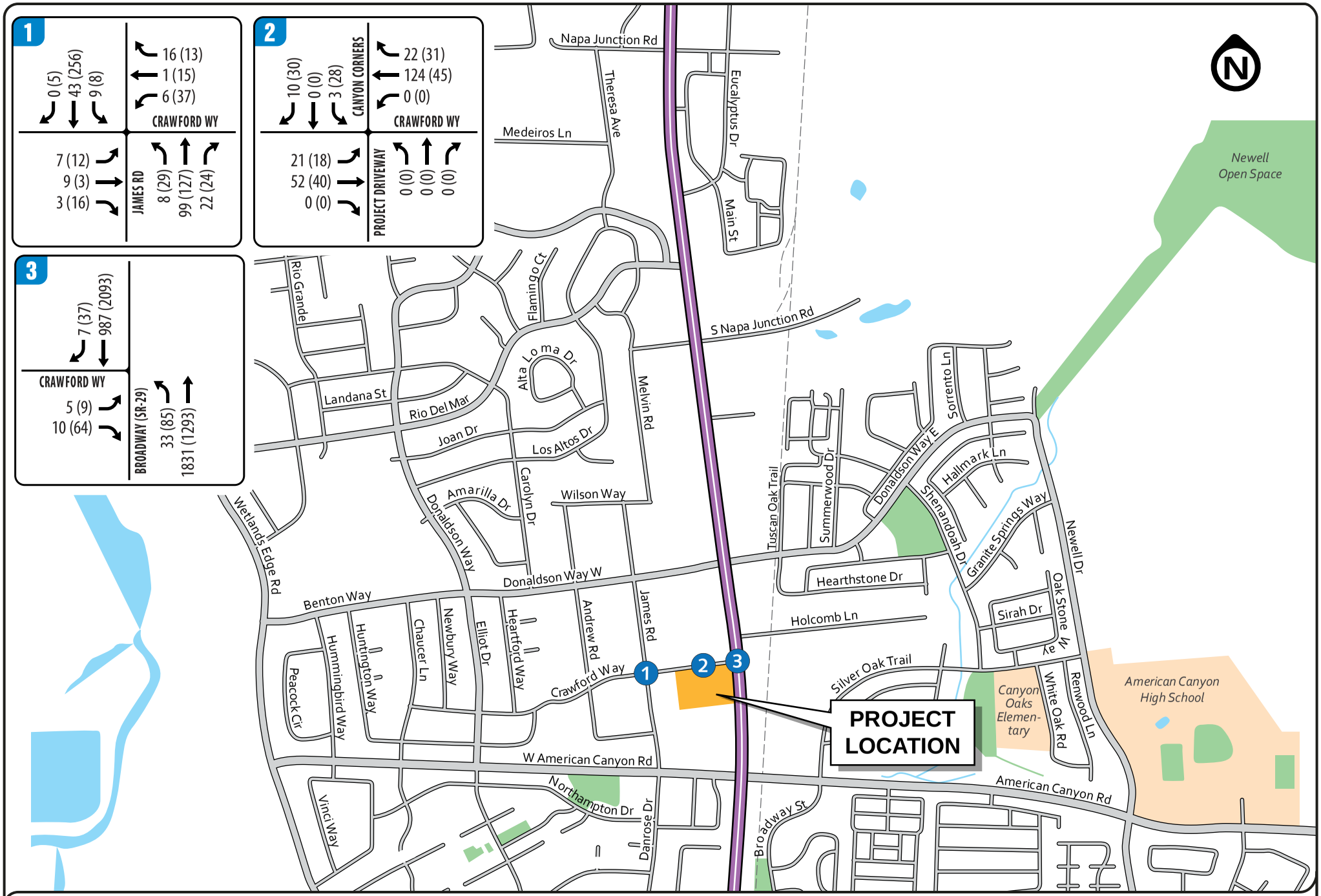

FIGURE 7 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRAFFIC IMPACT ANALYSIS

American Canyon Townhomes Project

City of American Canyon

Abrams Associates
TRAFFIC ENGINEERING, INC.

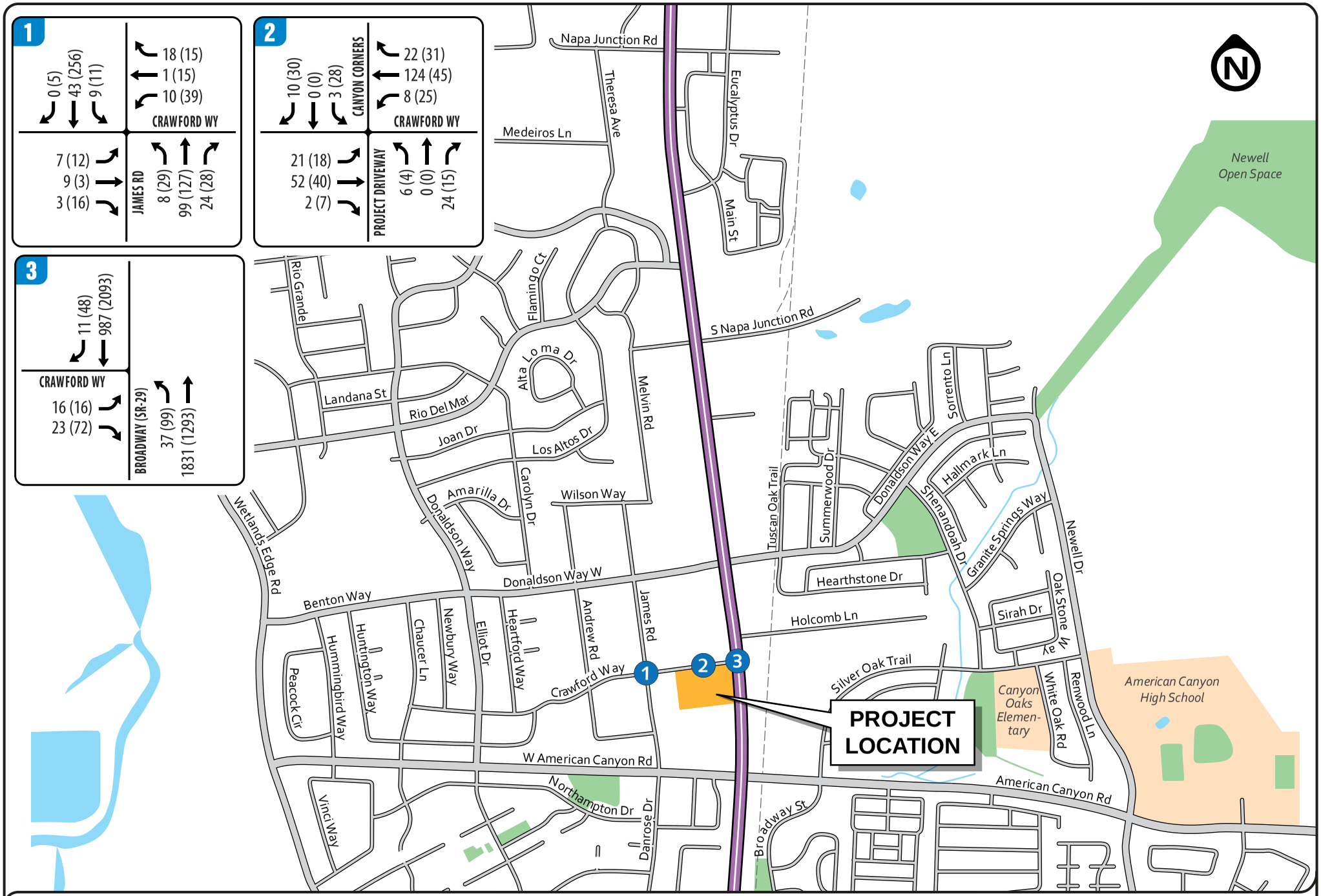

FIGURE 8 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRAFFIC IMPACT ANALYSIS

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TABLE 7
BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	CRAWFORD WAY & JAMES ROAD	All Way Stop	AM	7.6	A	7.6	A
			PM	9.4	A	9.4	A
2	CRAWFORD WAY & PROJECT DRIVEWAY	Side Street Stop	AM	1.2 (9.4)	A (A)	2.3 (9.5)	A (A)
			PM	3.5 (9.3)	A (A)	4.3 (9.7)	A (A)
3	CRAWFORD WAY & BROADWAY (SR-29)	Side Street Stop	AM	0.2 (19.1)	A (C)	0.4 (22.8)	A (C)
			PM	2.7 (>50.0)	A (F)	6.2 (>50.0)	A (F)

SOURCE: Abrams Associates, 2023

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

6.6 Cumulative Intersection Capacity Conditions

For the cumulative conditions, the intersection traffic volumes were based on the existing turning movements with the addition of traffic from all planned and approved projects plus the addition of growth estimated by the County's traffic model. **Figure 9** presents the cumulative build-out lane configurations assumed in the analysis. **Figure 10** presents the cumulative build-out traffic volumes without traffic from the proposed project. As shown in **Table 8**, all of the study intersections would continue to have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours, due to the fact that State Route 29 is exempt from the LOS D standard.

TABLE 8
CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	CRAWFORD WAY & JAMES ROAD	All Way Stop	AM	7.7	A	7.7	A
			PM	9.7	A	9.8	A
2	CRAWFORD WAY & PROJECT DRIVEWAY	Side Street Stop	AM	1.2 (9.4)	A (A)	2.2 (9.5)	A (A)
			PM	3.5 (9.4)	A (A)	4.3 (9.8)	A (A)
3	CRAWFORD WAY & BROADWAY (SR-29)	Side Street Stop	AM	0.3 (21.4)	A (C)	0.6 (26.3)	A (D)
			PM	10.1 (>50)	A (F)	14.7 (>50)	A (F)

SOURCE: Abrams Associates, 2023

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

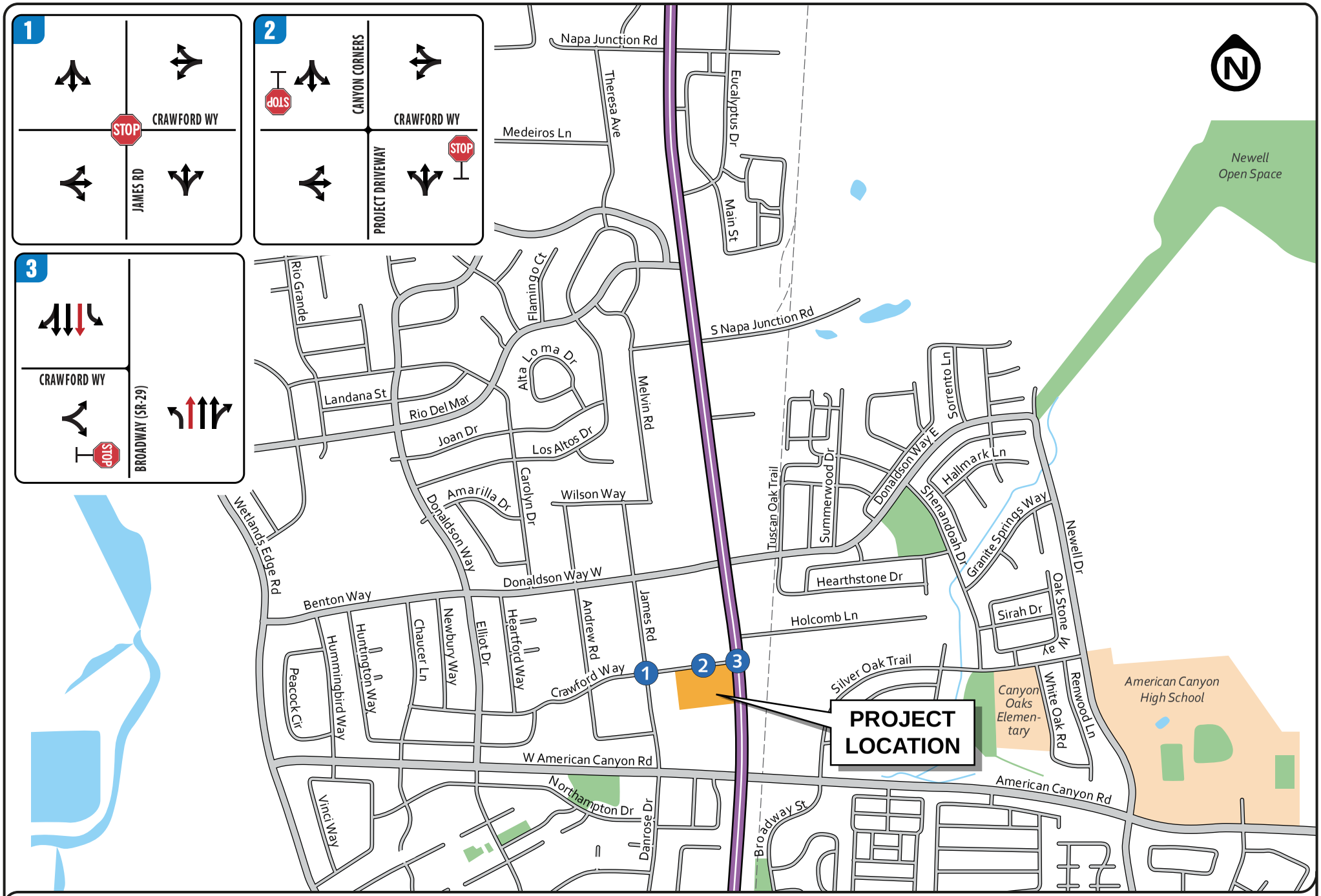

FIGURE 9 | FUTURE LANE CONFIGURATIONS

TRAFFIC IMPACT ANALYSIS

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Abrams Associates
TRAFFIC ENGINEERING, INC.

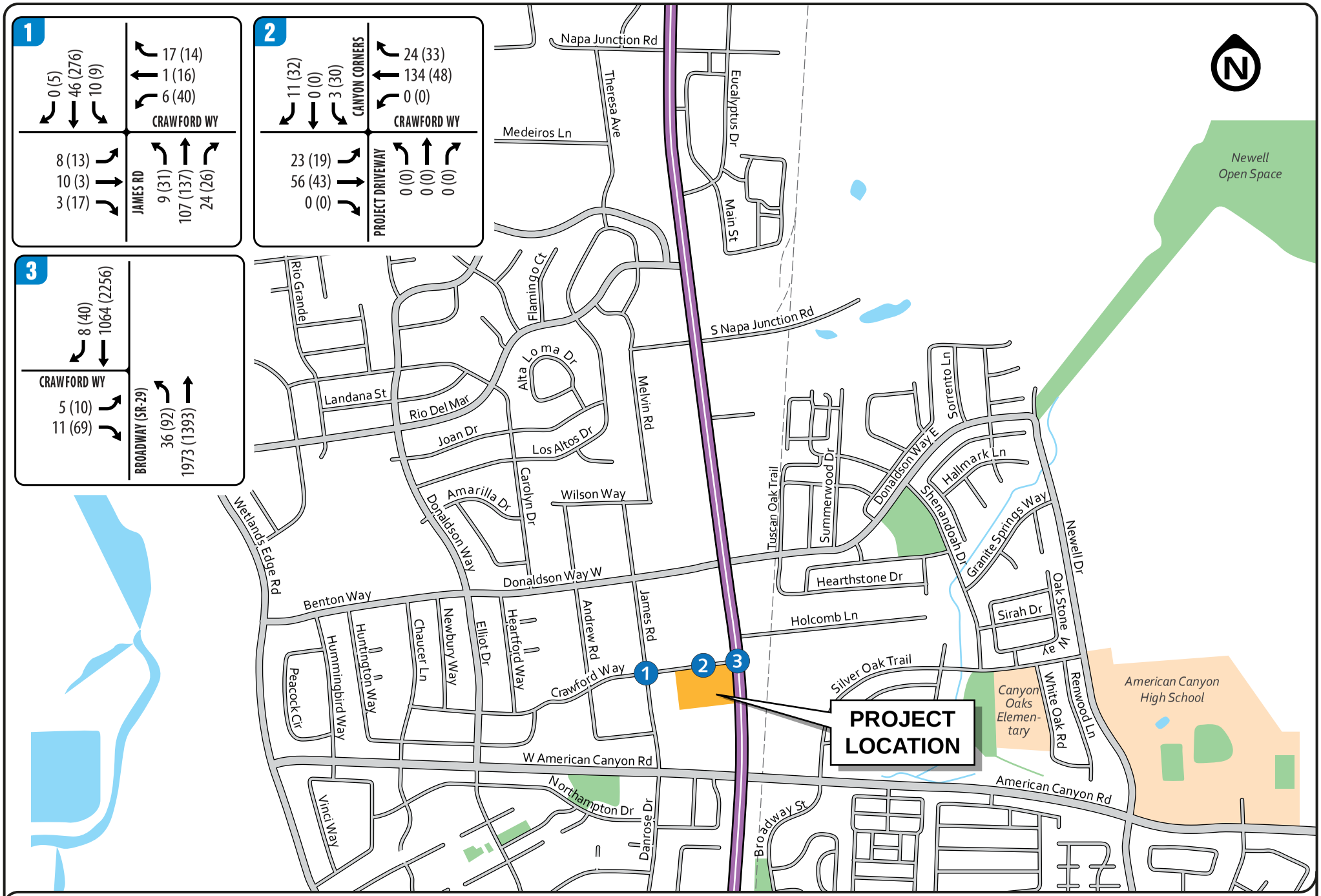

FIGURE 10 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRAFFIC IMPACT ANALYSIS

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6.7 Cumulative Plus Project Intersection Capacity Conditions

Table 7 summarizes the LOS results for the Cumulative Plus Project (Year 2040) traffic conditions at each of the project study intersections. As shown on this table, all of the study intersections would continue to have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours. In addition, none of these intersections would meet Caltrans' Peak Hour Signal Warrant. It is important to note that the through movements on State Route 29 Road would not be forecast to be impacted. **Figure 11** presents the cumulative build-out traffic volumes including the traffic from the proposed project.

6.8 Internal Circulation and Access

No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. The volumes on the internal roadways would be light enough so that no significant conflicts would be expected within the project. At the intersection of Crawford Drive with the project entrance there would be LOS A operations on the side street approach during the peak hours under cumulative plus project conditions. As discussed in Section 6.7, there would be no significant increase to the delay on State Route 29, only on the low-volume Crawford Drive side street movement. However, this intersection would not meet Caltrans' Peak Hour Signal Warrant and therefore the addition of project traffic not be considered a significant impact, subject to City approval.

6.9 Parking Impacts

The proposed project would provide an adequate supply of off-street parking based on the City's requirements. The project is currently proposing to meet the City's parking requirements and based on our review of the proposed plan there would be no significant impacts to the surrounding properties.

6.10 Pedestrian and Bicycle Impacts

The proposed project would generate additional pedestrian and bicycle traffic in the area, thereby potentially increasing conflicts between vehicles, bicycles, and pedestrians. In general, the proposed project would not generate a significant increase in pedestrian and bicycle traffic in the area in comparison to the existing volumes and given the size and nature of the proposed project. In addition, the proposed project would not create any new safety problems in the area. The proposed project would also not significantly impact any existing bicycle facilities, including bike lanes, routes, or paths in the area. In general, the proposed project would not generate a significant increase in bicycle traffic in the area and would not significantly impact or change the design of any existing bicycle facilities.

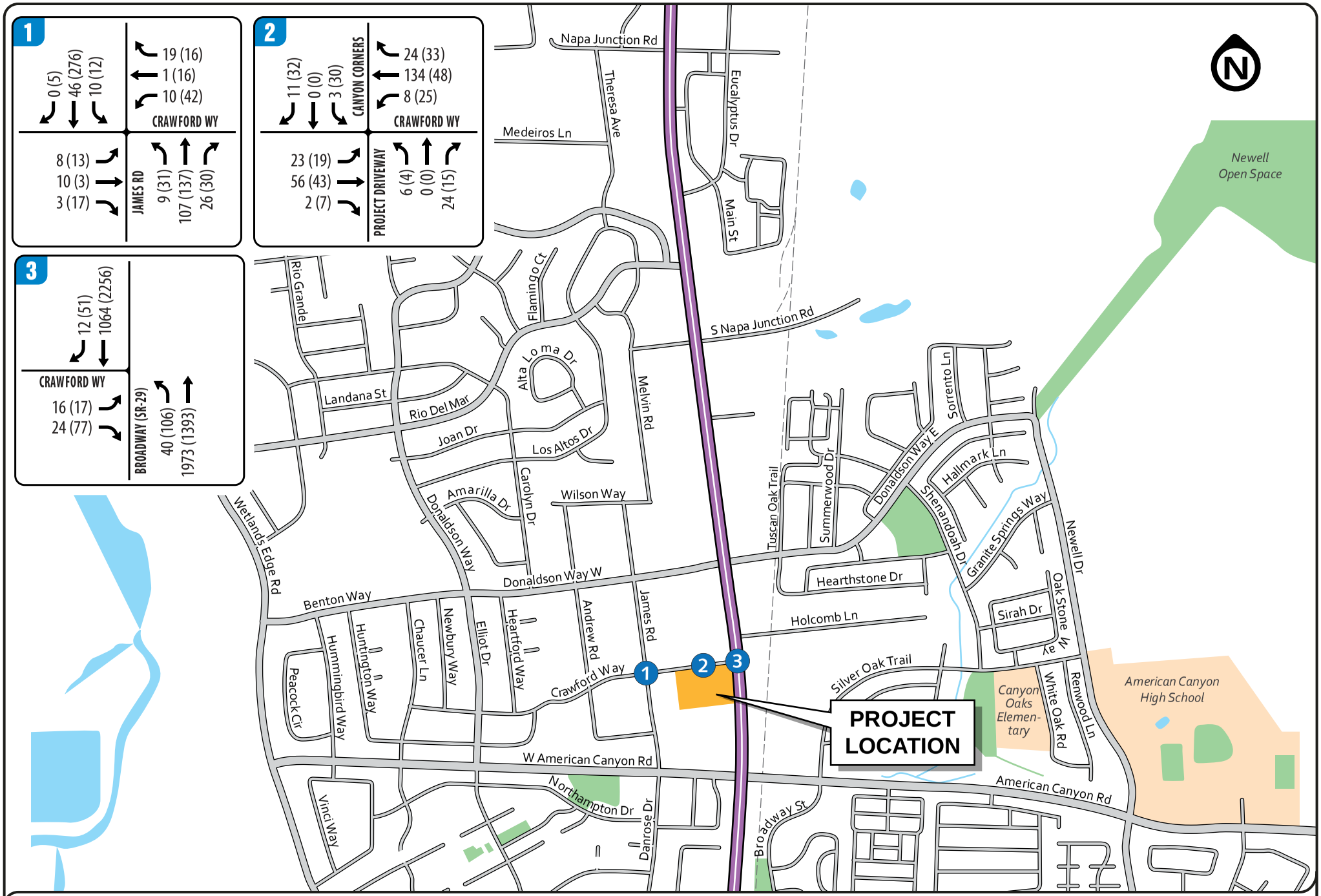


FIGURE 11 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

TRAFFIC IMPACT ANALYSIS

^merican Canyon Townhomes Project

ty of American Canyon

Abrams Associates
TRAFFIC ENGINEERING, INC.

6.11 Transit Impacts

The proposed project would not interfere with any existing bus routes and would not remove or relocate any existing bus stops. Some residents of the project would be expected to utilize local bus route and would provide additional ridership for bus companies. Therefore, the impact of the proposed Project on existing transit operations or adopted plans related to transit would be less than significant.

6.12 Project-Specific Impacts and Mitigation Measures

Based on the project's design and a detailed analysis conducted according to the required guidelines there would be no significant transportation impacts according to established traffic engineering standards and no off-site traffic or transportation mitigations would be required.

Impact #1 Impacts related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or potential decreases to the performance or safety of such facilities.

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no significant impacts to bus transit would be expected to occur. In addition, the proposed project would not significantly impact or change the design of any existing pedestrian facilities and would not create any new safety problems for pedestrians in the area. The project will add some bicyclists in the area but the volumes added would not be expected to significantly impact any existing bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle or pedestrian facilities.

Mitigation Measure(s)
None required.

Impact #2 Impacts relating to demolition and construction activities

The increase in traffic as a result of demolition and construction activities associated with the proposed project has been quantified assuming a worst-case single phase construction period of 12 months.

Heavy Equipment

Approximately three pieces of heavy equipment are estimated to be transported on and off the site each month throughout the demolition and construction of the

proposed project. Heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project site during construction. However, each load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant would be required to submit a Traffic Control Plan.

The requirements within the Traffic Control Plan include, but are not limited to, the following: truck drivers would be notified of and required to use the most direct route between the site and the freeway, as determined by the CityEngineering Department; all site ingress and egress would occur only at the main driveways to the project site and construction activities may require installation of temporary traffic controls as determined by the City Engineer; specifically designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress; any debris and mud on nearby streets caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, the transport of heavy equipment being hauled to and from the site each month would be short-term and temporary.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the countywide commute peaks. It should be noted that the number of trips generated during construction would not only be temporary, but would also be less than the proposed project at buildout. Based on past construction of similar projects, construction workers could require parking for up to 50 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 10 to 15 trucks and automobiles per day.

Therefore, up to 65 vehicle parking spaces may be required during the peak construction period for the construction employees. Furthermore, the City's construction traffic control guidelines require construction employee parking be provided on the project site to eliminate conflicts with nearby residential areas. Because the construction of the project can be staggered so that employee parking demand is met by using on-site parking, the impacts of construction-related employee traffic and parking are considered less-than-significant.

Construction Material Import/Export

The project would also require removal of existing debris as well as the importation of construction material, including raw materials for the building pads, the buildings, and landscaping. During the maximum peak construction period, the project could generate approximately 10 truck trips per day. Furthermore, under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a traffic nuisance, then the City Engineer may limit the hours the activities can take place.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. The last phase may require added worker parking measures, depending on the circumstances, as there will not be any remaining vacant land for parking. Therefore, the demolition and construction activities associated with the proposed project or its individual phases would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a ***less-than-significant*** impact.

Mitigation Measure(s)
None required.

Impact #3 Impacts related to site access and circulation.

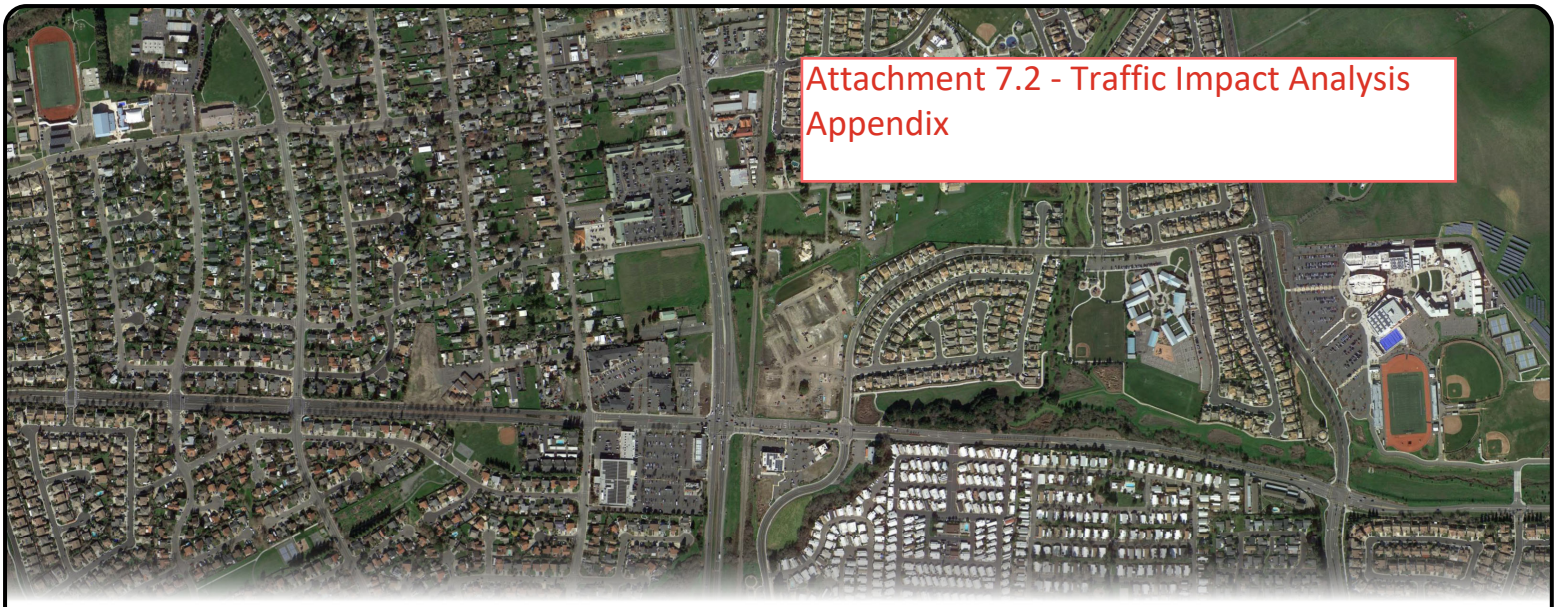
The proposed project would one main driveway on Crawford Drive that would be controlled with a stop sign on the side street approach. Based on a review of the proposed site plan it was determined that the site circulation should function well and would not cause any safety or operational problems. The project site design has been required to conform to City design standards and is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, impacts related to access and circulation to the proposed project would be ***less-than-significant*** with implementation of the following mitigation measure.

Mitigation Measure(s)
None required.

Impact #4 Impacts regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would include an entrance on Crawford Drive along with a secondary access on State Route 29 for emergency vehicle access only. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the internal roadways would be adequate. In addition, the addition of traffic from project traffic would not result in any significant changes to emergency vehicle response times in the area. Therefore, subject to approval from the City and the fire department, the development of the proposed project is expected to have ***less-than-significant*** impacts regarding emergency vehicle access.

Mitigation Measure(s)
None required.



Attachment 7.2 - Traffic Impact Analysis Appendix

Traffic Impact Analysis Technical Appendix

American Canyon Townhomes Project

City of American Canyon

Prepared by:
Abrams Associates
1875 Olympic Boulevard, Suite 210
Walnut Creek CA 94596

Abrams Associates
TRAFFIC ENGINEERING, INC.

July 16, 2023

Appendix
Table of Contents

1.) Accident Summary (5 Years)

2.) Warrants

3.) Traffic Counts

4.) HCM 6th Edition Level of Service (LOS) Results

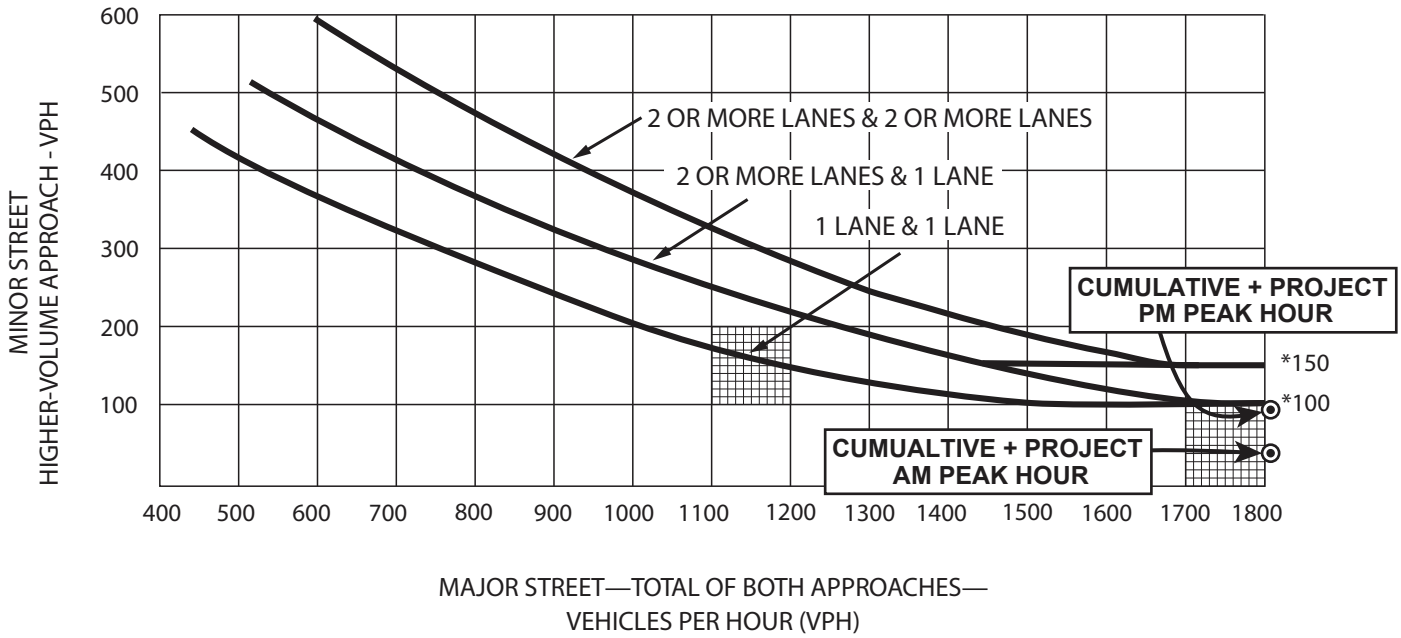
American Canyon Townhomes Project **Collision Data**
City of American Canyon **2022-2017**

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
2022															
9390568	20220119	1022	BROADWAY	CRAWFORD WY	0	0	Y	Fog	Rear End	Property Damage Only	0	0	Improper Turning	Other Motor Vehicle	0
9413982	20220212	2039	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Broadside	Property Damage Only	0	0	Improper Turning	Other Motor Vehicle	0
9445405	20220515	1600	BROADWAY	CRAWFORD WY	170	S	N	Clear	Rear End	Injury (Other Visible)	0	2	Unsafe Speed	Other Motor Vehicle	0
9459594	20220505	1433	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Sideswipe	Property Damage Only	0	0	Improper Turning	Other Motor Vehicle	0
2021															
9172780	20210108	739	BROADWAY	CRAWFORD WY	54	N	N	Clear	Head On	Property Damage Only	0	0	Unsafe Speed	Fixed Object	0
9263050	20210421	1318	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Overturned	Property Damage Only	0	0	Other than Driver (or Pedestrian)	Non-Collision	0
9288044	20210624	1508	CRAWFORD WY	JAMES RD	0	0	Y	Clear	Other	Property Damage Only	0	0	Unknown	Non-Collision	0
2020															
9102727	20200504	1050	RT 29	CRAWFORD WY	0	0	Y	Clear	Rear End	Injury (Other Visible)	0	1	Unsafe Speed	Other Motor Vehicle	0
9122827	20200619	948	CRAWFORD WY	NORWICK CT	0	0	Y	Clear	Sideswipe	Injury (Other Visible)	0	1	Unsafe Speed	Parked Motor Vehicle	0

American Canyon Townhomes Project **Collision Data**
City of American Canyon **2022-2017**

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
2019															
8838302	20190328	802	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Rear End	Property Damage Only	0	0	Unsafe Speed	Other Motor Vehicle	0
8846458	20190429	755	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Sideswipe	Property Damage Only	0	0	Improper Turning	Other Motor Vehicle	0
8846914	20190510	1331	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Broadside	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
2018															
8541207	20180117	1358	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Broadside	Injury (Complaint of Pain)	0	1	Automobile Right of Way	Other Motor Vehicle	0
8554423	20180223	1822	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Rear End	Injury (Complaint of Pain)	0	2	Unsafe Speed	Other Motor Vehicle	0
8579212	20180223	1352	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Rear End	Property Damage Only	0	0	Unsafe Speed	Other Motor Vehicle	0
8700684	20180908	1609	BROADWAY	CRAWFORD WY	370	S	N	Clear	Rear End	Injury (Complaint of Pain)	0	1	Unsafe Speed	Other Motor Vehicle	0
2017															
8380855	20170524	1133	CRAWFORD WY	BROADWAY	0	0	Y	Clear	Hit Object	Property Damage Only	0	0	Unsafe Starting or Backing	Fixed Object	0
8413034	20170702	1318	BROADWAY ST	CRAWFORD WY	30	S	N	Clear	Rear End	Injury (Other Visible)	0	2	Unknown	Other Motor Vehicle	0
8434233	20170804	1348	BROADWAY	CRAWFORD WY	0	0	Y	Clear	Rear End	Property Damage Only	0	0	Unsafe Speed	Other Motor Vehicle	0
8441697	20170903	2222	JAMES RD	CRAWFORD WY	147	S	N	Clear	Sideswipe	Property Damage Only	0	0	DUI	Parked Motor Vehicle	Y

PEAK HOUR VOLUME WARRANT
(Urban Areas)



*** NOTE:**
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR-STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR-STREET APPROACH WITH ONE LANE.

SOURCE:
MUTCD, CHAPTER 4
(FIGURE 4C-3)

Intersection No: 1
Location: James Road at Crawford Way
AM Start Time 7:00 AM
PM Start Time 4:00 PM
Date: Wednesday, June 21, 2023
Collected By: Rick Folster

JAMES ROAD AT CRAWFORD WAY INTERSECTION TURNING MOVEMENT SUMMARY

1	James Road			James Road			Crawford Way			Crawford Way			AM
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 AM	0	33	0	0	9	0	0	0	2	2	1	0	47
7:15 AM	0	33	0	1	8	1	1	0	1	1	1	2	49
7:30 AM	2	33	3	0	12	0	0	1	4	0	0	2	57
7:45 AM	1	22	1	1	5	0	0	3	1	0	1	2	37
8:00 AM	0	19	5	1	6	0	0	1	0	1	0	1	34
8:15 AM	4	29	4	4	10	0	2	4	1	3	0	2	63
8:30 AM	2	20	7	2	11	0	2	1	1	1	1	4	52
8:45 AM	1	18	3	1	10	0	2	2	1	0	0	7	45
Total	10	207	23	10	71	1	7	12	11	8	4	20	384

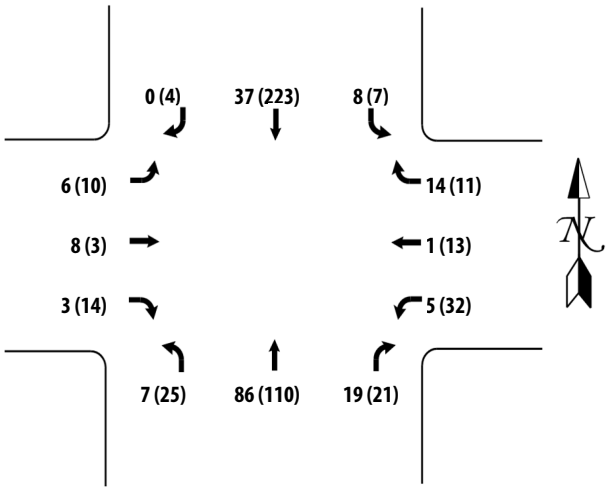
1	James Road			James Road			Crawford Way			Crawford Way			PM
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 PM	7	29	9	2	49	2	4	0	4	8	2	4	120
4:15 PM	3	25	1	3	48	2	1	0	2	10	1	1	97
4:30 PM	6	24	8	0	67	0	1	0	4	2	7	2	121
4:45 PM	9	32	3	2	59	0	4	3	4	12	3	4	135
5:00 PM	3	20	6	1	48	2	1	1	2	8	7	6	105
5:15 PM	5	32	3	2	37	4	0	3	2	12	8	2	110
5:30 PM	5	19	9	2	45	1	4	1	2	11	5	2	106
5:45 PM	2	23	6	0	38	1	0	4	5	12	9	6	106
Total	40	204	45	12	391	12	15	12	25	75	42	27	900

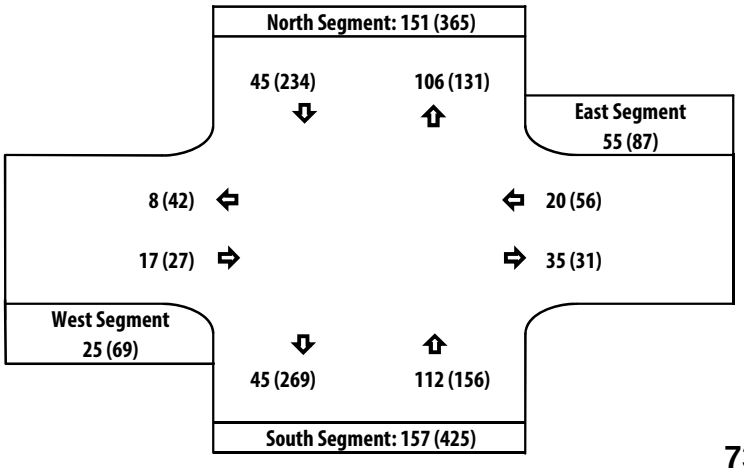
AM PEAK HOUR VOLUMES

1	James Road			James Road			Crawford Way			Crawford Way			AM
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
8:00 AM	0	19	5	1	6	0	0	1	0	1	0	1	34
8:15 AM	4	29	4	4	10	0	2	4	1	3	0	2	63
8:30 AM	2	20	7	2	11	0	2	1	1	1	1	4	52
8:45 AM	1	18	3	1	10	0	2	2	1	0	0	7	45
Total	7	86	19	8	37	0	6	8	3	5	1	14	194

PM PEAK HOUR VOLUMES

1	James Road			James Road			Crawford Way			Crawford Way			PM
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 PM	7	29	9	2	49	2	4	0	4	8	2	4	120
4:15 PM	3	25	1	3	48	2	1	0	2	10	1	1	97
4:30 PM	6	24	8	0	67	0	1	0	4	2	7	2	121
4:45 PM	9	32	3	2	59	0	4	3	4	12	3	4	135
Total	25	110	21	7	223	4	10	3	14	32	13	11	473





Intersection No: 2
Location: Project Access at Crawford Way
AM Start Time 7:00 AM
PM Start Time 4:00 PM
Date: Saturday, January 0, 1900
Collected By: 0

PROJECT ACCESS AT CRAWFORD WAY INTERSECTION TURNING MOVEMENT SUMMARY

2	Project Access NORTHBOUND			Project Access SOUTHBOUND			Crawford Way EASTBOUND			Crawford Way WESTBOUND			AM
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 AM 7:15 AM													
7:30 AM 7:45 AM													
8:00 AM 8:15 AM													
8:30 AM 8:45 AM													
Total	0	0	0	0	0	0	0	0	0	0	0	0	

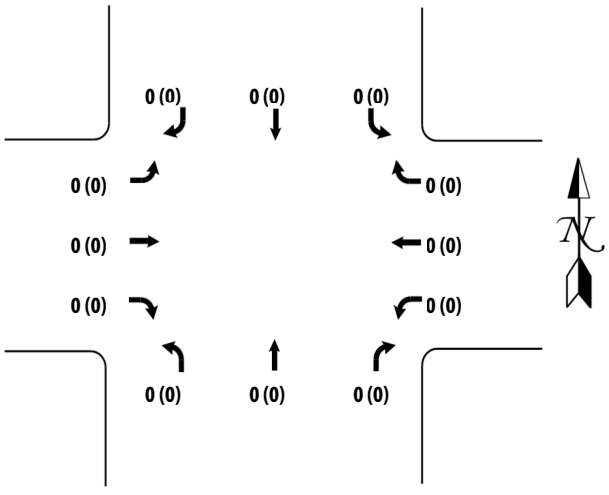
2	Project Access NORTHBOUND			Project Access SOUTHBOUND			Crawford Way EASTBOUND			Crawford Way WESTBOUND			PM
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 PM 4:15 PM													
4:30 PM 4:45 PM													
5:00 PM 5:15 PM													
5:30 PM 5:45 PM													
Total	0	0	0	0	0	0	0	0	0	0	0	0	

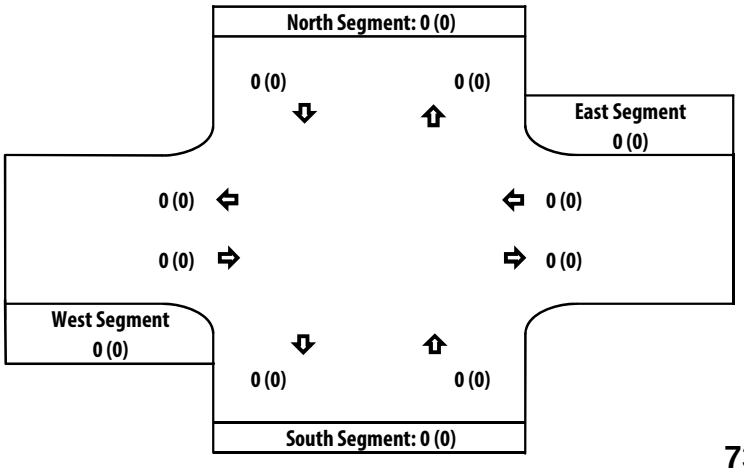
AM PEAK HOUR VOLUMES

2	Project Access NORTHBOUND			Project Access SOUTHBOUND			Crawford Way EASTBOUND			Crawford Way WESTBOUND			AM
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 AM													
7:15 AM													
7:30 AM													
7:45 AM													
Total	0	0	0	0	0	0	0	0	0	0	0	0	

PM PEAK HOUR VOLUMES

2	Project Access NORTHBOUND			Project Access SOUTHBOUND			Crawford Way EASTBOUND			Crawford Way WESTBOUND			PM
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
Total	0	0	0	0	0	0	0	0	0	0	0	0	





Intersection No: 3
Location: Broadway SR(29) Lincoln Hwy at Crawford Way
AM Start Time 7:00 AM
PM Start Time 4:00 PM
Date: Thursday, June 15, 2023
Collected By: Rick Folster

BROADWAY SR(29) LINCOLN HWY AT CRAWFORD WAY INTERSECTION TURNING MOVEMENT SUMMARY

3	Broadway SR(29) Lincoln Hwy NORTHBOUND			Broadway SR(29) Lincoln Hwy SOUTHBOUND			Crawford Way EASTBOUND			Crawford Way WESTBOUND			AM
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 AM	3	369	0	0	195	2	1	1	0			1	572
7:15 AM	9	482	0	1	231	2	1	0	2			0	728
7:30 AM	8	377	0	1	216	2	1	0	4			0	609
7:45 AM	9	364	0	0	216	0	1	0	3			0	593
8:00 AM	7	346	0	1	193	2	2	1	1			0	553
8:15 AM	16	379	0	3	201	4	2	0	2			0	607
8:30 AM	13	378	1	0	243	1	1	0	5			0	642
8:45 AM	13	336	0	4	214	3	2	0	6			0	578
Total	78	3031	1	10	1709	16	11	2	23	0	0	1	4882

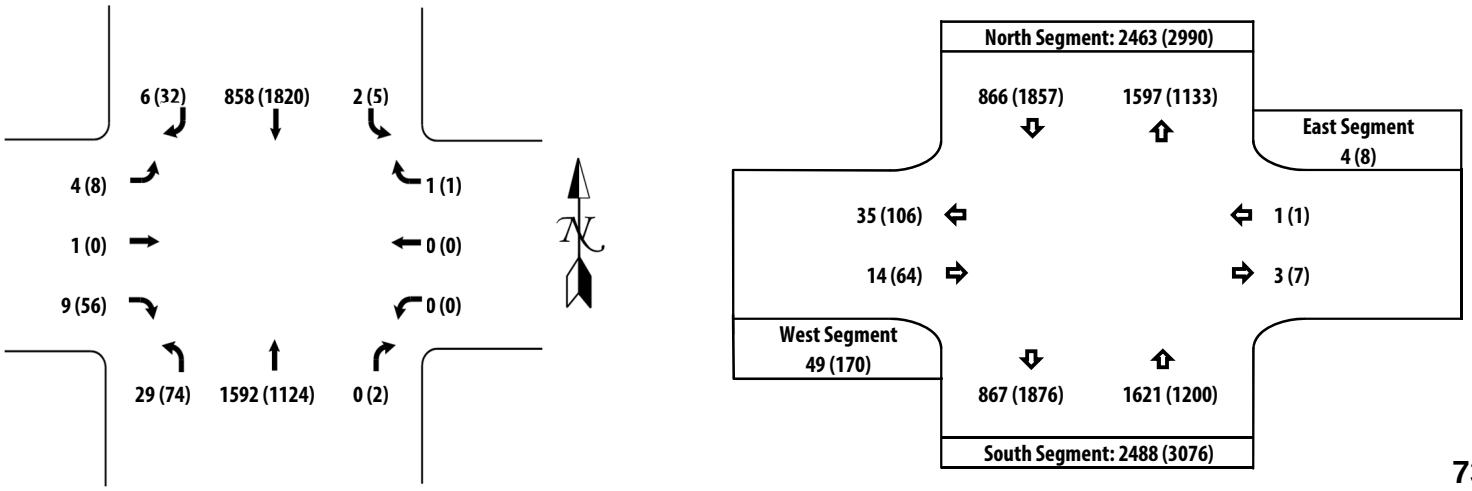
3	Broadway SR(29) Lincoln Hwy NORTHBOUND			Broadway SR(29) Lincoln Hwy SOUTHBOUND			Crawford Way EASTBOUND			Crawford Way WESTBOUND			PM
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 PM	18	277	1	1	443	11	1		13		0	0	765
4:15 PM	16	264	0	2	448	7	2		12		0	0	751
4:30 PM	19	298	0	2	470	10	3		14		0	1	817
4:45 PM	21	285	1	0	459	4	2		17		0	0	789
5:00 PM	16	305	1	1	396	3	1		12		0	0	735
5:15 PM	13	231	1	2	429	2	0		17		1	0	696
5:30 PM	8	249	0	2	410	9	1		10		0	1	690
5:45 PM	8	263	0	2	459	5	1		10		0	0	748
Total	119	2172	4	12	3514	51	11	0	105	0	1	2	5991

AM PEAK HOUR VOLUMES

3	Broadway SR(29) Lincoln Hwy NORTHBOUND			Broadway SR(29) Lincoln Hwy SOUTHBOUND			Crawford Way EASTBOUND			Crawford Way WESTBOUND			AM
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 AM	3	369	0	0	195	2	1	1	0			1	572
7:15 AM	9	482	0	1	231	2	1	0	2			0	728
7:30 AM	8	377	0	1	216	2	1	0	4			0	609
7:45 AM	9	364	0	0	216	0	1	0	3			0	593
Total	29	1592	0	2	858	6	4	1	9	0	0	1	2502

PM PEAK HOUR VOLUMES

3	Broadway SR(29) Lincoln Hwy NORTHBOUND			Broadway SR(29) Lincoln Hwy SOUTHBOUND			Crawford Way EASTBOUND			Crawford Way WESTBOUND			PM
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 PM	18	277	1	1	443	11	1		13		0	0	765
4:15 PM	16	264	0	2	448	7	2		12		0	0	751
4:30 PM	19	298	0	2	470	10	3		14		0	1	817
4:45 PM	21	285	1	0	459	4	2		17		0	0	789
Total	74	1124	2	5	1820	32	8	0	56	0	0	1	3122



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	8	3	5	1	14	7	86	19	8	37	0
Future Vol, veh/h	6	8	3	5	1	14	7	86	19	8	37	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	7	9	3	5	1	15	8	93	21	9	40	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.1	7.6	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	35%	25%	18%
Vol Thru, %	77%	47%	5%	82%
Vol Right, %	17%	18%	70%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	17	20	45
LT Vol	7	6	5	8
Through Vol	86	8	1	37
RT Vol	19	3	14	0
Lane Flow Rate	122	18	22	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.134	0.022	0.023	0.056
Departure Headway (Hd)	3.967	4.226	3.887	4.147
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	837	908	860
Service Time	1.997	2.304	1.967	2.189
HCM Lane V/C Ratio	0.135	0.022	0.024	0.057
HCM Control Delay	7.6	7.4	7.1	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	45	0	0	108	19	0	0	0	3	0	9
Future Vol, veh/h	18	45	0	0	108	19	0	0	0	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	49	0	0	117	21	0	0	0	3	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	49	0	0	222	227	49	217	217	128
Stage 1	-	-	-	-	-	-	89	89	-	128	128	-
Stage 2	-	-	-	-	-	-	133	138	-	89	89	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1440	-	-	1551	-	-	732	671	1017	737	679	919
Stage 1	-	-	-	-	-	-	916	819	-	873	788	-
Stage 2	-	-	-	-	-	-	868	780	-	916	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1551	-	-	717	662	1017	729	669	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	717	662	-	729	669	-
Stage 1	-	-	-	-	-	-	903	808	-	861	788	-
Stage 2	-	-	-	-	-	-	859	780	-	903	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0	0	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1440	-	-	1551	-	-	863
HCM Lane V/C Ratio	-	0.014	-	-	-	-	-	0.015
HCM Control Delay (s)	0	7.5	0	-	0	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	9	29	1592	858	6
Future Vol, veh/h	4	9	29	1592	858	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	10	32	1730	933	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1866	470	940	0	-	0
Stage 1	937	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	63	537	719	-	-	-
Stage 1	339	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	537	719	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	719	-	332	-	-
HCM Lane V/C Ratio	0.044	-	0.043	-	-
HCM Control Delay (s)	10.2	-	16.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	3	14	32	13	11	25	110	21	7	223	4
Future Vol, veh/h	10	3	14	32	13	11	25	110	21	7	223	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	3	15	35	14	12	27	120	23	8	242	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.4	8.6	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	37%	57%	3%
Vol Thru, %	71%	11%	23%	95%
Vol Right, %	13%	52%	20%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	27	56	234
LT Vol	25	10	32	7
Through Vol	110	3	13	223
RT Vol	21	14	11	4
Lane Flow Rate	170	29	61	254
Geometry Grp	1	1	1	1
Degree of Util (X)	0.207	0.039	0.083	0.307
Departure Headway (Hd)	4.392	4.736	4.926	4.349
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	755	727	829
Service Time	2.412	2.768	2.955	2.368
HCM Lane V/C Ratio	0.208	0.038	0.084	0.306
HCM Control Delay	8.6	8	8.4	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0.3	1.3

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	35	0	0	39	27	0	0	0	24	0	26
Future Vol, veh/h	16	35	0	0	39	27	0	0	0	24	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	17	38	0	0	42	29	0	0	0	26	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	38	0	0	143	143	38	129	129	57
Stage 1	-	-	-	-	-	-	72	72	-	57	57	-
Stage 2	-	-	-	-	-	-	71	71	-	72	72	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1523	-	-	1566	-	-	824	746	1031	842	760	1006
Stage 1	-	-	-	-	-	-	935	833	-	952	845	-
Stage 2	-	-	-	-	-	-	936	834	-	935	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1566	-	-	794	738	1031	835	752	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	794	738	-	835	752	-
Stage 1	-	-	-	-	-	-	925	824	-	942	845	-
Stage 2	-	-	-	-	-	-	910	834	-	925	824	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	0	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1523	-	-	1566	-	-	916
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.059
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	56	74	1124	1820	32
Future Vol, veh/h	8	56	74	1124	1820	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	61	80	1222	1978	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2767	1007	2013	0	-	0
Stage 1	1996	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	15	237	276	-	-	-
Stage 1	90	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	237	276	-	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	64	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.9	1.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	276	-	165	-	-
HCM Lane V/C Ratio	0.291	-	0.422	-	-
HCM Control Delay (s)	23.3	-	41.9	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	1.2	-	1.9	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	8	3	9	1	16	7	86	21	8	37	0
Future Vol, veh/h	6	8	3	9	1	16	7	86	21	8	37	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	7	9	3	10	1	17	8	93	23	9	40	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	35%	35%	18%
Vol Thru, %	75%	47%	4%	82%
Vol Right, %	18%	18%	62%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	17	26	45
LT Vol	7	6	9	8
Through Vol	86	8	1	37
RT Vol	21	3	16	0
Lane Flow Rate	124	18	28	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.137	0.022	0.031	0.057
Departure Headway (Hd)	3.969	4.235	3.961	4.16
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	901	834	890	856
Service Time	2.005	2.319	2.045	2.207
HCM Lane V/C Ratio	0.138	0.022	0.031	0.057
HCM Control Delay	7.6	7.4	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	45	2	8	108	19	6	0	24	3	0	9
Future Vol, veh/h	18	45	2	8	108	19	6	0	24	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	49	2	9	117	21	7	0	26	3	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	51	0	0	241	246	50	249	237	128
Stage 1	-	-	-	-	-	-	90	90	-	146	146	-
Stage 2	-	-	-	-	-	-	151	156	-	103	91	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1440	-	-	1549	-	-	711	655	1015	702	662	919
Stage 1	-	-	-	-	-	-	915	818	-	854	774	-
Stage 2	-	-	-	-	-	-	849	767	-	900	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1549	-	-	693	642	1015	673	649	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	642	-	673	649	-
Stage 1	-	-	-	-	-	-	902	807	-	842	769	-
Stage 2	-	-	-	-	-	-	835	762	-	865	807	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.4	9	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	929	1440	-	-	1549	-	-	842
HCM Lane V/C Ratio	0.035	0.014	-	-	0.006	-	-	0.015
HCM Control Delay (s)	9	7.5	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	22	33	1592	858	10
Future Vol, veh/h	15	22	33	1592	858	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	24	36	1730	933	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1876	472	944	0	-	0
Stage 1	939	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	62	536	716	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	536	716	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	716	-	294	-	-
HCM Lane V/C Ratio	0.05	-	0.137	-	-
HCM Control Delay (s)	10.3	-	19.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	3	14	34	13	13	25	110	25	10	223	4
Future Vol, veh/h	10	3	14	34	13	13	25	110	25	10	223	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	3	15	37	14	14	27	120	27	11	242	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.4	8.6	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	37%	57%	4%
Vol Thru, %	69%	11%	22%	94%
Vol Right, %	16%	52%	22%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	27	60	237
LT Vol	25	10	34	10
Through Vol	110	3	13	223
RT Vol	25	14	13	4
Lane Flow Rate	174	29	65	258
Geometry Grp	1	1	1	1
Degree of Util (X)	0.212	0.039	0.089	0.313
Departure Headway (Hd)	4.396	4.762	4.93	4.369
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	751	727	824
Service Time	2.416	2.795	2.962	2.387
HCM Lane V/C Ratio	0.213	0.039	0.089	0.313
HCM Control Delay	8.6	8	8.4	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0.3	1.3

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	16	35	7	25	39	27	4	0	15	24	0	26
Future Vol, veh/h	16	35	7	25	39	27	4	0	15	24	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	17	38	8	27	42	29	4	0	16	26	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	46	0	0	201	201	42	195	191	57
Stage 1	-	-	-	-	-	-	76	76	-	111	111	-
Stage 2	-	-	-	-	-	-	125	125	-	84	80	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1523	-	-	1555	-	-	755	693	1026	762	702	1006
Stage 1	-	-	-	-	-	-	931	830	-	892	802	-
Stage 2	-	-	-	-	-	-	877	791	-	922	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1555	-	-	718	673	1026	733	682	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	718	673	-	733	682	-
Stage 1	-	-	-	-	-	-	921	821	-	882	788	-
Stage 2	-	-	-	-	-	-	837	777	-	897	817	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	2	8.9	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	941	1523	-	-	1555	-	-	853
HCM Lane V/C Ratio	0.022	0.011	-	-	0.017	-	-	0.064
HCM Control Delay (s)	8.9	7.4	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	64	88	1124	1820	43
Future Vol, veh/h	15	64	88	1124	1820	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	70	96	1222	1978	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2805	1013	2025	0	-	0
Stage 1	2002	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 14	235	273	-	-	-
Stage 1	90	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 9	235	273	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	58	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	69.5	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	273	-	135	-	-
HCM Lane V/C Ratio	0.35	-	0.636	-	-
HCM Control Delay (s)	25.1	-	69.5	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	1.5	-	3.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	9	3	6	1	16	8	99	22	9	43	0
Future Vol, veh/h	7	9	3	6	1	16	8	99	22	9	43	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	10	3	7	1	17	9	108	24	10	47	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.1	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	37%	26%	17%
Vol Thru, %	77%	47%	4%	83%
Vol Right, %	17%	16%	70%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	19	23	52
LT Vol	8	7	6	9
Through Vol	99	9	1	43
RT Vol	22	3	16	0
Lane Flow Rate	140	21	25	57
Geometry Grp	1	1	1	1
Degree of Util (X)	0.155	0.025	0.027	0.065
Departure Headway (Hd)	3.982	4.289	3.94	4.17
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	897	822	893	854
Service Time	2.018	2.38	2.032	2.22
HCM Lane V/C Ratio	0.156	0.026	0.028	0.067
HCM Control Delay	7.8	7.5	7.1	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	52	0	0	124	22	0	0	0	3	0	10
Future Vol, veh/h	21	52	0	0	124	22	0	0	0	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	23	57	0	0	135	24	0	0	0	3	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	57	0	0	256	262	57	250	250	147
Stage 1	-	-	-	-	-	-	103	103	-	147	147	-
Stage 2	-	-	-	-	-	-	153	159	-	103	103	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1414	-	-	1541	-	-	695	641	1006	701	651	897
Stage 1	-	-	-	-	-	-	900	808	-	853	774	-
Stage 2	-	-	-	-	-	-	847	764	-	900	808	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1414	-	-	1541	-	-	678	630	1006	692	640	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	678	630	-	692	640	-
Stage 1	-	-	-	-	-	-	885	794	-	838	774	-
Stage 2	-	-	-	-	-	-	837	764	-	885	794	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0	0	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1414	-	-	1541	-	-	840
HCM Lane V/C Ratio	-	0.016	-	-	-	-	-	0.017
HCM Control Delay (s)	0	7.6	0	-	0	-	-	9.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	33	1831	987	7
Future Vol, veh/h	5	10	33	1831	987	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	11	36	1990	1073	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2144	541	1081	0	-	0
Stage 1	1077	-	-	-	-	-
Stage 2	1067	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	41	483	635	-	-	-
Stage 1	286	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	483	635	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	290	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	635	-	272	-	-
HCM Lane V/C Ratio	0.056	-	0.06	-	-
HCM Control Delay (s)	11	-	19.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	3	16	37	15	13	29	127	24	8	256	5
Future Vol, veh/h	12	3	16	37	15	13	29	127	24	8	256	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	3	17	40	16	14	32	138	26	9	278	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	9	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	39%	57%	3%
Vol Thru, %	71%	10%	23%	95%
Vol Right, %	13%	52%	20%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	31	65	269
LT Vol	29	12	37	8
Through Vol	127	3	15	256
RT Vol	24	16	13	5
Lane Flow Rate	196	34	71	292
Geometry Grp	1	1	1	1
Degree of Util (X)	0.244	0.046	0.1	0.359
Departure Headway (Hd)	4.481	4.911	5.08	4.421
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	727	704	813
Service Time	2.51	2.956	3.121	2.449
HCM Lane V/C Ratio	0.245	0.047	0.101	0.359
HCM Control Delay	9	8.2	8.7	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.1	0.3	1.6

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	40	0	0	45	31	0	0	0	28	0	30
Future Vol, veh/h	18	40	0	0	45	31	0	0	0	28	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	43	0	0	49	34	0	0	0	30	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	43	0	0	166	166	43	149	149	66
Stage 1	-	-	-	-	-	-	83	83	-	66	66	-
Stage 2	-	-	-	-	-	-	83	83	-	83	83	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1508	-	-	1559	-	-	796	725	1025	817	741	995
Stage 1	-	-	-	-	-	-	923	824	-	942	838	-
Stage 2	-	-	-	-	-	-	923	824	-	923	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1559	-	-	762	715	1025	808	731	995
Mov Cap-2 Maneuver	-	-	-	-	-	-	762	715	-	808	731	-
Stage 1	-	-	-	-	-	-	910	812	-	929	838	-
Stage 2	-	-	-	-	-	-	893	824	-	910	812	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1508	-	-	1559	-	-	895
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-	0.07
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	64	85	1293	2093	37
Future Vol, veh/h	9	64	85	1293	2093	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	10	70	92	1405	2275	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3182	1158	2315	0	-	0
Stage 1	2295	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 8	188	209	-	-	-
Stage 1	61	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 4	188	209	-	-	-
Mov Cap-2 Maneuver	29	-	-	-	-	-
Stage 1	34	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	92.2	2.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	209	-	112	-	-
HCM Lane V/C Ratio	0.442	-	0.708	-	-
HCM Control Delay (s)	35.2	-	92.2	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	2.1	-	3.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	9	3	10	1	18	8	99	24	9	43	0
Future Vol, veh/h	7	9	3	10	1	18	8	99	24	9	43	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	10	3	11	1	20	9	108	26	10	47	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.3	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	37%	34%	17%
Vol Thru, %	76%	47%	3%	83%
Vol Right, %	18%	16%	62%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	19	29	52
LT Vol	8	7	10	9
Through Vol	99	9	1	43
RT Vol	24	3	18	0
Lane Flow Rate	142	21	32	57
Geometry Grp	1	1	1	1
Degree of Util (X)	0.158	0.025	0.035	0.066
Departure Headway (Hd)	3.986	4.298	4.006	4.184
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	819	878	850
Service Time	2.027	2.395	2.102	2.239
HCM Lane V/C Ratio	0.158	0.026	0.036	0.067
HCM Control Delay	7.8	7.5	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.1	0.2

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	52	2	8	124	22	6	0	24	3	0	10
Future Vol, veh/h	21	52	2	8	124	22	6	0	24	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	23	57	2	9	135	24	7	0	26	3	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	59	0	0	275	281	58	282	270	147
Stage 1	-	-	-	-	-	-	104	104	-	165	165	-
Stage 2	-	-	-	-	-	-	171	177	-	117	105	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1414	-	-	1538	-	-	675	626	1005	668	635	897
Stage 1	-	-	-	-	-	-	899	807	-	835	760	-
Stage 2	-	-	-	-	-	-	829	751	-	885	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1414	-	-	1538	-	-	655	612	1005	639	620	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	655	612	-	639	620	-
Stage 1	-	-	-	-	-	-	884	793	-	821	755	-
Stage 2	-	-	-	-	-	-	814	746	-	847	792	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.4	9.1	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	908	1414	-	-	1538	-	-	821
HCM Lane V/C Ratio	0.036	0.016	-	-	0.006	-	-	0.017
HCM Control Delay (s)	9.1	7.6	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	23	37	1831	987	11
Future Vol, veh/h	16	23	37	1831	987	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	25	40	1990	1073	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2154	543	1085	0	-	0
Stage 1	1079	-	-	-	-	-
Stage 2	1075	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	40	481	633	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	481	633	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	287	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	633	-	244	-	-
HCM Lane V/C Ratio	0.064	-	0.174	-	-
HCM Control Delay (s)	11.1	-	22.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	3	16	39	15	15	29	127	28	11	256	5
Future Vol, veh/h	12	3	16	39	15	15	29	127	28	11	256	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	3	17	42	16	16	32	138	30	12	278	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	9	10
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	39%	57%	4%
Vol Thru, %	69%	10%	22%	94%
Vol Right, %	15%	52%	22%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	31	69	272
LT Vol	29	12	39	11
Through Vol	127	3	15	256
RT Vol	28	16	15	5
Lane Flow Rate	200	34	75	296
Geometry Grp	1	1	1	1
Degree of Util (X)	0.249	0.046	0.106	0.365
Departure Headway (Hd)	4.486	4.936	5.086	4.44
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	723	703	810
Service Time	2.515	2.983	3.129	2.468
HCM Lane V/C Ratio	0.25	0.047	0.107	0.365
HCM Control Delay	9	8.2	8.7	10
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.1	0.4	1.7

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	40	7	25	45	31	4	0	15	28	0	30
Future Vol, veh/h	18	40	7	25	45	31	4	0	15	28	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	43	8	27	49	34	4	0	16	30	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	51	0	0	224	224	47	215	211	66
Stage 1	-	-	-	-	-	-	87	87	-	120	120	-
Stage 2	-	-	-	-	-	-	137	137	-	95	91	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1508	-	-	1549	-	-	729	673	1019	739	684	995
Stage 1	-	-	-	-	-	-	918	821	-	882	794	-
Stage 2	-	-	-	-	-	-	864	781	-	909	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1549	-	-	688	651	1019	709	662	995
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	651	-	709	662	-
Stage 1	-	-	-	-	-	-	905	810	-	870	780	-
Stage 2	-	-	-	-	-	-	821	767	-	882	807	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	1.8	9	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	925	1508	-	-	1549	-	-	833
HCM Lane V/C Ratio	0.022	0.013	-	-	0.018	-	-	0.076
HCM Control Delay (s)	9	7.4	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	72	99	1293	2093	48
Future Vol, veh/h	16	72	99	1293	2093	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	78	108	1405	2275	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3220	1164	2327	0	-	0
Stage 1	2301	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 7	186	207	-	-	-
Stage 1	61	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 3	186	207	-	-	-
Mov Cap-2 Maneuver	25	-	-	-	-	-
Stage 1	29	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	219	2.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	207	-	86	-	-
HCM Lane V/C Ratio	0.52	-	1.112	-	-
HCM Control Delay (s)	39.8	-	219	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	2.7	-	6.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	10	3	6	1	17	9	107	24	10	46	0
Future Vol, veh/h	8	10	3	6	1	17	9	107	24	10	46	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	11	3	7	1	18	10	116	26	11	50	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.2	7.9	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	38%	25%	18%
Vol Thru, %	76%	48%	4%	82%
Vol Right, %	17%	14%	71%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	21	24	56
LT Vol	9	8	6	10
Through Vol	107	10	1	46
RT Vol	24	3	17	0
Lane Flow Rate	152	23	26	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.169	0.028	0.029	0.071
Departure Headway (Hd)	3.991	4.431	4.062	4.186
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	895	813	886	849
Service Time	2.033	2.431	2.063	2.243
HCM Lane V/C Ratio	0.17	0.028	0.029	0.072
HCM Control Delay	7.9	7.6	7.2	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.1	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	56	0	0	134	24	0	0	0	3	0	11
Future Vol, veh/h	23	56	0	0	134	24	0	0	0	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	25	61	0	0	146	26	0	0	0	3	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	61	0	0	276	283	61	270	270	159
Stage 1	-	-	-	-	-	-	111	111	-	159	159	-
Stage 2	-	-	-	-	-	-	165	172	-	111	111	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1399	-	-	1536	-	-	674	624	1001	681	635	884
Stage 1	-	-	-	-	-	-	892	802	-	841	764	-
Stage 2	-	-	-	-	-	-	835	755	-	892	802	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1536	-	-	656	613	1001	671	624	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	656	613	-	671	624	-
Stage 1	-	-	-	-	-	-	876	788	-	826	764	-
Stage 2	-	-	-	-	-	-	824	755	-	876	788	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0	0	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1399	-	-	1536	-	-	828
HCM Lane V/C Ratio	-	0.018	-	-	-	-	-	0.018
HCM Control Delay (s)	0	7.6	0	-	0	-	-	9.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	11	36	1973	1064	8
Future Vol, veh/h	5	11	36	1973	1064	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	12	39	2145	1157	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2098	583	1166	0	-	0
Stage 1	1162	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	-	-
Pot Cap-1 Maneuver	82	388	322	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	388	322	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	307	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	322	-	237	-	-
HCM Lane V/C Ratio	0.122	-	0.073	-	-
HCM Control Delay (s)	17.7	-	21.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	3	17	40	16	14	31	137	26	9	276	5
Future Vol, veh/h	13	3	17	40	16	14	31	137	26	9	276	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	3	18	43	17	15	34	149	28	10	300	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.9	9.2	10.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	39%	57%	3%
Vol Thru, %	71%	9%	23%	95%
Vol Right, %	13%	52%	20%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	33	70	290
LT Vol	31	13	40	9
Through Vol	137	3	16	276
RT Vol	26	17	14	5
Lane Flow Rate	211	36	76	315
Geometry Grp	1	1	1	1
Degree of Util (X)	0.266	0.05	0.109	0.391
Departure Headway (Hd)	4.533	5.013	5.173	4.467
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	711	690	807
Service Time	2.565	3.067	3.223	2.496
HCM Lane V/C Ratio	0.267	0.051	0.11	0.39
HCM Control Delay	9.2	8.3	8.9	10.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.1	0.2	0.4	1.9

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	43	0	0	48	33	0	0	0	30	0	32
Future Vol, veh/h	19	43	0	0	48	33	0	0	0	30	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	47	0	0	52	36	0	0	0	33	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	47	0	0	177	177	47	159	159	70
Stage 1	-	-	-	-	-	-	89	89	-	70	70	-
Stage 2	-	-	-	-	-	-	88	88	-	89	89	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1501	-	-	1554	-	-	783	715	1019	804	731	990
Stage 1	-	-	-	-	-	-	916	819	-	937	835	-
Stage 2	-	-	-	-	-	-	917	820	-	916	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1554	-	-	748	705	1019	795	721	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	748	705	-	795	721	-
Stage 1	-	-	-	-	-	-	903	808	-	924	835	-
Stage 2	-	-	-	-	-	-	885	820	-	903	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	0	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1501	-	-	1554	-	-	885
HCM Lane V/C Ratio	-	0.014	-	-	-	-	-	0.076
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	69	92	1393	2256	40
Future Vol, veh/h	10	69	92	1393	2256	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	75	100	1514	2452	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3280	1248	2495	0	-	0
Stage 1	2474	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	-	-
Pot Cap-1 Maneuver	18	140	~ 69	-	-	-
Stage 1	27	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	140	~ 69	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	64.8	22.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	~ 69	-	140	-	-
HCM Lane V/C Ratio	1.449	-	0.613	-	-
HCM Control Delay (s)	$ 368.6	-	64.8	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	8.4	-	3.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	10	3	10	1	19	9	107	26	10	46	0
Future Vol, veh/h	8	10	3	10	1	19	9	107	26	10	46	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	11	3	11	1	21	10	116	28	11	50	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.9	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	38%	33%	18%
Vol Thru, %	75%	48%	3%	82%
Vol Right, %	18%	14%	63%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	21	30	56
LT Vol	9	8	10	10
Through Vol	107	10	1	46
RT Vol	26	3	19	0
Lane Flow Rate	154	23	33	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.171	0.028	0.037	0.071
Departure Headway (Hd)	3.996	4.442	4.129	4.2
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	811	872	846
Service Time	2.042	2.443	2.129	2.261
HCM Lane V/C Ratio	0.172	0.028	0.038	0.072
HCM Control Delay	7.9	7.6	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.1	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	23	56	2	8	134	24	6	0	24	3	0	11
Future Vol, veh/h	23	56	2	8	134	24	6	0	24	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	25	61	2	9	146	26	7	0	26	3	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	63	0	0	295	302	62	302	290	159
Stage 1	-	-	-	-	-	-	112	112	-	177	177	-
Stage 2	-	-	-	-	-	-	183	190	-	125	113	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1399	-	-	1533	-	-	655	609	1000	648	619	884
Stage 1	-	-	-	-	-	-	891	801	-	822	751	-
Stage 2	-	-	-	-	-	-	816	741	-	877	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1533	-	-	633	593	1000	619	603	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	593	-	619	603	-
Stage 1	-	-	-	-	-	-	874	786	-	806	746	-
Stage 2	-	-	-	-	-	-	799	736	-	838	785	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.4	9.2	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	896	1399	-	-	1533	-	-	810
HCM Lane V/C Ratio	0.036	0.018	-	-	0.006	-	-	0.019
HCM Control Delay (s)	9.2	7.6	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	24	40	1973	1064	12
Future Vol, veh/h	16	24	40	1973	1064	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	26	43	2145	1157	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2108	585	1170	0	-	0
Stage 1	1164	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	-	-
Pot Cap-1 Maneuver	81	387	321	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	387	321	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	304	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.3	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	321	-	212	-	-
HCM Lane V/C Ratio	0.135	-	0.205	-	-
HCM Control Delay (s)	18	-	26.3	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	3	17	42	16	16	31	137	30	12	276	5
Future Vol, veh/h	13	3	17	42	16	16	31	137	30	12	276	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	3	18	46	17	17	34	149	33	13	300	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.9	9.3	10.5
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	39%	57%	4%
Vol Thru, %	69%	9%	22%	94%
Vol Right, %	15%	52%	22%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	33	74	293
LT Vol	31	13	42	12
Through Vol	137	3	16	276
RT Vol	30	17	16	5
Lane Flow Rate	215	36	80	318
Geometry Grp	1	1	1	1
Degree of Util (X)	0.271	0.05	0.116	0.397
Departure Headway (Hd)	4.539	5.04	5.182	4.487
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	707	689	803
Service Time	2.574	3.096	3.232	2.517
HCM Lane V/C Ratio	0.272	0.051	0.116	0.396
HCM Control Delay	9.3	8.4	8.9	10.5
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.1	0.2	0.4	1.9

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	19	43	7	25	48	33	4	0	15	30	0	32
Future Vol, veh/h	19	43	7	25	48	33	4	0	15	30	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	47	8	27	52	36	4	0	16	33	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	55	0	0	235	235	51	225	221	70
Stage 1	-	-	-	-	-	-	93	93	-	124	124	-
Stage 2	-	-	-	-	-	-	142	142	-	101	97	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1501	-	-	1544	-	-	717	664	1014	728	676	990
Stage 1	-	-	-	-	-	-	912	816	-	878	791	-
Stage 2	-	-	-	-	-	-	859	777	-	903	813	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1544	-	-	675	643	1014	699	654	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	675	643	-	699	654	-
Stage 1	-	-	-	-	-	-	899	805	-	866	777	-
Stage 2	-	-	-	-	-	-	814	763	-	876	802	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	1.7	9	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	917	1501	-	-	1544	-	-	824
HCM Lane V/C Ratio	0.023	0.014	-	-	0.018	-	-	0.082
HCM Control Delay (s)	9	7.4	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	14.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	77	106	1393	2256	51
Future Vol, veh/h	17	77	106	1393	2256	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	350	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	18	84	115	1514	2452	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3316	1254	2507	0	-	0
Stage 1	2480	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	-	-
Pot Cap-1 Maneuver	~ 17	139	~ 68	-	-	-
Stage 1	27	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	139	~ 68	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	81.4	33.1	0
HCM LOS	F		

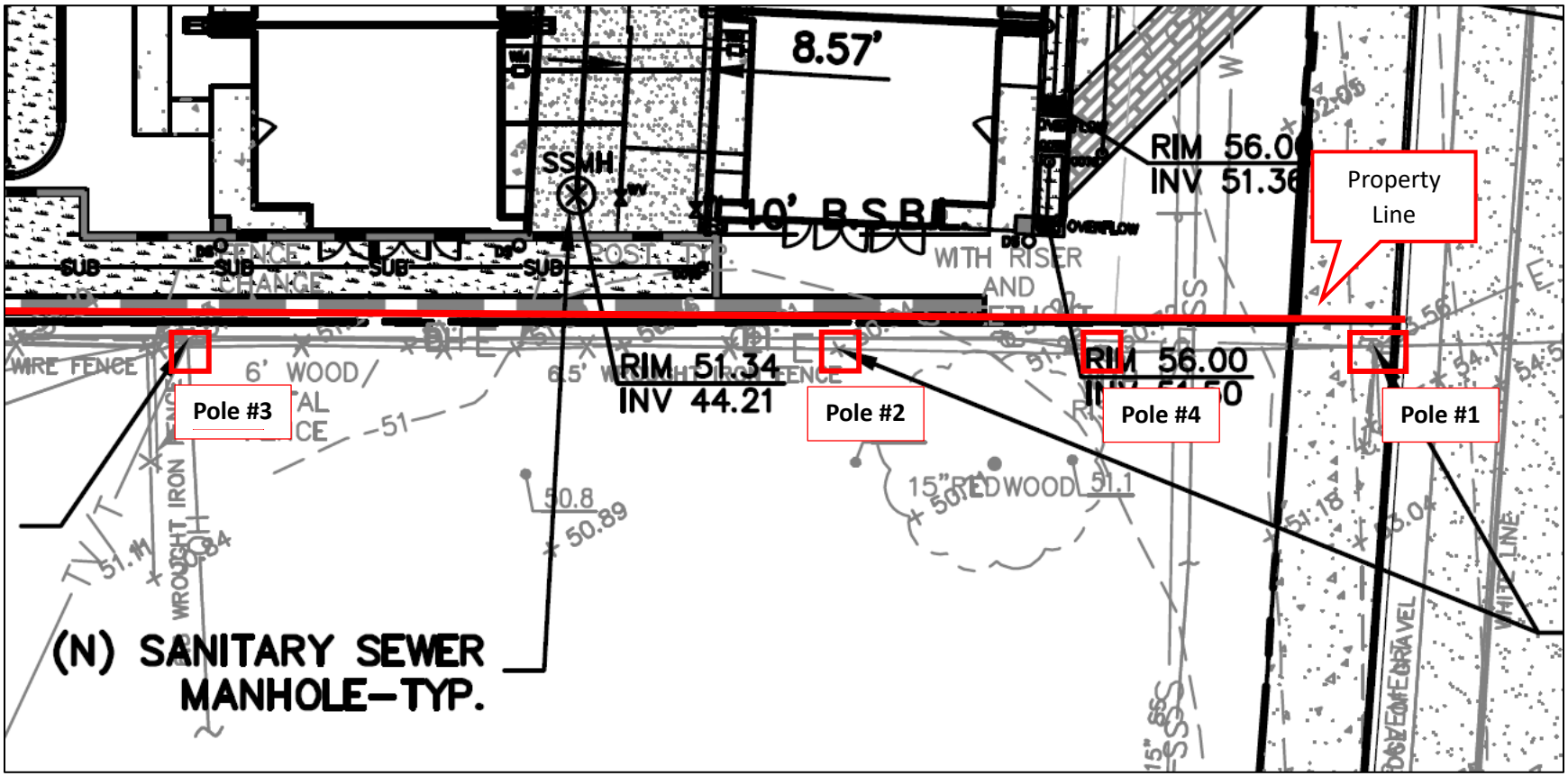
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	~ 68	-	139	-	-
HCM Lane V/C Ratio	1.694	-	0.735	-	-
HCM Control Delay (s)	$ 468.7	-	81.4	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	10.2	-	4.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Attachment 8

Overhead Poles at Southeast Corner are located on the Open Door Church site

Overhead Poles at Southeast Corner are
located on the Open Door Church site



(E) 15" STORM DRAIN MAIN SHALL BE REPLACED WITH (N) 24" RCP PIPE. CONTRACTOR SHALL REUSE EXISTING MANHOLE AT THE SAME LOCATIONS PER PUBLIC WORKS STANDARDS AND RECONNECT ALL (E) LATERALS – CONTRACTOR TO VERIFY
~410LF (PIPE REPLACEMENT TO MANHOLE AT THE INTERSECTION OF CRAWFORD AT JAMES ROAD)
S=0.5%

(E) 12" LATERAL TO BE CAPPED AND ABANDON IN PLACED

(E) SANITARY SEWER MAIN– CONTRACTOR TO VERIFY

(E) 15" STORM DRAIN MAIN SHALL BE REPLACED WITH (N) 24" RCP PIPE. CONTRACTOR SHALL REUSE EXISTING MANHOLE AT THE SAME LOCATIONS PER PUBLIC WORKS STANDARDS AND RECONNECT ALL (E) LATERALS – CONTRACTOR TO VERIFY
~410LF (PIPE REPLACEMENT TO MANHOLE AT THE INTERSECTION OF CRAWFORD AT JAMES ROAD)
S=0.5%

(N) SDMH

(N) 12" RCP LATERAL PIPE
~40LF
S=0.5%

(N) WATER SERVICE/FIRE PROTECTION WATER SERVICE–TYP.

(N) RECYCLED WATER SERVICE–TYP.
(E) WATER MAIN– CONTRACTOR TO VERIFY

(N) SANITARY SEWER CLEANOUT–TYP.

(N) SD SUMP PUMP

(N) OFFSITE AD

(N) SANITARY SEWER CLEANOUT–TYP.

(N) SANITARY SEWER MANHOLE–TYP.

(N) BLOW OFF AT THE ENDS OF ON–SITE WATER MAIN–TYP.

8" EMERGENCY OVERFLOW PIPE

(N) 3–36" STORM DRAIN LATERAL–TYP.

(N) PUBLIC WATER METER

(N) PRIVATE WATER METER AT EACH UNIT

(N) SD LATERAL
S=1%

(N) CURB INLET–TYP.

(N) SD LATERAL
S=0.75%

(N) WATER SERVICE/FIRE PROTECTION WATER SERVICE–TYP.

(N) WATER SERVICE FOR FIRE SPRINKLER–TYP.

(N) SANITARY SEWER LATERAL–TYP.

(N) WATER VALVE–TYP.

(N) HYDRANT–TYP.

(N) RECYCLED WATER SERVICE–TYP.

(N) WATER METER–TYP.

(N) BLOW OFF AT THE ENDS OF ON–SITE WATER MAINS–TYP.

(N) SANITARY SEWER MANHOLE–TYP.

(N) CATCH BASIN

(N) BUBBLER

(E) OVERHEAD UTILITIES TO BE UNDERGROUND

(N) SANITARY SEWER LATERAL–TYP.

(N) WATER SERVICE FOR FIRE SPRINKLER–TYP.

(N) WATER SERVICE/FIRE PROTECTION WATER SERVICE–TYP.

(E) SANITARY SEWER LATERAL–CONTRACTOR TO VERIFY INVERT ELEVATION

(N) HYDRANT–TYP.

(N) WATER VALVE–TYP.

20' SEWER PIPELINE EASEMENT 746 O.R. 921 (EXCEPTION 7)

Δ=90°00'00"
R=20.00'
L=31.42'

R=20.00'
L=31.42'
D=90°00'00"

0 15 30 60
SCALE: 1" = 30'

UTILITY SERVICES ONSITE

WATER
8" WATER MAIN LINE
1" WATER SERVICE LINE TO EACH UNIT
2" FIRE PROTECTION LINE TO EACH UNIT

SEWER
6" SEWER MAIN LINE
4" SEWER LATERAL TO EACH UNIT

STORM DRAIN – ONSITE
12" STORM DRAIN LINE

PER BDSP POLICY 3-4, THE APPLICANT IS REQUIRED TO UNDERGROUND OVERHEAD UTILITY POLES AND WIRES ON-SITE AND ALONG THE PROPERTY FRONTAGE . REFER TO JOINT TRENCH INTENT PLANS FOR DETAILS.

NOTE:
FOR CONSTRUCTION STAKING SCHEDULING OR QUOTATIONS PLEASE CONTACT ALEX ABAYA AT LEA & BRAZE ENGINEERING (510)887-4086 EXT 116. aabaya@leabraze.com

* BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

CALL BEFORE YOU DIG 1-800-642-2444 811 UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER A. CAMPBELL No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS I LAND SURVEYORS
MAIN OFFICE:
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(510) 887-4086
REGIONAL OFFICES:
ROSEVILLE
DUBLIN
SAN JOSE
WWW.LEABRAZE.COM

CRAWFORD WAY & BROADWAY, AMERICAN CANYON, CALIFORNIA

APN: 058-302-001 & 058-290-012

NAPA COUNTY

PRELIMINARY SITE PLAN UTILITY PLAN

REVISIONS	BY
–	–
–	–
–	–
–	–
–	–

JOB NO:	2211975P0
DATE:	02/02/22
SCALE:	AS NOTED
DESIGN BY:	JH/KBC
CHECKED BY:	PC
SHEET NO:	EX-2

05 OF 09 SHEETS

Attachment 9: Noise Assessment Study

EDWARD L. PACK ASSOCIATES. INC.

1975 HAMILTON AVENUE
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SAN JOSE, CA 95125

Acoustical Consultants

TEL: 408-371-1195
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www.packassociates.com

NOISE ASSESSMENT STUDY

"CRAWFORD WAY AND BROADWAY"

MULTI-FAMILY DEVELOPMENT

HIGHWAY 29, AMERICAN CANYON

Prepared for
Pensacola Residential

Prepared by
Jeffrey K. Pack

July 14, 2022
Project No. 50-040-1

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I. Executive Summary

This report presents the results of a noise assessment study, in compliance with the California Environmental Quality Act, for a planned multi-family development at 15860 Highway 29 in American Canyon, as shown on the Site Plan, Ref. (a). This study includes an analysis of traffic noise impacts to the proposed development site, evaluations of the noise exposures against the standards of the City of American Canyon Noise Element, Ref. (b), and the State of California Code of Regulations, Title 24, Ref. (c). This study also includes analyses of the project-generated construction noise and vibration impacts the adjacent residential neighbors and the effects of project-generated traffic noise.

The following report includes background information on acoustics, noise standards applicable to the project, existing and future noise exposure impacts to the project, project construction noise impacts and mitigation measures for noise impacted receiver locations. The results of this study reveal that the noise exposures at the site from Highway 29 traffic will exceed the noise exposure trigger level of the City of American Canyon General Plan Noise Element for the dwelling unit interior noise exposure limit. The interior noise exposures in most of the dwelling units will exceed the interior noise exposure limits of the Noise Element and Title 24 standards. Noise mitigation measures for the noise impacted dwelling units will be required.

Construction of the project will generate levels of noise in excess of the City of American Canyon Municipal Code. Compliance with the Municipal Code construction noise standard cannot be achieved. However, this impact will be temporary. Vibration from construction will not affect the closest residential or church buildings and noise and vibration reduction measures to minimize these impacts are recommended.

In terms of the CEQA compliance checklist, the project results in the following:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potential Significant Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant With Mitigation
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant With Mitigation
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No impact

II. Background Information on Acoustics

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing.

Most of the sounds which we hear in our normal environment do not consist of a single frequency, but rather a broad range of frequencies. As humans do not have perfect hearing, environmental sound measuring instruments have an electrical filter built in so that the instrument's detector replicates human hearing. This filter is called the "A-weighting" network and filters out low and very high frequencies. All environmental noise is reported in terms of A-weighted decibels, notated as “dBA”. All sound levels used in this report are A-weighted unless otherwise noted. Table I, below, shows the typical human response and noise sources for A-weighted noise levels.

TABLE I

The A-Weighted Decibel Scale, Human Response, and Common Noise Sources

Noise Level, dBA	Human Response	Noise Source
120-150+	Painfully Loud	Sonic Boom (140 dBA)
100-120	Physical Discomfort	Discotheque (115 dBA) Motorcycle at 20 ft. (110 dBA) Power Mower (100 dBA)
70-100	Annoying	Diesel Pump at 100 ft. (95 dBA) Freight Train at 50 ft. (90 dBA) Food Blender (90 dBA) Jet Plane at 1000 ft. (85 dBA) Freeway at 50 ft. (80 dBA) Alarm Clock (80 dBA)
50-70	Intrusive	Average Traffic at 100 ft. (70 dBA) Vacuum Cleaner (70 dBA) Typewriter (65 dBA) Loud Conversation (60 dBA)
0-50	Quiet	Normal Conversation (50 dBA) Light Traffic at 100 ft. (45 dBA) Refrigerator (45 dBA) Desktop Computer (40 dBA) Whispering (35 dBA) Leaves Rustling (10 dBA) Threshold of Hearing (0 dBA)

Although the A-weighted noise level may adequately indicate the level of noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a mixture of noise from distant sources that create a relatively steady background noise from which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_1, L_{10}, L_{50} and L_{90} are commonly used. They are the A-weighted noise levels exceeded for 1%, 10%, 50% and 90% of a stated time period. The continuous equivalent-energy level (L_{eq}) is that level of a steady state noise which has the same sound energy as a time-varying noise. It is often considered the average noise level and is used to calculate the Day-Night Levels (DNL) and the Community Noise Equivalent Level (CNEL) described below.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, the Day-Night Level (DNL) noise descriptor was developed. The DNL is also called the L_{dn}. Either is acceptable, however, DNL is more popular worldwide. The DNL divides the 24-hour day into the daytime period of 7:00 a.m. to 10:00 p.m. and the nighttime period of 10:00 p.m. to 7:00 a.m. The nighttime noise levels are penalized by 10 dB to account for the greater sensitivity to noise at night. The Community Noise Equivalent Level (CNEL) is another 24-hour average which includes a 5 dB evening (7:00 p.m. - 10:00 p.m.) penalty and a 10 dB nighttime penalty. Both the DNL and the CNEL average the daytime, evening and nighttime noise levels over a 24-hour period to attain a single digit *noise exposure*. The proper notations for the Day-Night Level and the Community Noise Equivalent Level are dB DNL and dB CNEL, respectively, as they can only be calculated using A-weighted decibels. It is, therefore, considered redundant to notate dB(A) DNL or dB(A) CNEL. Noise exposures are always rounded to the nearest whole number.

The effects of noise on people can be listed in three general categories:

- subjective effects of annoyance, nuisance, dissatisfaction;
- interference with activities such as speech, sleep, learning, relaxing;
- physiological effects such as startling, hearing loss.

The levels associated with environmental noise, in almost every case, produce effects only in the first two categories. Workers in industrial plants, airports, etc., can experience noise in the last category. Unfortunately, there is, as yet, no completely satisfactory way to measure the subjective effects of noise, or of the corresponding reactions of annoyance and dissatisfaction. This is primarily due to the wide variation in individual thresholds of annoyance and differing individual past experiences with noise.

An important way to determine a person's subjective reaction to a new noise is to compare it to the existing environment to which one has adapted, i.e., the "ambient". In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by the receptors.

With regard to increases in A-weighted noise level, the Environmental Protection Agency has determined the following relationships that will be helpful in understanding this report.

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived.
- Outside of the laboratory, a 3 dB change is considered a just-perceptible difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected.
- A 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse change in community response.

The adding or subtracting of sound levels is not simple arithmetic. The sound levels, in decibels, must be converted to Bels, the anti-log's of which are then calculated. The manipulation is then performed (arithmetic addition or subtraction), the logarithm of the sum or difference is calculated. The final number is then multiplied by 10 to convert Bels to decibels. The formula for adding decibels is as follows:

$$Sum = 10\log(10^{SL/10} + 10^{SL/10})$$ where, SL is the Sound Level in decibels.

For example, 60 dB + 60 dB = 63 dB, and 60 dB + 50 dB = 60 dB. Two sound sources of the same level are barely noisier than just one of the sources by itself. When one source is 10 dB higher than the other, the less noisy source does not add to the noisier source.

III. Noise Standards, Goals & Policies

A. City of American Canyon General Plan

The noise assessment results presented in the findings were evaluated against the standards of the City of American Canyon Noise Element, which utilizes the Day-Night Level (DNL) descriptor. The DNL is a 24-hour time weighted average noise exposure that penalizes noise created during the nighttime period, and is commonly used to describe community noise environments. Policy 11.2.2 of the Noise Element standards specify an exterior noise exposure triggering level of 60 dB DNL for multi-family housing. For dwelling units exposed to an exterior noise exposure of 60 dB DNL or greater, a noise analysis is required that will provide the noise mitigation measures necessary to limit the interior noise exposures to 45 dB DNL or lower.

The Noise Element does not contain an exterior noise exposure standard or limit for exterior living spaces, whether they are community or private.

B. City of American Canyon Municipal Code

Title 8 Health and Safety
Chapter 8.12 Community Noise

8.12.080 Specific Types of Noise Prohibited

2. Construction or Demolition.

a. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of seven p.m. and seven a.m., such that the sound therefrom creates a noise disturbance across a residential or commercial real property line, except for emergency work of public service utilities or by variance issued by the appropriate authority. This subsection shall not apply to the use of domestic power tools, as specified in subsection (B)(3) of this section.

b. Noise Restrictions at Affected Properties. Where technically and economically feasible, construction activities shall be conducted in such a manner that the maximum noise levels at affected properties will not exceed those listed in the following schedule:

Table 8.12.080

Noise Limits for Construction Activities

Timeframe	Residential	Commercial	Industrial
Daily: 7 a.m. to 7 p.m.	75 dBA	80 dBA	85 dBA
Daily: 7 p.m. to 7 a.m.	60 dBA	65 dBA	70 dBA

***** Note: 75 dBA is an extremely strict noise level limit for construction operations. Any construction project within a couple hundred feet of a residence would not be able to comply.**

C. State of California Code of Regulations, Title 24

The State of California Code of Regulations, Title 24 (CBC) standards use the DNL descriptor (to be consistent with local standards) and specify an interior noise exposure limit in living spaces of multi-family housing to 45 dB DNL from exterior noise sources. This standard is the same as the City of American Canyon Noise Element standard described above.

The Title 24 standards also specify minimum sound insulation ratings for common partitions separating different dwelling units and dwelling units from interior common spaces. The standards specify that common walls must have a design Sound Transmission Class (STC) rating of 50 or higher. Common floor/ceiling assemblies must have design STC ratings of 50 or higher and Impact Insulation Class (IIC) ratings of 50 or higher. As the design details of the common interior partitions were not available at the time of this study, an evaluation of the interior partitions has not been performed.

D. California Environmental Quality Act (CEQA)

The project-generated noise exposures were evaluated against the guidelines of the California Environmental Quality Act (CEQA). CEQA does not limit noise levels or noise exposures nor does it quantify noise exposure or noise level increases over the ambient to define noise impacts. CEQA evaluates a project as a significant noise impact if it "...caused a substantial increases in the ambient noise levels...". The quantification of the threshold of significance is left up to the local jurisdiction. The City of American Canyon, however, does not provide a threshold of significance in the General Plan. Therefore, for the purposes of this study, thresholds of significance used by many other local jurisdictions are recommended for adoption for this project. The thresholds of significance shall be applied at the existing residential area to the east and north of the site.

These thresholds are:

(a) causing the DNL in existing residential areas to increase by 5 dB or more and remain below 60 dB DNL;

(b) causing the DNL in existing residential areas to increase by 3 dB or more and, thereby, exceed 60 dB DNL;

(c) causing the DNL in existing residential areas to increase by 1 dB or more if the current noise exposure exceeds 60 dB DNL.

If the project causes any of the above three criteria to occur, the project will be considered a significant noise impact to the areas where it occurs and mitigation measures will be required.

The noise exposures shown in this study are without the application of mitigation measures and represent the noise environment for current, existing and future project site conditions.

IV. Acoustical Setting

A. Site, Traffic, Railroad and Project Descriptions

The planned development site is a vacant parcel located on the west side of Highway 29 at Crawford Way in American Canyon. The site is relatively flat and at-grade with the surrounding roadways and land uses. Surrounding land uses include single-family residential adjacent to the west, the Canyon Plaza shopping center across Crawford Way to the north, single-family residential across Highway 29 to the east and the Open Door Christian Church to the south.

The on-site noise environment is controlled primarily by traffic sources on Highway 29, which carries an existing (2019) Average Daily Traffic (ADT) volume of 36,800 vehicles, Ref. (d). Crawford Way is a minor street and traffic data are not currently available. The California Northern railroad operates two trains per day servicing commercial customers from Vallejo to Napa, as reported by the California Northern Railroad, Ref. (e).

The planned project includes the construction of 100 3-story townhouse style condominiums in sixteen buildings. A community building will also be located along the southerly side of the site. The site plan is shown on Figure 1 on page 11.

FIGURE 1 – Site Plan

V. Noise Impacts to the Project

A. Existing Noise Levels

To determine the existing noise environment at the site, continuous recordings of the sound levels were made at a location 95 ft. from centerline of Highway 29 corresponding to the planned minimum setback of the buildings from the roadway. The sound level meter was attached to a power pole at a height of 13 ft. above the ground for security of the instrument. The measurement location is shown on Figure 2, below. The sound level measurements were made on June 21-22, 2022 and were recorded and processed for a continuous 24 hour period using a Larson-Davis Model 812 Precision Integrating Sound Level Meter. The meter yields, by direct read-out, a series of descriptors of the sound levels versus time, as described in Appendix B. The measured descriptors include the L_1, L_{10}, L_{50}, and L_{90}, i.e., those levels exceeded for 1%, 10%, 50%, and 90% of the time. Also measured were the maximum and minimum levels and the continuous equivalent-energy levels (L_{eq}), which are used to calculate the DNL.

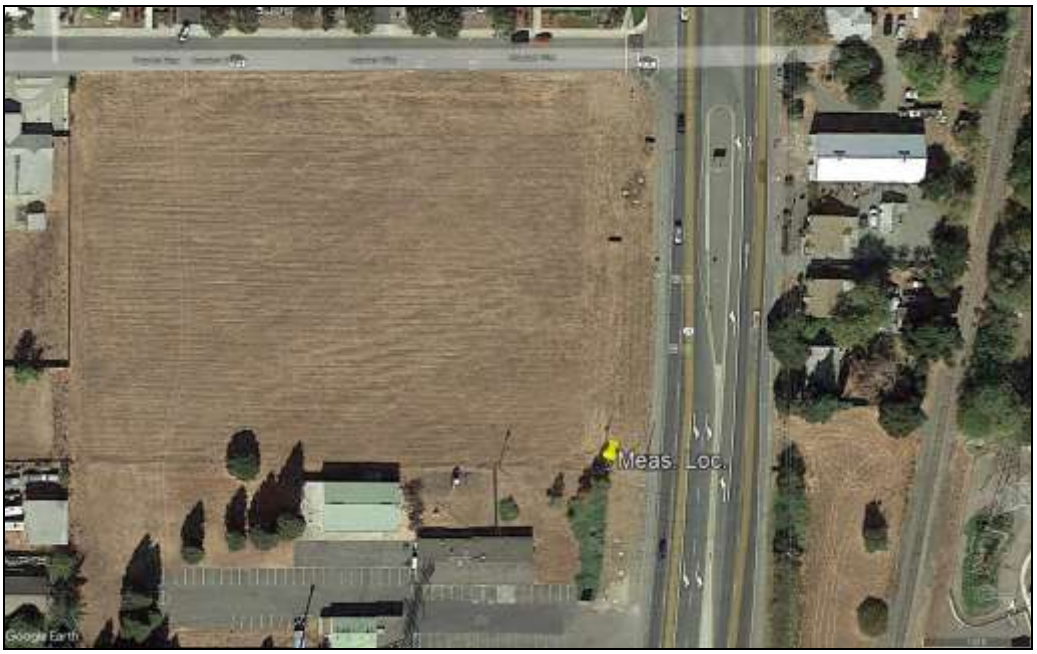


FIGURE 2 – Noise Measurement Location

The results of the measurements reveal that the L_{eq}'s at the measurement location, 95 ft. from the centerline of Highway 29, ranged from 61.9 to 66.6 dBA during the daytime and from 60.1 to 66.1 dBA at night.

Traffic noise dissipates at the rate of 3-6 dB for each doubling of distance from the source to the receiver. Other locations on the site at greater distances from Highway 29 will have lower noise levels. Additional noise reduction will be provided by interposed buildings of the project.

Vehicular traffic noise contains a wide spectrum of frequency components (from 100 to 10,000 Hz), which is associated with engine, tire, exhaust and other sources and was used to determine the noise control measures recommended for this project.

B. Future Noise Levels

Future traffic volume predictions for Highway 29 were made from future traffic volume data provided by the consultant traffic engineer, Ref. (f). The Cumulative + Project ADT was reported to be 70,540 vehicles. As the existing (2019 pre-COVID) volume is 36,800 vehicles ADT, the increase in traffic volume yields a 3 dB increase in the traffic noise levels.

$\Delta dB = 10\log_{10}(70{,}540/36{,}800) = 2.8$

There is no expected increase in rail operations, Ref. (e).

C. Exterior Noise Exposures

To evaluate the on-site noise exposures against the City of American Canyon standards, the DNL for the survey location was calculated by decibel averaging of the L_{eq}'s as they apply to the daily time periods of the DNL index. A 10 dB penalty was added to noise created at night to account for the increased human sensitivity to noise during nighttime hours. The DNL is a 24-hour noise descriptor that uses the measured L_{eq} values to calculate a 24-hour time-weighted average noise exposure. Adjustments were made to the measured traffic noise levels to account for the various setback distances from the measurement location to the receptor location using methods established by the Highway Research Board, Ref. (g). The formula used to calculate the DNL is described in Appendix B.

The results of the calculations indicate that the exterior noise exposures at the measurement location and planned minimum building setback from Highway 29 is 70 dB DNL. Under traffic conditions, the noise exposure is expected to increase to 73 dB DNL. Thus, the exterior noise exposures will exceed the 60 dB DNL triggering level for the requirement of an acoustical analysis that provides the noise mitigation measures necessary to reduce the interior noise exposures to 45 dB DNL or lower. This study is intended to satisfy that requirement.

The future bare site 70 dB DNL noise contour line will be 150 ft. from the Highway 29 centerline.

The future bare site 65 dB DNL noise contour line will be 275 ft. from the Highway 29 centerline.

The future bare site 60 dB DNL noise contour line will be 700 ft. from the Highway 29 centerline and will be off site.

Also note that bare site noise contours do not necessarily represent the actual noise exposures at certain building facades once the buildings are completed.

B. Interior Noise Exposures

To determine the interior noise exposures, a 15 dB reduction was applied to the exterior noise exposures at the building setbacks to represent the attenuation provided by a typical building shell under an *annual-average* condition. The annual-average condition assumes the installation of standard dual-pane, thermal insulating windows and glass doors that are kept open up to 50% of the time for natural ventilation.

- The interior noise exposure in the most impacted living spaces closest to Highway 29 will be up to 55 and 58 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures will be up to 13 dB in excess of the 45 dB DNL limits of the City of American Canyon Noise Element and Title 24 standards.

Noise mitigation measures will be required. The recommended measures are provided in Section VII of this report.

VI. Project-Generated Noise Impacts

A. Project Traffic Noise

The contribution of the traffic noise due to the project in the vicinity of the site will be negligible due to the relatively low volume of the project traffic in relation to the existing and ultimately, the future traffic volumes. Table II, below, provides the analysis of the worst cast condition for the leg of Crawford Way between the project site entry/exit and James Road (West leg of Intersection 4 of the traffic study). As shown in the Table, the project will result in a 0.9 dB increase over the existing noise levels and 0.7 dB over the future noise levels. These increases are less than 1 decibel and are less than significant.

The traffic noise study was prepared for a previous residential application containing 70 dwelling units. The project traffic volume on Crawford Way was predicted at that time to be 140 vehicles ADT. However, updated traffic volume data for this project has not been provided. Thus, we are estimating that the project traffic volume from 100 dwelling units will be 400 trips per day (4 trips per dwelling).

TABLE II

Project-generated Traffic Noise Impacts

Intersection 4W	AM	PM	ADT	ΔdB
EXISTING	180	117	1800	
PROJECT	10	14	400	
EXIST. + PROJ.			2200	0.9
CUMULATIVE	218	140	2180	
CUMUL. + PROJ.	228	154	2580	0.7

B. Construction Noise and Vibration Analysis

Short-term noise impacts may be created during clearing of the site and the construction of the project. Construction equipment will consist of small bulldozers, loaders, backhoes, excavators, graders, cranes, forklifts, generators and air compressors. Construction equipment noise levels range from 76 to 101 dBA at a 50 ft. distance from the source, and has a potential to disturb residences adjacent to the west and to the church to the south if the church is active during construction hours. Very high noise level equipment, such as pile drivers and rock drills are not expected to be used on this project.

A table of construction equipment (mostly earthwork equipment, which is usually the noisiest, taken from the Federal Transit Administration Noise and Vibration Impact Assessment, Ref. (h), is provided on page 18. The noise levels for each item of equipment, not all of which will be used on this project, are reported for a standard distance of 50 ft. None of the construction equipment used for this project will generate noise levels higher than 90 dBA at 50 ft. No extreme noise generators, such as pile driving, will be used on this project. Noise from construction equipment dissipates at the rate of 6 dB per doubling of the distance from the source to the receiver.

Since construction is carried out in several reasonably discrete phases, each will have its own mix of equipment and consequently, its own noise characteristics. Generally, the site preparation requires the use of heavy equipment such as bulldozers, loaders, graders, concrete trucks and diesel trucks. Construction of the building includes haul trucks, cranes, forklifts, pumps, air compressors and powered and manual hand tools (saws, nail guns, sprayers). Once the shells of the buildings are completed with the windows installed, much of the construction noise will be contained inside the buildings.

Table III on page 19 contains the analysis of the construction noise levels at the most noise impacted residence adjacent to the west and to the Open Door Christian Church adjacent to the south. The table provides the noise levels for each type of equipment or operation at the nearest and farthest distances from the receivers. The table also provides the distance at which each item of equipment or operation produces a noise level of 75 dBA, i.e., the limit of the Municipal Code. The noise levels presented in the table are typical noise levels produced by the pieces of equipment shown. However, equipment used in the field may vary slightly, depending on the sizes of engines, the contractor and their sub-contractors, age of equipment, the way tools, devices and items of equipment are utilized and many other factors that are unknown at this time and cannot be predicted with any level of accuracy. In addition, the sound levels at the property boundaries at any given time will change dramatically such that the noise levels may occur for very short periods of time or may occur for longer periods of time.

Although the City of American Canyon has quantitative noise level limits for construction contained within the Municipal Code, noise reduction measures to reduce construction noise for compliance with the Municipal Code would not be reasonable (extraordinarily high and heavy) or the separation distance would need to be on the order of several hundred feet from the sensitive land use.

Noise reduction measures are recommended herein and should be applied to the greatest extent feasible for mobile and stationary equipment. These measures are intended to be incorporated as “best practices” methods and to minimize annoyance to neighboring land uses.

Table 7-1 Construction Equipment Noise Emission Levels *

Equipment	Typical Noise Level 50 ft. from Source, dBA
Air Compressor	80
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Rail Saw	90
Rock Drill	95
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	84

**This Table is copied from the FTA Transit Noise and Vibration Impact Assessment Manual, pg. 176.

TABLE III
Construction Noise Analysis

				Construction							
Equipment	Reference		Distance to	Residential to West				Church to South			
Site Prep	Level, dBA	Dist., ft.	75 dBA, ft.	Near Distance	Far Distance	dBA Near	dBA Far	Near Distance	Far Distance	dBA Near	dBA Far
Paving Machine	89	50	251	18	500	97.9	69.0	125	598	81.0	67.4
Water Truck	84	50	141	28	500	89.0	64.0	125	598	76.0	62.4
Compactive Rollers	85	50	158	28	500	90.0	65.0	125	598	77.0	63.4
Scrapers	86	50	177	20	500	94.0	66.0	125	598	78.0	64.4
Graders	83	50	126	20	500	91.0	63.0	125	598	75.0	61.4
Wheel Loader	82	50	112	20	500	90.0	62.0	125	598	74.0	60.4
Track Loader	85	50	158	20	500	93.0	65.0	125	598	77.0	63.4
Backhoe	82	50	112	20	500	90.0	62.0	125	598	74.0	60.4
Bulldozer	85	50	158	25	500	91.0	65.0	125	598	77.0	63.4
Haul Trucks	84	50	141	40	500	85.9	64.0	125	598	76.0	62.4
Crane	82	50	112	100	500	76.0	62.0	125	598	74.0	60.4
Excavator	85	50	158	18	500	93.9	65.0	125	598	77.0	63.4
RIC System	80	50	89	100	500	74.0	60.0	125	598	72.0	58.4
Air Compressor	90	50	281	100	500	84.0	70.0	125	598	82.0	68.4
Generator	81	50	100	18	500	89.9	61.0	125	598	73.0	59.4
Skid Steer	78	50	71	18	500	86.9	58.0	125	598	70.0	56.4
Building Construction											
Propane Forklift	65	15	5	25	500	60.6	34.5	125	598	46.6	33.0
Nail gun	84	15	42	18	500	82.4	53.5	125	598	65.6	52.0
Hammering	86	15	53	18	500	84.4	55.5	125	598	67.6	54.0
Circular Saw	74	15	13	18	500	72.4	43.5	125	598	55.6	42.0
Miter Saw	75	15	15	18	500	73.4	44.5	125	598	56.6	43.0
Portable Table Saw	78	15	21	25	500	73.6	47.5	125	598	59.6	46.0
Pancake Compressor	77	15	19	25	500	72.6	46.5	125	598	58.6	45.0
Palm Sander	71	15	9	18	500	69.4	40.5	125	598	52.6	39.0
Portable Tile Saw	85	15	47	25	500	80.6	54.5	125	598	66.6	53.0
Electric Grinder	90	15	84	25	500	85.6	59.5	125	598	71.6	58.0
Rotary Hammer	92	15	106	18	500	90.4	61.5	125	598	73.6	60.0

Construction activities can produce varying amounts of ground-borne vibration, which depend on the type of equipment used and various methods. Vibration is produced by the equipment operation and the vibrational waves travel through the ground/soil that diminish over distance. It is rare that construction vibration is intense enough to cause damage to existing structures. However, due to the close proximity of the masonry commercial buildings to the north and south and the masonry residential building to the east, a qualitative analysis of vibration is warranted.

Ground-borne vibration is typically reported in terms of "peak particle velocity" or PPV, and sometimes reported in terms of decibels of vibration, notated as VdB, which is a level of vibration (L_v). The use of PPV is more common for construction equipment and methods.

Table IV, below, provides building damage criteria from construction vibration established by the Federal Transit Administration.

TABLE IV

Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approx. L_v (VdB)
I. Reinforced-concrete, steel or timber (no plaster)	0.50	102
II. Engineered concrete and masonry (no plaster)	0.30	98
III. Non-engineered timber and masonry buildings	0.20	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

** RMS velocity in decibels (VdB) re: 1 micro-inch/second

The adjacent commercial buildings to the north and south are timber and stucco finished buildings with unknown foundations. In addition, the building to the north is a medical office building that may be more sensitive to vibration than a typical modern commercial structure. These structures fall into Building Category III where the vibration limit is 0.20 in/sec PPV.

The contractors used for the demolition of the site and construction of the project have not yet been selected, nor has a construction schedule and list of equipment been developed. Table V, below, provides a list of typical construction equipment, their vibration levels at 25 ft. reference distances, the vibration levels at the building setbacks of the very near commercial buildings to the north and south and the multi-family building to the east. Also shown are the distances each item of equipment must stay away from the respective adjacent structures to limit the vibration levels to no more than 0.20 in/sec PPV at the commercial and residential buildings. As shown in Table V, only the use of a compactor, vibratory rollers or a clam shovel within close proximity to the residence to the west and the church to the south could potentially be a cause for concern.

Measures to reduce ground-borne vibration to a specific level will not be required. However, as with noise, best practices methods are provided herein to minimize the effects of vibration and not to increase vibration from operations that would not normally induce vibration.

TABLE V					
Construction Equipment Vibration Levels, in/sec PPV					
Dist. to Res. To West, ft.	18				
Dist to Church To South, ft.	19				
EQUIPMENT d =	Reference Vibration at d, ft. 25	Vibration Level @ Res. To West	Dist for 0.2 PPV limit	Vibration Level @ Church to South	Dist for 0.2PPV limit
Excavator	0.089	0.1	15	0.1	15
Hoe Ram	0.089	0.1	15	0.1	15
Large Bulldozer	0.089	0.1	15	0.1	15
Loaded Trucks	0.076	0.1	13	0.1	13
Jackhammer	0.035	0.1	8	0.1	8
Small Bulldozer	0.003	0.0	2	0.0	2
Backhoe	0.088	0.1	14	0.1	14
Compactor	0.240	**0.4**	28	**0.4**	28
concrete Mixer	0.080	0.1	14	0.1	14
Concrete Pump	0.080	0.1	14	0.1	14
Crane	0.008	0.0	3	0.0	3
Dump Truck	0.080	0.1	14	0.1	14
Front End Loader	0.088	0.1	14	0.1	14
Grader	0.088	0.1	14	0.1	14
Hydra Break Ram*	0.040	0.1	9	0.1	9
Soil Sampling Rig	0.088	0.1	14	0.1	14
Paver	0.080	0.1	14	0.1	14
Pickup Truck	0.080	0.1	14	0.1	14
Slurry Trenching	0.016	0.0	5	0.0	5
Tractor	0.080	0.1	14	0.1	14
Vibratory Roller (lge)	0.477	**0.8**	45	**0.7**	45
Vibratory Roller (sm)	0.176	**0.3**	23	**0.3**	23
Clam Shovel*	0.208	**0.3**	26	**0.3**	26
Rock Drill	0.088	0.1	14	0.1	14
* Transient vibration levels					

VII. Recommendations

A. Interior Noise Control

To achieve compliance with the City of American Canyon Noise Element and Title 24 standards of 45 dB DNL in the noise impacted living spaces, window and glass door controls will be required, as described below.

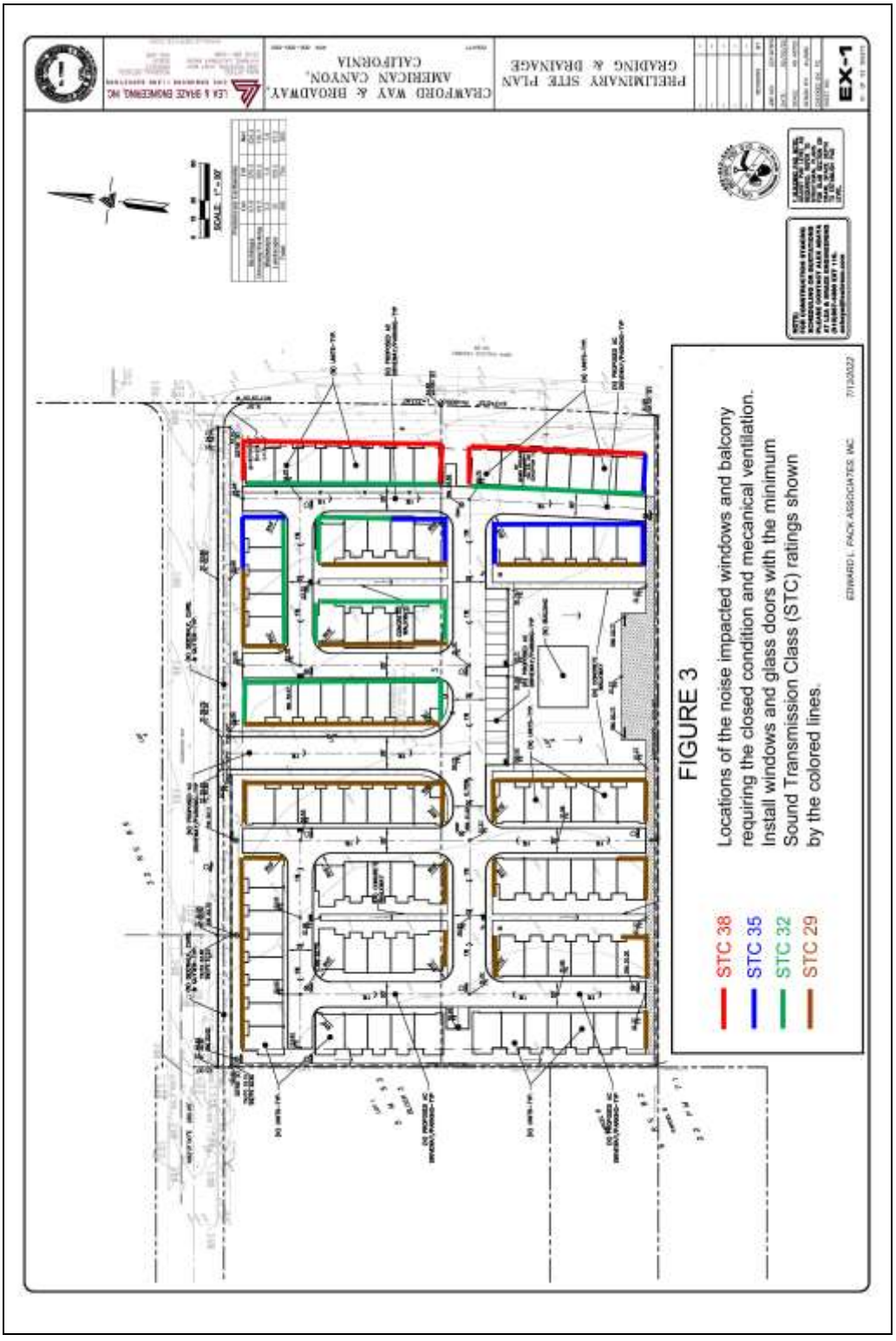
- Maintain closed at all times all windows and glass doors of living spaces identified on Figure 3 by a colored band. Install windows and glass doors with the minimum Sound Transmission Class (STC) ratings shown. Provide some type of mechanical ventilation for the living spaces with the closed window condition.

Please see Figure 3 for the locations of the noise impacted building facades.

When windows and doors are maintained closed at all time for noise control, some type of mechanical ventilation must be provided. The mechanical ventilation system shall conform to the requirements of the California Mechanical Code and shall not compromise the acoustical integrity of the building shell. All other windows and glass doors of the development may be kept open as desired.

When windows are kept closed for noise control, they shall be operable as the requirement does not imply a fixed or inoperable condition.

In addition to the required STC ratings, the windows shall be installed in an acoustically-effective manner. To achieve an acoustically-effective window or door construction, the operable panels must form an air-tight seal when in the closed position and the window and door frames must be caulked to the wall opening around their entire perimeter with a non-hardening caulking compound to prevent sound infiltration. Expandable foams are not acceptable acoustical sealants.


PRELIMINARY SITE PLAN
GRADING & DRAINAGE
CRAWFORD WAY & BROADWAY,
AMERICAN CANYON,
CALIFORNIA
EX-1
SCALE: 1" = 30'
FIGURE 3
Locations of the noise impacted windows and balcony
requiring the closed condition and mecanical ventilation.
Install windows and glass doors with the minimum
Sound Transmission Class (STC) ratings shown
by the colored lines.
STC 38
STC 35
STC 32
STC 29
EDWARD L. PACK ASSOCIATES INC

Please be aware that many dual-pane window assemblies have inherent noise reduction problems in the traffic noise frequency spectrum due to resonance that occurs within the air space between the glass lites, and the noise reduction capabilities vary from manufacturer to manufacturer. Therefore, the acoustical test report of all sound rated windows and glass doors should be reviewed be a qualified acoustician to ensure that the chosen windows and glass doors will adequately reduce traffic noise to acceptable levels.

The implementation of the above measures will reduce the traffic noise exposures in the living spaces to no more than 45 dB DNL under future traffic conditions for compliance with the standards of the City of American Canyon Noise Element and Title 24.

B. Construction Noise and Vibration

Reduction of the demolition/construction phase noise at the site can be accomplished by using quiet or "new technology" equipment. The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers. It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer. In addition, all equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components. Construction noise can also be mitigated by the following:

OPERATIONAL AND SITUATIONAL CONTROLS

- All work on site should be restricted to 6:30 AM to 8:00 PM to comply with the City of American Canyon Noise Element Policy 11.7.1.
- All construction noise control measures currently imposed on the project shall be maintained unless the measures outlined herein are more restrictive.
- All exterior stationary equipment shall be kept at least 100 ft. from neighboring residential property line unless acoustically shielded.
- No material deliveries are allowed on Sundays or Federal Holidays.
- Cranes shall be located at least 100 ft. from any neighboring residential property line with the exception of cranes or lifts necessary to dismantle scaffolding.
- Minimize material movement along the south and west sides of the site.
- Locate stockpiles adjacent to residential neighbors as much as possible to help shield residences from on-site noise generation.

- Driveways and other vehicle travel paths shall be graded smooth to minimize vibration and “bangs” from vehicles traveling over rough surfaces.

- Music shall not be audible off site.

- Dirt berming and stockpiling materials whenever possible can also help reduce noise to sensitive receptor locations.

- Place long-term stationary equipment as far away from the residential areas as possible.

- Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets near residences as much as possible.

- Keep vehicle paths graded smooth as rough roads and paths can cause significant noise and vibration from trucks (particularly empty trucks) rolling over rough surfaces. Loud bangs and ground-borne vibration can occur.

- Limit the extent of heavy diesel engine equipment work to less than 10 consecutive days when working within 40 ft. of the west or south property lines.

INTERIOR WORK

- For interior work, the windows of the interior spaces facing neighboring residences where work is being performed shall be kept closed while work is proceeding.

- Noise generating equipment indoors should be located within the building to utilize building elements as noise screens.

EQUIPMENT

- Earth Removal: Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.

- Backfilling: Use a backhoe for backfilling, as it is less costly and quieter than either dozers or loaders.

- Ground Preparation: Use a motor grader rather than a bulldozer for final grading. Wheeled heavy equipment is less noisy than track equipment. Utilize wheeled equipment rather than track equipment whenever possible.

- Building Construction: Nail guns should be used where possible as they are less noisy than manual hammering.

- Generators and Compressors: Use generators, compressors and pumps that are housed in acoustical enclosures rather than weather enclosures or none at all.

- Utilize temporary power service from the utility company in lieu of generators wherever possible.

- Circular saws, miter/chop saws and radial arm saws shall be used no closer than 50 ft. from any residential property line unless the saw is screened from view by any and all residences using an air-tight screen material of at least 2.0 lbs./sq. ft. surface weight, such as ¾" plywood.

- Use electrically powered tools rather than pneumatic tools whenever possible.

- Mitigation of the construction phase noise at the site can be accomplished by using quiet or "new technology" equipment.

- The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers.
- It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer.
- All equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engines, drive-trains and other components. Worn, loose or unbalanced parts or components shall be maintained or replaced to minimize noise and vibration.
- Utilize wheeled equipment rather than tracked equipment whenever possible.
- Vibrating compaction equipment shall not be used within 40 ft. of a residential structure.

NOISE COMPLAINT MANAGEMENT

- Designate a noise complaint officer. The officer shall be available at all times during construction hours via both telephone and email. Signs shall be posted at site entries. A sample is shown below.

NOISE COMPLAINTS

FOR CONCERNS REGARDING CONSTRUCTION NOISE PLEASE CONTACT:

"CONSTRUCTION OFFICER"
Conoff@jobsite.com
OPERATIONS MANAGEMENT ENGINEER
CALL CENTER: (111) 111-1111

- Notify, in writing, all residents within 300 ft. of the site of construction. The notification shall contain the name, phone number and email address of the noise complaint officer. A flyer may be placed at the doors of the residences.

- A log of all complaints shall be maintained. The logs shall contain the name and address of the complainant, the date and time of the complaint, the nature/description of the noise source, a description of the remediation attempt or the reason remediation could not be attempted.

In conclusion, noise impacts will occur to the interior living spaces of the project. Noise mitigation measures will be required for compliance with the City of American Canyon Noise Element and Title 24. Project-generated noise from traffic will a less than significant impact to the nearby noise sensitive neighborhood. Construction noise will exceed the limits of the City of American Canyon Municipal Code. These noise excesses cannot be resolved feasibly due to the strict nature of the noise level limit.

This report presents the results of a noise assessment study for the planned multi-family development along Highway 29 at Crawford Way in American Canyon. The study findings and recommendations for current conditions are based on field measurements and other data and are correct to the best of our knowledge. The future noise exposures are based on information provided by the traffic consultant for the previous project. However, significant changes in future traffic volumes, or changes motor vehicle technology, speed limits, noise regulations, or other future changes beyond our control may produce long-range noise results different from our estimates.

Report Prepared By:

EDWARD L. PACK ASSOC., INC.

Jeffrey K. Pack
President

APPENDIX A

References

(a) Site Plan, Crawford Way, by SDG Architects, April 8, 2022

(b) The City of American Canyon General Plan, Chapter 11.0, "Noise Element", 2019

(c) California Code of Regulations, Title 24, Volume 1, Part 2, Section 1206 "Sound Transmission", Subsection 1206.4 (Allowable Interior Noise Levels), Revised 2019

(d) State of California Department of Transportation, Division of Traffic Operations, http://www.dot.ca.gov/trafficops/census, 2019-AADT.xlsx

(e) Information on California Northern Railroad Operations Provided by Mr. Javier Arias, California Northern Railroad, by Personal Communication with Edward L. Pack Associates, Inc., July 26, 2004

(f) Traffic Volume Data Provided by Mr. Stephen Abrams, Abrams Associates Traffic Engineering, by email to Edward L. Pack Associates, Inc., October 23, 2018

(g) Highway Research Board, "Highway Noise – A Design Guide for Highway Engineers", Report, 117, 1971

(h) United States Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Report No. 0123, by John A. Volpe National Transportation Systems Center, September 2018

APPENDIX B

Noise Standards, Terminology, Instrumentation and General Building Shell Controls,

1. Noise Standards

City of American Canyon General Plan Noise Element Standards

The City of American Canyon Noise Element of the General Plan, adopted 2019, contains policies and standards for various land uses throughout the City. The noise exposures values are in terms of dB Day-Night Level (DNL).

Policies

11.2.1 Require that new development for locations in which the exterior or interior noise levels indicated in **Figure 11-2** are likely to be exceeded, submit a noise attenuation study prepared by a qualified acoustical engineer in order to determine appropriate mitigation measures. (*I 11.3, I 11.14,* and *I 11.15*)

11.2.2 Enforce the California Noise Insulation Standards (Title 25, California Administrative Code) that apply to new multiple family, hotel, motel, dormitory, and long-term care developments with a Ldn of 60 dB(A) noise contour adjacent to roads, transit lines, and manufacturing areas to ensure that the units have been designed to limit interior noise levels in habitable rooms to a Ldn of 45 dB(A) with doors and windows closed. (*I 11.3, I 11.14,* and *I 11.15*)

11.2.3 Require that air conditioning units and pool equipment within residential areas be designed and sited in a manner that does not intrude upon the peace and quiet of adjacent noise-sensitive uses. (*I 11.14* and *I 11.15*)

11.2.4 Require that new industrial, commercial and related land uses, or the expansion of these existing land uses, demonstrate that they would not directly cause ambient noise levels to exceed an exterior Ldn of 65 dB(A) in areas containing housing, schools, health care facilities, or other "noise-sensitive" land uses. Additionally, require that potentially significant noise generators, including uses such as night clubs that cause sporadic noise intensities, submit noise analyses prepared by an acoustical expert that include specific recommendations for mitigation when: a) the project is located in close proximity to noise-sensitive land uses or land that is planned for noise-sensitive land uses, or b) the proposed noise source could violate the noise provisions of the General Plan or City Noise ordinance. (*I 11.3, I 11.4, I 11.14,* and *I 11.15*)

11.2.5 Require that new commercial structures located adjacent to existing residential areas shield their HVAC units so as to limit the units adverse noise impacts to the greatest extent possible. (*I 11.14* and *I 11.15*)

11.2.6 Require that parking lots associated with new commercial structures be designed so as to buffer adjacent residential uses from vehicular noise. (*I 11.14* and *I 11.15*)

11.2.7 Encourage "noise-sensitive" uses, including schools, libraries, health care facilities, and residential developments, to incorporate fences, walls, landscaping, and/or other noise buffers and barriers to mitigate noise impacts where appropriate and feasible. (*I 11.3* and *I 11.14*)

11.2.8 Consider alternate land uses or mitigation measures if large walls or other physical barriers are required to mitigate noise impacts that will affect or be caused by a proposed development project. (*I 11.4, I 11.14*, and *I 11.15*)

11.2.9

Require the utilization of site and architectural design features in conjunction with noise barriers to mitigate impacts on sensitive land uses. Design techniques capable of mitigating potential noise impacts include:

a. Site Design

12 Using building setbacks and dedicating noise easements to increase the distance between the noise source and receiver;

13 Locating uses and orienting buildings that are compatible with higher noise levels adjacent to noise generators or in clusters to shield more noise-sensitive areas and uses;

14 Placing noise tolerant land uses, such as parking areas, between noise sources and receivers;

15 Using noise tolerant structures, such as garages or carports, to shield noise-sensitive areas; and

16 Clustering office, commercial, or multiple family residential structures to reduce interior open space noise levels.

b. Architectural Design

- Using dense building materials and tight fitting doors;
- Employing double glazed and double pane windows;
- Placing unopenable windows on the side of the structure facing a major roadway and entry doors on the side of the building facing away from the major roadway; and
- Avoiding balconies and patio areas facing major transportation routes. (*I 11.1, I 11.16,* and *I 11.17*)

TRAFFIC-RELATED NOISE IMPACTS

Objective

11.3

Minimize the adverse impacts of traffic-generated noise on residential and other "noise-sensitive" uses as depicted on **Figure 11-5**.

Policies

11.3.1

Minimize motor vehicle noise impacts from streets and highways through proper route location and sensitive roadway design by employing the following strategies:

a. Consider the impacts of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.

b. Mitigate traffic volumes and vehicle speed through residential neighborhoods.

c. Work closely with the State of California Department of Transportation (Caltrans) in the early stages of highway improvements and design modifications to ensure that proper consideration is given to potential noise impacts on the City. (*I 11.4, I 11.15* and *I 11.16*)

1621 Require that all new nonresidential development design and configure onsite ingress and egress points to divert traffic (and its resultant noise) away from "noise-sensitive" land uses to the greatest degree practicable. (*I 11.16*)

1622 Actively enforce existing applicable sections of the California Vehicle Code related to vehicle or equipment mufflers and modified exhaust systems. (*I 11.22*)

1623 Require that any municipal vehicles or noise-generating mechanical equipment purchased or used by the City of American Canyon comply with noise performance standards consistent with the best available noise reduction technology. (*I 11.25*)

1624 Encourage local and regional public transit providers to ensure that the equipment they use and operate does not create excessive noise impacts on the community. (*I 11.19*)

1625 Encourage Caltrans to install and maintain mitigation and/or landscaping elements along highways under their jurisdiction that are adjacent to existing residential subdivisions or noise-sensitive uses in order to reduce their adverse noise impacts. (*I 11.18*)

1626 Provide for the development of alternate transportation modes, such as bicycle paths and pedestrian walkways, to minimize the number of noise generating automobile trips. (*I 11.5*)

162.7 Reduce noise impacts of vehicular travel by implementing Transportation Management Policies 4.6.1 through 4.6.5. (*I 4.8, I 4.10, I 4.11,* and *I 4.13*)

AIRCRAFT-RELATED NOISE IMPACTS

Objective

11.4 Minimize the adverse impacts of aircraft generated noise on residential . and other "noise-sensitive" uses.

Policies

162.8 Restrict the development of uses located within the 65 CNEL contour of Napa Airport to industrial, agricultural, or other open space uses (see **Figure 11-5**). (*I 11.23*)

162.9 Require that development in the vicinity of Napa Airport comply with the noise standards contained in the Airport Land Use Compatibility Plan (ALUP). (*I 11.24*)

162.10 Work closely with the Napa County Airport to ensure that the airport's operations do not generate adverse noise conditions in the City of American Canyon. (*I 11.21*)

162.11 Restrict the development of uses located within the 65 CNEL contour of Napa Airport to industrial, agricultural, or other open space uses (see **Figure 11-5**). (*I 11.23*)

162.12 Require that development in the vicinity of Napa Airport comply with the noise standards contained in the Airport Land Use Compatibility Plan (ALUP). (*I 11.24*)

162.13 Work closely with the Napa County Airport to ensure that the airport's operations do not generate adverse noise conditions in the City of American Canyon. (*I 11.21*)

NOISE IMPACTS OF COMMERCIAL AND INDUSTRIAL LAND USES

Objective

11.5 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or "noise-sensitive" uses.

Policies

162.14 Require that automobile and truck access to commercial or industrial land uses abutting residential parcels be located at the maximum practical distance from the residential parcels. (*I 11.4*)

162.15 Prohibit the siting of loading and shipping facilities for commercial and industrial land uses adjacent to residential parcels, thereby minimizing the potential noise impacts upon those parcels to the greatest degree practicable. (*I 11.4*)

162.16 Require that parking areas for commercial and industrial land uses be set back from adjacent residential areas to the maximum extent feasible or be buffered and shielded by walls, fences, berms, and/or adequate landscaping. (*I 11.4*)

162.17 Require that parking structures serving commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles using these facilities both on site and on adjacent land uses or properties. The design measures may include: (a) the use of materials that mitigate sound transmission; and (b) the configuration of interior spaces to minimize sound amplification and transmission. (*I 11.4*)

162.18 Limit the hours of operation and/or the use of leaf blowers, parking lot sweepers, or other high noise-generating commercial/industrial equipment to reduce the potentially adverse noise impacts of such equipment upon adjacent residential areas. (*I 11.6*)

162.19 Require that the hours of truck deliveries to commercial or industrial land uses abutting residential uses be limited (within a reasonable period) unless there are no feasible alternatives or there are overriding transportation benefits by scheduling deliveries at other hours. (*I 11.6*)

NOISE IMPACTS OF MIXED-USE STRUCTURES

Objective

11.6 Minimize the potentially adverse noise impacts associated with the development of mixed-use structures in which residential units are located above ground floor commercial uses.

Policies

11.6.1

Require that the commercial component of a mixed-use project not generate excessive noise. (*I*

CONSTRUCTION NOISE IMPACTS

Objective

11.7

Minimize the impacts of construction noise on adjacent uses.

Policies Limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 6:30 AM and 8:00 PM. (*I 11.7*)

16220 Require construction activities to employ practical techniques and practices that minimize the generation of adverse and/or excessive noise impacts on adjacent land uses. (*I 11.7*)

NOISE IMPACTS/ENCROACHMENT WITHIN MULTI-OCCUPANT STRUCTURES

Objective

11.8 Ensure that buildings are constructed soundly to prevent adverse noise transmission between differing uses or tenants located in the same commercial structure, and individual dwelling units in multi-family residential structures.

Policy

11.8.1 Rigorously enforce the applicable provisions of the Uniform Building Code and City of American Canyon Municipal Code, which prevent the transmission of excessive and unacceptable noise levels between individual tenants and businesses in commercial structures and between individual dwelling units in multi-family residential structures. (*I 0*)

NOISE IMPACTS OF ENTERTAINMENT AND RESTAURANT/BAR LAND USES

Objective

11.9

Minimize excessive noise generated by entertainment and restaurant/bar establishments and limit noise spillover from these uses into adjacent residential or other "noise-sensitive" land uses.

Policies

11.9.1

Require that entertainment and restaurant/bar uses take appropriate steps to control the activities of their patrons onsite, as well as within a reasonable and legally justified distance from the place of business, to minimize potential noise-related impacts on adjacent residential neighborhoods. (*I*

16221 Discourage the development of new nightclubs, discotheques, and other high noise- generating entertainment uses directly adjacent to any residential neighborhoods, residential dwelling units, schools, health care facilities, or other "noise-sensitive" land uses, unless it is demonstrated that adequate measures can be installed and employed by these establishments to adequately mitigate the potential impacts of onsite operations and/or offsite customer activities upon these areas. (*I11.8*)

16222 Prohibit the location of uses characterized by excessive noise, such as fast food restaurants with drive-through speakers, adjacent to residential neighborhoods. (*I 11.6*)

NOISE IMPACTS OF RAILROAD USES

Objective

11.10

Minimize the noise impacts created by railroad transit (freight and passenger) on residential uses and other "noise-sensitive" land uses.

Policy 11.10.1 Work with railroad operators using facilities that cross through the City of American Canyon to install noise mitigation features where operations impact existing adjacent residential or other "noise-sensitive" uses. (*I 11.20*)

ANALYSIS AND MITIGATION OF CITYWIDE STATIONARY (FIXED-SOURCE) NOISE IMPACTS

Objective

11.11 Ensure that the noise impacts of stationary sources are adequately mitigated.

Policies

1121 Require the completion of detailed and independent acoustical analyses on any new or renovated land uses or structures determined by the City to be potential major stationary noise sources. Such studies will be completed and reviewed, with recommended mitigation measures successfully implemented and tested, prior to the issuance of a Certificate of Occupancy for said land use or structure. (*I 11.12*)

1122 Encourage major stationary noise generating sources throughout the City of American Canyon to voluntarily install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable. (*I 11.13*)

1123 Require the installation of noise buffering or reduction mechanisms within major stationary noise generating sources located throughout the City prior to the renewal of Conditional Use Permits or prior to the approval and/or issuance of new Conditional Use Permits for said facilities, in order to reduce their noise generation levels to the lowest extent practicable. (*I 11.13*)

B. Title 24 Noise Standards

2019 California Building Code, Volume 1, Part 2
SECTION 1206 – SOUND TRANSMISSION

1206.1 Scope. This section shall apply to common interior walls, partitions and floor/ceiling assemblies between adjacent dwelling units and sleeping units or between dwelling units and sleeping units and adjacent public areas such as halls, corridors, stairways or service areas.

1206.2 Air-borne sound. Walls, partitions and floor/ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have a sound transmission class of not less than 50, or not less than 45 if field tested, for air-borne noise when tested in accordance to ASTM E-90. Alternatively, the sound transmission class of walls, partitions and floor-ceiling assemblies shall be established by engineering analysis based on a comparison of walls, partitions and floor-ceiling assemblies having sound transmission class ratings as determined by the test procedures in ASTM E90. Penetrations or openings in construction assemblies for piping; electrical devices; recessed cabinets; bathtubs; soffits; or heating, ventilating or exhaust ducts shall be sealed lined, insulated or otherwise treated to maintain the required ratings. The requirement shall not apply to entrance doors; however, such doors shall be tight fitting to the frame and sill.

1206.3 Structure-borne sound. Floor/ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area with the structure shall have an impact insulation class rating of not less than 50, or not less than 45 if field tested, when tested in accordance with ASTM E-492. Alternatively, the impact insulation class of floor-ceiling assemblies shall be established by engineering analysis based on a comparison of floor-ceiling assemblies having impact insulation class ratings as determined by the test procedures in ASTM E492.

Exception: *Impact sound insulation is not required for floor/ceiling assemblies over non-habitable rooms or spaces not designed to be occupied, such as garages, mechanical rooms or storage areas.*

1206.4 Allowable interior noise levels. *Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.*

1206.5 Acoustical control. [BSC-CG] *See California Green Building Standards code, Chapter 5, Division 5.5 for additional sound transmission requirements.*

2. Terminology

A. Statistical Noise Levels

Due to the fluctuating character of urban traffic noise, statistical procedures are needed to provide an adequate description of the environment. A series of statistical descriptors have been developed which represent the noise levels exceeded a given percentage of the time. These descriptors are obtained by direct readout of the sound measuring instruments. Some of the statistical levels used to describe community noise are defined as follows:

L_1 - A noise level exceeded for 1% of the time.

L_{10} - A noise level exceeded for 10% of the time, considered to be an "intrusive" level.

L_{50} - The noise level exceeded 50% of the time representing an "average" sound level.

L_{90} - The noise level exceeded 90 % of the time, designated as a "background" noise level.

L_{eq} - The continuous equivalent-energy level is that level of a steady noise having the same sound energy as a given time-varying noise. The L_{eq} represents the decibel level of the time-averaged value of sound energy or sound pressure squared and is the descriptor used to calculate the DNL and CNEL.

B. Day-Night Level (DNL)

Noise levels utilized in the standards are described in terms of the Day-Night Level (DNL). The DNL rating is determined by the cumulative noise exposures occurring over a 24-hour day in terms of A-Weighted sound energy. The 24-hour day is divided into two subperiods for the DNL index, i.e., the daytime period from 7:00 a.m. to 10:00 p.m., and the nighttime period from 10:00 p.m. to 7:00 a.m. A 10 dB weighting factor is applied (added) to the noise levels occurring during the nighttime period to account for the greater sensitivity of people to noise during these hours. The DNL is calculated from the measured L_{eq} in accordance with the following mathematical formula:

$$DNL = \left[[(10\log_{10}(10^{\Sigma Leq(7\text{-}10)})) \times 15] + [((10\log_{10}(10^{\Sigma Leq(10\text{-}7))})+10) \times 9]\right]/24$$

C. A-Weighted Sound Level

The decibel measure of the sound level utilizing the "A" weighted network of a sound level meter is referred to as "dBA". The "A" weighting is the accepted standard weighting system used when noise is measured and recorded for the purpose of determining total noise levels and conducting statistical analyses of the environment so that the output correlates well with the response of the human ear.

3. Instrumentation

The on-site field measurement data were acquired by the use of one or more of the precision acoustical instruments shown below. The acoustical instrumentation provides a direct readout of the L exceedance statistical levels including the equivalent-energy level (L_{eq}). Input to the meters was provided by a microphone extended to a height of 5 ft. above the ground. The meter conforms to ANSI S1.4 for Type 1 instruments. The "A" weighting network and the "Fast" response setting of the meter were used in conformance with the applicable ISO and IEC standards. All instrumentation was acoustically calibrated before and after field tests to assure accuracy.

Larson Davis LDL 812 Precision Integrating Sound Level Meter
Larson Davis 831C Precision Integrating Sound Level Meter
Larson Davis LxT Precision Integrating Sound Level Meter

4. Mechanical Ventilation Requirements

California Mechanical Code Chapter 4- Ventilation Air

402.3 Mechanical Ventilation

Where natural ventilation is not permitted by this section or the building code, mechanical ventilation systems shall be designed, constructed, and installed to provide a method of supply air and exhaust air. Mechanical ventilation systems shall include controls, manual or automatic, that enable the fan system to operate wherever the spaces served are occupied. The system shall be designed to maintain minimum outdoor airflow as required by Section 403.0 under any load conditions.

5. Building Shell Controls

The following additional precautionary measures are required to assure the greatest potential for exterior-to-interior noise attenuation by the recommended mitigation measures. These measures apply at those units where closed windows are required:

- Unshielded entry doors having a direct or side orientation toward the primary noise source must be 1-5/8" or 1-3/4" thick, insulated metal or solid-core wood construction with effective weather seals around the full perimeter.

- If any penetrations in the building shell are required for vents, piping, conduit, etc., sound leakage around these penetrations can be controlled by sealing all cracks and clearance spaces with a non-hardening caulking compound.

- Ventilation openings shall not compromise the acoustical integrity of the building shell.

- Spray-in or expandable foams are not acceptable for use as an acoustical sealant or as an insulation material for sound absorption within a wall or floor/ceiling cavity.

APPENDIX C

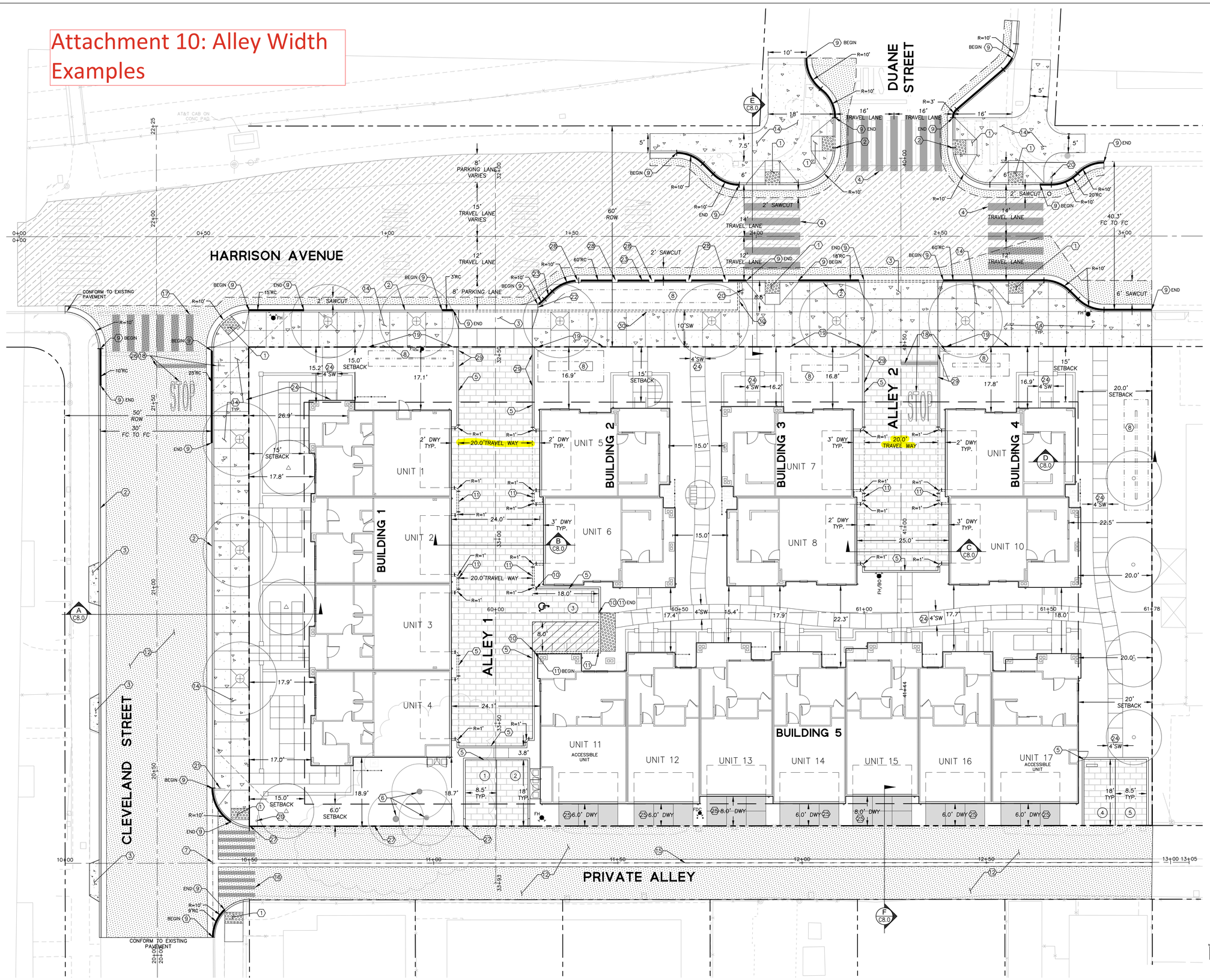
Noise Measurement Data and Calculation Tables

DNL CALCULATIONS

CLIENT: PENSACOLA RESIDENTIAL
FILE: 50-040-1
PROJECT: CRAWFORD WAY MULTI-FAMILY
DATE: 6/21-22/2022
SOURCE: HIGHWAY 29

LOCATION 1	Highway 29			
Dist. To Source	95 ft.			
TIME	Leq	10^Leq/10		
7:00 AM	63.6	2290867.7		
8:00 AM	61.9	1548816.6		
9:00 AM	64.6	2884031.5		
10:00 AM	65.1	3235936.6		
11:00 AM	64.3	2691534.8		
12:00 PM	63.6	2290867.7		
1:00 PM	63.4	2187761.6		
2:00 PM	64.3	2691534.8		
3:00 PM	66.6	4570881.9		
4:00 PM	64.9	3090295.4		
5:00 PM	63.0	1995262.3		
6:00 PM	64.4	2754228.7		
7:00 PM	64.7	2951209.2		
8:00 PM	64.8	3019951.7		
9:00 PM	65.9	3890451.4	SUM=	42093632
10:00 PM	65.1	3235936.6	Ld=	76.2
11:00 PM	65.0	3162277.7		
12:00 AM	62.0	1584893.2		
1:00 AM	60.5	1122018.5		
2:00 AM	60.1	1023293.0		
3:00 AM	61.1	1288249.6		
4:00 AM	64.1	2570395.8		
5:00 AM	65.1	3235936.6		
6:00 AM	66.1	4073802.8	SUM=	21296804
			Ln=	73.3
	Daytime Level=	76.2		
	Nighttime Level=	83.3		
	DNL=	**70**		
	24-Hour Leq=	64.2		

Attachment 10: Alley Width Examples



LEGEND

- PROJECT BOUNDARY
- BUILDING SETBACK
- SAWCUT LINE
- VERTICAL CURB & GUTTER
- VERTICAL CURB
- FLUSH CURB
- PAINTED RED CURB
- DRIVEWAY LIMIT LINE
- GOOD NEIGHBOR FENCE
- BIORETENTION BASIN
- PARKING STALL NUMBER
- SLURRY SEAL
- CONCRETE SIDEWALK
- NEW ASPHALT PAVEMENT (FULL DEPTH PVMT RECONSTRUCTION ON CLEVELAND STREET)
- STAMPED CONCRETE PAVEMENT, SEE LANDSCAPE PLANS
- VEHICULAR CONCRETE PAVEMENT SEE LANDSCAPE PLANS FOR FINISH

CONSTRUCTION KEY NOTES

1. CONSTRUCT NEW ADA CURB RAMP PER CALTRANS STANDARD DRAWING A88A, SEE SHEET C15.0.
2. CONSTRUCT NEW CURB & GUTTER PER CITY OF REDWOOD CITY STANDARD DETAIL C–3, SEE SHEET C14.0 FOR DETAIL.
3. CONSTRUCT NEW DRIVEWAY APPROACH PER CITY OF REDWOOD CITY STANDARD DETAIL C–2, SEE SHEET C14.0.
4. INSTALL NEW YELLOW CROSSWALK STRIPES WITH 24" STRIPE, 14' WIDE AND 48" SPACING CENTER TO CENTER PER CALTRANS STANDARD DETAIL A24F. SEE SHEET C15.0 FOR DETAIL.
5. CONSTRUCT NEW VERTICAL CURB. SEE DETAIL 2, SHEET C13.0.
6. EXISTING TREE TO REMAIN IN PLACE. SEE LANDSCAPE PLANS FOR TREE REMOVAL DETAILS.
7. CONSTRUCT NEW VALLEY GUTTER PER CITY STANDARD DETAIL A–3 ON SHEET C14.0.
8. CONSTRUCT NEW BIORETENTION BASIN. SEE DETAIL 11, SHEET C13.0.
9. PAINT NEW RED CURB PER CITY DETAIL T–9, SHEET C14.1.
10. TRANSITION FROM VERTICAL CURB TO FLUSH CURB. SEE DETAIL 5, SHEET C13.0.
11. CONSTRUCT FLUSH CURB. SEE DETAIL 3, SHEET C13.0.
12. NEW FULL DEPTH PAVEMENT RECONSTRUCTION, SEE DETAIL 16, SHEET C13.1.
13. INSTALL PAINTED "STOP" MARKING & BAR PER CAL TRANS DETAIL A–24D. SEE SHEET C15.0 FOR DETAIL.
14. CONSTRUCT MONOLITHIC SIDEWALK ALONG HARRISON AVENUE AND CLEVELAND STREET PER CITY DETAIL C–4, SEE SHEET C14.0.
15. CONSTRUCT 2' WIDE VALLEY GUTTER PER DETAIL 3A, SHEET C13.0.
16. INSTALL NEW YELLOW CROSSWALK STRIPES WITH 12" STRIPE, 10' WIDE AND 24" SPACING CENTER TO CENTER PER CALTRANS STANDARD DETAIL A24F. SEE SHEET C15.0 FOR DETAIL.
17. INSTALL NEW CONTINENTAL STYLE HIGH VISIBILITY CROSSWALK WITH 12" STRIPE, 10' WIDE AND 48" SPACING CENTER TO CENTER PER CALTRANS STANDARD DETAIL A24F. SEE SHEET C15.0 FOR DETAILS.
18. INSTALL STOP SIGN, BAR & LEGEND PER CITY DETAIL T–6, SEE SHEET C14.1.
19. CONSTRUCT DEEPENED EDGE SIDEWALK ADJACENT TO BIORETENTION AREA PER DETAIL 17, SHEET C13.1.
20. INSTALL MUTCD S1–1 AND W16–7P SIGN.
21. INSTALL MUTCD SW24–1(CA) SIGN.
22. CONSTRUCT CURB CUT (TYPE 2) PER DETAIL 4, SHEET C13.0.
23. CONSTRUCT EXTENDED VERTICAL CURB & GUTTER ADJACENT TO BIORETENTION AREA PER DETAIL 1 SHEET C13.0.
24. PEDESTRIAN CONCRETE SIDEWALK. SEE LANDSCAPE PLANS FOR SECTION AND FINISH.
25. VEHICULAR CONCRETE PAVEMENT, SEE DETAIL 15 ON SHEET C13.1 FOR SECTION AND LANDSCAPE PLANS FOR FINISH.
26. CONTRACTOR SHALL INSTALL SALVAGED STREET & STOP SIGN TO THE CITY'S SATISFACTION.
27. INSTALL REDWOOD HEADER PER DETAIL 18, SHEET C13.1.
28. CONSTRUCT CURB CUT (TYPE 1) PER DETAIL 21, SHEET C13.1.
29. CONSTRUCT EXTENDED VERTICAL CURB ADJACENT TO BIORETENTION AREA PER DETAIL 2, SHEET C13.0.
30. CONSTRUCT EXTENDED FLUSH CURB ADJACENT TO BIORETENTION AREA PER DETAIL 3, SHEET C13.0.

GENERAL NOTES

1. CONTRACTOR TO COORDINATE WITH THE CITY ARBORIST TO CONFIRM STREET TREE LOCATIONS PRIOR TO THE CONCRETE SIDEWALK INSTALLATION.

REGISTERED PROFESSIONAL ENGINEER SCOTT SCHELL PE 47813 12-31-19 CIVIL STATE OF CALIFORNIA

DATE	SYMBOL	REVISIONS	BY	CHECKED	APPROVED

DESIGNED: RS
DELINEATED: RS
CHECKED: SRS

DATE 7/22/19	SUBMITTED	DATE	REVIEWED	DATE
DATE 7/22/19	APPROVED	DATE	REVIEWED	DATE
DATE 7/22/19	APPROVED	DATE	REVIEWED	DATE

SABER SARWARY CITY ENGINEER R.C.E.# C53617

CITY OF REDWOOD CITY
COMMUNITY DEVELOPMENT DEPARTMENT
ENGINEERING AND TRANSPORTATION
CALIFORNIA

FILE NO. | SCALE: 1"=10' | AUTOCAD DRAWING FILE:

HORIZONTAL CONTROL PLAN

DRAWING NO. **C5.0**
SHEET NO. **5** OF **46** SHEETS
DRAWING NO: **26,655**

LEGEND

(1) EVAE, PWLE, PSSE, PSDE, PUE, AND PAE

LOT AREA TABLE

LOT #	AREA (SF)
1	7,777
2	8,611
3	8,742
4	7,743
5	10,152
6	11,050
7	9,968
8	9,306
9	9,306
10	11,914
11	17,294
12	16,270
13	9,486
14	9,087
15	14,326
16	11,320
17	9,534
18	9,819
19	11,519
A	7,266
B	4,543
C	3,426
D	2,808
E	3,866
F	3,474
G	3,065
H	9,799
I	2,990
J	4,468
K	3,428
L	3,017
M	3,428

N

0 40 80 120

1 inch = 40 ft.

PROPOSED LOTTING PLAN

SUB 9559-OAK ROAD TOWNHOME CONDOMINIUMS

CITY OF WALNUT CREEK, CONTRA COSTA COUNTY, CALIFORNIA

FOR: SUMMERHILL HOMES

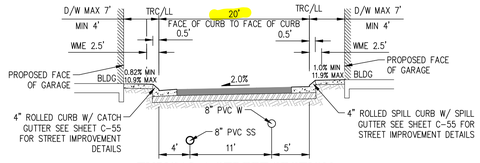
RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

DATE: JANUARY 29, 2021 JOB NO. 201069 TM3.0

G:\2022\201069\CAD FILES\02-PLANNING\TENT-MAP\TM3.00LP-201069.DWG 1/29/2021 11:01:56 AM WILL BARTALINI

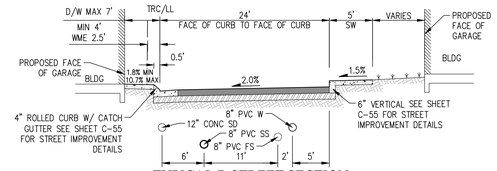
FOR REFERENCE ONLY

811 Know what's below. Call 811 before you dig.



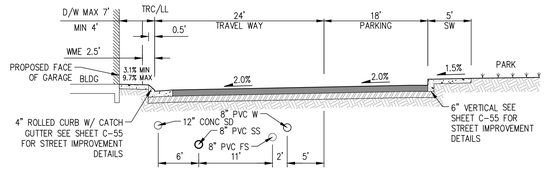
TYPICAL A STREET SECTION

SECTION A–A
(FACING NORTH)
NOT TO SCALE



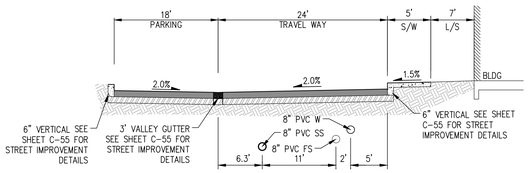
TYPICAL B STREET SECTION

SECTION B–B
(FACING WEST)
NOT TO SCALE



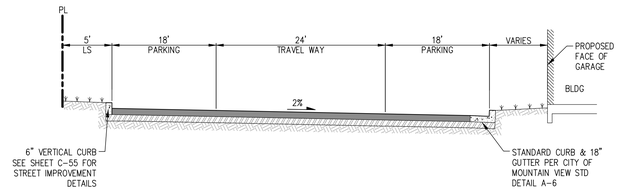
TYPICAL B STREET SECTION (PARKING ONE SIDE)

SECTION C–C
(FACING WEST)
NOT TO SCALE



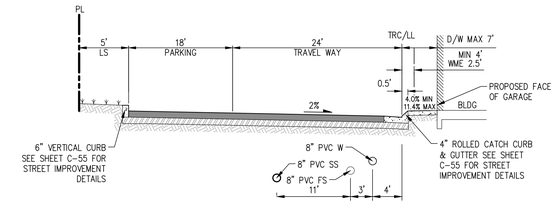
TYPICAL B STREET SECTION (PARKING ONE SIDE WITH VALLY GUTTER)

SECTION D–D
(FACING WEST)
NOT TO SCALE



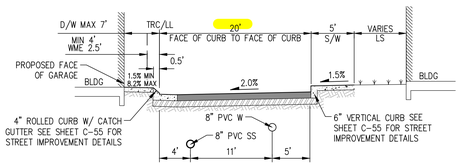
TYPICAL C STREET SECTION (PARKING BOTH SIDES)

SECTION E–E
(FACING NORTH)
NOT TO SCALE



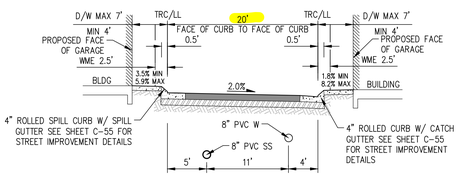
TYPICAL C STREET SECTION (PARKING ONE SIDE)

SECTION F–F
(FACING NORTH)
NOT TO SCALE



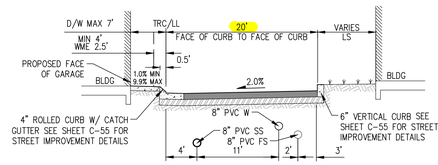
TYPICAL D STREET SECTION

SECTION G–G
(FACING NORTH)
NOT TO SCALE



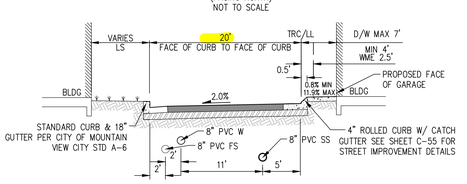
TYPICAL E STREET SECTION

SECTION H–H
(FACING SOUTH)
NOT TO SCALE



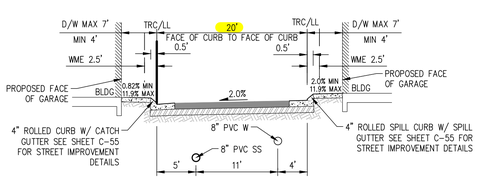
TYPICAL G STREET SECTION

SECTION I–I
(FACING NORTH)
NOT TO SCALE



TYPICAL F & I STREET SECTION

SECTION J–J
(FACING NORTH)
NOT TO SCALE



TYPICAL H STREET SECTION

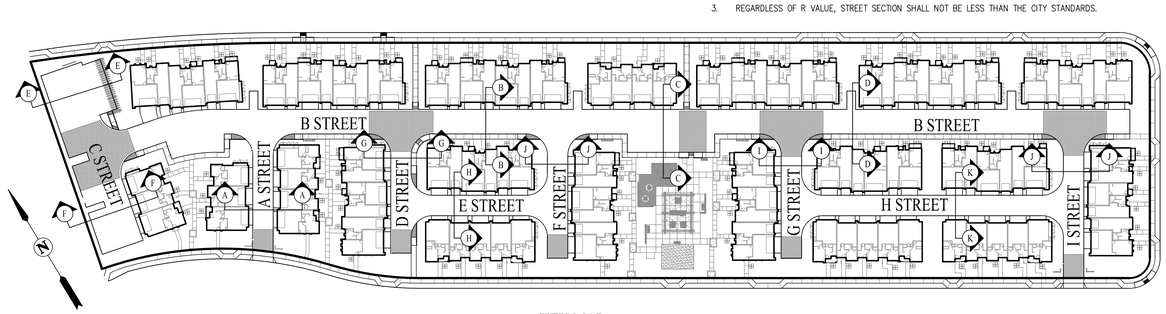
SECTION K–K
(FACING SOUTH)
NOT TO SCALE

PAVEMENT DESIGN CHART

STREET	TI	R VALUE	MIN AC	MIN AB
W. MIDDLEFIELD ROAD	6.0	5.0	3.5	13
SAN RAMON AVENUE	6.0	5.0	3.5	13
SAN PIERRE WAY	6.0	5.0	3.5	13
INTERIOR STREETS (PRIVATE)	6.0	5.0	3.5	13

PAVEMENT DESIGN NOTES:

1. ALL PAVEMENT SECTIONS AND COMPACTION REQUIREMENTS ARE BASED ON THE ABOVE "TI" AND "R" VALUES PER THE GEOTECHNICAL EXPLORATION PREPARED BY ENGEO DATED JANUARY 10, 2020.
2. UPON NEARING COMPLETION OF FINISH GRADING AT THE SITE, "R" VALUE SAMPLING AND TESTING OF SUBGRADE SOILS SHOULD OCCUR AND THE SPECIFIC STRUCTURAL PAVEMENT SECTIONS SHOULD BE LOCALLY MODIFIED, IF DEEMED NECESSARY BY THE SOILS ENGINEER.
3. REGARDLESS OF R VALUE, STREET SECTION SHALL NOT BE LESS THAN THE CITY STANDARDS.



KEY MAP

NOT TO SCALE

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

NO. | DATE: JUNE 2020 | DRAWN BY: ALM | PROJ. ENGR: ALM | PROJ. MGR: RTH

PROFESSIONAL ENGINEER · RANDALL T. HANSEN · 24900 · REGISTERED · 12-31-2021 · STATE OF CALIFORNIA

cbg CIVIL ENGINEERS · SURVEYORS · PLANNERS
SAN RAMON · (925) 866-0322
SACRAMENTO · (916) 375-1877
WWW.CBANDG.COM

SANTA CLARA COUNTY

1555 WEST MIDDLEFIELD ROAD - TRACT # TBD
EXCAVATION PERMIT #TBD

IMPROVEMENT PLANS

TYPICAL STREET SECTIONS & PAVEMENT DESIGN CHART

CALIFORNIA

CITY OF MOUNTAINVIEW

SHEET NUMBER
C16
16 OF 136

JOB NUMBER
3020-000

F:\3020-000\ACAD\SP\SP16.DWG

824

SITE DATA SUMMARY

1.	CURRENT SITE AREA:	176,437 SF (4.1± ACRES)
2.	SITE AREA AFTER STREET VACATION:	177,180 SF (4.1± ACRES)
3.	NUMBER OF UNITS:	78
4.	NET DENSITY:	19.0 UNITS/ACRE
5.	PROPOSED NUMBER OF LOTS:	14
6.	PARKING SUMMARY:	
	a. GARAGE	156
	b. ONSITE	
	STANDARD	13
	COMPACT	17
	ADA	2
	EV	3
	TOTAL=	191
7.	SITE COVERAGE CALCULATIONS:	
	a. STREETS & COURTS	= 46,443 SF
	b. BUILDING	= 68,223 SF
	c. COMMON AREA	= 52,870 SF
	d. PRIVATE OPEN SPACE	= 9,644 SF
	TOTAL	= 177,180 SF

LEGEND

- (9) LOT NUMBER
- (1) ADA STALL
- (11) STANDARD STALL
- (14) COMPACT STALL
- 1 EV STALL
- RED CURB
- ADA UNIT (9 TOTAL)

354.012 Tarob - Geomax
Milpitas, CA
July 12, 2022

SITE DEVELOPMENT PLAN
TM3.1

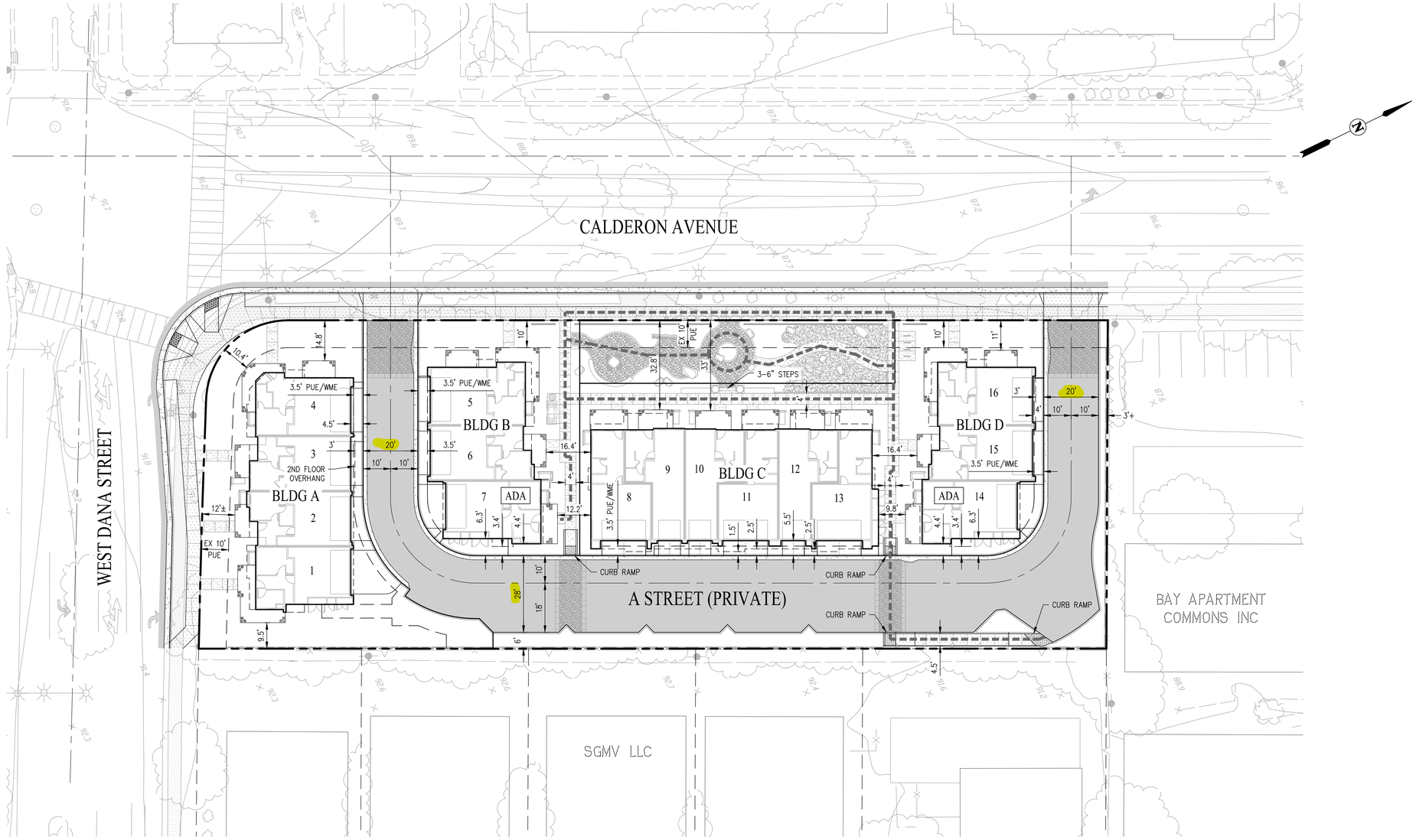
Toll Brothers
6800 Koll Center Parkway, Suite 320
Pleasanton, CA 94566 | 925.249-6000

0 30 60 90
1 inch = 30 ft.

RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

G:\JOB2021\211072\CAD FILES\02-PLANNING\TENT-MAP\TM3.01SP-211072.DWG 7/14/2022 11:20:06 AM ROBERT PURCELL

811 Know what's below. Call 811 before you dig.



LEGEND

ACCESSIBLE PATH OF TRAVEL

ADA — ACCESSIBLE UNIT

HORIZONTAL CONTROL PLAN

SCALE: 1" = 20'

20' 0' 10' 20' 40' 80'

GRAPHIC SCALE

NO.	BY	DATE	REVISIONS	CITY APPROVAL

DATE: SEPT 2018
DRAWN BY: JRW
PROJ. ENGR: ALM
PROJ. MGR: RTH

REGISTERED PROFESSIONAL ENGINEER RYAN T. HANSEN 80557 CIVIL STATE OF CALIFORNIA

Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS • SURVEYORS • PLANNERS
www.cbandg.com
SAN RAMON (925) 866 - 0322
SACRAMENTO (916) 375 - 1877

cbg

257 & 279 CALDERON AVENUE

PORTICO - TRACT 10481
EXCAVATION PERMIT NO. 2018-354

IMPROVEMENT PLANS

HORIZONTAL CONTROL PLAN

CITY OF MOUNTAIN VIEW

CALIFORNIA

SHEET NUMBER
C-15
15 OF 77

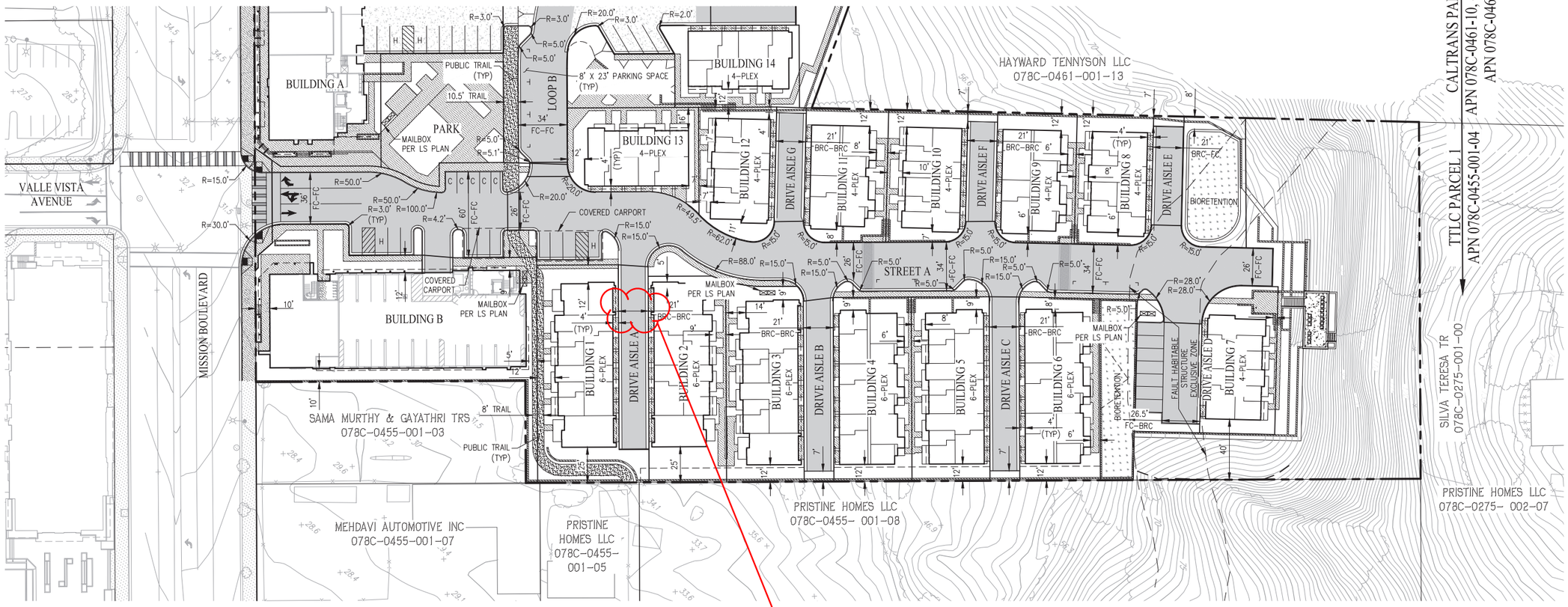
JOB NUMBER
2742-000

9/17/2018 12:12 PM

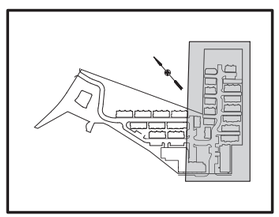
F:\2742-000\ACAD\IP\IP15.DWG

8657- 15

SEE SHEET C4.2



Includes curb - 20' alley



KEY MAP
NTS

MINIMUM BUILDING SETBACKS	
TOWNS	
FRONT	6'
SIDE	5'/10'*
REAR (DRIVE AISLE)	4'
MIXED-USE / FLATS	
FRONT/REAR/SIDE	0'/7'*

* DENOTES MINIMUM SETBACK TO EXISTING EXTERNAL PROPERTY BOUNDARY. OTHER SETBACKS ARE MEASURED FROM BUILDING TO A PROPOSED INTERNAL PROPERTY LINE.

29212 MISSION BOULEVARD
Hayward, CA
June 28, 2019

TRACT 8502 - VESTING TENTATIVE MAP
PRELIMINARY SITE PLAN - TTLC PARCEL 1

C4.1

The True Life Companies
12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
925.824.4300

0' 40' 120' 160'
SCALE: 1" = 40'

cbg CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

F:\2775-000\ACAD\TM\TM04.1.DWG

Attachment 11: Public Outreach Materials

CITY OF AMERICAN CANYON PLANNING COMMISSION

NOTICE OF PUBLIC HEARING (2025-03)

On **Thursday, January 23, 2025,** at the hour of **6:30 p.m.,** at **4381 Broadway, Suite 201** (in the Council Chambers of the American Canyon City Hall), a public hearing will be held by the Planning Commission of the City of American Canyon to consider the following:

APPLICATION:	Consider a Resolution to approve a Design Permit for development of 100 multifamily residential units on a 4.34-acre site in the Local Serving Mixed-Use (LSMU) zoning district in the Broadway District Specific Plan (BDSP) at the southwest corner of Crawford Way and Highway 29, APNs 058-302-001 and 058-290-012 (File No. PL23-0003).
PROJECT DESCRIPTION:	The Crawford Way Multifamily project consists of 100 dwelling units on 16 3-story buildings. The project includes 68 two-bedroom units and 32 three-bedroom units, and the units range from 1,212 to 1,632 square feet. The units are developed with a farmhouse aesthetic and include a two-car garage and private open space. The site includes a community building and a large common open space. The project will have vehicular access on Crawford Way and pedestrian access along Highway 29.
ENVIRONMENTAL REVIEW:	The City Council certified the Broadway District Specific Plan Environmental Impact Report (BDSP EIR, SCH #2017042025) in July 2019 and amended the BDSP in September 2020. The applicant provided an addendum to the BDSP EIR that evaluated the potential impacts of the Crawford Way Project. In accordance with CEQA Guidelines Section 15162, the Addendum found that there were no substantial changes proposed to by the Project and the proposed revisions do not require preparation of a new subsequent or supplemental EIR.
PROJECT LOCATION:	Vacant lot at the southwest corner of Crawford Way and Highway 29, APNs 058-302-001 and 058-290-012
APPLICANT:	Yeh Area Group, c/o William Yeh

All interested persons are invited to attend the meeting and be heard on this matter. Copies of all documents that relate to the above-described project may be examined at the Community Development Department office prior to the hearing. The meeting will be conducted in person and by teleconference via a Zoom connection where the Planning Commission and staff will participate with both audio and video presence. The meeting will be accessible for all members of the public to attend via the City's website, YouTube, and Cable TV Channel 28 and public comments enabled via email and phone.

Written comments may be submitted to the Community Development Department at www.americancanyon.gov/ProjectReview or by mail at 4381 Broadway St, Suite 201, American Canyon, CA 94503, prior to the public hearing.

If you challenge the particular proceedings in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City prior to the public hearing.

Public meetings/events sponsored or conducted by the City of American Canyon are held in accessible sites. Requests for accommodations may be made by calling (707) 647-4577 (voice) or 711 for the California Relay Service or by e-mailing cityclerk@americancanyon.gov at least 72 hours in advance of the event. Copies of documents distributed at the meeting are available in alternative formats upon request.

_____

Nicolle Hall, Deputy City Clerk

Date: January 10, 2025

Search by Address or APN

Mailing Labels

Select | Clear

Apply a search distance

500 Feet

Addressee Layer

Resident Mailing Address (Avery Label Templates Only)

Format

Comma-separated values (CSV)

53 addressees found; do you want to continue?

Download

Search by Address or APN

Mailing Labels

Select | Clear

Apply a search distance

500 Feet

Addressee Layer

Parcel Owner Mailing Address List

Format

Comma-separated values (CSV)

47 addressees found; do you want to continue?

Download

Current Resident
3331 Broadway
American Canyon, CA 94503

Current Resident
151 Thayer Way
American Canyon, CA 94503

Current Resident
3312 Broadway
American Canyon, CA 94503

Current Resident
3417 Broadway
American Canyon, CA 94503

Current Resident
141 James Rd
American Canyon, CA 94503

Current Resident
1504 Keaton Dr
American Canyon, CA 94503

Current Resident
907 Hudson Ln
American Canyon, CA 94503

Current Resident
3421 Broadway
American Canyon, CA 94503

Current Resident
3423 Broadway
American Canyon, CA 94503

Current Resident
1123 Hudson Ln
American Canyon, CA 94503

Current Resident
130 James Rd
American Canyon, CA 94503

Current Resident
52 James Rd
American Canyon, CA 94503

Current Resident
55 James Rd
American Canyon, CA 94503

Current Resident
29 James Rd
American Canyon, CA 94503

Current Resident
3330 Broadway
American Canyon, CA 94503

Current Resident
300 Crawford Way
American Canyon, CA 94503

Current Resident
132 Thayer Way
American Canyon, CA 94503

CurrentResident
1008ToscanaDr
American Canyon, CA 94503

Current Resident
56 James Rd
American Canyon, CA 94503

Current Resident
903 Hudson Ln
American Canyon, CA 94503

Current Resident
3318 Broadway
American Canyon, CA 94503

Current Resident
3427 Broadway
American Canyon, CA 94503

Current Resident
911 Hudson Ln
American Canyon, CA 94503

Current Resident
1111 Hudson Ln
American Canyon, CA 94503

Current Resident
3429 Broadway
American Canyon, CA 94503

Current Resident
325 Crawford Way
American Canyon, CA 94503

Current Resident
30 James Rd
American Canyon, CA 94503

Current Resident
3436 Broadway
American Canyon, CA 94503

Current Resident
25 James Rd
American Canyon, CA 94503

Current Resident
21 James Rd
American Canyon, CA 94503

Current Resident
3419 Broadway
American Canyon, CA 94503

Current Resident
28 James Rd
American Canyon, CA 94503

Current Resident
3461 Broadway
American Canyon, CA 94503

CurrentResident
1004ToscanaDr
American Canyon, CA 94503

Current Resident
3302 Broadway
American Canyon, CA 94503

Current Resident
915 Hudson Ln
American Canyon, CA 94503

Current Resident
27 James Rd
American Canyon, CA 94503

Current Resident
216 Crawford Way American
Canyon, CA 94503

Current Resident
20 James Rd
American Canyon, CA 94503

Current Resident
1103 Hudson Ln
American Canyon, CA 94503

Current Resident
1119 Hudson Ln
American Canyon, CA 94503

Current Resident
118 James Rd
American Canyon, CA 94503

Current Resident
919 Hudson Ln
American Canyon, CA 94503

Current Resident
120 W American Canyon Rd
American Canyon, CA 94503

Current Resident
1115 Hudson Ln
American Canyon, CA 94503

Current Resident
3306 Broadway
American Canyon, CA 94503

Current Resident
315 Crawford Way American
Canyon, CA 94503

Current Resident
75 James Rd
American Canyon, CA 94503

Current Resident
1107 Hudson Ln
American Canyon, CA 94503

058290011000
Open Door Christian Church
3353 Broadway Dr
American Canyon Ca 94503

058290011000
Dba Open Door Christian Church
3353 Broadway Dr
American Canyon Ca 94503

058301008000
C/o Richard Hess
Po Box 3438
Napa Ca 94558

058301004000
310 S Jefferson St
Napa Ca 94559

059080004000
319 Strand Ct
American Canyon Ca 94503

058282011000
2740 Cornelius Dr
San Pablo Ca 94806

058212022000
2131 W Lincoln Ave
Napa Ca 94558

058282016000
221 Crawford Way
American Canyon Ca 94503

058290009000
Po Box 3438
Napa Ca 94558

058290002000
315 Crawford Way
American Canyon Ca 94503

058212012000
65 Rangely Dr
Colorado Springs Co 80921

059080041000
855 Lakeville St Ste 200
Petaluma Ca 94952

058290004000
2314 Hastings Dr
Belmont Ca 94002

058290003000
2080 Edgewood Rd
Redwood City Ca 94062

059080038000
Po Box 5831
Vacaville Ca 95696

059080001000
Po Box 4203
Walnut Creek Ca 94596

058302001000
4941 Allison Pkwy
Vacaville Ca 95688

058301009000
Wachovia Securities
8739 Reserach Dr / Urp 4
Charlotte Nc 28288-1075

059080003000
C/o Mark Amaro
Po Box 4203
Walnut Creek Ca 94597

059080035000
Po Box 451
Rutherford Ca 94573

058212008000
Dba James Road House
126 James Rd
American Canyon Ca 94503

059080048000
2701 Crestmoor Dr
San Bruno Ca 94066

059080047000
100 Holcomb Ln
American Canyon Ca 94503

058281010000
Po Box 10144
American Canyon Ca 94503

058281009000
127 Thayer Way
American Canyon Ca 94503

058301005000
151 James Rd
American Canyon Ca 94503

058282010000
128 Thayer Wy
American Canyon Ca 94503

058301007000
C/o Accounts Payable 4381 Broadway
American Canyon Ca 94503

059080012000
855 Lakeville St Ste 200
Petaluma Ca 94952

058290010000
Attn: Tax Department
Po Box 31535
Oakland Ca 94612-9991

Crawford Way Multifamily Project Comments

Date* 05/16/2023

Name* Marilyn B Abelon

Company

Email* [redacted]

Phone Number* [redacted]

Please check all that apply*

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address*

Street Address

[redacted]

Address Line 2

City: AMERICAN CANYON

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments*

If comments are being provided through the upload of a document, please indicate so.

Is there a plan for affordable "home ownership?" We are building more and more apartments in American Canyon. Is there a plan in place to develop condos, or townhomes for purchase? These would be a great starter home for many families wanting to move to American Canyon.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Wednesday, January 15, 2025 4:26:00 PM

Hello Marilyn,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you asked if this project would be for sale or for rent. Here are some answers to your question.

The Crawford Way Project is proposed as 100 units of apartment units. The City regulates zoning for parcels, but does not get into the specificity of apartments versus condos. They are treated as multifamily dwelling units and developers choose between building for rent or for sale. In 2023, the Planning Commission approved 30 condo units to be developed in the Watson Ranch Napa Valley Ruins and Garden area. The residential dwelling units range from 2,065 to 2,695 SF each.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/16/2023

Name * Debra Bibby

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [ ] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [x] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

[redacted]

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

Looking to see who is the management company and how they are being marketed.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Wednesday, January 15, 2025 4:31:00 PM

Hello Debra,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you asked about who the management company would be and how the project would be marketed.

Unfortunately, the applicant has not identified a management company at this time. Typically, developers will inform the City about the management company after the entitlement phase and close towards the end of construction. For more information on this project, please keep in touch with us by signing up to our newsletter, link here.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/16/2023

Name * Dara Chavoen

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [ ] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [x] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: Napa

State / Province / Region: CA

Postal / Zip Code: 94558

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

I lived in AC from 2001 until last summer. I want to move back and still have family there. My concern is AC is becoming more and more like Napa. Many of us moved there to get away from what Napa was quickly becoming. Not carrying about the average citizen and commuted to tourists. These apartments give themselves away stating 15 affordable units. The size is larger than necessary and two car garages are unusual. Like many apartments and homes in AC now, they will not be affordable for the backbone of the city…it's middle class, longtime citizens. Children must move away to afford a place and seniors are losing ground. Instead of all the over-the-top things, get truly affordable apartments and family oriented restaurants and places to go. Movies, bowling, skating, miniature golf etc. Teens leave town just to go to a show or bowl. I know many feel as I do, so please start listening to your supposedly bosses and think of them. Thank you.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 2:13:00 PM

Hi Dara,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you expressed concern that the project lacks affordability and that it would price out middle class residents. Additionally, you expressed support for the development of more family-oriented business instead. Here are some answers to your questions.

The developer is required to provide 10 percent of their dwelling units for affordable housing if the project is to proceed as townhomes for sale, where the 10 percent of the units will be available at low-income affordability. If the project is to proceed as apartments for rent, the applicant is required to provide 15 percent of the dwelling units for affordable housing, where 5 percent of the units will be available at the very-low income, 5 percent of the units will be at low-income, and 5 percent will be at moderate-income level. Affordability will be measured with Napa County Area Median Income (AMI), which is updated annually.

The City is working on bringing more businesses to the business districts. In 2019, the City approved the Broadway District Specific Plan (BDSP), which streamlines environmental review. In 2022, Bel King and Pasta D'Oro restaurants opened their doors. In May of 2024, the Planning Commission approved the Chicken Guy restaurant. The City has a variety of parcels, mostly along Highway 29 where new stores and restaurants are permitted.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/16/2023

Name * Claudia

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

Will these be available for buying instead of renting
Not many townhomes for sale in American canyon

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Wednesday, January 15, 2025 4:33:00 PM

Hello Claudia,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you asked if this project would be for sale or for rent. Here are some answers to your question.

The Crawford Way Project is proposed as 100 units of apartment units. The City regulates zoning for parcels, but does not get into the specificity of apartments versus condos. They are treated as multifamily dwelling units and developers choose between building for rent or for sale. In 2023, the Planning Commission approved 30 condo units to be developed in the Watson Ranch Napa Valley Ruins and Garden area. The residential dwelling units range from 2,065 to 2,695 SF each.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/16/2023

Name * Janis L Crisci

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

[redacted]

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

I am looking for a 2 bedroom apartment that has a wheelchair accessible bathroom and a large wheel-in shower. Also, low-income. Will there be any available?

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 2:22:00 PM

Hi Janis,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you asked if the units will be affordable to low-income families and if there are units with accessible bathrooms and showers. Here are some answers to your questions.

The developer is required to provide 10 percent of their dwelling units for affordable housing if the project is to proceed as townhomes for sale, where the 10 percent of the units will be available at low-income affordability. If the project is to proceed as apartments for rent, the applicant is required to provide 15 percent of the dwelling units for affordable housing, where 5 percent of the units will be available at the very-low income, 5 percent of the units will be at low-income, and 5 percent will be at moderate-income level. Affordability will be measured with Napa County Area Median Income (AMI), which is updated annually. The applicant has not identified how many ADA units are available, but the project will comply with the California Building Code.

Unfortunately, this project is in the Planning Entitlement process and have not started construction. Typically, developers will inform the City about their completion towards the end of construction. For more information on this project, please keep in touch with us by signing up to our newsletter, link here.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

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whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/16/2023

Name * Roxana Herhuay

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American canyon

State / Province / Region: Ca

Postal / Zip Code: 94503

Country: USA

Comments *

If comments are being provided through the upload of a document, please indicate so.

Is this a rental project? We have enough apartment projects. I am opposing to this new project. Let me know where I need to sign to stop this project. Thank You

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 2:28:00 PM

Hi Roxana,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you asked if this project would be a rental project and expressed opposition to it because you believe the City has enough apartment projects.

The Crawford Way Project is proposed as 100 units of apartment units. The City regulates zoning for parcels, but does not get into the specificity of apartments versus condos. They are treated as multifamily dwelling units and developers choose between building for rent or for sale. In 2023, the Planning Commission approved 30 condo units to be developed in the Watson Ranch Napa Valley Ruins and Garden area. The residential dwelling units range from 2,065 to 2,695 SF each.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

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whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/16/2023

Name * Tina Johnson

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: AMERICAN CANYON

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

Haven't we added enough apartments at once Kansas City stop and take a breath and see the impact of the huge housing and apartments that are being built currently before we add more people and cars and congestion to our town?

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 2:46:00 PM

Hi Tina,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, expressed concern over the impact of new apartments, which will bring more people and cars into the City. Here are a few points you might consider in light of the Crawford Way Project.

Since 1969, California has required all city and county governments to adopt policies to accommodate each community's "fair share" of housing for all income groups. Known as the Regional Housing Needs Allocation (RHNA), jurisdictions like American Canyon must demonstrate they have sufficient land at appropriate densities and streamline development approvals to accommodate their fair share of new housing need in the San Francisco Bay Area region.

As we have all heard in the news, the Bay Area housing shortage grows more acute. In 2017 alone, the Governor signed 15 housing bills intended to require cities, like American Canyon to increase housing supply. Like all cities in California, American Canyon must comply with these laws in order to qualify for a growing list of grant programs that are used to pay for roadway infrastructure and other programs.

In addition, if the City does not streamline housing approvals and accommodate housing for lower income residents, the State may take away the City's authority to regulate housing entirely. You can learn more about reasons for housing approvals in a short video on the Housing Element HERE.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
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American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/16/2023

Name * Gail Lyon

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

Very seriously wonder why yet another apartment complex is being proposed for our city. Not one of the existing complexes are at capacity. It seems we are encouraging a transient population more than permanent residents. I am extremely concerned about the many apartment and hotel complexes. Hotels are being allowed to build right next to each other?!? Doesn't seem fair to the hotels who have been here and committed to and supported our city for many years. The wisdom of the city officials is a mystery to me.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 3:14:00 PM

Hello Gail,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, expressed concern over the increase of apartments and hotels in the City. Here are a some answers to your questions:

1. *Why does the City keep building housing?*

Since 1969, California has required all city and county governments to adopt policies to accommodate each community's "fair share" of housing for all income groups. Known as the Regional Housing Needs Allocation (RHNA), jurisdictions like American Canyon must demonstrate they have sufficient land at appropriate densities and streamline development approvals to accommodate their fair share of new housing need in the San Francisco Bay Area region.

As we have all heard in the news, the Bay Area housing shortage grows more acute. In 2017 alone, the Governor signed 15 housing bills intended to require cities, like American Canyon to increase housing supply. Like all cities in California, American Canyon must comply with these laws in order to qualify for a growing list of grant programs that are used to pay for roadway infrastructure and other programs.

In addition, if the City does not streamline housing approvals and accommodate housing for lower income residents, the State may take away the City's authority to regulate housing entirely. You can learn more about reasons for housing approvals in a short video on the Housing Element HERE.

2. *Why is the City building so many hotels and why are they being built next to each other?*

Hotels are permitted uses in parcels along Highway 29. There is no proximity restriction to their development. It is coincidental that two new hotels, the Home2 Suites Hotel and the Hampton Inn, are approved in recent years. During their entitlement review, the applicant provided economic feasibility studies that showed hotel rooms are high in demand in American Canyon and South Napa County.

I hope these responses provides you with some more information and thank you for being an active participant in your community. By expressing your concerns and offering constructive suggestions, you contribute to a more informed decision-making process.

Kind regards,

William He, AICP
Senior Planner

City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!

whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/16/2023

Name * Kami Wanous

Company [redacted]

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: California

Postal / Zip Code: 94503

Country: U

Comments *

If comments are being provided through the upload of a document, please indicate so.

This is too much. We are adding WAY too many residences, especially multi-family residences to our town without having implemented a realistic plan for 1. traffic 2. water. Relying on water sources that are not even built yet and are still in planning stages is not a relief to the water problems we've had in drought years. Let's not even mention traffic. Seriously, there is NO real solution to the traffic that happens to be the worst in Am Can specifically! This nonsense has got to stop. I can't even believe our council and planning commission are even considering this. I have been a resident for the better part of the last 30 years. I am all about progress, but enough is enough. Please feel free to contact me to discuss. I would love to hear your reasoning.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 3:43:00 PM

Hi Kami,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, expressed concern over the increase of apartments due to the impacts on traffic and water supply. Here are some answers to your questions:

1. *Why does the City keep building housing?*

Since 1969, California has required all city and county governments to adopt policies to accommodate each community's "fair share" of housing for all income groups. Known as the Regional Housing Needs Allocation (RHNA), jurisdictions like American Canyon must demonstrate they have sufficient land at appropriate densities and streamline development approvals to accommodate their fair share of new housing need in the San Francisco Bay Area region.

As we have all heard in the news, the Bay Area housing shortage grows more acute. In 2017 alone, the Governor signed 15 housing bills intended to require cities, like American Canyon to increase housing supply. Like all cities in California, American Canyon must comply with these laws in order to qualify for a growing list of grant programs that are used to pay for roadway infrastructure and other programs.

In addition, if the City does not streamline housing approvals and accommodate housing for lower income residents, the State may take away the City's authority to regulate housing entirely. You can learn more about reasons for housing approvals in a short video on the Housing Element HERE.

2. *Why does the City not fix the traffic problem before building more new development?*

The city is working hard to address traffic issues in American Canyon. The Crawford Way Multifamily project will be required to pay a traffic impact fee, which all new development is required to pay prior to construction permits. The fee required pays for expanding the roadway system, including a portion of funds to improve Highway 29. In addition, the Sun Square project will improve the roadway in front of their project with a curb, gutter, and new sidewalk.

Every year, the City Council adopts a 5-Year Capital Improvement Program (CIP). The CIP includes numerous physical improvements to city facilities in many categories, including roadways. The Planning Commission will reviewed this list at their May 23, 2024 meeting, link here. Roadway improvements in the 5-Year CIP include the following:

- Green Island Road reconstruction and widening
- Wetlands Edge Court extension
- South Kelly Road/Highway 29 intersection widening

Melvin Road traffic calming, sidewalk and storm drainage improvements
- Rancho Del Mar paving and utility improvements.

In 2022, the City made the following road improvements:
- Completed the missing Devlin Road link from the railroad bridge at Middletown Way to Green Island Road
- Crosswalk ramp improvements on Folland Drive, Corsicana Drive, Brophy Street, Kemp Lane, Kemp Way, Sheffield Way, and Folland Drive, Gold Valley Way at Tapestry Lane
- Enhanced pedestrian intersection on Donaldson Way at Shenandoah Drive and on Silver Oak Trail at White Oak Drive
- 8,600 feet of new Class II Bike Lanes on Donaldson Way, Shenandoah Drive, and Silver Oak Trail
- Enhanced crosswalk improvements on Elliott Drive and on Daniel Drive
- Installed 410 feet of sidewalk on Eucalyptus Drive
- Installed permanent traffic calming measures on Wetlands Edge, including speed cushions and curb bulb-outs

In 2022, the City completed the annual pavement resurfacing project that included paving, ADA upgrades, bike lane, and/or crosswalk improvements at the following streets:
- American Canyon Road East (between Flosden Road & City Limits),
- Blanco Street,
- Brophy Street,
- Corsicana Drive,
- Commerce Boulevard,
- Donaldson Way East,
- Flosden Road at Daniel Drive,
- Folland Drive,
- Gold Valley Way & Tapestry Lane,
- Kemp Lane,
- Kemp Way,
- Sheffield Way,
- Shenandoah Drive, and
- Silver Oak Trail.

The annual pavement resurfacing project was funded by SB1/Gas Tax, Measure T, and ARPA Funding.

In 2023, six streets are planned for 1.5 miles of grind and overlay through Measure T Funding. Streets that will be rehabilitated are selected based on the Pavement Management Program, which considers public safety, underground utility needs, and available funding. To learn more about how these decisions are made or see the specific areas on the project list, visit CityofAmericanCanyon.org/Streets.

In 2022, the City adopted a Local Streets and Roads Safety Plan. You can view this plan on our website HERE.

Safe roadways begin with safe drivers, and that includes ourselves. Take the *We Love Safe Streets* traffic calming program resident pledge and safety program HERE.

Highway 29 is a chronically congested highway through American Canyon. Owned and operated by the State of California through Caltrans, the Napa Valley Transportation Agency (NVTA) is the authorized Napa County liaison with Caltrans. The NVTA, with funding support from the City of American Canyon, recently completed a Project Initiation Document (PID) to improve Highway 29 through American Canyon. This plan requires environmental review to evaluate two alternatives. Completion of this study is anticipated to provide access to federal funds for Highway 29 transit, operations, beautification, and pedestrian improvements. You can view the PID study documents at the NVTA website HERE.

3. *Where will the City find water for these new developments?*

As a part of ongoing water conservation efforts in the commercial sector, the City of American Canyon adopted a Zero Water Footprint policy. Also known as ZWF, the primary goal of this policy is that there is no loss in reliability or increase in water rates for existing water service customers due to new demand for water within the City's water service area.

In order to meet our ZWF standards, Developers must ensure that all new developments offset the amount of increased potable water that will be consumed by their project on a one-to-one basis. As part of the process, Developers are first required to minimize their demand for new potable water by using water efficient fixtures, consuming recycled water for non-potable uses when available, dual plumbing buildings, installing water wise landscaping and irrigation, and other appropriate measures. Once the Developer, working with the City, has refined their plan to minimize potable water needs, the City works with them to evaluate the water footprint of the project and the proposed offset to determine if the project has achieved a ZWF. For more information on the ZWF, see this link.

I hope these responses provides you with some more information and thank you for being an active participant in your community. By expressing your concerns and offering constructive suggestions, you contribute to a more informed decision-making process.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201

American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/18/2023

Name * Andrea Hedemark

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: USA

Comments *

If comments are being provided through the upload of a document, please indicate so.

I completely oppose this new building plan for yet another building for apartments! The city is building too fast without knowing the consequences. This needs to stop immediately.
Why can't the city listen to its citizens instead of developers with deep pockets. Enough is enough!

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 3:49:00 PM

Hi Andrea,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, expressed concern over the increase of apartments in the City. Here are some answers to your questions:

Since 1969, California has required all city and county governments to adopt policies to accommodate each community's "fair share" of housing for all income groups. Known as the Regional Housing Needs Allocation (RHNA), jurisdictions like American Canyon must demonstrate they have sufficient land at appropriate densities and streamline development approvals to accommodate their fair share of new housing need in the San Francisco Bay Area region.

As we have all heard in the news, the Bay Area housing shortage grows more acute. In 2017 alone, the Governor signed 15 housing bills intended to require cities, like American Canyon to increase housing supply. Like all cities in California, American Canyon must comply with these laws in order to qualify for a growing list of grant programs that are used to pay for roadway infrastructure and other programs.

In addition, if the City does not streamline housing approvals and accommodate housing for lower income residents, the State may take away the City's authority to regulate housing entirely. You can learn more about reasons for housing approvals in a short video on the Housing Element HERE.

I hope this response provides you with some more information and thank you for being an active participant in your community. By expressing your concerns and offering constructive suggestions, you contribute to a more informed decision-making process.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

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whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/18/2023

Name * Cindy Lederer

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: California

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

No more Building of any kind of new Housing, Gas stations, and HOTELS!!

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 3:58:00 PM

Hi Cindy,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, expressed concern over the increase of apartments, gas stations, and hotels in the City. Here are some answers to your questions:

1. *Why does the City keep building housing?*

Since 1969, California has required all city and county governments to adopt policies to accommodate each community's "fair share" of housing for all income groups. Known as the Regional Housing Needs Allocation (RHNA), jurisdictions like American Canyon must demonstrate they have sufficient land at appropriate densities and streamline development approvals to accommodate their fair share of new housing need in the San Francisco Bay Area region.

As we have all heard in the news, the Bay Area housing shortage grows more acute. In 2017 alone, the Governor signed 15 housing bills intended to require cities, like American Canyon to increase housing supply. Like all cities in California, American Canyon must comply with these laws in order to qualify for a growing list of grant programs that are used to pay for roadway infrastructure and other programs.

In addition, if the City does not streamline housing approvals and accommodate housing for lower income residents, the State may take away the City's authority to regulate housing entirely. You can learn more about reasons for housing approvals in a short video on the Housing Element HERE.

2. *Why does the City keep building Gas Stations?*

The City has four gas stations, with the Circle K as the newest addition. Since March of 2022, the City Council approved an ordinance to prohibit fossil fuel service stations to reduce impacts to the environment. Therefore, Circle K will be the last gas station to be developed in the City. For more information on the gas station prohibition, see the American Canyon Municipal Code (ACMC) Section 19.49.090, link here.

3. *Why is the City building so many hotels and why are they being built next to each other?*

Hotels are permitted uses in parcels along Highway 29. There is no proximity restriction to their development. It is coincidental that two new hotels, the Home2 Suites Hotel and the Hampton Inn, are approved in recent years. During their entitlement review, the applicant provided economic feasibility studies that showed hotel rooms are high in demand in American Canyon and South Napa County.

I hope these responses provides you with some more information and thank you for being an active participant in your community. By expressing your concerns and offering constructive suggestions, you contribute to a more informed decision-making process.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/18/2023

Name * Shana

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: Ca

Postal / Zip Code: 94503

Country: Usa

Comments *

If comments are being provided through the upload of a document, please indicate so.

JUST NO!!!! We have plenty of housing. Until Hwy 29 is figured WE do not need more housing. This HUGE Watson project a Hotel 2 new Apartment Buildings and now another Housing unit, you people are losing your minds just like the gas stations you people were running amok attempting to put one on every corner. I do understand the need, however there HAS to be a limit. You want to build warehouses and now it's Green Island, the gateway to wine country, what Napa doesn't want it you people accept the rejects car and point THAT CHICKEN DIVE. Why does AC need another drive thru junk food place? More FAMILY style restaurants? A place for older teens to go? More family oriented venues, I have an amazing idea another Grocery Store.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 4:07:00 PM

Hi Shana,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, expressed concern over the increase of apartments and fast-food restaurants. You also mentioned that you would like to see another grocery store in the City. Here are some answers to your questions:

1. *Why does the City keep building housing?*

Since 1969, California has required all city and county governments to adopt policies to accommodate each community's "fair share" of housing for all income groups. Known as the Regional Housing Needs Allocation (RHNA), jurisdictions like American Canyon must demonstrate they have sufficient land at appropriate densities and streamline development approvals to accommodate their fair share of new housing need in the San Francisco Bay Area region.

As we have all heard in the news, the Bay Area housing shortage grows more acute. In 2017 alone, the Governor signed 15 housing bills intended to require cities, like American Canyon to increase housing supply. Like all cities in California, American Canyon must comply with these laws in order to qualify for a growing list of grant programs that are used to pay for roadway infrastructure and other programs.

In addition, if the City does not streamline housing approvals and accommodate housing for lower income residents, the State may take away the City's authority to regulate housing entirely. You can learn more about reasons for housing approvals in a short video on the Housing Element HERE.

2. *Why doesn't the City build more family-friendly restaurants instead of fast-food restaurants?*

In 2019, Laso Restaurant opened on Antonina Ave. In 2022, Bel King and Pasta D'Oro restaurants opened their doors. The City has a variety of parcels, mostly along Highway 29 where new stores and restaurants are permitted.
There is a very strong link between new housing and more stores and restaurants because all restaurants need hungry customers. New housing brings more residents to American Canyon who become customers. According to Business.com, a new restaurant owner must consider 13 factors before deciding to open a restaurant. These include: understanding potential competitors, good location, a great menu, hours of operation, marketing, staffing, financial resources, health agency permitting, and target customers. Business.com is a website for business news and resource content focused on helping business owners launch, build, and expand their businesses. You can read their article on restaurant location criteria https://www.business.com/articles/7-things-to-consider-restaurant/

3. *Why can't the City get another Grocery Store?*

The City cannot develop grocery stores on its own. While the City establishes zones and permitted uses for development, it is ultimately up to the property owner to decide what goes on their site. The property owner would have to be interested in developing a space that meets all of the prospective grocery store's specifications (such as Trader Joe's, Safeway, Whole Foods, etc). The grocery store company would do their research, which involves factors like population density, demographics, spending power, presence of competitors, and more. If there's an agreement between the property owner and grocery store, then they pursue City entitlements and permits.

I hope these responses provides you with some more information and thank you for being an active participant in your community. By expressing your concerns and offering constructive suggestions, you contribute to a more informed decision-making process.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/20/2023

Name * Kathleen Duenas

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [ ] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [x] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: Vallejo

State / Province / Region: CA

Postal / Zip Code: 94591

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

Will these units be rentals or will they be available to purchase?

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Wednesday, January 15, 2025 4:37:00 PM

Hello Kathleen,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you asked if this project would be for sale or for rent. Here are some answers to your question.

The Crawford Way Project is proposed as 100 units of apartment units. The City regulates zoning for parcels, but does not get into the specificity of apartments versus condos. They are treated as multifamily dwelling units and developers choose between building for rent or for sale. In 2023, the Planning Commission approved 30 condo units to be developed in the Watson Ranch Napa Valley Ruins and Garden area. The residential dwelling units range from 2,065 to 2,695 SF each.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/21/2023

Name * Issac Biera

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: Ca

Postal / Zip Code: 94503

Country: US

Comments *

If comments are being provided through the upload of a document, please indicate so.

What can I do to dispute this project?

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 4:13:00 PM

Hi Issac,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, expressed opposition to the proposed project. Here are a few points you might consider in light of the Crawford Way Project.

Since 1969, California has required all city and county governments to adopt policies to accommodate each community's "fair share" of housing for all income groups. Known as the Regional Housing Needs Allocation (RHNA), jurisdictions like American Canyon must demonstrate they have sufficient land at appropriate densities and streamline development approvals to accommodate their fair share of new housing need in the San Francisco Bay Area region.

As we have all heard in the news, the Bay Area housing shortage grows more acute. In 2017 alone, the Governor signed 15 housing bills intended to require cities, like American Canyon to increase housing supply. Like all cities in California, American Canyon must comply with these laws in order to qualify for a growing list of grant programs that are used to pay for roadway infrastructure and other programs.

In addition, if the City does not streamline housing approvals and accommodate housing for lower income residents, the State may take away the City's authority to regulate housing entirely. You can learn more about reasons for housing approvals in a short video on the Housing Element HERE.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 06/09/2023

Name * Timothy Gregor

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: american canyon

State / Province / Region: Ca

Postal / Zip Code: 94503

Country: USA

Comments *

If comments are being provided through the upload of a document, please indicate so.

I'm concerned with the addition of 200 more cars driving around our, already over crowded and crumbling roadways. Who will pay to restore our roads.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 4:22:00 PM

Hi Timothy,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you expressed concern over the addition of 200 more cars to the community and wanted to know who will pay to restore our roads. Here are some answers to your question:

The city is working hard to address traffic issues in American Canyon. The Crawford Way Multifamily project will be required to pay a traffic impact fee, which all new development is required to pay prior to construction permits. The fee required pays for expanding the roadway system, including a portion of funds to improve Highway 29. In addition, the Sun Square project will improve the roadway in front of their project with a curb, gutter, and new sidewalk.

Every year, the City Council adopts a 5-Year Capital Improvement Program (CIP). The CIP includes numerous physical improvements to city facilities in many categories, including roadways. The Planning Commission will reviewed this list at their May 23, 2024 meeting, link here. Roadway improvements in the 5-Year CIP include the following:

- Green Island Road reconstruction and widening
- Wetlands Edge Court extension
- South Kelly Road/Highway 29 intersection widening
- Melvin Road traffic calming, sidewalk and storm drainage improvements
- Rancho Del Mar paving and utility improvements.

In 2022, the City made the following road improvements:

- Completed the missing Devlin Road link from the railroad bridge at Middletown Way to Green Island Road
- Crosswalk ramp improvements on Folland Drive, Corsicana Drive, Brophy Street, Kemp Lane, Kemp Way, Sheffield Way, and Folland Drive, Gold Valley Way at Tapestry Lane
- Enhanced pedestrian intersection on Donaldson Way at Shenandoah Drive and on Silver Oak Trail at White Oak Drive
- 8,600 feet of new Class II Bike Lanes on Donaldson Way, Shenandoah Drive, and Silver Oak Trail
- Enhanced crosswalk improvements on Elliott Drive and on Daniel Drive
- Installed 410 feet of sidewalk on Eucalyptus Drive
- Installed permanent traffic calming measures on Wetlands Edge, including speed cushions and curb bulb-outs

In 2022, the City completed the annual pavement resurfacing project that included paving, ADA upgrades, bike lane, and/or crosswalk improvements at the following streets:

- American Canyon Road East (between Flosden Road & City Limits),
- Blanco Street,
- Brophy Street,
- Corsicana Drive,
- Commerce Boulevard,
- Donaldson Way East,
- Flosden Road at Daniel Drive,
- Folland Drive,
- Gold Valley Way & Tapestry Lane,
- Kemp Lane,
- Kemp Way,
- Sheffield Way,
- Shenandoah Drive, and
- Silver Oak Trail.

The annual pavement resurfacing project was funded by SB1/Gas Tax, Measure T, and ARPA Funding.

In 2023, six streets are planned for 1.5 miles of grind and overlay through Measure T Funding. Streets that will be rehabilitated are selected based on the Pavement Management Program, which considers public safety, underground utility needs, and available funding. To learn more about how these decisions are made or see the specific areas on the project list, visit CityofAmericanCanyon.org/Streets.

In 2022, the City adopted a Local Streets and Roads Safety Plan. You can view this plan on our website HERE.

Safe roadways begin with safe drivers, and that includes ourselves. Take the *We Love Safe Streets* traffic calming program resident pledge and safety program HERE.

Highway 29 is a chronically congested highway through American Canyon. Owned and operated by the State of California through Caltrans, the Napa Valley Transportation Agency (NVTA) is the authorized Napa County liaison with Caltrans. The NVTA, with funding support from the City of American Canyon, recently completed a Project Initiation Document (PID) to improve Highway 29 through American Canyon. This plan requires environmental review to evaluate two alternatives. Completion of this study is anticipated to provide access to federal funds for Highway 29 transit, operations, beautification, and pedestrian improvements. You can view the PID study documents at the NVTA website HERE.

I hope these responses provides you with some more information and thank you for being an active participant in your community. By expressing your concerns and offering constructive suggestions, you contribute to a more informed decision-making process.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 06/14/2023

Name * Kelly Redmond

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

I'd like to know when the meeting is to discuss this, as well as what the city plans to do for the homes on James Rd, who've already had 10' of our property taken with the sidewalks, now we're losing our view as well. Also, I have a small child and I'd like to know what the city plans to do to keep the neighbors in the apartments from being able to view what's happening on my property, with my family. It's invasive and completely lowers the value of my home and my neighborhood.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Friday, January 17, 2025 10:40:00 AM

Hi Kelly,

Thank you for reaching out to the City regarding the Crawford Way Multifamily Project. In your comment, you expressed concern over the project because the new building will overlook your property and impact your privacy.

The project is in the Local-Serving Mixed Use (LSMU) zone, which permits a maximum height of 42 feet. According to the project plans, the height of the building will be approximately 39'. The building will be set back 10 feet from the western property line, and a 6-foot-tall wooden fence will be installed along the property line.

I recognize that this represents a significant change to the site and the surrounding neighborhood. Balancing growth with maintaining the quality of life in our community is crucial. I appreciate you taking the time to share your concerns. Your input is invaluable in shaping development projects, and by voicing your concerns and offering constructive suggestions, you help ensure a more informed decision-making process.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 08/08/2023

Name * Chary D Melindo

Company [redacted]

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [ ] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [x] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: Concord

State / Province / Region: CA

Postal / Zip Code: 94518

Country: United State

Comments *

If comments are being provided through the upload of a document, please indicate so.

Hello Sir or Madam,
I am wondering why I receive this email about this matter (Public Information: Crawford Way Multifamily Design Permit Application (PL23-0003), APN 058-302-001 and 058-290-012?) Do I am eligible to apply for this?
Please let me know.
Thank you and have a great day.

File Upload

Public Information Crawford Way Multifamily Design Permit Application (PL23-0003), APN 058-302-001 and 058-290-012 - [redacted] - Gmail.htm 1.7MB

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 4:28:00 PM

Hi Chary,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you expressed interest in applying to the residential project.

Unfortunately, this project is in the Planning Entitlement process and have not started construction. Typically, developers will inform the City about their completion towards the end of construction. For more information on this project, please keep in touch with us by signing up to our newsletter, link here.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 05/20/2024

Name * Barbara Garcia

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: USA

Comments *

If comments are being provided through the upload of a document, please indicate so.

Good morning
I'm writing again against the new townhouse development proposal.
I would like to see maybe how about ACE HARDWARE? In the little town of Martinez the have a nice small one on a lot smaller than what the Crawford lot is.
PLEASE NO MORE HOUSING.
WAY TOO MUCH TRAFFIC already.
Thank you Garcia family

File Upload

Crawford Way Multifamily Project Comments

Date * 09/20/2024

Name * Barbara Garcia

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

[redacted]

City	State / Province / Region
American Canyon	CA
Postal / Zip Code	**Country**
94503	USA

Comments *

If comments are being provided through the upload of a document, please indicate so.

Hello my name is Barbara Garcia and we are home owners in American Canyon. You are asking our opinions on this housing project on Crawford & 29, I sure hope you listen to us
Please NO MORE HOUSING especially on the freeway. There is already a project on NEWELL to ease the traffic. Housing would cause EVEN MORE traffic!
My request is for maybe a grocery outlet, dog park, some kind of park, or a small restaurant besides Mexican food. You could have put that Chicken place there. Even the 99 cent store could have gone there. Move the Post Office over there. Give them & the library more room.
PLENTY of other options
PLEASE PLEASE NO MORE HOUSING, GAS STATIONS OR FAST FOOD!! PLEASE
Thank you! I know plenty of residents feel the same PLEASE I hope you listen.
Thank you Barbara Garcia

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 4:56:00 PM

Hi Barbara,

Thank you for sharing your thoughts about the housing project on Crawford & 29. As a homeowner in American Canyon, your perspective is valuable, and I appreciate your engagement in the community.

It's clear that you have concerns about the impact of additional housing in the area, particularly in terms of traffic. I understand that traffic congestion can be frustrating, and it's essential to consider the overall effects of any development project. Here are a few points you might consider in light of the Crawford Way Apartments:

Additional Housing in our Community
Housing is a building block for any community. It fosters a sense of belonging, social cohesion, and community engagement. New residents attend our churches and contribute to community events and other aspects of civic life.

Housing Choice For Residents
The Bay Area has a critical shortage of housing, and American Canyon is no exception. New housing helps offset the housing shortage which gives all residents more choice in their living situation. Increasing the housing supply may help slow rent increases, which would leave residents with potentially more disposable income to spend in the community.

Contribution to the School District
Our local school district, Napa Valley Unified School District (NVUSD) has been experiencing declining enrollment for many years. New housing brings new families to American Canyon, which helps reduce declines in our school district enrollment.

Traffic Management
While housing projects can indeed contribute to increased traffic, even retail or restaurant development on the property will result in an increase in traffic. However, it's essential to evaluate the proposed development's traffic management plan:

- Residents living in this apartment project would have excellent access to bus transit to their jobs because the location is across the street from the Rapid Bus to Bart. Residents will have convenient access to Highway 29 to conduct shopping and reach points outside the City.

- The Crawford Apartments project will construct a pedestrian/bike trail along its Highway 29 frontage and improve Crawford Way with a curb, gutter and sidewalk.

Every new development is assessed a traffic impact fee. The Crawford Way Apartments will be assessed approximately $490,000 that will be added to a traffic improvement fund to construct circulation improvements throughout the City.

Retail Stores and Restaurants

You mentioned that the site could be developed with a grocery outlet, a small restaurant besides Mexican food, the Chicken Guy Restaurant, or a 99-Cent store. Unfortunately, the City does not have the authority to require property owners to sell their property to specific businesses. Generally, the property owner reviews allowable uses on their property and constructs the type of development they are most familiar with or brings the greatest return on investment.

Even so, housing brings more residents to American Canyon who become customers which can help attract new retail businesses and restaurants to American Canyon. According to Business.com, a new restaurant owner must consider 7 factors before deciding to open a restaurant. These include: the number of target customers nearby, potential competitors, good location, a great menu, hours of operation, marketing, staffing, financial resources, and health agency permitting. You can read their article on restaurant location criteria at this link, https://www.business.com/articles/7-things-to-consider-restaurant/ .

Economic Boost

Housing construction stimulates the local economy. During construction, it generates construction jobs and construction material purchases. After construction, new residents generate on-going consumer-driven jobs in the local economy for services and purchases. This economic boost contributes to the overall well-being of the community.

Local Employment

We have all heard about the shortage of labor and the harm it creates to businesses, including restaurants who cannot find enough employees to remain open. New housing enables our local businesses to attract and retain employees who live nearby. When housing is affordable, workers are more likely to live near their workplace, reducing commute times, improve work-life balance, and have more disposable income left over to patronize our stores, services, and restaurants. This, in turn, benefits local businesses and the community as a whole.

State Housing Laws

There are many State laws that require every jurisdiction in California to accommodate their fair share of regional housing demand for every income resident. This law requires American Canyon to permit additional housing in our community. One such law is the Housing Accountability Act in 2023 (Government Code Section 65589.5). The Housing Accountability Act suggests that California housing has become the most expensive in the nation, in part, discrimination toward low-income and minority households. (Gov. Code Section 65589.5(1)(C).

As a result of this law, when housing is permitted in a location, the City may not use subjective criteria to deny the application, reduce the housing density, or add new requirements that are not part of the City's development standards.

Community Spaces

Your idea of moving the Post Office and providing more room for the library is thoughtful. Community spaces are essential for residents' well-being. You may wish to consider attending a Council meeting to share your ideas further.

Finding a balance between growth and maintaining the quality of life of the City is crucial, and I appreciate you for taking the time to share your concerns. Community input plays a significant role in shaping development projects. By expressing your concerns and offering constructive suggestions, you contribute to a more informed decision-making process.

Thank you for being an active participant in your community. Together, we can work towards a vibrant and sustainable American Canyon.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

Crawford Way Multifamily Project Comments

Date * 06/03/2024

Name * Theresa Unira

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [ ] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [x] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: USA

Comments *

If comments are being provided through the upload of a document, please indicate so.

We are struggling now.. looking for apartment to move in not later than August2024.. pls help us. We are family of 3, we have a child

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Wednesday, January 15, 2025 4:42:00 PM

Hello Theresa,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you asked if this project is available for moving in.

Unfortunately, this project is in the Planning Entitlement process and have not started construction. Typically, developers will inform the City about their completion towards the end of construction. For more information on this project, please keep in touch with us by signing up to our newsletter, link here.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

From: Jason Holley
To: Brent Cooper; William He
Subject: FW: [External] More Housing
Date: Wednesday, May 17, 2023 4:40:58 PM
Attachments: [redacted]

FYI

From: Jason Holley <jholley@cityofamericancanyon.org>
Sent: Wednesday, May 17, 2023 4:40 PM
To: Sharon Redman-Patchin [redacted]>
Cc: ICE - Daughter Kel Redmond [redacted]>; ICE - Wifey Kelly Redman-Patchin [redacted]>
Subject: RE: [External] More Housing

Hi Sharon.

Thank you for contacting the City of American Canyon.

Attached is a letter sent to neighbors of the Crawford Way Multi-Family Project. Please use this link to find latest information on the Crawford Way Multi-Family Project and submit questions or comments.

Although we wish could, the City does not decide whether stores like Whole Foods or Traders Joes locate in American Canyon. (The businesses themselves decide that). Those retailers are nice, and while we would welcome their presence, we know they won't locate in areas without sufficient patronage.

As Council Member Joseph alluded, a generation ago, neither Walmart nor Safeway existed in American Canyon. Those retailers responded once the community grew to a certain size. We are employing this strategy again in the hopes additional retailers (and more restaurants) will want to locate in American Canyon. Moreover, the City is now mandated to provide for housing in a way that didn't exist previously. And we hope to welcome in these new residents in the same way most current residents were welcomed over the past 30 years.

Please feel free to give me a call with questions

Thank you and take care.

Jason B. Holley, City Manager
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
707 647 4351 | jholley@cityofamericancanyon.org
www.cityofamericancanyon.org

Want to know what's happening in the City of American Canyon?
Sign up now for the City Manager's Friday Update.

Bcc/Mayor and Council

From: Mark Joseph <mjoseph@cityofamericancanyon.org>
Sent: Wednesday, May 17, 2023 4:30 PM
To: Sharon Redman-Patchin <[redacted]>; Jason Holley <jholley@cityofamericancanyon.org>
Cc: ICE - Daughter Kel Redmond <[redacted]>; ICE - Wifey Kelly Redman-Patchin <[redacted]>
Subject: Re: [External] More Housing

Sharon, I am adding our City Manager to this email, so he's in the loop, and may want to offer his comments as well.

There is a proposal to build an apartment complex on the lot on the corner of Crawford and Hwy 29. I believe the public notice was just sent out and I encourage you to submit your comments (as well as attend the public hearing which will follow--I don't believe a date has been selected). You can go online and comment here.

In general, there are two main reasons to build homes. The first is that more homes/residents leads to more retail. Some 20 years ago, we added a large number of homes, which led to the Safeway Shopping Center, Canyon Plaza, Walmart and more. The only way to generate retail without homes would be to become more tourist-friendly, which can be lucrative for a city but tends to price out the locals.

The second reason is the State is mandating cities and counties to build more housing, and they have adopted laws that actually allow for higher densities and reduced parking, both of which are impractical in American Canyon.

I know it's frustrating to you as a resident here, but it is also frustrating as an elected official, since we have done more than our fair share of housing. Despite this, the State treats us as if we were just as bad as communities that avoided adding any housing at all.

Going forward, I believe we need to move forward on building out the parallel road system that has been part of our General Plan. That is, improving the safety and traffic flow on Highway 29 and also working with the property owners (and the County) to extend Newell Road all the way to South Kelley Road.

We are on our way to transforming Highway 29--our County wide transportation agency is working with Caltrans to add bike paths, sidewalks and landscaping along both sides of 29--and exploring the use of Roundabouts to eliminate most of the traffic signals. We just finished securing the funds for the environmental review. Of course, it will still take a number of years before the construction is complete, but we are no longer just talking about it!

On Newell, we are moving forward with annexing land needed to secure the property we need to

build the the road to Green Island Road (the first phase), and hope to work with the County on securing the land for the second phase (to South Kelley). We will also need to find a lot of money to actually build the road, which will include crossing a railroad and a creek--both of which make the project both expensive and more complicated.

Again, we are at least moving forward with a strategy to get the road built.

I hope this explains why we're doing what we're doing, and why it seems to take so long to see actual changes.

Mark Joseph
Councilmember
[redacted]

On May 17, 2023, 3:05 PM -0700, Sharon Redman-Patchin [redacted]>, wrote:

> Hello Council members,
>
> I heard there may be more housing built on Highway 29, which is in the lot behind our house. I am unsure why we continue to build housing when we do not have the infrastructure to support it. We have no restaurants, no places to shop other than Walmart (which leaves much to be desired) and Safeway and our roads are already overloaded. Why are we not putting in stores such as Whole Foods and Trader Joe's and restaurants where we can actually sit and enjoy one another's company. Instead, we have to drive into Napa, Sonoma or Vallejo. Why are we not keeping this money in our own city?
>
> Additionally, I sent an email last week, and you graciously responded--thank you, regarding the traffic we deal with on James Road. Adding more housing, which you are doing already in two other areas, increases the traffic we deal with every single day. Do we really need more housing? I appreciate you hearing our concerns. Thank you.
>
> Sharon Patchin SHRM-SCP, SPHR-CA “You hold in your hand an invitation: to remember the transforming power of forgiveness and loving kindness. To remember that no matter where you are and what you face, within your heart peace is possible.” Jack Kornfield

Crawford Way Multifamily Project Comments

Date * 01/10/2025

Name * Donna Ryan

Company [redacted]

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: american canyon

State / Province / Region: United States

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

I am objecting to this project, Crawford Way could not cope with the additional traffic from the proposed 100-unit project, the extra traffic coming off Crawford Way onto HW29 would be extremely dangerous, and the other side streets of James Road, Donaldson Way & W. American Canyon Road, would most definitely cause great traffic congestion on what is on a school route to Donaldson Way. It most definitely would put school children at great risk coming & going to school.

File Upload

From: William He
To: [redacted]
Cc: Brent Cooper; Nicolle Hall; Jason Holley
Subject: Crawford Way Multifamily Project - Public Comment
Date: Thursday, January 16, 2025 4:39:00 PM

Hi Donna,

Thank you for contacting the City regarding the Crawford Way Multifamily Project. In your comment, you expressed concern over the project and its traffic impact to Crawford Way and nearby roads. Here are some answers to your question:

The city is working hard to address traffic issues in American Canyon. The Crawford Way Multifamily project will be required to pay a traffic impact fee, which all new development is required to pay prior to construction permits. The fee required pays for expanding the roadway system, including a portion of funds to improve Highway 29. In addition, the Sun Square project will improve the roadway in front of their project with a curb, gutter, and new sidewalk.

Every year, the City Council adopts a 5-Year Capital Improvement Program (CIP). The CIP includes numerous physical improvements to city facilities in many categories, including roadways. The Planning Commission will reviewed this list at their May 23, 2024 meeting, link here. Roadway improvements in the 5-Year CIP include the following:

- Green Island Road reconstruction and widening
- Wetlands Edge Court extension
- South Kelly Road/Highway 29 intersection widening
- Melvin Road traffic calming, sidewalk and storm drainage improvements
- Rancho Del Mar paving and utility improvements.

In 2022, the City made the following road improvements:

- Completed the missing Devlin Road link from the railroad bridge at Middletown Way to Green Island Road
- Crosswalk ramp improvements on Folland Drive, Corsicana Drive, Brophy Street, Kemp Lane, Kemp Way, Sheffield Way, and Folland Drive, Gold Valley Way at Tapestry Lane
- Enhanced pedestrian intersection on Donaldson Way at Shenandoah Drive and on Silver Oak Trail at White Oak Drive
- 8,600 feet of new Class II Bike Lanes on Donaldson Way, Shenandoah Drive, and Silver Oak Trail
- Enhanced crosswalk improvements on Elliott Drive and on Daniel Drive
- Installed 410 feet of sidewalk on Eucalyptus Drive
- Installed permanent traffic calming measures on Wetlands Edge, including speed cushions and curb bulb-outs

In 2022, the City completed the annual pavement resurfacing project that included paving, ADA upgrades, bike lane, and/or crosswalk improvements at the following streets:

- American Canyon Road East (between Flosden Road & City Limits),
- Blanco Street,
- Brophy Street,
- Corsicana Drive,
- Commerce Boulevard,
- Donaldson Way East,
- Flosden Road at Daniel Drive,
- Folland Drive,
- Gold Valley Way & Tapestry Lane,
- Kemp Lane,
- Kemp Way,
- Sheffield Way,
- Shenandoah Drive, and
- Silver Oak Trail.

The annual pavement resurfacing project was funded by SB1/Gas Tax, Measure T, and ARPA Funding.

In 2023, six streets are planned for 1.5 miles of grind and overlay through Measure T Funding. Streets that will be rehabilitated are selected based on the Pavement Management Program, which considers public safety, underground utility needs, and available funding. To learn more about how these decisions are made or see the specific areas on the project list, visit CityofAmericanCanyon.org/Streets.

In 2022, the City adopted a Local Streets and Roads Safety Plan. You can view this plan on our website HERE.

Safe roadways begin with safe drivers, and that includes ourselves. Take the *We Love Safe Streets* traffic calming program resident pledge and safety program HERE.

Highway 29 is a chronically congested highway through American Canyon. Owned and operated by the State of California through Caltrans, the Napa Valley Transportation Agency (NVTA) is the authorized Napa County liaison with Caltrans. The NVTA, with funding support from the City of American Canyon, recently completed a Project Initiation Document (PID) to improve Highway 29 through American Canyon. This plan requires environmental review to evaluate two alternatives. Completion of this study is anticipated to provide access to federal funds for Highway 29 transit, operations, beautification, and pedestrian improvements. You can view the PID study documents at the NVTA website HERE.

I hope these responses provides you with some more information and thank you for being an active participant in your community. By expressing your concerns and offering constructive suggestions, you contribute to a more informed decision-making process.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

From: noreply@granicusideas.com
To: CityClerk; Planning Commission; Bill Ross - External
Subject: New eComment for Planning Commission
Date: Wednesday, January 22, 2025 1:40:35 PM

City of American Canyon

New eComment for Planning Commission

Carlotta Sainato submitted a new eComment.

Meeting: Planning Commission

Item: 3.) Crawford Way Multifamily Project Design Permit

eComment: The Napa County Bicycle Coalition (NCBC) requests changes to the Crawford Way Multifamily Project (Project) to better align the Project with City goals and commitments on sustainability, transportation and public safety. As a high-density, centrally located development, the Project has great potential to offset its traffic impacts and improve its value by facilitating multimodal transportation. The Project is in walking/biking distance of public schools, the City's recreation & aquatic center, parks & trails, the public library, the post office, churches, the community garden, and multiple commercial centers, offering many opportunities for residents to shift to walking/biking. However, current project plans fall short of providing safe and comfortable walking/biking facilities, which will encourage residents to drive and contribute to existing traffic and emissions issues. To improve bicyclist/pedestrian safety and comfort, NCBC asks that the Planning Commission require the applicant to: 1) Add more bicycle parking. The proposed 8 bike parking spaces for a 100-unit development is inadequate and discourages biking, especially given the 216 vehicle parking spaces provided. The Spring Grove multifamily project proposed in St. Helena provides 1 secure long-term bike parking space for each unit connected to its garage – we recommend this strategy. 2) Improve pedestrian crossings and calm traffic on Crawford. Bulb-outs, high-visibility crosswalks, and/or other traffic-calming should be applied to the Crawford/SR 29 intersection to slow exiting SR29 traffic and prioritize resident safety. Continue calming traffic to speeds appropriate for a residential area by adding a midblock crosswalk across Crawford with bulb-outs, a high-visibility crosswalk, and Rectangular Rapid Flashing Beacons. Aligning this crosswalk with Canyon Plaza's west sidewalk entrance will offer an alternative to the SR29 crosswalk and encourage walking to destinations on the north side of Crawford. 3) Improve bicycle facilities on Crawford. This Project changes the need for bicycle facilities from what is proposed in the Bike Plan. As a route to schools and parks, Crawford can act as a low-stress alternative to W. Donaldson Way, which experiences high vehicle volumes from SR29, especially during school times. We request Class II bike lanes or Class III bicycle boulevards with traffic-calming from SR29 to James Dr. We recommend extending this to Elliott Dr for maximum connectivity benefits.

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City of American Canyon, CA

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Kara Vernor
Executive Director
Napa County Bike Coalition
PO Box 5157
Napa, CA, 94581

Dear Ms. Vernor,

We appreciate the Napa County Bicycle Coalition's commitment to enhancing active transportation and sustainability in Napa County and welcome your engagement in the public review process for the Crawford Way Multifamily Project.

In your comments, the Spring Grove development in St. Helena was referenced as a model for bike parking and you had commented that it delivers a higher standard than our project at one secure long-term bike parking space per unit. The Crawford Way Multifamily Project includes the same bicycle storage as Spring Grove as each unit has additional garage storage space above and beyond the space allotted for two car parking. This additional space provides for secure long-term bicycle storage. As such, our plans already meet with your recommended strategy and exceed the City's requirements for bicycle storage.

With regard to your other comments, we recognize and support the City's broader goals for improving multimodal infrastructure and will comply with all local and state building codes and requirements. Should you have any additional questions related to the specifics of our development, we would be happy to clarify further.

Sincerely,

William Yeh
Crawford Way Multifamily Project

From: William He
To: [redacted]; [redacted]
Cc: Brent Cooper; Jason Holley; Julieanne Geilfuss
Subject: Crawford Way Multifamily - E-Comment
Date: Wednesday, March 19, 2025 11:44:00 AM
Attachments: Crawford Way Multifamily - E-Comment - Sainato.pdf

---

Hi Carlotta,

Thank you for your thoughtful comments on the Crawford Way Multifamily Project Design Permit.

The proposed Crawford Way Multifamily Project consists of 100 townhome dwelling units on a 4.34-acre site located in the Local Serving Mixed Use (LSMU) zoning district at the southwest corner of Crawford Way and Highway 29.

You requested three amendments to the project:

1. Additional bicycle parking
2. A mid-block pedestrian crossing on Crawford Way
3. Class II bike lanes or Class III bicycle boulevards with traffic-calming from SR29 to James Dr.

Multifamily residential projects are designated as "Permitted." in the LSMU zoning district. When a Permitted use complies with applicable local, regional, and state development policies, and municipal code standards, the Planning Commission must generally approve the project. Since the project complies with these policies, our ability as a City to require modifications is limited. Listed below are responses to each of your requests:

1. **Additional Bicycle Parking:** According to Municipal Code Section 19.21.050, a project with 200-299 automobile parking stalls requires 8 bicycle parking spaces. A new California building code effective January 2026 may require more bicycle parking. If the project is approved and the building permit applications are submitted after January 1, 2026, the project may be subject to the new standards. Currently, we cannot require additional bicycle parking spaces.
2. **Mid-Block Pedestrian Crossing:** We agree that a mid-block pedestrian crossing on Crawford Way would enhance safety and provide traffic calming. The project is subject to Traffic Impact fees which fund roadway, transit, and active transportation improvements. We will add a condition of approval requiring the applicant to construct a raised mid-block crosswalk when they construct their mandatory roadway frontage improvements (i.e.: curb, gutter, sidewalk improvements on Crawford Way and SR-29). The cost will be reimbursed from their traffic impact fees.
3. **Class II bike lanes or Class III bicycle boulevard**: Designating Crawford Way as a Class II bike lanes or Class III bicycle boulevard is a worthy idea. Bicycle trails are part of the General Plan Circulation (Mobility) Element. The Napa Valley Transportation Authority (NVTA) is developing a Countywide Active Transportation Plan and seeking public input. If the plan is adopted, the City would incorporate this plan into our General Plan Mobility Element.

Implementing Class II bike lanes or Class III bicycle boulevard involves street striping, which is a low-cost improvement. You can learn more about the NVTA Active Transportation Plan and how to stay involved by HERE.

We appreciate your ideas to improve American Canyon. If you have any further questions about the Crawford Way project or any other planning issue, feel free to contact me at Whe@americancanyon.gov or Brent Cooper at bcooper@americancanyon.gov.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

From: noreply@granicusideas.com
To: CityClerk; Planning Commission; Bill Ross - External
Subject: New eComment for Planning Commission
Date: Thursday, January 23, 2025 1:31:56 PM

City of American Canyon

New eComment for Planning Commission

T L Wong submitted a new eComment.

Meeting: Planning Commission

Item: 3.) Crawford Way Multifamily Project Design Permit

eComment: Hello Planning Commissioners! Welcome to our new Commissioners, and happy new year to all As a city resident who has run and biked over 700 miles on our city's beautiful open space and our roadways, I urge you to keep active transportation in mind for all projects. For this project, I urge you to add these changes before approving it 1) Landscaping -- plants that are native to our area are even more important during this time of climate crisis. Local plants support local bugs which support local wildlife. Native oak trees are a keystone plant and one of the most powerful ways we can support local wildlife. Native plants are also drought-resistant. 2) Bicycle support -- the proposed 8 bike parking spaces for a 100-unit development is inadequate and discourages biking, especially given the 216 vehicle parking spaces provided. Please follow the Spring Grove multifamily project proposed in St. Helena, which provides 1 secure long-term bike parking space for each unit connected to its garage. 2) Improve pedestrian crossings and calm traffic on Crawford. Bulb-outs, high-visibility crosswalks, and/or other traffic-calming should be applied to the Crawford/SR 29 intersection to slow exiting SR29 traffic and prioritize resident safety. Continue calming traffic to speeds appropriate for a residential area by adding a midblock crosswalk across Crawford with bulb-outs, a high-visibility crosswalk, and Rectangular Rapid Flashing Beacons. Aligning this crosswalk with Canyon Plaza’s west sidewalk entrance will offer an alternative to the SR29 crosswalk and encourage walking to destinations on the north side of Crawford. 3) Improve bicycle facilities on Crawford. This Project changes the need for bicycle facilities from what is proposed in the Bike Plan. As a route to schools and parks, Crawford can act as a low-stress alternative to W. Donaldson Way, which experiences high vehicle volumes from SR29, especially during school times. Please use Class II bike lanes or Class III bicycle boulevards with traffic-calming from SR29 to James Dr., and extend this to Elliott Dr for maximum connectivity benefits. Thank you Tammy Wong

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From: William He
To: [redacted]
Cc: Brent Cooper; Jason Holley; Julieanne Geilfuss
Subject: Crawford Way Multifamily - E-Comment
Date: Wednesday, March 19, 2025 11:48:00 AM
Attachments: Crawford Way Multifamily - E-Comment - Wong.pdf

Hi Tammy,

Thank you for your thoughtful comments on the Crawford Way Multifamily Project Design Permit.

The proposed Crawford Way Multifamily Project consists of 100 townhome dwelling units on a 4.34-acre site located in the Local Serving Mixed Use (LSMU) zoning district at the southwest corner of Crawford Way and Highway 29.

You requested four amendments to the project:

1. Native landscaping
2. Additional bicycle parking
3. A mid-block pedestrian crossing on Crawford Way
4. Class II bike lanes or Class III bicycle boulevards with traffic-calming from SR29 to James Dr.

Multifamily residential projects are designated as "Permitted." in the LSMU zoning district. When a Permitted use complies with applicable local, regional, and state development policies, and municipal code standards, the Planning Commission must generally approve the project. Since the project complies with these policies, our ability as a City to require modifications is limited. Listed below are responses to each of your requests:

1. **Native Landscaping:** The landscape ordinance emphasizes drought tolerant landscaping, but does not mandate native landscaping. The City Council requested staff to evaluate amendments to require more native vegetation, but these requirements are not yet in place. Therefore, we cannot require a greater percentage of native vegetation for this project. Future projects will be subject to new regulations once adopted.
2. **Additional Bicycle Parking:** According to Municipal Code Section 19.21.050, a project with 200-299 automobile parking stalls requires 8 bicycle parking spaces. A new California building code effective January 2026 may require more bicycle parking. If the project is approved and the building permit applications are submitted after January 1, 2026, the project may be subject to the new standards. Currently, we cannot require additional bicycle parking spaces.
3. **Mid-Block Pedestrian Crossing:** We agree that a mid-block pedestrian crossing on Crawford Way would enhance safety and provide traffic calming. The project is subject to Traffic Impact fees which fund roadway, transit, and active transportation improvements. We will add a condition of approval requiring the applicant to construct a raised mid-block crosswalk when they construct their mandatory roadway frontage improvements (i.e.: curb, gutter, sidewalk improvements on Crawford Way and SR-29). The cost will be reimbursed from their traffic

impact fees.

4. **Class II bike lanes or Class III bicycle boulevard**: Designating Crawford Way as a Class II bike lanes or Class III bicycle boulevard is a worthy idea. Bicycle trails are part of the General Plan Circulation (Mobility) Element. The Napa Valley Transportation Authority (NVTA) is developing a Countywide Active Transportation Plan and seeking public input. If the plan is adopted, the City would incorporate this plan into our General Plan Mobility Element. Implementing Class II bike lanes or Class III bicycle boulevard involves street striping, which is a low-cost improvement. You can learn more about the NVTA Active Transportation Plan and how to stay involved by HERE:

We appreciate your ideas to improve American Canyon. If you have any further questions about the Crawford Way project or any other planning issue, feel free to contact me at Whe@americancanyon.gov or Brent Cooper at bcooper@americancanyon.gov.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

From: noreply@granicusideas.com
To: CityClerk; Planning Commission; Jason Holley; Bill Ross - External
Subject: New eComment for Planning Commission
Date: Monday, February 24, 2025 8:05:21 PM

City of American Canyon

New eComment for Planning Commission

Teresa Abeyta submitted a new eComment.

Meeting: Planning Commission

Item: PUBLIC COMMENT

eComment: Planning Commission I am writing to let you know that I am totally opposed to the Crawford Way Multifamily Project Design Permit and the project itself, number 3, on the agenda for the February 27, 2025, meeting. First, I would like to point out that this agenda item was continued at the January 23, 2025, meeting and now it is postponed again for the February meeting by the developer. If the developer was coming in for a job interview and cancelled the appointment two consecutive times, I doubt a 3rd interview would be scheduled. This does not bode well for the future of this project. Please keep in mind the fiasco of the Supportive housing project on Broadway St. near the border of Vallejo and American Canyon, much of which had to do with project management problems from the beginning. My reasons for opposition to this Multifamily Complex • This is a high-density project,100 - 2- and 3-bedroom units on a 4.34 acre parcel is just too many units on this small parcel of land. • Only one entrance/ exit into the complex. If several hundred people must leave quickly, and emergency vehicles are trying to get in, it could be a disaster. • Traffic on Crawford Way will increase tremendously and merge on to James Rd. or HW 29, adding to more congestion through our town and increasing accidents as stopped cars pull out onto the highway. • Even though each unit has a garage on the first level, 16 additional guest parking spaces are just not enough. Crawford Way and Canyon Plaza parking spaces will be full of the overflow of cars. • Those of us on the West side of this project will be losing our privacy, as the second-floor balconies will face directly into our yards. I have been told that this project will be approved once the developer meets all the building codes and requirements. This is so unfortunate for our neighborhood. The developer wants to put a high-density complex on a low-density property. I am adamantly opposed to this project. Thank you for your time

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From: William He
To: [redacted]
Cc: Brent Cooper; Jason Holley; Julieanne Geilfuss
Subject: Crawford Way Multifamily - E-comment
Date: Tuesday, March 18, 2025 9:35:00 AM
Attachments: 13. 02.24.2025 New eComment for Planning Commission - Abeyta.pdf

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Hi Teresa,

Thank you for participating in the public comments for the Crawford Way Multifamily Project. We appreciate your interest and thoughtful concern for the future of our City. We considered your input and have answers to your concerns.

1. Postponements. While delays and postponements are rare for the Planning Commission, an applicant does have the right to request a continuance to review and revise their project.
2. Density. The site is in the Local-Serving Mixed-Use zoning district, and multifamily developments are a permitted use. The project density was increased in compliance with the State Density Bonus Law (SDBL), which allows an increased density for projects that provide affordable housing, LINK HERE.
3. Access. The single entrance/ exit on Crawford Way has been thoroughly reviewed by the Fire District, which found that the 100 units complied with fire safety standards. The project also includes an emergency vehicle access (EVA) on Highway 29 that is limited to emergency vehicles.
4. Traffic. The project includes a traffic impact report that explained the project is consistent with the City Vehicle Miles Traveled (VMT) policy. While the project will generate new traffic, it will also provide approximately $495,000 in traffic impact fees that help fund mobility improvements throughout the city as part of the 5-Year Capital Improvement Program (CIP), LINK HERE. Additionally, the project will provide a new mid-block crosswalk to Canyon Plaza through their traffic impact fees.
5. Parking. The project provides 200 garage parking spaces and 16 uncovered guest spaces while the City Municipal Code requires 225 parking spaces. The State Density Bonus Law allows developers to provide a reduced number of required parking spaces for affordable housing projects. According to the SDBL, a project with 100 two-to-three-bedroom units would require a one-and one-half bedroom to one parking space ratio, or 150 parking spaces. The applicant providing 216 parking spaces exceeds the State minimum.
6. Privacy. The applicant is providing a 6’ tall wooden fence along their western property line and the buildings are set back 10’ in accordance with LSMU development standards. Please note that prior to the Broadway District, the site was in the Community Commercial (CC) zone, which also allowed 3-story multifamily development.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov
https://www.americancanyon.gov/

From: noreply@granicusideas.com
To: CityClerk; Planning Commission; Jason Holley; Bill Ross - External
Subject: New eComment for Planning Commission
Date: Tuesday, February 25, 2025 9:59:04 AM

City of American Canyon

New eComment for Planning Commission

Gary Keimach submitted a new eComment.

Meeting: Planning Commission

Item: PUBLIC COMMENT

eComment: I support the objection to this development. In addition to the points made below, I would like information on how these additional residents would be aborped into the AC school system. Alongside the WRSP development, our schools are under strain.

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From: William He
To: [redacted]
Cc: Brent Cooper; Jason Holley; Julieanne Geilfuss; Rob Mangewala
Subject: Crawford Way Multifamily Project - E-comment
Date: Monday, March 17, 2025 5:14:00 PM
Attachments: 13. 02.25.2025 New eComment for Planning Commission - Keimach.pdf

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Hi Gary,

Thank you for participating in the public comments for the Crawford Way Multifamily Project. Here is some information on your question regarding the American Canyon school system.

The American Canyon school system is part of the Napa Valley Unified School District (NVUSD), LINK HERE. According Ed Data, a partner with the California Department of Education, enrollment rates in the NVUSD system has been on decline since 2020, see LINK HERE. In fiscal year 2019-20, the cumulative enrollment was 18,163 students, whereas in fiscal year 2023-24, the cumulative enrollment was 16,885.

Declining student enrollment can be a serious issue because California's school funding is tied to Average Daily Attendance (ADA). When student enrollment declines, fewer students result in less school funding. When student enrollment declines for a long time, it places financial pressure on districts. Approval of the Crawford Way apartments will help provide additional students.

In addition to adding students to the school district, state law provides NVUSD with a developer fee on new housing and commercial development. The fee is used to "address the impact of a growing student population". Currently, the fee for residential development is $5.17 per square foot. You can find out more about the fee at THIS LINK. According to the project applicant, the Crawford Project will include 133,562 square feet of living space, which equates to approximately $690,000 in fees due to NVUSD.

We copied Rob Mangewala, NVUSD Assistant Superintendent Business and Operational Services who would have more information on the status of student enrollment in American Canyon.

Kind regards,

William He, AICP
Senior Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Office: 707 647 4337

Note: Our website and email addresses have changed!
whe@americancanyon.gov

https://www.americancanyon.gov/

From:	William He
To:	byeh@yehareagroup.com; Jeff Potts; John Halbom
Cc:	Brent Cooper; Erica Ahmann Smithies; Edison Bisnar
Subject:	FW: Crawford Way Multifamily Design Permit Application (PL23-0003) Review - Caltrans comment
Date:	Wednesday, June 7, 2023 1:31:00 PM

Hi Billy,

Staff received a comment from Caltrans regarding you project at Crawford Way. Please see below for details. Staff suggests consulting a traffic engineer to help you with the response to Caltrans.

Kind regards,

William He, AICP
Senior Planner, Community Development Department
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
707 647 4337 | whe@cityofamericancanyon.org
www.cityofamericancanyon.org

From: Samdin, Dylan@DOT <dylan.samdin@dot.ca.gov>
Sent: Tuesday, June 6, 2023 12:10 PM
To: William He <whe@cityofamericancanyon.org>
Cc: Luo, Yunsheng@DOT <Yunsheng.Luo@dot.ca.gov>
Subject: [External] Crawford Way Multifamily Design Permit Application (PL23-0003) Review

Hello William,

Thank you for the opportunity to review the Crawford Way Multifamily Design Permit Application- (PL23-0003) Project.

Attached are a few comments regarding the project, please let me know if you have any questions.

Encroachment Permit
Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To obtain information about the most current encroachment permit process

and to download the permit application, please visit Caltrans Encroachment Permits.

Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide.

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in alignment with the City's VMT policy.

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential traffic safety issues to the State Transportation Network (STN) may be assessed by Caltrans via the Interim Safety Guidance (*link*).

- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

- Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.

    - **Multimodal Transportation Planning**
    - Please review and include the reference of the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR regulatory framework. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based

and prioritized needs.

- Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 (DP-37), which supersedes Deputy Directive 64-R1, and further builds upon its goals. More information on DP-37 can be viewed here: https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/dp-37-complete-streets-a11y.pdf

Best,

Dylan Samdin
D4 Transportation Planner Intern
Student Assistant
Email: Dylan.Samdin@dot.ca.gov
Cell: (661) 202-4839

Attachment 13:
Applicant request for continuance to May 2025

From: William Yeh
To: William He
Cc: Jeff Potts; Brent Cooper; Erica Ahmann Smithies; Edison Bisnar; Neil Reiher; Jeremiah Tadlock
Subject: Re: Crawford Way Multifamily Project - Public Hearing questions and draft response
Date: Monday, April 14, 2025 2:42:07 PM

Hi William,

After getting clarification from Edison regarding the undergrounding of power lines across Hwy 29, we have asked our joint trench consultant to reach out to PG&E to understand the scope and price of this offsite improvement. As such we would like to again delay the planning commission hearing to May.

With regard to the city's responses to the public comments received, our only comment is a point of clarification that we are achieving the 20% density bonus by restricting 10% of units permitted by right to the Lower income level and not 5% at Very Low income. We are preparing a letter to the city which will include a revised affordable housing agreement that has corrected calculations and that follows this logic.

Best Regards,

William Yeh
[redacted]
byeh@yehareagroup.com
www.yehareagroup.com

On Tue, Apr 8, 2025 at 11:23 AM William He <whe@americancanyon.gov> wrote:

> Hi Billy,
>
> At the March 27 Planning Commission public hearing, the Planning Commission received public comments for the Crawford Way project. At your request, the Planning Commission continued the meeting to the April 24 public hearing meeting. In anticipation of the April meeting, staff drafted responses to technical issues raised by the public comments. We wanted to share those with you today. Please see the attached files. If you would like to add to the responses, please let me know as soon as possible.
>
> The March 27, Planning Commission video is available at THIS LINK. The staff report to the April 24 meeting will be available by Friday, April 18.

Kind regards,

William He, AICP

Senior Planner

City of American Canyon

Community Development Department

4381 Broadway Street, Suite 201

American Canyon, CA 94503

Office: 707 647 4337

Note: Our website and email addresses have changed!

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Senate Bill No. 330
CHAPTER 654

An act to amend Section 65589.5 of, to amend, repeal, and add Sections 65940, 65943, and 65950 of, to add and repeal Sections 65905.5, 65913.10, and 65941.1 of, and to add and repeal Chapter 12 (commencing with Section 66300) of Division 1 of Title 7 of, the Government Code, relating to housing.

[Approved by Governor October 09, 2019. Filed with Secretary of State October 09, 2019.]

LEGISLATIVE COUNSEL'S DIGEST

SB 330, Skinner. Housing Crisis Act of 2019.

(1) The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. The act specifies that one way to satisfy that requirement is to make findings that the housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete. The act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least $10,000 per housing unit in the housing development project on the date the application was deemed complete.

This bill, until January 1, 2025, would specify that an application is deemed complete for these purposes if a preliminary application was submitted, as described below.

Existing law authorizes the applicant, a person who would be eligible to apply for residency in the development or emergency shelter, or a housing organization to bring an action to enforce the Housing Accountability Act. If, in that action, a court finds that a local agency failed to satisfy the requirement to make the specified findings described above, existing law requires the court to issue an order or judgment compelling compliance with the act within 60 days, as specified.

This bill, until January 1, 2025, would additionally require a court to issue the order or judgment previously described if the local agency required or attempted to require certain housing development projects to comply with an ordinance, policy, or standard not adopted and in effect when a preliminary application was submitted.

Existing law authorizes a local agency to require a housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need, as specified.

This bill, until January 1, 2025, would, notwithstanding those provisions or any other law and with certain exceptions, require that a housing development project only be subject to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, except as specified.

(2) The Planning and Zoning Law, except as provided, requires that a public hearing be held on an application for a variance from the requirements of a zoning ordinance, an application for a conditional use permit or equivalent development permit, a proposed revocation or modification of a variance or use permit or equivalent development permit, or an appeal from the action taken on any of those applications. That law requires that notice of a public hearing be provided in accordance with specified procedures.

This bill, until January 1, 2025, would prohibit a city or county from conducting more than 5 hearings, as defined, held pursuant to these provisions, or any other law, ordinance, or regulation requiring a public hearing, if a proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, as defined. The bill would require the city or county to consider and either approve or disapprove the housing development project at any of the 5 hearings consistent with the applicable timelines under the Permit Streamlining Act.

(3) The Permit Streamlining Act, which is part of the Planning and Zoning Law, requires each state agency and each local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project. That law requires the state or local agency to make copies of this information available to all applicants for development projects and to any persons who request the information.

The bill, until January 1, 2025, for purposes of any state or local law, ordinance, or regulation that requires a city or county to determine whether the site of a proposed housing development project is a historic site, would require the city or county to make that determination, which would remain valid for the pendency of the housing development, at the time the application is deemed complete, except as provided. The bill, until January 1, 2025, would also require that each local agency make copies of any above-described list with respect to information required from an applicant for a housing development project available both (A) in writing to those persons to whom the agency is required to make information available and (B) publicly available on the internet website of the local agency.

The Permit Streamlining Act requires public agencies to approve or disapprove of a development project within certain timeframes, as specified. The act requires a public agency, upon its determination that an application for a development project is incomplete, to include a list and a thorough description of the specific information needed to complete the application. Existing law authorizes the applicant to submit the additional material to the public agency, requires the public agency to determine whether the submission of the application together with the submitted materials is complete within 30 days of receipt, and provides for an appeal process from the public agency's determination. Existing law requires a final written determination by the agency on the appeal no later than 60 days after receipt of the applicant's written appeal.

This bill, until January 1, 2025, would provide that a housing development project, as defined, shall be deemed to have submitted a preliminary application upon providing specified information about the proposed project to the city or county from which approval for the project is being sought. The bill would require each local agency to compile a checklist and application form that applicants for housing development projects may use for that purpose and would require the Department of Housing and Community Development to adopt a standardized form for applicants seeking approval from a local agency that has not developed its own application form. After the submittal of a preliminary application,

the bill would provide that a housing development project would not be deemed to have submitted a preliminary application under these provisions if the development proponent revises the project such that the number of residential units or square footage of construction changes by 20% or more until the development proponent resubmits the information required by the bill so that it reflects the revisions. The bill would require a development proponent to submit an application for a development project that includes all information necessary for the agency to review the application under the Permit Streamlining Act within 180 days of submitting the preliminary application.

The bill, until January 1, 2025, would require the lead agency, as defined, if the application is determined to be incomplete, to provide the applicant with an exhaustive list of items that were not complete, as specified.

The Permit Streamlining Act generally requires that a public agency that is the lead agency for a development project approve or disapprove a project within 120 days from the date of certification by the lead agency of an environmental impact report prepared for certain development projects, but reduces this time period to 90 days from the certification of an environmental impact report for development projects meeting certain additional conditions relating to affordability. Existing law defines "development project" for these purposes to mean a use consisting of either residential units only or mixed-use developments consisting of residential and nonresidential uses that satisfy certain other requirements.

This bill, until January 1, 2025, would reduce the time period in which a lead agency under these provisions is required to approve or disapprove a project from 120 days to 90 days, for a development project generally described above, and from 90 days to 60 days, for a development project that meets the above-described affordability conditions. The bill would recast the definition of "development project" for these purposes to mean a housing development project, as defined in the Housing Accountability Act.

(4) The Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that relates to its planning. That law authorizes the legislative body, if it deems it to be in the public interest, to amend all or part of an adopted general plan, as provided. That law also authorizes the legislative body of any county or city, pursuant to specified procedures, to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes.

This bill, until January 1, 2025, with respect to land where housing is an allowable use, except as specified, would prohibit a county or city, including the electorate exercising its local initiative or referendum power, in which specified conditions exist, determined by the Department of Housing and Community Development as provided, from enacting a development policy, standard, or condition, as defined, that would have the effect of (A) changing the land use designation or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the general plan or specific plan land use designation and zoning ordinances of the county or city as in effect on January 1, 2018; (B) imposing or enforcing a moratorium on housing development within all or a portion of the jurisdiction of the county or city, except as provided; (C) imposing or enforcing new design standards established on or after January 1, 2020, that are not objective design standards, as defined; or (D) establishing or implementing certain limits on the number of permits issued by, or the population of, the county or city, unless the limit was approved prior to January 1, 2005, in a predominantly agricultural county, as defined. The bill would, notwithstanding these prohibitions, allow a city or county to prohibit the commercial use of land zoned for residential use consistent with the authority of the city or county conferred by other law. The bill would state that these prohibitions would

apply to any zoning ordinance adopted or amended on or after the effective date of these provisions, and that any development policy, standard, or condition on or after that date that does not comply would be deemed void.

This bill would also require a project that requires the demolition of housing to comply with specified requirements, including the provision of relocation assistance and a right of first refusal in the new housing to displaced occupants, as provided. The bill would provide that these provisions do not supersede any provision of a locally adopted ordinance that places greater restrictions on the demolition of residential dwelling units or that requires greater relocation assistance to displaced households. The bill would require a county or city subject to these provisions to include information necessary to determine compliance with these provisions in the list or lists that specify the information that will be required from any applicant for a development project under the Permit Streamlining Act.

The bill would state that these prohibitions would prevail over any conflicting provision of the Planning and Zoning Law or other law regulating housing development in this state, except as specifically provided. The bill would also require that any exception to these provisions, including an exception for the health and safety of occupants of a housing development project, be construed narrowly.

(5) This bill would include findings that the changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(6) By imposing various new requirements and duties on local planning officials with respect to housing development, and by changing the scope of a crime under the State Housing Law, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.

With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

(7) This bill would provide that its provisions are severable.

Digest Key

Vote: MAJORITY Appropriation: NO Fiscal Committee: YES Local Program: YES

Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1.

This act shall be known, and may be cited, as the Housing Crisis Act of 2019.

SEC. 2.

(a) The Legislature finds and declares the following:

(1) California is experiencing a housing supply crisis, with housing demand far outstripping supply. In 2018, California ranked 49th out of the 50 states in housing units per capita.

(2) Consequently, existing housing in this state, especially in its largest cities, has become very expensive. Seven of the 10 most expensive real estate markets in the United States are in California. In San Francisco, the median home price is $1.6 million.

(3) California is also experiencing rapid year-over-year rent growth with three cities in the state having had overall rent growth of 10 percent or more year-over-year, and of the 50 United States cities with the highest United States rents, 33 are cities in California.

(4) California needs an estimated 180,000 additional homes annually to keep up with population growth, and the Governor has called for 3.5 million new homes to be built over the next 7 years.

(5) The housing crisis has particularly exacerbated the need for affordable homes at prices below market rates.

(6) The housing crisis harms families across California and has resulted in all of the following:

(A) Increased poverty and homelessness, especially first-time homelessness.

(B) Forced lower income residents into crowded and unsafe housing in urban areas.

(C) Forced families into lower cost new housing in greenfields at the urban-rural interface with longer commute times and a higher exposure to fire hazard.

(D) Forced public employees, health care providers, teachers, and others, including critical safety personnel, into more affordable housing farther from the communities they serve, which will exacerbate future disaster response challenges in high-cost, high-congestion areas and increase risk to life.

(E) Driven families out of the state or into communities away from good schools and services, making the ZIP Code where one grew up the largest determinate of later access to opportunities and social mobility, disrupting family life, and increasing health problems due to long commutes that may exceed three hours per day.

(7) The housing crisis has been exacerbated by the additional loss of units due to wildfires in 2017 and 2018, which impacts all regions of the state. The Carr Fire in 2017 alone burned over 1,000 homes, and over 50,000 people have been displaced by the Camp Fire and the Woolsey Fire in 2018. This temporary and permanent displacement has placed additional demand on the housing market and has resulted in fewer housing units available for rent by low-income individuals.

(8) Individuals who lose their housing due to fire or the sale of the property cannot find affordable homes or rental units and are pushed into cars and tents.

(9) Costs for construction of new housing continue to increase. According to the Terner Center for Housing Innovation at the University of California, Berkeley, the cost of building a 100-unit affordable housing project in the state was almost $425,000 per unit in 2016, up from $265,000 per unit in 2000.

(10) Lengthy permitting processes and approval times, fees and costs for parking, and other requirements further exacerbate cost of residential construction.

(11) The housing crisis is severely impacting the state’s economy as follows:

(A) Employers face increasing difficulty in securing and retaining a workforce.

(B) Schools, universities, nonprofits, and governments have difficulty attracting and retaining teachers, students, and employees, and our schools and critical services are suffering.

(C) According to analysts at McKinsey and Company, the housing crisis is costing California $140 billion a year in lost economic output.

(12) The housing crisis also harms the environment by doing both of the following:

(A) Increasing pressure to develop the state's farmlands, open space, and rural interface areas to build affordable housing, and increasing fire hazards that generate massive greenhouse gas emissions.

(B) Increasing greenhouse gas emissions from longer commutes to affordable homes far from growing job centers.

(13) Homes, lots, and structures near good jobs, schools, and transportation remain underutilized throughout the state and could be rapidly remodeled or developed to add affordable homes without subsidy where they are needed with state assistance.

(14) Reusing existing infrastructure and developed properties, and building more smaller homes with good access to schools, parks, and services, will provide the most immediate help with the lowest greenhouse gas footprint to state residents.

(b) In light of the foregoing, the Legislature hereby declares a statewide housing emergency, to be in effect until January 1, 2025.

(c) It is the intent of the Legislature, in enacting the Housing Crisis Act of 2019, to do both of the following:

(1) Suspend certain restrictions on the development of new housing during the period of the statewide emergency described in subdivisions (a) and (b).

(2) Work with local governments to expedite the permitting of housing in regions suffering the worst housing shortages and highest rates of displacement.

SEC. 3.

Section 65589.5 of the Government Code is amended to read:

65589.5.

(a) (1) The Legislature finds and declares all of the following:

(A) The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California.

(B) California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing.

(C) Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.

(D) Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing development projects, reduction in density of housing projects, and excessive standards for housing development projects.

(2) In enacting the amendments made to this section by the act adding this paragraph, the Legislature further finds and declares the following:

(A) California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives.

(B) While the causes of this crisis are multiple and complex, the absence of meaningful and effective policy reforms to significantly enhance the approval and supply of housing affordable to Californians of all income levels is a key factor.

(C) The crisis has grown so acute in California that supply, demand, and affordability fundamentals are characterized in the negative: underserved demands, constrained supply, and protracted unaffordability.

(D) According to reports and data, California has accumulated an unmet housing backlog of nearly 2,000,000 units and must provide for at least 180,000 new units annually to keep pace with growth through 2025.

(E) California's overall homeownership rate is at its lowest level since the 1940s. The state ranks 49th out of the 50 states in homeownership rates as well as in the supply of housing per capita. Only one-half of California's households are able to afford the cost of housing in their local regions.

(F) Lack of supply and rising costs are compounding inequality and limiting advancement opportunities for many Californians.

(G) The majority of California renters, more than 3,000,000 households, pay more than 30 percent of their income toward rent and nearly one-third, more than 1,500,000 households, pay more than 50 percent of their income toward rent.

(H) When Californians have access to safe and affordable housing, they have more money for food and health care; they are less likely to become homeless and in need of government-subsidized services; their children do better in school; and businesses have an easier time recruiting and retaining employees.

(I) An additional consequence of the state's cumulative housing shortage is a significant increase in greenhouse gas emissions caused by the displacement and redirection of populations to states with greater housing opportunities, particularly working- and middle-class households. California's cumulative housing shortfall therefore has not only national but international environmental consequences.

(J) California's housing picture has reached a crisis of historic proportions despite the fact that, for decades, the Legislature has enacted numerous statutes intended to significantly increase the approval, development, and affordability of housing for all income levels, including this section.

(K) The Legislature's intent in enacting this section in 1982 and in expanding its provisions since then was to significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled.

(L) It is the policy of the state that this section be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing.

(3) It is the intent of the Legislature that the conditions that would have a specific, adverse impact upon the public health and safety, as described in paragraph (2) of subdivision (d) and paragraph (1) of subdivision (j), arise infrequently.

(b) It is the policy of the state that a local government not reject or make infeasible housing development projects, including emergency shelters, that contribute to meeting the need determined pursuant to this article without a thorough analysis of the economic, social, and environmental effects of the action and without complying with subdivision (d).

(c) The Legislature also recognizes that premature and unnecessary development of agricultural lands for urban uses continues to have adverse effects on the availability of those lands for food and fiber production and on the economy of the state. Furthermore, it is the policy of the state that development should be guided away from prime agricultural lands; therefore, in implementing this section, local jurisdictions should encourage, to the maximum extent practicable, in filling existing urban areas.

(d) A local agency shall not disapprove a housing development project, including farmworker housing as defined in subdivision (h) of Section 50199.7 of the Health and Safety Code, for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:

(1) The jurisdiction has adopted a housing element pursuant to this article that has been revised in accordance with Section 65588, is in substantial compliance with this article, and the jurisdiction has met or exceeded its share of the regional housing need allocation pursuant to Section 65584 for the planning period for the income category proposed for the housing development project, provided that any disapproval or conditional approval shall not be based on any of the reasons prohibited by Section 65008. If the housing development project includes a mix of income categories, and the jurisdiction has not met or exceeded its share of the regional housing need for one or more of those categories, then this paragraph shall not be used to disapprove or conditionally approve the housing development project. The share of the regional housing need met by the jurisdiction shall be calculated consistently with the forms and definitions that may be adopted by the Department of Housing and Community Development pursuant to Section 65400. In the case of an emergency shelter, the jurisdiction shall have met or exceeded the need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. Any disapproval or conditional approval pursuant to this paragraph shall be in accordance with applicable law, rule, or standards.

(2) The housing development project or emergency shelter as proposed would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible. As used

in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

(3) The denial of the housing development project or imposition of conditions is required in order to comply with specific state or federal law, and there is no feasible method to comply without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible.

(4) The housing development project or emergency shelter is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agricultural or resource preservation purposes, or which does not have adequate water or wastewater facilities to serve the project.

(5) The housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete, and the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with this article. For purposes of this section, a change to the zoning ordinance or general plan land use designation subsequent to the date the application was deemed complete shall not constitute a valid basis to disapprove or condition approval of the housing development project or emergency shelter.

(A) This paragraph cannot be utilized to disapprove or conditionally approve a housing development project if the housing development project is proposed on a site that is identified as suitable or available for very low, low-, or moderate-income households in the jurisdiction's housing element, and consistent with the density specified in the housing element, even though it is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation.

(B) If the local agency has failed to identify in the inventory of land in its housing element sites that can be developed for housing within the planning period and are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels pursuant to Section 65584, then this paragraph shall not be utilized to disapprove or conditionally approve a housing development project proposed for a site designated in any element of the general plan for residential uses or designated in any element of the general plan for commercial uses if residential uses are permitted or conditionally permitted within commercial designations. In any action in court, the burden of proof shall be on the local agency to show that its housing element does identify adequate sites with appropriate zoning and development standards and with services and facilities to accommodate the local agency's share of the regional housing need for the very low, low-, and moderate-income categories.

(C) If the local agency has failed to identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit, has failed to demonstrate that the identified zone or zones include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7) of subdivision (a) of Section 65583, or has failed to demonstrate that the identified zone or zones can accommodate at least one emergency shelter, as required by paragraph (4) of subdivision (a) of Section 65583, then this paragraph shall not be utilized to disapprove or conditionally approve an emergency shelter proposed for a site designated in any element of the general plan for industrial, commercial, or multifamily residential uses. In any action in court, the burden of proof shall be

on the local agency to show that its housing element does satisfy the requirements of paragraph (4) of subdivision (a) of Section 65583.

(e) Nothing in this section shall be construed to relieve the local agency from complying with the congestion management program required by Chapter 2.6 (commencing with Section 65088) of Division 1 of Title 7 or the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code). Neither shall anything in this section be construed to relieve the local agency from making one or more of the findings required pursuant to Section 21081 of the Public Resources Code or otherwise complying with the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(f) (1) Except as provided in subdivision (o), nothing in this section shall be construed to prohibit a local agency from requiring the housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need pursuant to Section 65584. However, the development standards, conditions, and policies shall be applied to facilitate and accommodate development at the density permitted on the site and proposed by the development.

(2) Except as provided in subdivision (o), nothing in this section shall be construed to prohibit a local agency from requiring an emergency shelter project to comply with objective, quantifiable, written development standards, conditions, and policies that are consistent with paragraph (4) of subdivision (a) of Section 65583 and appropriate to, and consistent with, meeting the jurisdiction's need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. However, the development standards, conditions, and policies shall be applied by the local agency to facilitate and accommodate the development of the emergency shelter project.

(3) Except as provided in subdivision (o), nothing in this section shall be construed to prohibit a local agency from imposing fees and other exactions otherwise authorized by law that are essential to provide necessary public services and facilities to the housing development project or emergency shelter.

(4) For purposes of this section, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity.

(g) This section shall be applicable to charter cities because the Legislature finds that the lack of housing, including emergency shelter, is a critical statewide problem.

(h) The following definitions apply for the purposes of this section:

(1) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

(2) "Housing development project" means a use consisting of any of the following:

(A) Residential units only.

(B) Mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use.

(C) Transitional housing or supportive housing.

(3) “Housing for very low, low-, or moderate-income households” means that either (A) at least 20 percent of the total units shall be sold or rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code, or (B) 100 percent of the units shall be sold or rented to persons and families of moderate income as defined in Section 50093 of the Health and Safety Code, or persons and families of middle income, as defined in Section 65008 of this code. Housing units targeted for lower income households shall be made available at a monthly housing cost that does not exceed 30 percent of 60 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the lower income eligibility limits are based. Housing units targeted for persons and families of moderate income shall be made available at a monthly housing cost that does not exceed 30 percent of 100 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the moderate-income eligibility limits are based.

(4) “Area median income” means area median income as periodically established by the Department of Housing and Community Development pursuant to Section 50093 of the Health and Safety Code. The developer shall provide sufficient legal commitments to ensure continued availability of units for very low or low-income households in accordance with the provisions of this subdivision for 30 years.

(5) Notwithstanding any other law, until January 1, 2025, “deemed complete” means that the applicant has submitted a preliminary application pursuant to Section 65941.1.

(6) “Disapprove the housing development project” includes any instance in which a local agency does either of the following:

(A) Votes on a proposed housing development project application and the application is disapproved, including any required land use approvals or entitlements necessary for the issuance of a building permit.

(B) Fails to comply with the time periods specified in subdivision (a) of Section 65950. An extension of time pursuant to Article 5 (commencing with Section 65950) shall be deemed to be an extension of time pursuant to this paragraph.

(7) “Lower density” includes any conditions that have the same effect or impact on the ability of the project to provide housing.

(8) Until January 1, 2025, “objective” means involving no personal or subjective judgment by a public official and being uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official.

(9) Notwithstanding any other law, until January 1, 2025, “determined to be complete” means that the applicant has submitted a complete application pursuant to Section 65943.

(i) If any city, county, or city and county denies approval or imposes conditions, including design changes, lower density, or a reduction of the percentage of a lot that may be occupied by a building or structure under the applicable planning and zoning in force at the time the housing development project’s application is deemed complete, that have a substantial adverse effect on the viability or affordability of a housing development for very low, low-, or moderate-income households, and the denial of the development or the imposition of conditions on the development is the subject of a court action which challenges the denial or the imposition of conditions, then the burden of proof shall be on the local legislative body to show that its decision is consistent with the findings as described in subdivision (d), and that the findings are supported by a preponderance of the evidence in the record, and with the requirements of subdivision (o).

(j) (1) When a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the application was deemed complete, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by a preponderance of the evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

(2) (A) If the local agency considers a proposed housing development project to be inconsistent, not in compliance, or not in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision as specified in this subdivision, it shall provide the applicant with written documentation identifying the provision or provisions, and an explanation of the reason or reasons it considers the housing development to be inconsistent, not in compliance, or not in conformity as follows:

(i) Within 30 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains 150 or fewer housing units.

(ii) Within 60 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains more than 150 units.

(B) If the local agency fails to provide the required documentation pursuant to subparagraph (A), the housing development project shall be deemed consistent, compliant, and in conformity with the applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.

(3) For purposes of this section, the receipt of a density bonus pursuant to Section 65915 shall not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in conformity, with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision specified in this subdivision.

(4) For purposes of this section, a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and shall not require a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan. If the local agency has complied with paragraph (2), the local agency may require the proposed housing development project to comply with the objective standards and criteria of the zoning which is consistent with the general plan, however, the standards and criteria shall be applied to facilitate and accommodate development at the density allowed on the site by the general plan and proposed by the proposed housing development project.

(k) (1) (A) (i) The applicant, a person who would be eligible to apply for residency in the development or emergency shelter, or a housing organization may bring an action to enforce this section. If, in any action

brought to enforce this section, a court finds that any of the following are met, the court shall issue an order pursuant to clause (ii):

(I) The local agency, in violation of subdivision (d), disapproved a housing development project or conditioned its approval in a manner rendering it infeasible for the development of an emergency shelter, or housing for very low, low-, or moderate-income households, including farmworker housing, without making the findings required by this section or without making findings supported by a preponderance of the evidence.

(II) The local agency, in violation of subdivision (j), disapproved a housing development project complying with applicable, objective general plan and zoning standards and criteria, or imposed a condition that the project be developed at a lower density, without making the findings required by this section or without making findings supported by a preponderance of the evidence.

(III) (ia) Subject to sub-subclause (ib), the local agency, in violation of subdivision (o), required or attempted to require a housing development project to comply with an ordinance, policy, or standard not adopted and in effect when a preliminary application was submitted.

(ib) This subclause shall become inoperative on January 1, 2025.

(ii) If the court finds that one of the conditions in clause (i) is met, the court shall issue an order or judgment compelling compliance with this section within 60 days, including, but not limited to, an order that the local agency take action on the housing development project or emergency shelter. The court may issue an order or judgment directing the local agency to approve the housing development project or emergency shelter if the court finds that the local agency acted in bad faith when it disapproved or conditionally approved the housing development or emergency shelter in violation of this section. The court shall retain jurisdiction to ensure that its order or judgment is carried out and shall award reasonable attorney's fees and costs of suit to the plaintiff or petitioner, except under extraordinary circumstances in which the court finds that awarding fees would not further the purposes of this section.

(B) (i) Upon a determination that the local agency has failed to comply with the order or judgment compelling compliance with this section within 60 days issued pursuant to subparagraph (A), the court shall impose fines on a local agency that has violated this section and require the local agency to deposit any fine levied pursuant to this subdivision into a local housing trust fund. The local agency may elect to instead deposit the fine into the Building Homes and Jobs Fund, if Senate Bill 2 of the 2017–18 Regular Session is enacted, or otherwise in the Housing Rehabilitation Loan Fund. The fine shall be in a minimum amount of ten thousand dollars ($10,000) per housing unit in the housing development project on the date the application was deemed complete pursuant to Section 65943. In determining the amount of fine to impose, the court shall consider the local agency's progress in attaining its target allocation of the regional housing need pursuant to Section 65584 and any prior violations of this section. Fines shall not be paid out of funds already dedicated to affordable housing, including, but not limited to, Low and Moderate Income Housing Asset Funds, funds dedicated to housing for very low, low-, and moderate-income households, and federal HOME Investment Partnerships Program and Community Development Block Grant Program funds. The local agency shall commit and expend the money in the local housing trust fund within five years for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households. After five years, if the funds have not been expended, the money shall revert to the state and be deposited in the Building Homes and Jobs Fund, if Senate Bill 2 of the 2017–18 Regular Session is enacted, or otherwise in the Housing Rehabilitation Loan Fund, for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households.

(ii) If any money derived from a fine imposed pursuant to this subparagraph is deposited in the Housing Rehabilitation Loan Fund, then, notwithstanding Section 50661 of the Health and Safety Code, that money shall be available only upon appropriation by the Legislature.

(C) If the court determines that its order or judgment has not been carried out within 60 days, the court may issue further orders as provided by law to ensure that the purposes and policies of this section are fulfilled, including, but not limited to, an order to vacate the decision of the local agency and to approve the housing development project, in which case the application for the housing development project, as proposed by the applicant at the time the local agency took the initial action determined to be in violation of this section, along with any standard conditions determined by the court to be generally imposed by the local agency on similar projects, shall be deemed to be approved unless the applicant consents to a different decision or action by the local agency.

(2) For purposes of this subdivision, "housing organization" means a trade or industry group whose local members are primarily engaged in the construction or management of housing units or a nonprofit organization whose mission includes providing or advocating for increased access to housing for low-income households and have filed written or oral comments with the local agency prior to action on the housing development project. A housing organization may only file an action pursuant to this section to challenge the disapproval of a housing development by a local agency. A housing organization shall be entitled to reasonable attorney's fees and costs if it is the prevailing party in an action to enforce this section.

(l) If the court finds that the local agency (1) acted in bad faith when it disapproved or conditionally approved the housing development or emergency shelter in violation of this section and (2) failed to carry out the court's order or judgment within 60 days as described in subdivision (k), the court, in addition to any other remedies provided by this section, shall multiply the fine determined pursuant to subparagraph (B) of paragraph (1) of subdivision (k) by a factor of five. For purposes of this section, "bad faith" includes, but is not limited to, an action that is frivolous or otherwise entirely without merit.

(m) Any action brought to enforce the provisions of this section shall be brought pursuant to Section 1094.5 of the Code of Civil Procedure, and the local agency shall prepare and certify the record of proceedings in accordance with subdivision (c) of Section 1094.6 of the Code of Civil Procedure no later than 30 days after the petition is served, provided that the cost of preparation of the record shall be borne by the local agency, unless the petitioner elects to prepare the record as provided in subdivision (n) of this section. A petition to enforce the provisions of this section shall be filed and served no later than 90 days from the later of (1) the effective date of a decision of the local agency imposing conditions on, disapproving, or any other final action on a housing development project or (2) the expiration of the time periods specified in subparagraph (B) of paragraph (5) of subdivision (h). Upon entry of the trial court's order, a party may, in order to obtain appellate review of the order, file a petition within 20 days after service upon it of a written notice of the entry of the order, or within such further time not exceeding an additional 20 days as the trial court may for good cause allow, or may appeal the judgment or order of the trial court under Section 904.1 of the Code of Civil Procedure. If the local agency appeals the judgment of the trial court, the local agency shall post a bond, in an amount to be determined by the court, to the benefit of the plaintiff if the plaintiff is the project applicant.

(n) In any action, the record of the proceedings before the local agency shall be filed as expeditiously as possible and, notwithstanding Section 1094.6 of the Code of Civil Procedure or subdivision (m) of this section, all or part of the record may be prepared (1) by the petitioner with the petition or petitioner's points and authorities, (2) by the respondent with respondent's points and authorities, (3) after payment of costs by the petitioner, or (4) as otherwise directed by the court. If the expense of preparing the record

has been borne by the petitioner and the petitioner is the prevailing party, the expense shall be taxable as costs.

(o) (1) Subject to paragraphs (2), (6), and (7), and subdivision (d) of Section 65941.1, a housing development project shall be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application including all of the information required by subdivision (a) of Section 65941.1 was submitted.

(2) Paragraph (1) shall not prohibit a housing development project from being subject to ordinances, policies, and standards adopted after the preliminary application was submitted pursuant to Section 65941.1 in the following circumstances:

(A) In the case of a fee, charge, or other monetary exaction, to an increase resulting from an automatic annual adjustment based on an independently published cost index that is referenced in the ordinance or resolution establishing the fee or other monetary exaction.

(B) A preponderance of the evidence in the record establishes that subjecting the housing development project to an ordinance, policy, or standard beyond those in effect when a preliminary application was submitted is necessary to mitigate or avoid a specific, adverse impact upon the public health or safety, as defined in subparagraph (A) of paragraph (1) of subdivision (j), and there is no feasible alternative method to satisfactorily mitigate or avoid the adverse impact.

(C) Subjecting the housing development project to an ordinance, policy, standard, or any other measure, beyond those in effect when a preliminary application was submitted is necessary to avoid or substantially lessen an impact of the project under the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(D) The housing development project has not commenced construction within two and one-half years following the date that the project received final approval. For purposes of this subparagraph, "final approval" means that the housing development project has received all necessary approvals to be eligible to apply for, and obtain, a building permit or permits and either of the following is met:

(i) The expiration of all applicable appeal periods, petition periods, reconsideration periods, or statute of limitations for challenging that final approval without an appeal, petition, request for reconsideration, or legal challenge having been filed.

(ii) If a challenge is filed, that challenge is fully resolved or settled in favor of the housing development project.

(E) The housing development project is revised following submittal of a preliminary application pursuant to Section 65941.1 such that the number of residential units or square footage of construction changes by 20 percent or more, exclusive of any increase resulting from the receipt of a density bonus, incentive, concession, waiver, or similar provision. For purposes of this subdivision, "square footage of construction" means the building area, as defined by the California Building Standards Code (Title 24 of the California Code of Regulations).

(3) This subdivision does not prevent a local agency from subjecting the additional units or square footage of construction that result from project revisions occurring after a preliminary application is submitted pursuant to Section 65941.1 to the ordinances, policies, and standards adopted and in effect when the preliminary application was submitted.

(4) For purposes of this subdivision, "ordinances, policies, and standards" includes general plan, community plan, specific plan, zoning, design review standards and criteria, subdivision standards and criteria, and any other rules, regulations, requirements, and policies of a local agency, as defined in Section 66000, including those relating to development impact fees, capacity or connection fees or charges, permit or processing fees, and other exactions.

(5) This subdivision shall not be construed in a manner that would lessen the restrictions imposed on a local agency, or lessen the protections afforded to a housing development project, that are established by any other law, including any other part of this section.

(6) This subdivision shall not restrict the authority of a public agency or local agency to require mitigation measures to lessen the impacts of a housing development project under the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(7) With respect to completed residential units for which the project approval process is complete and a certificate of occupancy has been issued, nothing in this subdivision shall limit the application of later enacted ordinances, policies, and standards that regulate the use and occupancy of those residential units, such as ordinances relating to rental housing inspection, rent stabilization, restrictions on short-term renting, and business licensing requirements for owners of rental housing.

(8) This subdivision shall become inoperative on January 1, 2025.

(p) This section shall be known, and may be cited, as the Housing Accountability Act.

SEC. 4.

Section 65905.5 is added to the Government Code, to read:

65905.5.

(a) Notwithstanding any other law, if a proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, after the application is deemed complete, a city, county, or city and county shall not conduct more than five hearings pursuant to Section 65905, or any other law, ordinance, or regulation requiring a public hearing in connection with the approval of that housing development project. If the city, county, or city and county continues a hearing subject to this section to another date, the continued hearing shall count as one of the five hearings allowed under this section. The city, county, or city and county shall consider and either approve or disapprove the application at any of the five hearings allowed under this section consistent with the applicable timelines under the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920)).

(b) For purposes of this section:

(1) "Deemed complete" means that the application has met all of the requirements specified in the relevant list compiled pursuant to Section 65940 that was available at the time when the application was submitted.

(2) "Hearing" includes any public hearing, workshop, or similar meeting conducted by the city or county with respect to the housing development project, whether by the legislative body of the city or county, the planning agency established pursuant to Section 65100, or any other agency, department, board, commission, or any other designated hearing officer or body of the city or county, or any committee or

subcommittee thereof. “Hearing” does not include a hearing to review a legislative approval required for a proposed housing development project, including, but not limited to, a general plan amendment, a specific plan adoption or amendment, or a zoning amendment, or any hearing arising from a timely appeal of the approval or disapproval of a legislative approval.

(3) “Housing development project” has the same meaning as defined in paragraph (2) of subdivision (h) of Section 65589.5.

(c) (1) For purposes of this section, a housing development project shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project is consistent, compliant, or in conformity.

(2) A proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and shall not require a rezoning, if the housing development project is consistent with the objective general plan standards and criteria, but the zoning for the project site is inconsistent with the general plan. If the local agency complies with the written documentation requirements of paragraph (2) of subdivision (j) of Section 65589.5, the local agency may require the proposed housing development project to comply with the objective standards and criteria of the zoning that is consistent with the general plan; however, the standards and criteria shall be applied to facilitate and accommodate development at the density allowed on the site by the general plan and proposed by the proposed housing development project.

(d) Nothing in this section supersedes, limits, or otherwise modifies the requirements of, or the standards of review pursuant to, Division 13 (commencing with Section 21000) of the Public Resources Code.

(e) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

SEC. 5.

Section 65913.10 is added to the Government Code, to read:

65913.10.

(a) For purposes of any state or local law, ordinance, or regulation that requires the city or county to determine whether the site of a proposed housing development project is a historic site, the city or county shall make that determination at the time the application for the housing development project is deemed complete. A determination as to whether a parcel of property is a historic site shall remain valid during the pendency of the housing development project for which the application was made unless any archaeological, paleontological, or tribal cultural resources are encountered during any grading, site disturbance, or building alteration activities.

(b) For purposes of this section:

(1) “Deemed complete” means that the application has met all of the requirements specified in the relevant list compiled pursuant to Section 65940 that was available at the time when the application was submitted.

(2) “Housing development project” has the same meaning as defined in paragraph (2) of subdivision (h) of Section 65589.5.

(c) (1) Nothing in this section supersedes, limits, or otherwise modifies the requirements of, or the standards of review pursuant to, Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) Nothing in this section supersedes, limits, or otherwise modifies the requirements of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code).

(d) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

SEC. 6.

Section 65940 of the Government Code is amended to read:

65940.

(a) (1) Each public agency shall compile one or more lists that shall specify in detail the information that will be required from any applicant for a development project. Each public agency shall revise the list of information required from an applicant to include a certification of compliance with Section 65962.5, and the statement of application required by Section 65943. Copies of the information, including the statement of application required by Section 65943, shall be made available to all applicants for development projects and to any person who requests the information.

(2) An affected city or affected county, as defined in Section 66300, shall include the information necessary to determine compliance with the requirements of subdivision (d) of Section 66300 in the list compiled pursuant to paragraph (1).

(b) The list of information required from any applicant shall include, where applicable, identification of whether the proposed project is located within 1,000 feet of a military installation, beneath a low-level flight path or within special use airspace as defined in Section 21098 of the Public Resources Code, and within an urbanized area as defined in Section 65944.

(c) (1) A public agency that is not beneath a low-level flight path or not within special use airspace and does not contain a military installation is not required to change its list of information required from applicants to comply with subdivision (b).

(2) A public agency that is entirely urbanized, as defined in subdivision (e) of Section 65944, with the exception of a jurisdiction that contains a military installation, is not required to change its list of information required from applicants to comply with subdivision (b).

(d) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

SEC. 7.

Section 65940 is added to the Government Code, to read:

65940.

(a) Each public agency shall compile one or more lists that shall specify in detail the information that will be required from any applicant for a development project. Each public agency shall revise the list of information required from an applicant to include a certification of compliance with Section 65962.5, and

the statement of application required by Section 65943. Copies of the information, including the statement of application required by Section 65943, shall be made available to all applicants for development projects and to any person who requests the information.

(b) The list of information required from any applicant shall include, where applicable, identification of whether the proposed project is located within 1,000 feet of a military installation, beneath a low-level flight path or within special use airspace as defined in Section 21098 of the Public Resources Code, and within an urbanized area as defined in Section 65944.

(c) (1) A public agency that is not beneath a low-level flight path or not within special use airspace and does not contain a military installation is not required to change its list of information required from applicants to comply with subdivision (b).

(2) A public agency that is entirely urbanized, as defined in subdivision (e) of Section 65944, with the exception of a jurisdiction that contains a military installation, is not required to change its list of information required from applicants to comply with subdivision (b).

(d) This section shall become operative on January 1, 2025.

SEC. 8.

Section 65941.1 is added to the Government Code, to read:

65941.1.

(a) An applicant for a housing development project, as defined in paragraph (2) of subdivision (h) of Section 65589.5, shall be deemed to have submitted a preliminary application upon providing all of the following information about the proposed project to the city, county, or city and county from which approval for the project is being sought and upon payment of the permit processing fee:

(1) The specific location, including parcel numbers, a legal description, and site address, if applicable.

(2) The existing uses on the project site and identification of major physical alterations to the property on which the project is to be located.

(3) A site plan showing the location on the property, elevations showing design, color, and material, and the massing, height, and approximate square footage, of each building that is to be occupied.

(4) The proposed land uses by number of units and square feet of residential and nonresidential development using the categories in the applicable zoning ordinance.

(5) The proposed number of parking spaces.

(6) Any proposed point sources of air or water pollutants.

(7) Any species of special concern known to occur on the property.

(8) Whether a portion of the property is located within any of the following:

(A) A very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178.

(B) Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) A hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code.

(D) A special flood hazard area subject to inundation by the 1 percent annual chance flood (100-year flood) as determined by the Federal Emergency Management Agency in any official maps published by the Federal Emergency Management Agency.

(E) A delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2.

(F) A stream or other resource that may be subject to a streambed alteration agreement pursuant to Chapter 6 (commencing with Section 1600) of Division 2 of the Fish and Game Code.

(9) Any historic or cultural resources known to exist on the property.

(10) The number of proposed below market rate units and their affordability levels.

(11) The number of bonus units and any incentives, concessions, waivers, or parking reductions requested pursuant to Section 65915.

(12) Whether any approvals under the Subdivision Map Act, including, but not limited to, a parcel map, a tentative map, or a condominium map, are being requested.

(13) The applicant's contact information and, if the applicant does not own the property, consent from the property owner to submit the application.

(14) For a housing development project proposed to be located within the coastal zone, whether any portion of the property contains any of the following:

(A) Wetlands, as defined in subdivision (b) of Section 13577 of Title 14 of the California Code of Regulations.

(B) Environmentally sensitive habitat areas, as defined in Section 30240 of the Public Resources Code.

(C) A tsunami run-up zone.

(D) Use of the site for public access to or along the coast.

(15) The number of existing residential units on the project site that will be demolished and whether each existing unit is occupied or unoccupied.

(16) A site map showing a stream or other resource that may be subject to a streambed alteration agreement pursuant to Chapter 6 (commencing with Section 1600) of Division 2 of the Fish and Game Code and an aerial site photograph showing existing site conditions of environmental site features that would be subject to regulations by a public agency, including creeks and wetlands.

(17) The location of any recorded public easement, such as easements for storm drains, water lines, and other public rights of way.

(b) (1) Each local agency shall compile a checklist and application form that applicants for housing development projects may use for the purpose of satisfying the requirements for submittal of a preliminary application.

(2) The Department of Housing and Community Development shall adopt a standardized form that applicants for housing development projects may use for the purpose of satisfying the requirements for submittal of a preliminary application if a local agency has not developed its own application form pursuant to paragraph (1). Adoption of the standardized form shall not be subject to Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code.

(3) A checklist or form shall not require or request any information beyond that expressly identified in subdivision (a).

(c) After submittal of all of the information required by subdivision (a), if the development proponent revises the project such that the number of residential units or square footage of construction changes by 20 percent or more, exclusive of any increase resulting from the receipt of a density bonus, incentive, concession, waiver, or similar provision, the housing development project shall not be deemed to have submitted a preliminary application that satisfies this section until the development proponent resubmits the information required by subdivision (a) so that it reflects the revisions. For purposes of this subdivision, "square footage of construction" means the building area, as defined by the California Building Standards Code (Title 24 of the California Code of Regulations).

(d) (1) Within 180 calendar days after submitting a preliminary application with all of the information required by subdivision (a) to a city, county, or city and county, the development proponent shall submit an application for a development project that includes all of the information required to process the development application consistent with Sections 65940, 65941, and 65941.5.

(2) If the public agency determines that the application for the development project is not complete pursuant to Section 65943, the development proponent shall submit the specific information needed to complete the application within 90 days of receiving the agency's written identification of the necessary information. If the development proponent does not submit this information within the 90-day period, then the preliminary application shall expire and have no further force or effect.

(3) This section shall not require an affirmative determination by a city, county, or city and county regarding the completeness of a preliminary application or a development application for purposes of compliance with this section.

(e) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

SEC. 9.

Section 65943 of the Government Code is amended to read:

65943.

(a) Not later than 30 calendar days after any public agency has received an application for a development project, the agency shall determine in writing whether the application is complete and shall immediately transmit the determination to the applicant for the development project. If the application is determined to be incomplete, the lead agency shall provide the applicant with an exhaustive list of items that were not complete. That list shall be limited to those items actually required on the lead agency's submittal

requirement checklist. In any subsequent review of the application determined to be incomplete, the local agency shall not request the applicant to provide any new information that was not stated in the initial list of items that were not complete. If the written determination is not made within 30 days after receipt of the application, and the application includes a statement that it is an application for a development permit, the application shall be deemed complete for purposes of this chapter. Upon receipt of any resubmittal of the application, a new 30-day period shall begin, during which the public agency shall determine the completeness of the application. If the application is determined not to be complete, the agency's determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application. The applicant shall submit materials to the public agency in response to the list and description.

(b) Not later than 30 calendar days after receipt of the submitted materials described in subdivision (a), the public agency shall determine in writing whether the application as supplemented or amended by the submitted materials is complete and shall immediately transmit that determination to the applicant. In making this determination, the public agency is limited to determining whether the application as supplemented or amended includes the information required by the list and a thorough description of the specific information needed to complete the application required by subdivision (a). If the written determination is not made within that 30-day period, the application together with the submitted materials shall be deemed complete for purposes of this chapter.

(c) If the application together with the submitted materials are determined not to be complete pursuant to subdivision (b), the public agency shall provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. A city or county shall provide that the right of appeal is to the governing body or, at their option, the planning commission, or both.

There shall be a final written determination by the agency on the appeal not later than 60 calendar days after receipt of the applicant's written appeal. The fact that an appeal is permitted to both the planning commission and to the governing body does not extend the 60-day period. Notwithstanding a decision pursuant to subdivision (b) that the application and submitted materials are not complete, if the final written determination on the appeal is not made within that 60-day period, the application with the submitted materials shall be deemed complete for the purposes of this chapter.

(d) Nothing in this section precludes an applicant and a public agency from mutually agreeing to an extension of any time limit provided by this section.

(e) A public agency may charge applicants a fee not to exceed the amount reasonably necessary to provide the service required by this section. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

(f) Each city and each county shall make copies of any list compiled pursuant to Section 65940 with respect to information required from an applicant for a housing development project, as that term is defined in paragraph (2) of subdivision (h) of Section 65589.5, available both (1) in writing to those persons to whom the agency is required to make information available under subdivision (a) of that section, and (2) publicly available on the internet website of the city or county.

(g) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

SEC. 10.

Section 65943 is added to the Government Code, to read:

65943.

(a) Not later than 30 calendar days after any public agency has received an application for a development project, the agency shall determine in writing whether the application is complete and shall immediately transmit the determination to the applicant for the development project. If the written determination is not made within 30 days after receipt of the application, and the application includes a statement that it is an application for a development permit, the application shall be deemed complete for purposes of this chapter. Upon receipt of any resubmittal of the application, a new 30-day period shall begin, during which the public agency shall determine the completeness of the application. If the application is determined not to be complete, the agency's determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application. The applicant shall submit materials to the public agency in response to the list and description.

(b) Not later than 30 calendar days after receipt of the submitted materials, the public agency shall determine in writing whether they are complete and shall immediately transmit that determination to the applicant. If the written determination is not made within that 30-day period, the application together with the submitted materials shall be deemed complete for purposes of this chapter.

(c) If the application together with the submitted materials are determined not to be complete pursuant to subdivision (b), the public agency shall provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. A city or county shall provide that the right of appeal is to the governing body or, at their option, the planning commission, or both.

There shall be a final written determination by the agency on the appeal not later than 60 calendar days after receipt of the applicant's written appeal. The fact that an appeal is permitted to both the planning commission and to the governing body does not extend the 60-day period. Notwithstanding a decision pursuant to subdivision (b) that the application and submitted materials are not complete, if the final written determination on the appeal is not made within that 60-day period, the application with the submitted materials shall be deemed complete for the purposes of this chapter.

(d) Nothing in this section precludes an applicant and a public agency from mutually agreeing to an extension of any time limit provided by this section.

(e) A public agency may charge applicants a fee not to exceed the amount reasonably necessary to provide the service required by this section. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

(f) This section shall become operative on January 1, 2025.

SEC. 11.

Section 65950 of the Government Code is amended to read:

65950.

(a) A public agency that is the lead agency for a development project shall approve or disapprove the project within whichever of the following periods is applicable:

(1) One hundred eighty days from the date of certification by the lead agency of the environmental impact report, if an environmental impact report is prepared pursuant to Section 21100 or 21151 of the Public Resources Code for the development project.

(2) Ninety days from the date of certification by the lead agency of the environmental impact report, if an environmental impact report is prepared pursuant to Section 21100 or 21151 of the Public Resources Code for a development project defined in subdivision (c).

(3) Sixty days from the date of certification by the lead agency of the environmental impact report, if an environmental impact report is prepared pursuant to Section 21100 or 21151 of the Public Resources Code for a development project defined in subdivision (c) and all of the following conditions are met:

(A) At least 49 percent of the units in the development project are affordable to very low or low-income households, as defined by Sections 50105 and 50079.5 of the Health and Safety Code, respectively. Rents for the lower income units shall be set at an affordable rent, as that term is defined in Section 50053 of the Health and Safety Code, for at least 30 years. Owner-occupied units shall be available at an affordable housing cost, as that term is defined in Section 50052.5 of the Health and Safety Code.

(B) Prior to the application being deemed complete for the development project pursuant to Article 3 (commencing with Section 65940), the lead agency received written notice from the project applicant that an application has been made or will be made for an allocation or commitment of financing, tax credits, bond authority, or other financial assistance from a public agency or federal agency, and the notice specifies the financial assistance that has been applied for or will be applied for and the deadline for application for that assistance, the requirement that one of the approvals of the development project by the lead agency is a prerequisite to the application for or approval of the application for financial assistance, and that the financial assistance is necessary for the project to be affordable as required pursuant to subparagraph (A).

(C) There is confirmation that the application has been made to the public agency or federal agency prior to certification of the environmental impact report.

(4) Sixty days from the date of adoption by the lead agency of the negative declaration, if a negative declaration is completed and adopted for the development project.

(5) Sixty days from the determination by the lead agency that the project is exempt from the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), if the project is exempt from that act.

(b) This section does not preclude a project applicant and a public agency from mutually agreeing in writing to an extension of any time limit provided by this section pursuant to Section 65957.

(c) For purposes of paragraphs (2) and (3) of subdivision (a) and Section 65952, “development project” means a housing development project, as that term is defined in paragraph (2) of subdivision (h) of Section 65589.5.

(d) For purposes of this section, “lead agency” and “negative declaration” have the same meaning as defined in Sections 21067 and 21064 of the Public Resources Code, respectively.

(e) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

SEC. 12.

Section 65950 is added to the Government Code, to read:

65950.

(a) A public agency that is the lead agency for a development project shall approve or disapprove the project within whichever of the following periods is applicable:

(1) One hundred eighty days from the date of certification by the lead agency of the environmental impact report, if an environmental impact report is prepared pursuant to Section 21100 or 21151 of the Public Resources Code for the development project.

(2) One hundred twenty days from the date of certification by the lead agency of the environmental impact report, if an environmental impact report is prepared pursuant to Section 21100 or 21151 of the Public Resources Code for a development project defined in subdivision (c).

(3) Ninety days from the date of certification by the lead agency of the environmental impact report, if an environmental impact report is prepared pursuant to Section 21100 or 21151 of the Public Resources Code for a development project defined in subdivision (c) and all of the following conditions are met:

(A) At least 49 percent of the units in the development project are affordable to very low or low-income households, as defined by Sections 50105 and 50079.5 of the Health and Safety Code, respectively. Rents for the lower income units shall be set at an affordable rent, as that term is defined in Section 50053 of the Health and Safety Code, for at least 30 years. Owner-occupied units shall be available at an affordable housing cost, as that term is defined in Section 50052.5 of the Health and Safety Code.

(B) Prior to the application being deemed complete for the development project pursuant to Article 3 (commencing with Section 65940), the lead agency received written notice from the project applicant that an application has been made or will be made for an allocation or commitment of financing, tax credits, bond authority, or other financial assistance from a public agency or federal agency, and the notice specifies the financial assistance that has been applied for or will be applied for and the deadline for application for that assistance, the requirement that one of the approvals of the development project by the lead agency is a prerequisite to the application for or approval of the application for financial assistance, and that the financial assistance is necessary for the project to be affordable as required pursuant to subparagraph (A).

(C) There is confirmation that the application has been made to the public agency or federal agency prior to certification of the environmental impact report.

(4) Sixty days from the date of adoption by the lead agency of the negative declaration, if a negative declaration is completed and adopted for the development project.

(5) Sixty days from the determination by the lead agency that the project is exempt from the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), if the project is exempt from that act.

(b) This section does not preclude a project applicant and a public agency from mutually agreeing in writing to an extension of any time limit provided by this section pursuant to Section 65957.

(c) For purposes of paragraphs (2) and (3) of subdivision (a) and Section 65952, “development project” means a use consisting of either of the following:

(1) Residential units only.

(2) Mixed-use developments consisting of residential and nonresidential uses in which the nonresidential uses are less than 50 percent of the total square footage of the development and are limited to neighborhood commercial uses and to the first floor of buildings that are two or more stories. As used in this paragraph, "neighborhood commercial" means small-scale general or specialty stores that furnish goods and services primarily to residents of the neighborhood.

(d) For purposes of this section, "lead agency" and "negative declaration" have the same meaning as defined in Sections 21067 and 21064 of the Public Resources Code, respectively.

(e) This section shall become operative on January 1, 2025.

SEC. 13.

Chapter 12 (commencing with Section 66300) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 12. Housing Crisis Act of 2019

66300.

(a) As used in this section:

(1) (A) Except as otherwise provided in subparagraph (B), "affected city" means a city, including a charter city, that the Department of Housing and Community Development determines, pursuant to subdivision (e), is in an urbanized area or urban cluster, as designated by the United States Census Bureau.

(B) Notwithstanding subparagraph (A), "affected city" does not include any city that has a population of 5,000 or less and is not located within an urbanized area, as designated by the United States Census Bureau.

(2) "Affected county" means a census designated place, based on the 2013-2017 American Community Survey 5-year Estimates, that is wholly located within the boundaries of an urbanized area, as designated by the United States Census Bureau.

(3) Notwithstanding any other law, "affected county" and "affected city" includes the electorate of an affected county or city exercising its local initiative or referendum power, whether that power is derived from the California Constitution, statute, or the charter or ordinances of the affected county or city.

(4) "Department" means the Department of Housing and Community Development.

(5) "Development policy, standard, or condition" means any of the following:

(A) A provision of, or amendment to, a general plan.

(B) A provision of, or amendment to, a specific plan.

(C) A provision of, or amendment to, a zoning ordinance.

(D) A subdivision standard or criterion.

(6) “Housing development project” has the same meaning as defined in paragraph (2) of subdivision (h) of Section 65589.5.

(7) “Objective design standard” means a design standard that involve no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal of an application.

(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected county or an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:

(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018, except as otherwise provided in clause (ii) of subparagraph (B). For purposes of this subparagraph, “less intensive use” includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or anything that would lessen the intensity of housing.

(B) (i) Imposing a moratorium or similar restriction or limitation on housing development, including mixed-use development, within all or a portion of the jurisdiction of the affected county or city, other than to specifically protect against an imminent threat to the health and safety of persons residing in, or within the immediate vicinity of, the area subject to the moratorium or for projects specifically identified as existing restricted affordable housing.

(ii) The affected county or affected city, as applicable, shall not enforce a zoning ordinance imposing a moratorium or other similar restriction on or limitation of housing development until it has submitted the ordinance to, and received approval from, the department. The department shall approve a zoning ordinance submitted to it pursuant to this subparagraph only if it determines that the zoning ordinance satisfies the requirements of this subparagraph. If the department denies approval of a zoning ordinance imposing a moratorium or similar restriction or limitation on housing development as inconsistent with this subparagraph, that ordinance shall be deemed void.

(C) Imposing or enforcing design standards established on or after January 1, 2020, that are not objective design standards.

(D) Except as provided in subparagraph (E), establishing or implementing any provision that:

(i) Limits the number of land use approvals or permits necessary for the approval and construction of housing that will be issued or allocated within all or a portion of the affected county or affected city, as applicable.

(ii) Acts as a cap on the number of housing units that can be approved or constructed either annually or for some other time period.

(iii) Limits the population of the affected county or affected city, as applicable.

(E) Notwithstanding subparagraph (D), an affected county or affected city may enforce a limit on the number of approvals or permits or a cap on the number of housing units that can be approved or

constructed if the provision of law imposing the limit was approved by voters prior to January 1, 2005, and the affected county or affected city is located in a predominantly agricultural county. For the purposes of this subparagraph, "predominantly agricultural county" means a county that meets both of the following, as determined by the most recent California Farmland Conversion Report produced by the Department of Conservation:

(i) Has more than 550,000 acres of agricultural land.

(ii) At least one-half of the county area is agricultural land.

(2) Any development policy, standard, or condition enacted on or after the effective date of this section that does not comply with this section shall be deemed void.

(c) Notwithstanding subdivisions (b) and (f), an affected county or affected city may enact a development policy, standard, or condition to prohibit the commercial use of land that is designated for residential use, including, but not limited to, short-term occupancy of a residence, consistent with the authority conferred on the county or city by other law.

(d) Notwithstanding any other provision of this section, both of the following shall apply:

(1) An affected city or an affected county shall not approve a housing development project that will require the demolition of residential dwelling units unless the project will create at least as many residential dwelling units as will be demolished.

(2) An affected city or an affected county shall not approve a housing development project that will require the demolition of occupied or vacant protected units, unless all of the following apply:

(A) (i) The project will replace all existing or demolished protected units.

(ii) Any protected units replaced pursuant to this subparagraph shall be considered in determining whether the housing development project satisfies the requirements of Section 65915 or a locally adopted requirement that requires, as a condition of the development of residential rental units, that the project provide a certain percentage of residential rental units affordable to, and occupied by, households with incomes that do not exceed the limits for moderate-income, lower income, very low income, or extremely low income households, as specified in Sections 50079.5, 50093, 50105, and 50106 of the Health and Safety Code.

(iii) Notwithstanding clause (i), in the case of a protected unit that is or was, within the five-year period preceding the application, subject to a form of rent or price control through a local government's valid exercise of its police power, and that is or was occupied by persons or families above lower income, the affected city or affected county may do either of the following:

(I) Require that the replacement units be made available at affordable rent or affordable housing cost to, and occupied by, low-income persons or families. If the replacement units will be rental dwelling units, these units shall be subject to a recorded affordability restriction for at least 55 years.

(II) Require that the units be replaced in compliance with the jurisdiction's rent or price control ordinance, provided that each unit is replaced. Unless otherwise required by the affected city or affected county's rent or price control ordinance, these units shall not be subject to a recorded affordability restriction.

(B) The housing development project will include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last five years.

(C) Any existing residents will be allowed to occupy their units until six months before the start of construction activities with proper notice, subject to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1.

(D) The developer agrees to provide both of the following to the occupants of any protected units:

(i) Relocation benefits to the occupants of those affordable residential rental units, subject to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1.

(ii) A right of first refusal for a comparable unit available in the new housing development affordable to the household at an affordable rent, as defined in Section 50053 of the Health and Safety Code, or an affordable housing cost, as defined in 50052.5.

(E) For purposes of this paragraph:

(i) "Equivalent size" means that the replacement units contain at least the same total number of bedrooms as the units being replaced.

(ii) "Protected units" means any of the following:

(I) Residential dwelling units that are or were subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income within the past five years.

(II) Residential dwelling units that are or were subject to any form of rent or price control through a public entity's valid exercise of its police power within the past five years.

(III) Residential dwelling units that are or were occupied by lower or very low income households within the past five years.

(IV) Residential dwelling units that were withdrawn from rent or lease in accordance with Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1 within the past 10 years.

(iii) "Replace" shall have the same meaning as provided in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65915.

(3) This subdivision shall not supersede any objective provision of a locally adopted ordinance that places restrictions on the demolition of residential dwelling units or the subdivision of residential rental units that are more protective of lower income households, requires the provision of a greater number of units affordable to lower income households, or that requires greater relocation assistance to displaced households.

(4) This subdivision shall only apply to a housing development project that submits a complete application pursuant to Section 65943 on or after January 1, 2020.

(e) The Department of Housing and Community Development shall determine those cities and counties in this state that are affected cities and affected counties, in accordance with subdivision (a) by June 30, 2020. The department may update the list of affected cities and affected counties once on or after January 1, 2021, to account for changes in urbanized areas or urban clusters due to new data obtained from the 2020 census. The department's determination shall remain valid until January 1, 2025.

(f) (1) Except as provided in paragraphs (3) and (4) and subdivisions (h) and (i), this section shall prevail over any conflicting provision of this title or other law regulating housing development in this state to the extent that this section more fully advances the intent specified in paragraph (2).

(2) It is the intent of the Legislature that this section be broadly construed so as to maximize the development of housing within this state. Any exception to the requirements of this section, including an exception for the health and safety of occupants of a housing development project, shall be construed narrowly.

(3) This section shall not be construed as prohibiting the adoption or amendment of a development policy, standard, or condition in a manner that:

(A) Allows greater density.

(B) Facilitates the development of housing.

(C) Reduces the costs to a housing development project.

(D) Imposes or implements mitigation measures as necessary to comply with the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(4) This section shall not apply to a housing development project located within a very high fire hazard severity zone. For purposes of this paragraph, "very high fire hazard severity zone" has the same meaning as provided in Section 51177.

(g) This section shall not be construed to void a height limit, urban growth boundary, or urban limit established by the electorate of an affected county or an affected city, provided that the height limit, urban growth boundary, or urban limit complies with subparagraph (A) of paragraph (1) of subdivision (b).

(h) (1) Nothing in this section supersedes, limits, or otherwise modifies the requirements of, or the standards of review pursuant to, Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) Nothing in this section supersedes, limits, or otherwise modifies the requirements of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code). For a housing development project proposed within the coastal zone, nothing in this section shall be construed to prohibit an affected county or an affected city from enacting a development policy, standard, or condition necessary to implement or amend a certified local coastal program consistent with the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code).

(i) (1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.

(2) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use on a site that is a mobilehome park, as defined in Section 18214 of the Health and Safety Code, as of the effective date of this section, and the no net loss requirement in paragraph (1) shall not apply.

(j) Notwithstanding subdivisions (b) and (f), this section does not prohibit an affected city or an affected county from enacting a development policy, standard, or condition that is intended to preserve or facilitate the production of housing for lower income households, as defined in Section 50079.5 of the Health and Safety Code, or housing types that traditionally serve lower income households, including mobilehome parks, single-room occupancy units, or units subject to any form of rent or price control through a public entity's valid exercise of its police power.

66301.

This chapter shall remain in effect only until January 1, 2025, and as of that date is repealed.

SEC. 14.

The Legislature finds and declares that the provision of adequate housing, in light of the severe shortage of housing at all income levels in this state, is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, the provisions of this act apply to all cities, including charter cities.

SEC. 15.

No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution for certain costs that may be incurred by a local agency or school district because, in that regard, this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

However, if the Commission on State Mandates determines that this act contains other costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

SEC. 16.

The provisions of this act are severable. If any provision of this act or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

Crawford Way Multifamily Project – Public Hearing Questions and Comments
March 27, 2025

Overall: Staff noted issues raised by the Planning Commission on March 27, 2025. Technical issues are answered below. Staff will share these comments with the applicant. Issues that do not address technical issues will be forwarded to the applicant for their response at the continued public hearing on April 24, 2025.

1. Vehicle Access. Concern with the single vehicle-access for the project. If a disaster happens, the residents only have one vehicle access off the property.

When a multifamily project has more than 200 dwelling units, the California Fire Code requires two separate and approved fire apparatus access roads (Appendix D, Section D106.). Multifamily residential projects with fewer than 200 dwelling units require only one vehicle access point.

In addition to the Crawford Way access road, the Fire District required an Emergency Vehicle Access (EVA) access off Broadway. In a disaster, residents have two vehicle access points - the EVA access route and the Crawford Way access road. In addition, all homes have pedestrian access directly to Crawford Way and Broadway.

2. Second Vehicle Entry. Two Crawford Way Vehicle Entrances

A resident suggested providing two vehicle driveways on Crawford by shifting Buildings E and F back-to-back. The proposed Crawford Way driveway would be eliminated and the alleys behind Buildings E and F would be widened and extended to Crawford Way.

The Planning Commission does not have discretion to require two vehicle access driveways on Crawford Way because it exceeds the fire code requirements. The Public Works Department administers Engineering Standards, such as resident driveway spacing and concludes that two driveways will not work if the project includes the midblock crossing to Canyon Plaza.

3. Vehicle Parking. Is overflow parking available on Crawford Way?

On-street parallel parking is available on Crawford Way. Parking on a public street. except where it is prohibited, is permitted by anyone when they park for no more than 72 hours at a time.

4. How will the site function when it provides less than the required number of parking spaces?

State law allows the developer to provide parking at a lower rate than the Municipal Code. According to State Law, the 100 dwelling units require a minimum of 150 parking spaces. The Developer provided 216, which exceeds the State Code parking minimum. Unfortunately, the City cannot compel the applicant to provide more parking than State Law.

5. Bicycle Parking. The site is a primary site for bike users because of its proximity to shops and services. Can the project provide more than 8 bike parking spaces?

The Municipal Code requires a minimum of 8 bicycle parking spaces for the project. Unfortunately, the city cannot require more bicycle parking than the code requires.

On January 1, 2026, when the next California Building Code (CBC) takes effect, it is anticipated that it will require more bicycle parking than the zoning code requires today.

If the applicant does not submit their construction permits prior to the next code cycle, the project will be subject to the new building code requirements, which may require more bicycle parking spaces.

6. Density Bonus. How is the density bonus calculated when the site increased from 20 du/ac to 24 du/ac?

The Density Bonus is calculated by adding 20% to the allowable number of dwelling units when the project provides 5% Very Low income. See ACMC Section 19.27.030.

7. Inclusionary Units. How are the Inclusionary Units Calculated?

The zoning code requires rental projects to provide 15% of the units as affordable (5% very-low income, 5% low-income, and 5% moderate). Ownership projects require 10% of the units affordable (level of affordability to be determined).

If on-site affordable units are too costly, and will cause the project to become financially infeasible, the City is required to consider alternatives which are described in ACMC 19.28.050. The alternatives are reprinted in Attachment 16.

8. Privacy. The balconies on the second floor overlook the neighbors in the west. Can the project provide more than a fence?

The BDSP development standards require buildings to be setback 10-feet from the sideyard (See BDSP Table 2-13.) The project exceeds this standard by providing a 14-foot building from the western property line. The patios and balconies which do not span the entire width of the buildings are setback approximately 10 feet from the property line.

The applicant may respond to the comments related to neighbor privacy.

9. Native Landscaping. The trees proposed are not native to the region. Please provide California redbuds instead of the Oklahoma redbuds, which are not native to the area.

The zoning code does not require native landscaping in new development. For this reason, the Planning Commission is constrained in its request for native landscaping. Modifying the landscape plan to require native redbud trees instead of non-native redbud trees is a nominal change and within the bounds of Planning Commission discretion.

10. BSDP Dwelling Unit Transfer. The LSMU subarea was allocated too few units to accommodate the Crawford Way project.

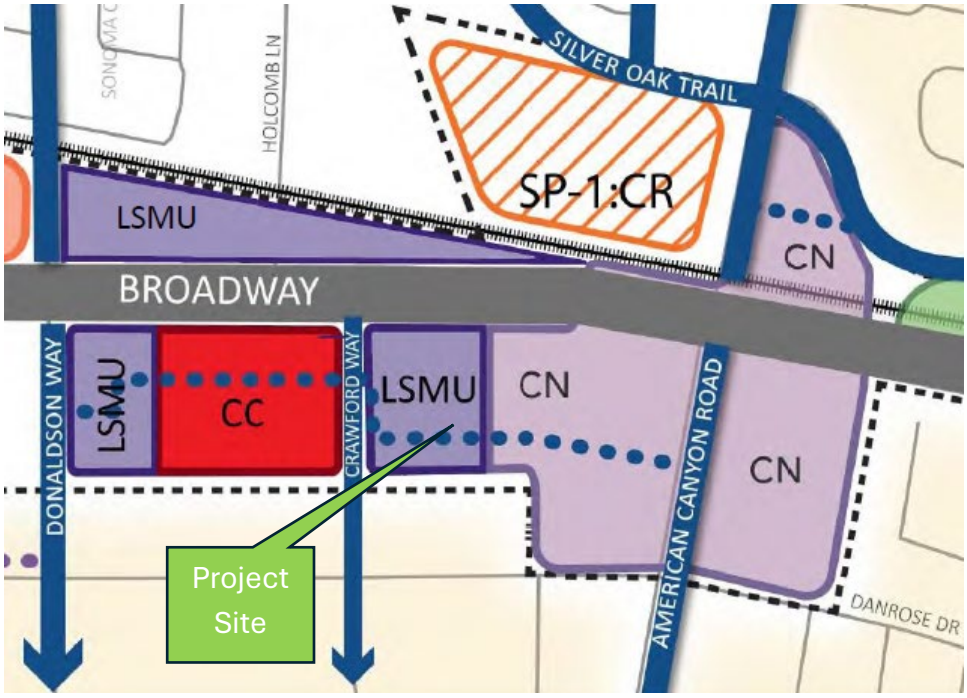
BDSP Table 2-4, allocates 1,200 units to the Broadway District Plan. Within the plan, each subarea receives a share. The LSMU subarea was allocated 86 dwelling units. The proposed 100 dwelling unit project exceeds the LSMU unit maximum by 14 units.

The staff report provided the dwelling unit transfer as an informational item only. The BDSP anticipated that there may be a need to shift the dwelling unit allocation among subareas. To allow flexibility and remain within the 1,200 dwelling unit limit, Section 7.4, Plan Administration, allows the Community Development Director to transfer among subareas to reflect the needs of a discretionary application.

11. LSMU Districts

The was a question whether the proposed site is the only LSMU property in the BDSP and whether the City can require a project in this zoning district to be mixed use.

The project site is one of three LSMU zoning district sites. The other two include properties at the southwest and southeast corners of Donaldson Way and Hwy 29. See graphic below.



12. <u>LSMU Mixed Use</u>

A concern was expressed that the Crawford Way multifamily project is not a mixed-use project in the Local Serving Mixed Use zoning district.

The BDSP says that the intent of the Local Serving Commercial Mixed Use area is to strengthen existing local serving retail centers with additional complementary retail uses and new higher density residential developments <u>in a standalone or mixed use pattern</u> that provide additional customers that live or work nearby (underline added). The zoning does permit, and the applicant has acted upon the allowance of standalone multifamily residential development in this zoning district. While zoning districts can be amended, the zoning regulations are "fixed" when a development application is deemed complete, such as the Crawford Way multifamily project.

Fortunately, mixed-use is allowed in other BDSP zoning districts. BDSP Strategy 2.1 states that horizontal or vertical mixed-use projects are permitted in the Downtown Core (DC) Broadway Residential (RB), Home Improvement (HI), and Business Park (BP) zones. See also the BDSP Table 2-3, Use Classification table below:

Use Classification (Per ACMC Chapter 19.05)	Broadway Residential	Business Park[1]	Downtown Core	Local Serving Mixed Use	Home Improvement
Eating and drinking establishments	-	P	P	P	-
-Adjacent to residential use or zoning	-	C	P	C	-
Entertainment, indoor	-	C	C	C	-
Amusement center	-	-	-	-	-
Gaming	-	-	P	-	-
Food sales	-	P	P	P	P
Funeral and internment services	-	C	-	-	-
Grocery and drug stores	-	P	P	P	P
Health services	-	P	P	P	P
Household good sales	-	P	P	P	P
Laboratory	-	P	-	P	-
Lodging services	-	P	P	C	-
Long-term care facility	P	C	C	P	-
Maintenance and repair services	-	-	-	P	P
Mini-storage/public storage facility	-	-	-	-	-
Mixed-Use building	P	P	P	P	-

13. Construction. Is the developer planning to sell the project after obtaining the entitlement? What is their experience? Are they ready to build such a big project?

The zoning code does not permit the city to screen applicants for development experience. Projects, however, must comply with the building and fire codes and other city standards before construction permits will be issued.

Attachment 16: Inclusionary Alternatives

19.28.050 Inclusionary alternatives.

(A) It is the intent of these provisions that the inclusionary units be provided within each project in order to disperse such units throughout the community.

(B) The following alternatives to providing inclusionary units on-site may be approved by the decision-making body if it finds that evidence presented by the applicant shows that on-site inclusionary units are financially infeasible due to project size, location or site characteristics, or that the alternative would further housing opportunities for lower-income households to an equal or greater extent:

(1) The provision of some or all of the required inclusionary units at an off-site location.

(2) The dedication of suitable land to the city, or entity acceptable to the city, for the construction of the inclusionary units. The acceptability of such dedication shall be based on the suitability of the site in terms of location, size, zoning, timing of construction and other applicable factors. The acceptability of such dedication shall also be based on the fair market value of the dedicated land, in comparison to the amount of in-lieu contribution as calculated above.

(3) Acquisition and rehabilitation of existing rental units.

(a) The term of existing rental unit affordability shall be extended fifty-five years longer than any existing affordability term.

(b) The existing units shall be affordable to the same income groups as the on-site inclusionary units that they replace.

(4) Incorporate attached or detached accessory dwelling units (ADUs) into the project.

(5) Provide an affordability term longer than fifty-five years for fewer than fifteen percent of the units.

(6) Provide fewer than fifteen percent inclusionary units, but increase the number of bedrooms in the inclusionary units that are provided.

(7) Provide fewer than fifteen percent inclusionary units, but increase the percentage of lower-income units.

(8) Provide greater than fifteen percent inclusionary overall, but a smaller percentage of lower-income units.

(9) Extend the affordability terms of existing inclusionary units.

(10) Any combination of the above alternatives.

(11) Other alternatives that achieve inclusionary housing not listed above.

12) As a last resort, the developer may be allowed to pay in-lieu nexus fees.

(a) The in-lieu contribution shall be paid to the city at the issuance of the building permit for each unit.

(b) Such contribution shall be deposited in the city housing fund and can only be used to provide housing affordable to very low and low-income households.

TITLE

285 Napa Junction Citation Appeal

RECOMMENDATION

Decide whether the code violation was appropriately cited at 285 Napa Junction Road and provide reasons for the decision; and direct staff to convey decision to the Appellant and Code Enforcement Officer.

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

On January 23, 2025, the Planning Commission reviewed an appeal by Michael Lara regarding a citation for storing two food trucks at his residence at 285 Napa Junction Road. The appeal procedures state that the Planning Commission's decision is limited to:

1. Whether the violation(s) occurred; and
2. Whether the property owner caused or maintained the violation(s) of on the date(s) specified in the administrative citation. (see American Canyon Municipal Code 9.12.090(C) Hearing Procedures).

The January 23, 2025 staff report explained that the Property Owner is responsible for violations on their property which were well documented. Thus, the criteria to overturn the citations was not met. A copy of the January 23, 2025 staff report is included as Attachment 1.

Testimony at the Planning Commission meeting did not provide new information to support overturning the citations based on the Municipal Code criteria. At the end of the meeting, the Planning Commission directed staff and the City Attorney to explore additional options for resolving this matter.

<u>Food Truck Storage Options</u>

Staff and the City Attorney reviewed the Municipal Code for alternatives to permit food truck storage at the residence. One option that may meet the appellant's needs is a Home Occupation Permit. A Home Occupation Permit remedies the vehicle storage violation in the Medium Density

Residential (RM) zoning district because commercial vehicles are permitted when they are associated with a Home Occupation.

A Home Occupation Permit allows residents to operate a small business from their home. This can be beneficial because there is no commuting, tax benefits, a flexible work life balance, and no need to rent or buy commercial space.

To qualify for a Home Occupation Permit, the business must be run by the residents and operated so that neighbors are generally unaware of its existence. In traditional single-family neighborhoods, neighbors could be disturbed by parking, noise, odors, privacy if customers frequently visit. Home-based businesses on large, rural lots are less likely to disturb neighbors due to greater separation. A copy of the Home Occupation Permit Ordinance is included as Attachment 2.

A home-based business limited to food truck storage at 285 Napa Junction Road is less likely to disturb neighbors because t he property is larger than a typical single-family lot, and the driveway is longer than a conventional 20-foot driveway. Additionally, food truck storage is less out of place due to nearby nonresidential uses, a multifamily apartment complex under construction, and other large lot single-family homes.

Staff presented the Home Occupation Permit option to Mr. Lara on April 7. A copy of the email correspondence is included as Attachment 3.

On April 14, 2025, staff sent a draft Home Occupation Permit application to Mr. Lara, prepared by staff due to the busy tax season. Copies of the email correspondence and draft Home Occupation Permit application is included as Attachment 4 and 5.

On April 17, 2025, staff contacted Mr. Lara by phone to see if he was interested in pursuing a Home Occupation Permit. Mr. Lara requested additional time to consider the idea. A copy of email correspondence documenting the call is included as Attachment 6.

On April 24, 2025, the Planning Commission continued the item to May 22, 2025, provide Mr. Lara with additional time to respond to the Home Occupation Permit solution.

On April 29, 2025, the City Attorney's Office conveyed a letter to Mr. Lara's legal representative, conveying the April 24, 2025 Planning Commission meeting decision to continue the hearing provide time for Mr. Lara to decide whether he would pursue a Home Occupation Permit. A copy of the letter is included as Attachment 7.

Recommendation

As directed by the Planning Commission, staff and the City Attorney offered an alternative that allows the property owner to store two food trucks on their property by applying for a Home Occupation Permit. Consistent with the Municipal Code criteria, as explained in the April 7, 2025

email, food truck storage must comply with the following conditions:

- Only home residents engage in the food truck business.
- Food truck storage is incidental to the use of the property as a residence.
- There are no food sales on the property related to the food trucks.
- Food trucks must be stored on an all-weather surface (i.e.: asphalt, concrete, permeable paving systems, and gravel designed to withstand weather conditions and the weight of the food trucks).
- The presence of food trucks on the property may not cause any nuisance, such as noise, fumes, odors, glare, etc.
- Food preparation for the food trucks occurs at an off-site commercial kitchen (commissary).
- A separate business license application for the food trucks would be required because all businesses need a business license.

Regardless of the status of a Home Occupation Permit, and consistent with the January 23, 2025 agenda report, staff recommends that the Planning Commission *deny* the citation appeal because vehicle storage is not permitted in the Medium Density Residential zoning district. While an agreeable resolution may have been reached, it does not affect whether there was an underlying violation.

The Planning Commission may set a compliance date to ensure compliance with the denial. The property owner may consider applying for a Home Occupation Permit or finding an appropriate location to store the food trucks.

If the property owner corrects the code violation by the Planning Commission compliance date, by either applying and receiving a Home Occupation Permit or removing the violative conditions, the $800 in citation fines could be returned and the case would be closed. If the property owner does not correct the code violation by the compliance date, the citation fines would not be returned, and code enforcement would resume.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Public Safety: "Ensure American Canyon remains a safe community."

FISCAL IMPACT

N/A

ENVIRONMENTAL REVIEW

Enforcement of existing regulations is statutorily exempt from CEQA.

ATTACHMENTS:

1. Appeal Staff Report 01.23.25
2. Home Occupation Ordinance ACMC Chapter 19.29
3. Lara Email 04.07.25_Redacted

4. Lara Email 04.14.25_Redacted
5. Draft Home Occupation Permit Form - 285 Napa Junction Road_Redacted
6. Lara Email 04.17.25_Redacted
7. Russo (285 Napa Junction Road) 4.29.25

CITY OF AMERICAN CANYON

PLANNING COMMISSION AGENDA
JANUARY 23, 2025

STAFF REPORT
BUSINESS
ITEM NUMBER: 4.

TITLE

285 Napa Junction Citation Appeal

RECOMMENDATION

1. Render a decision on whether the code violation was appropriately cited at 285 Napa Junction Road and provide reasons for the decision; and
2. Direct staff to convey decision to the Appellant and Code Enforcement Officer.

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

Summary

Michael Lara ("the Appellant") owns a residence at 285 Napa Junction Road. A Vicinity Map depicting the location is shown on Attachment 1. On March 29, 2022, City staff received a complaint that a food truck was being stored at the property. Staff verified that a Food truck was stored on the property and initiated code enforcement because commercial vehicles may not be stored on residential property.

On November 21, 2024 following many months of formal Code Enforcement notification and personal communication, the law firm Maas & Russo, LLP submitted an appeal of an administrative citation issued on November 7, 2024. A copy of the Maas & Russo, LLP appeal letter is included as Attachment 2.

Citation appeals are very rare. For example, there have only been three citation appeals in the past 10 years. The Planning Commission reviews administrative citation appeals. The Administrative Citation appeal procedures state that the Planning Commission (hearing officers) shall only consider evidence that is relevant to:

1. Whether the violation(s) occurred; and
2. Whether the responsible person (property owner) has caused or maintained the violation(s) of on the date(s) specified in the administrative citation. (see American Canyon Municipal Code 9.12.090(C) Hearing Procedures)

A copy of the Administrative Citation appeal procedures is included as Attachment 3.

Code Enforcement Generally

The American Canyon Code Enforcement program promotes and maintains a safe and desirable community to live and work. Under the direction of the Community Development Director, the Code Enforcement Officer enforces the American Canyon Municipal Code (ACMC), Building Code, Health Code, and others. In the course of their work, the Code Enforcement Officer routinely coordinates their actions with the Building Official, Public Works Department, Fire District, and Police. As discussed further, the City Attorney enforces code violations in the most difficult cases.

In 2024, the Code Enforcement Officer opened 194 cases and resolved 173 cases. In a typical year, most cases (76%) are resolved quickly with the initial contact or a Courtesy letter. Ten percent (10%) are investigated and found to not constitute a Code Violation. Ten percent (10%) of the cases receive at least one Citation. Very few cases, three percent (3%), are referred to the City Attorney after receiving at least four Citations. In 2024, the average zoning code violation was resolved in just under 5.5 months.

Code Enforcement Policy

The overarching goal in Code Enforcement is compliance. The Code Enforcement Policy is intended to guide the Code Enforcement Officer to work with residents and businesses to provide code information and seek voluntary compliance without resorting to enforcement through costly citation fines.

When receiving a complaint or observed violation, the first step is to verify whether a code violation exists. When a code violation is verified, the Code Enforcement Officer will attempt to contact the Property Owner(s) to discuss the violation(s) and assign a reasonable period of time to correct the violation –not less than five (5) days. The Code Enforcement officer typically sends a Courtesy Notice to the Property Owner identifying the code violation(s) and the period of time to correct the violation(s).

If the violation is not corrected by the first deadline, the Code Enforcement Officer will contact the Property Owner. A new deadline will be assigned to correct the violation.

If the violation is not corrected by the second deadline, the Code Enforcement Officer has the discretion to cite the Property Owner for each day that the violation remains uncorrected. However, in practice, the Code Enforcement Officer provides weeks or months for compliance, with the compliance date often discussed with the Property Owner. Attachment 4 includes a copy of the City's Code Enforcement Policy.

Administrative Citation Ordinance (Municipal Code Chapter 9.12)

When personal communication and two Courtesy Notices fail to resolve the violation, the Administrative Citation Ordinance enables the Code Enforcement officer to issue a Citation. The

Administrative Citation process includes a progressively higher fine for each subsequent Citation. The fine schedule is as follows:

- First Citation: A fine not exceeding one hundred dollars ($100).
- Second Citation: A fine not exceeding two hundred dollars ($200) for the same violation within one year from the first violation.
- Third and Every Subsequent Citation: A fine not exceeding five hundred dollars ($500) for each additional violation of the same ordinance or permit within one year from the date of the first violation.

If the violation remains after the fourth citation, the Code Enforcement Officer may refer the case to the City Attorney for enforcement through other criminal, civil or other legal remedies established by law.

At each step in the Code Enforcement process, whether it is a courtesy notice or citation, the property owner may appeal the violation to the Planning Commission. In order to successfully apply for an appeal, the property owner must pay any outstanding citation fines. If the appeal is successful, the citation fines are returned to the property owner. If the appeal is unsuccessful, the citation fines are not returned, and code enforcement resumes. In the case of the current citation appeal, accrued fines associated with three citations equal $800. A copy of the citation appeal procedures is included as Attachment 3.

Code Enforcement Chronology

The following chronology documents the Code Enforcement events associated with this code violation:

March 28, 2022, City staff received a complaint that a food truck was being stored at the property. On March 29, 2022, staff verified that a Food truck was stored on the property with the words "Tacos Ensenada" written on the side of the truck with CA license plate 7H71317 was parked near the front entrance of the property. A photo taken at the site is included as Attachment 5.

March 30, 2022, staff mailed a first-class Courtesy Notice to the address. The Courtesy Notice identified the code violation and requested a compliance date of April 9, 2022. In accordance with the Code Enforcement policy, there is no fine associated with receiving a Courtesy Notice. A copy of the Courtesy Notice is included as Attachment 6.

April 18, 2022, staff observed that a commercial vehicle remained parked on the property at the same location. The vehicle has been painted white over the logo. Copies of photographs taken are included as Attachment 7.

April 19, 2022, staff observed two commercial vehicles parked on the property at the same location. Copies of photographs taken are included as Attachment 8.

April 19, 2022, staff sent a first-class and certified mail (9171 9690 0935 0250 4413 60) Notice of Violation to property owner at property address. The Notice of Violation identified an April 29, 2022 compliance date. A copy of the Notice of Violation is included as Attachment 9. In accordance with the Code Enforcement policy, there is no fine associated with receiving a Notice of Violation.

April 27, 2022, staff returned a voicemail message Michael Lara requesting an explanation of the violation. Staff returned the call and responded to the question.

April 28, 2022, Mr. Lara requested and staff granted a 30-day extension to find another location to store the vehicles.

May 5, 2022, Mr. Lara requested staff to permit storing the vehicles on his property. Mr. Lara was informed that the zoning code does not permit commercial vehicle storage on the property.

May 25, 2022, the law firm Maas & Russo, LLP sent a letter stating that William and Michael Lara are the owners of property at 285 Napa Junction Road and asserting that a Notice of Violation from the Code Enforcement Division to remove stored vehicles from the property appears to be discriminatory enforcement of zoning regulations. A copy of the May 25, 2022 Maas & Russo, LLP letter is included as Attachment 10.

Beginning May 26, 2022, Code Enforcement was held in abeyance.

May 31, 2022, staff observed two commercial vehicles parked on the property at the same location. Copies of photographs taken are included as Attachment 11.

October 13, 2023, the City Attorney issued a letter informing Maas & Russo, LLP stating that the discrimination compliant lacks substantial evidence and the City does not discriminate on the basis of race, color, sex, sexual orientation, creed, religion, age, pregnancy, marital status, or national origin. The City is committed to promoting diversity, equality, and fairness in all aspects of our operations, including code enforcement. The letter encourages Maas & Russo to provide evidence to support their claim of discrimination and advised that the City will continue with Code Enforcement efforts at the Property because the violations are still ongoing. A copy of the October 13, 2023 letter is included as Attachment 12.

September 3, 2024, due to code violations continuing for 29 months, the Community Development Director advised the Code Enforcement Officer to resume code enforcement.

September 18, 2024, a Final Notice to Correct was issued with a requested a compliance date of September 30, 2024. The Notice to Correct did not assign a fine. A copy of the September 18, 2024 Final Notice to Correct is included as Attachment 13.

September 24, 2024, a site inspection verified that the code violation continued.

October 3, 2034, October 28, 2024, and November 7, 2024, a citation was issued, each with a two-week compliance date. In accordance with the Administrative Citation Ordinance, the first citation has a $100 fine. The second citation has a $200 fine. The third citation has a $500 fine. In each case, the continuing code violation was verified prior to issuing a citation. A copy of the three citations is included as Attachment 14.

November 19, 2024, Maas & Russo, LLP submitted an appeal of the third citation asserting that code violation enforcement equates to harassment against the Lara family and business. A copy of the letter is included as Attachment 2.

On December 2, 2024, the City Attorney's Office issued a letter to Maas & Russo, LLP articulating that Maas & Russo's conclusory allegation of a “campaign of harassment” by the City, provides no supporting information on what facts form the basis as to how enforcement of validly-adopted ACMC provisions prohibiting the storage of food trucks on such property constitutes a “campaign of harassment.” But rather, the City’s investigation of this matter is to ensure compliance with existing laws and regulations intended to promote public welfare, safety, and abatement of nuisances. A copy of the letter is included as Attachment 16.

Project Evaluation

As described in the Administrative Citation appeal procedures included as Attachment 5, the Planning Commission's role in making a decision on the appeal is limited to the following:

1. Whether the violation(s) occurred; and

2. Whether the responsible person (property owner) has caused or maintained the violation(s) of on the date(s) specified in the administrative citation. (see American Canyon Municipal Code 9.12.090(C) Hearing Procedures).

Each criteria is discussed below:

1. Whether the Violation Occurred

The Neighborhood Preservation Ordinance (ACMC Table 19.10.040) shows that Vehicle Storage is prohibited in the Medium Density Residential (RM) zoning district. An extract from Table 19.10.040 highlights the applicable section that shows Vehicle Storage is prohibited as illustrated with a horizontal dash (-) next to the listed use. See Attachment 15.

Photographs taken of the property show that over the enforcement term, one or more commercial food trucks have been stored at the property. See Attachments 5, 7, 8, and 11. Thus, the first criteria for appealing the Citation is not met.

2. Whether the responsible person (property owner) has caused or maintained the violation(s).
The Administrative Citation Ordinance Section 9.12.020(a) defines a "Responsible Person" as any individual who causes or maintains a violation of the American Canyon municipal code, applicable state codes, or conditions to an entitlement and is the:

- Owner or occupant of real property;
- Owner or authorized agent of any business, company; or entity or
- The parent or the legal guardian of any person under the age of eighteen years.

The Napa County Assessor identifies Michael Lara as the owner of 285 Napa Junction Road. Furthermore, the Maas & Russo, LLP letter identified Mr. Lara as the property owner. Therefore, Mr. Michael Lara is the "Responsible Person" who has maintained the code violation on his property. Thus, the second criteria for appealing the Citation is not met.

Because neither criteria to overturn a citation has been met, the Planning Commission must deny the appeal.

Related Concerns
The Maas & Russo appeal letter identified several concerns that are not directly related to the code violation at 285 Napa Junction Road. The first concern relates to potential sign violations at two American Canyon commercial properties. This is the first time staff is aware of this concern. We will open a Code Enforcement case and investigate the concern.

The second concern refers to examples of violations of individuals violating the ordinance. Staff is not aware of the specific violation concern. If we receive a specific complaint, we will investigate the issue.

The third complaint refers to difficulties with permitting a food truck. We would be glad to discuss these concerns if we receive any specific information regarding the concerns.

As with any code complaint or concern with city processes, we are eager to know and resolve these issues. Unfortunately, none of the concerns provide facts that would support approving the Administrative Citation appeal.

Alternatives Considered
As discussed earlier in this report, when a citation appeal is not approved, the citation fines are not returned to the property owner and staff resumes code enforcement procedures.

Even though the criteria to approve an appeal was not met, the Planning Commission may consider an Alternative whereby the Commission assigns a compliance date. If the property owner agrees and successfully corrects the code violation by relocating the commercial vehicles to a place where vehicle storage is permitted, the $800 in citation fines could be returned to the property owner and

the case would be closed.

If the property owner does not correct the code violation by the Planning Commission's compliance date, the citation fines would not be returned and code enforcement would resume.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Public Safety: "Ensure American Canyon remains a safe community."

FISCAL IMPACT

N/A

ENVIRONMENTAL REVIEW

Enforcement of existing regulations is statutorily exempt from CEQA.

ATTACHMENTS:

1. Location Map
2. Maas and Russo Appeal Request
3. Administrative Citation Appeal Procedures
4. Code Enforcement Policy Resolution 2000-22
5. Inspection Photo 3.29.22
6. First Courtesy Notice 3.30.22
7. Inspection Photo 4.18.22
8. Inspection Photo 4.19.22
9. Notice Of Violation 4.19.22
10. Maas and Russo Letter 5.25.22
11. Inspection Photo 5.31.22
12. City Attorney Response to Russo 10.20.23
13. Notice Of Violation - 9.18.24
14. Citations Issued
15. Medium Density Permitted Uses
16. City Attorney Response to Russo 12.2.24.pdf

Location Map
285 Napa Junction Road

MAAS & RUSSO, LLP
ATTORNEYS AT LAW

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DANIEL J. RUSSO **

CERTIFIED SPECIALIST-CRIMINAL LAW
STATE BAR OF CALIFORNIA
BOARD OF LEGAL SPECIALIZATION

** Also admitted to the
District of Columbia

November 19, 2024

William D. Ross, City Attorney
City of American Canyon
400 Lambert Avenue
Palo Alto, CA 94306

Liebert Cassidy Whitmore, City Attorneys
City of American Canyon
400 Capitol Mall, Suite 1260
Sacramento, CA 95814

Re: My client – Michael E. Lara
Pending Citation from City of American Canyon,
Code Enforcement Division

Dear Gentleperson,

This letter is to request a hearing on Citation No. CE2410-016 issued on September 18, 2024, to my client, Michael E. Lara.

The Code Enforcement Division Officer, Tiffany Ford, has engaged in a campaign of harassment against Mr. Lara, his family, and his business. This latest citation follows a Notice of Violation (please see enclosed) on September 11, 2024, for violation of a sign ordinance on Mr. Lara's new restaurant. I have a wealth of photographs showing nearby businesses with signs in open violation of these same regulations (also enclosed).

The latest is more pernicious, in that it involves Mr. Lara's residence and the quiet enjoyment of his property. Previously, we had provided the City of American Canyon with countless nearby examples of individuals violating the ordinance. It is now apparent that the City of American Canyon is selectively enforcing its code.

I would also like to mention that Mr. Lara has been put through the ringer in his operation of opening his food truck. Please address our concerns.

Very truly yours,

DANIEL J. RUSSO
Attorney at Law

DJR/tr
Cc: Mayor, Leon Garcia;
City Counsel of American Canyon

CITY OF AMERICAN CANYON

CODE ENFORCEMENT DIVISION

VIA US MAIL
VIA CERTIFIED RETURN RECEIPT REQUESTED

APN: 058-082-001
Case No. ZON2203-002

ADMINISTRATIVE CITATION – CE2411-004

November 7, 2024

Michale E. Lara
285 Napa Junction Rd.
American Canyon, CA 94503

Re: ADMINISTRATIVE CITATION – CE2410-016

Dear Michale E. Lara:

The City of American Canyon is still very concerned about the condition of your property at 285 Napa Junction Rd. City staff mailed Notices dated March 30th and April 19, 2022, and most recently on September 18, 2024, requesting that you remove all stored vehicles from the property, and that you cease and desist from any and all unpermitted uses at the property. Compliance inspections on October 23rd, 28th, and November 7, 2024, reveal that you have not complied with the City's requests.

Enclosed you will find your copy of Administrative Citation CE2411-004 for $500, **which is now due and payable. An envelope is enclosed for your convenience. Failure to pay will result in this debt being forwarded to a collection agency.** Staff will conduct another compliance inspection on or after November 18, 2024. Failure to remove all vehicles (food trucks) from the property by November 18, 2024, will result in another Administrative Citation being issued to you, and the amount of that citation will be $500.

We need your prompt attention in correcting the code violations on your property at 285 Napa Junction Rd. Acting promptly in this matter will avert further Administrative Citations and possible legal action as well as preserve the quality of our community.

I would like to thank you in advance for your prompt cooperation in this matter. Should you require further information, please contact me at 707-647-4599.

Sincerely,
Tiffany Ford

Tiffany Ford
Code Enforcement Officer

cc: File

Encl: Administrative Citation CE2411-004

NOTICE OF ADMINISTRATIVE CITATION

Citation No. CE2411-004

CITY OF AMERICAN CANYON

[ ] COMMUNITY DEVELOPMENT DEPARTMENT
[X] CODE ENFORCEMENT DIVISION
4381 Broadway, Suite 201
American Canyon, CA 94503
(707) 647-4599

[ ] POLICE DEPARTMENT
911 Donaldson Way East
American Canyon, CA 94503
(707) 551-0600

Citation/Correction Date: November 7, 2024 **Time:** 1:00 PM
An inspection of the premises located at 285 Napa Junction Rd. in the City of American Canyon, revealed a violation(s) of the American Canyon Municipal Code.

Name of owner or business: Michale E. Lara

Address if different than violation: _____

[ ] **1ST CITATION $100.00.....IS NOW DUE AND PAYABLE**
[X] THE NEXT LEVEL CITATION IS NOW PENDING AND YOU MAY BE CITED EACH DAY THE VIOLATION CONTINUES. OTHER ENFORCEMENT ACTION AND PENALTIES MAY ALSO RESULT IF COMPLIANCE IS NOT ACHIEVED OR IF YOU CONTINUE TO IGNORE THIS CITATION.
[ ] **2ND CITATION $200.00.....IS NOW DUE AND PAYABLE**
[X] **3RD CITATION $500.00.....IS NOW DUE AND PAYABLE**

THIS VIOLATION(S) WAS ORIGINALLY BROUGHT TO YOUR ATTENTION ON **4/19/2022**, AND YOU HAVE NOT CORRECTED OR RESOLVED THE VIOLATION(S).

AMERICAN CANYON CODE SECTION(S):	**DESCRIPTION OF VIOLATION(S):**
19.10.040	PERMITTED USES

CORRECTION(S) REQUIRED: Cease and desist from this and any other unpermitted uses at your property. Specifically, all stored vehicles (food trucks) must be removed from the property by November 18, 2024.

SERVED VIA CERTIFIED AND US MAIL

RECEIPT ACKNOWLEDGED BY _____ DATE 11/07/2024

SIGNATURE OF OFFICER	PRINT NAME OF OFFICER	ID#
Tiffany Ford	Tiffany Ford	CEO

VIOLATION(S) CLEARED AS OF _____ (DATE INSPECTED).

IMPORTANT – READ CAREFULLY
THE LAW REQUIRES

City of American Canyon Administrative Citation Program

American Canyon Municipal Code Chapter 9.12 provides for the issuance of Administrative Citations for Municipal and Zoning Code violations, failure to comply with conditions to an entitlement such as a Use Permit or Design Permit, and applicable State Codes. There are three levels of citations that can be issued progressively for a violation. The fines, as indicated on the front of the citation, are $100.00 for the First Citation, $200.00 for the Second Citation and $500.00 for the Third and subsequent Citations for violations of the same Ordinance, entitlement, or State Code within one year. **These fines are cumulative and citations may be issued each day the violation exists.** A warning, if issued, does not incur a fine and, therefore, may not be appealed.

Rights of Appeal

You have the right to appeal this Administrative Citation within fifteen (15) days from the citation/correction date together with an advanced deposit of the fine along with a Request for Hearing form. An appeal must be in writing to the address on the front of this citation and to the attention of "Administrative Citation Hearing Officer." A properly filed appeal will result in an administrative hearing.

Failure of any person to properly file a written appeal within fifteen (15) CONSECUTIVE days from the citation/correction date shall constitute a waiver of his or her right to an administrative hearing and adjudication of the Administrative Citation or any portion thereof and the total amount of the fine.

How to Pay Fine

The amount of the fine is indicated on the front of this Administrative Citation. Prior to receiving an invoice from the Finance Department, you may pay by mail or in person at 4381 Broadway, Finance Department, American Canyon City Hall. Payment should be made by personal check, cashier's check, or money order, payable to the City of American Canyon. Please write the citation or account number on your check or money order.

If the citation is not paid or appealed within the statutory time, you will receive an invoice from the City's Finance Department. Please follow the instructions on the invoice to ensure proper processing of your payment. Payment of the fine shall not excuse the failure to correct the violation nor shall it bar further enforcement action by the City of American Canyon.

Consequence of Failure to Pay the Fines

The failure of any person to pay the fine assessed by the Administrative Citation within the time specified on the Citation or on the invoice from the Finance Department may result in a claim with the Small Claims Court or any legal remedy available to collect such money. The City has the authority to collect all costs associated with the filing of such actions. Failure to pay fine requirements may be found in American Canyon Municipal Code Section 9.12.110.

Consequence of Failure to Correct Violations

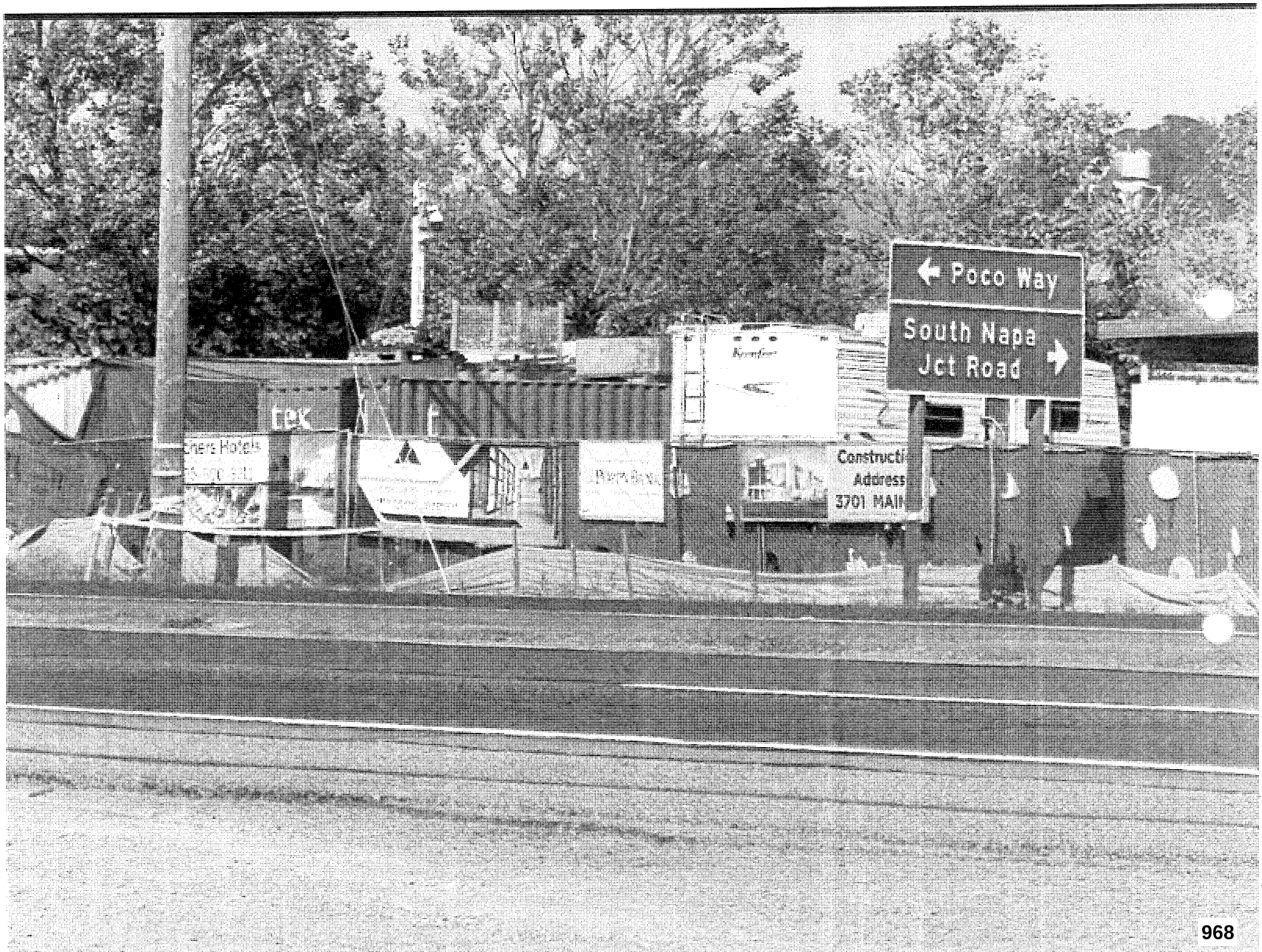
There are numerous enforcement options that can be used to encourage the correction of violations. These options include, but are not limited to: civil penalties, abatement, criminal prosecution, civil litigation, recording the violation with the County Recorder and forfeiture of certain State tax benefits for substandard residential rental property. These options can empower the City to collect fines up to $100,000, to demolish structures or make necessary repairs at the owner's expense, and to incarcerate violators. Any of these options or others may be used if the administrative citations do not achieve compliance.

If you need further clarification about payment of the citation, please call (707) 647-4360 for the Finance Department.

If you need further information about the violations and/or how to comply, please call the Enforcement Officer that signed the Administrative Citation.

A full description of the hearing process for the City's Administrative Hearings for Municipal Code violations, failure to comply with conditions to an entitlement, or applicable State Codes and your rights in that process are found in American Canyon Municipal Code Sections 9.12.090 and 9.12.110.

REVISED: February 9, 2011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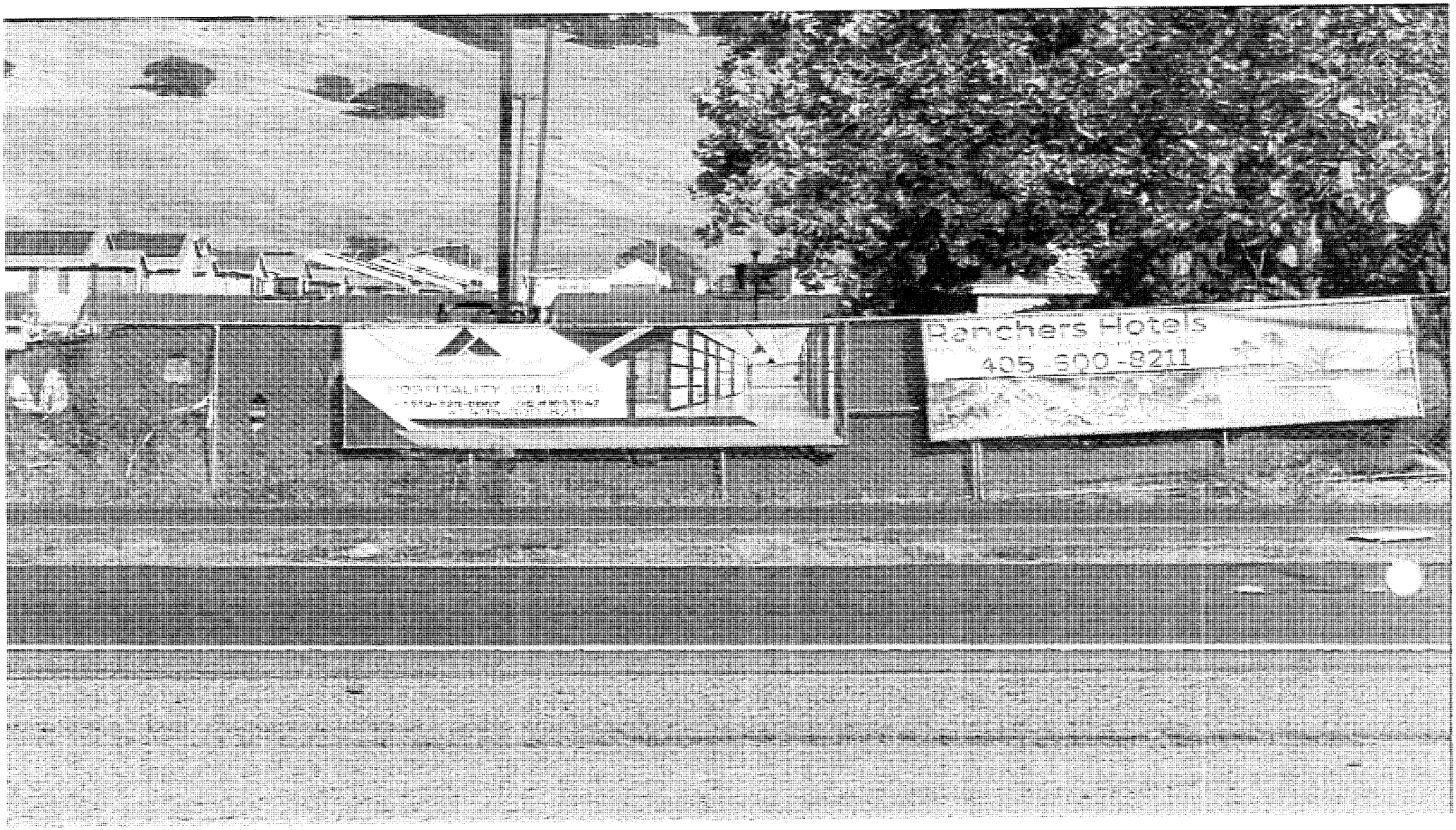
3701 MAIN


Ranchers Hotels
405 800-8211

Open with
Chicken Coop!
HATCHING SOON!
DEVELOPED, OWNED, AND OPERATED BY CHANDI

Administrative Citation Appeal Procedures
American Canyon Municipal Code

9.12.070 Appeal of an administrative citation.

Any recipient of an administrative citation may contest that there was a violation of the American Canyon municipal code, applicable state codes or conditions of an entitlement, or that he or she is the responsible person, by completing a request for hearing form and returning it to the city within fifteen days from the correction date of the administrative citation, together with an advanced deposit of the fine. Any administrative citation fine that has been deposited shall be refunded if it is determined, after a hearing, that the person charged in the administrative citation was not responsible for the violation(s) or that there was no violation(s) as charged in the administrative citation.

(Ord. 99-19 § 1, 2000.)

Cross References
Section 9.12.020(C)

9.12.080 Hearing officers.

The city council designates the planning commission as the hearing officers for the administrative citation hearing. To the extent practical and consistent with this chapter, appeal hearings shall be conducted on the evenings of regularly scheduled planning commission meetings.

(Ord. 99-19 § 1, 2000.)

9.12.090 Hearing procedures.

(A) No hearing to contest an administrative citation before the hearing officers shall be held unless and until a request for hearing form has been completed and submitted, and the fine has been deposited in advance.

(B) A hearing before the hearing officers shall be set for a date that is not less than fifteen and not more than sixty days from the date that the request for hearing is filed in accordance with the provisions of this chapter. The person requesting the hearing shall be notified of the time and place set for the hearing at least ten days prior to the date of the hearing.

(C) The hearing officers shall only consider evidence that is relevant to whether the violation(s) occurred and whether the responsible person has caused or maintained the violation(s) of the municipal code or other applicable state codes or conditions to an entitlement on the date(s) specified in the administrative citation.

(D) The responsible person contesting the administrative citation shall be given the opportunity to testify and present witnesses and evidence concerning the administrative citation.

(E) The failure of any recipient of an administrative citation to appear at the administrative citation hearing shall constitute a forfeiture of the fine and a failure to exhaust their administrative remedies.

(F) The administrative citation and any additional documents submitted by the hearing enforcement officers shall constitute prima facie evidence of the respective facts contained in those documents.

(G) If the enforcement officer submits an additional written report concerning the administrative citation to the hearing officers for consideration at the hearing, then a copy of this report also shall be served by mail on the person requesting the hearing at least five days prior to the date of the hearing.

(H) At least ten days prior to the hearing, the recipient of an administrative citation shall be provided with copies of the citations, reports and other documents submitted or relied upon by the enforcement officer. No other discovery is permitted. Formal rules of evidence shall not apply.

(I) The hearing officers may continue the hearing and request additional information from the enforcement officer or the recipient of the administrative citation prior to issuing a written decision.

(Ord. 99-19 § 1, 2000.)

9.12.100 Hearing officer's decision.

(A) After considering all of the testimony and evidence submitted at the hearing, the hearing officers shall issue a written decision within ten days of the hearing to uphold or deny the administrative citation and shall list in the decision the reasons for rendering the decision. The decision of the hearing officers shall be final unless a request for judicial review is filed in accordance with the provisions of Section 9.12.120.

(B) If the hearing officers determine that the administrative citation should be upheld, then the fine amount on deposit with the city shall be retained by the city.

(C) If the hearing officers determine that the administrative citation should be canceled and the fine was deposited with the city, then the city shall promptly refund the amount of the deposited fine.

(D) The recipient of the administrative citation shall be served with a copy of the hearing officer's written decision in the manner prescribed by the American Canyon municipal code.

RESOLUTION NO. 2000-22

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON ADOPTING A CODE ENFORCEMENT POLICY FOR ABATING NUISANCES AND ENSURING CONFORMANCE WITH THE MUNICIPAL CODE, ZONING CODE, AND CONDITIONS OF APPROVAL

WHEREAS, in order to ensure fair and equitable application of the Code Enforcement procedures, the City Council discussed the various options at its meeting of April 6, 2000; and

WHEREAS, after discussion, the City Council provided its Staff with guidelines for responding to complaints regarding alleged violations of the Municipal Code, Zoning Code, and Conditions of Approval.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby adopts the following "Code Enforcement Policy of the City of American Canyon" and directs the Planning Department to follow its provisions:

"CODE ENFORCEMENT POLICY OF THE CITY OF AMERICAN CANYON"

The Planning Department is responsible for the enforcement of all Municipal, Zoning, and Building Codes and Conditions of Approval. The Building Inspector typically determines compliance with all Building Codes as a part of the permitting and inspection process for construction. The City Code Enforcement Officer is responsible for investigating alleged violations of the Zoning Code, Municipal Code, and Conditions of Approval imposed upon discretionary permits. For purposes of defining the City's policies for Code Enforcement, the Planning Director, Building Inspectors, Assistant Planner, and Code Enforcement Officer are all designated as Code Enforcement Officers.

In the Residential Districts, Code Enforcement typically involves abandoned, wrecked, or inoperative vehicles in the front yards, property maintenance issues such as overgrown weeds or unsafe or unsanitary living conditions, accumulated trash and debris, and similar nuisances. In the Commercial and Industrial Districts, Code Enforcement activities typically involve violations of Conditions of Approval imposed upon Use Permits and Design Permits, Business License violations, property maintenance, vehicle abatement, and nuisance abatement.

Code Enforcement Procedures in Residential Districts:

Unless a violation effecting the health and safety of the community or construction without benefit of a building permit is visible from a public street, all Code Enforcement investigations in the Residential Districts are initiated only after receiving a complaint. When the City Code Enforcement Officer identifies an immediate threat to the public health and safety, the property owner, tenant, or person responsible for the construction

shall be notified and all activity shall cease until the threat to the health and safety of the public is resolved.

When a complaint is lodged with the Planning Department alleging a violation of the Municipal Code, Zoning Code, or a Condition of Approval, the Code Enforcement Officer will drive by the site. If the alleged violation is substantiated, an attempt to make personal contact with the resident, property owner, or business owner shall be made. In those cases where no one is at the site or the personal contact does not resolve the issue, a certified letter and a First Class letter shall be sent to the property owner and/or occupant. If the violation is not resolved within a minimum of five days, an Administrative Citation may be issued. Prior to issuing an Administrative Citation, the property owner and/or resident may appeal to the Planning Director if there is some question or dispute as to the validity of the allegation. In the event an Administrative Citation is issued, the appeal is to the Planning Commission.

Code Enforcement Procedures in Commercial and Industrial Districts:

In the Commercial and Industrial Districts, Code Enforcement actions may be initiated by the Code Enforcement Officer without receiving a formal complaint, so long as the alleged violation is visible from public property or the employee was invited onto an adjacent property by the owner or tenant to view the alleged violation. Code Enforcement actions may be initiated where a clear violation effecting the health and safety of the community or construction without benefit of a permit is discovered, or where a violation of the Municipal Code, Zoning Code, or a Condition of Approval is apparent. In addition, the Code Enforcement Officer will work with the Finance department to ensure that all businesses comply with the City Business License Ordinances.

When a complaint is lodged with the Planning Department alleging a violation of the Municipal Code, Zoning Code, or a Condition of Approval, or a violation is identified in the field, the Code Enforcement Officer will drive by the site. If the alleged violation is substantiated, an attempt to make personal contact with the tenant, property owner, or business owner shall be made. In those cases where no one is at the site or the personal contact does not resolve the issue, a certified letter and a First Class letter shall be sent to the tenant, property owner, or business owner. If the violation is not resolved within a minimum of five days, an Administrative Citation may be issued. Prior to issuing an Administrative Citation, the property owner and/or resident may appeal to the Planning Director if there is some question or dispute as to the validity of the allegation. In the event an Administrative Citation is issued, the appeal is to the Planning Commission.

Potential violations in the vicinity of a property subject to a complaint.

If a complaint is filed, or if the Code Enforcement Officer, in addition to the action described above, observes a violation, the Code Enforcement Officer shall determine if a similar situation exists within close proximity. For example, if a complaint is filed regarding a derelict automobile in a front yard, and if the Code Enforcement Officer sees a similar situation in the same block, concurrent action may be initiated. This concept includes all potential violations in plain view within the vicinity of a complaint, not just those similar to the initial complaint.

Responsibilities of the Napa County Sheriff.

The Napa County Sheriff's Department is responsible for violations on public streets or property, particularly 72-hour parking violations and nuisances such as barking dogs and loud music."

PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council on June 1, 2000, by the following vote:

AYES:	Maples, Colcleaser, Anderson, Canziani
NOES:	Shaver
ABSTAIN:	None
ABSENT:	None

Lori L. Maples, Mayor

ATTEST:

Mark Joseph
City Clerk

APPROVED AS TO FORM:

William D. Ross
City Attorney

285 Napa Junction Road
March 29, 2022 Inspection

CITY OF AMERICAN CANYON

CODE ENFORCEMENT DIVISION

VIA US MAIL

VIOLATION:
CHAPTER 19.14; ZONING, INDUSTRIAL DISTRICTS
SECTION 19.14.050; PERMITTED USES

APN: 058-082-001
Case No. ZON2203-002

March 30, 2022

Michale E. Lara
285 Napa Junction Road
American Canyon, CA 94503

Re: COURTESY NOTICE OF VIOLATION

Dear Michale E. Lara:

The City of American Canyon has adopted various development standards pertaining to the preservation of environmental quality of property within the Light Industrial (LI) District. City staff has received a complaint alleging an unpermitted use of your property located at 285 Napa Junction Road. Research reveals that **you are using the property for a use—VEHICLE STORAGE—which is unpermitted.**

We are bringing this condition to your attention to give you an opportunity to respond and take action. Please be advised that the unpermitted use of your property has placed you in violation of the American Canyon Municipal Code. As you can see in the table below, *Vehicle Storage* is not permitted in the Light Industrial (LI) District.

19.14.050 Permitted uses.

Table 19.04.050 of this section sets forth the permitted and conditionally permitted uses for each industrial district. A "P" designates a permitted use. A "C" indicates a conditionally permitted use subject to approval of a use permit by the planning commission. An "M" indicates a minor use permit is required pursuant to Chapter 19.42. If no letter is found opposite a particular use, it is not permitted in that district.

Table 19.14.050
Permitted and Conditionally Permitted Uses
Industrial Districts

Use Classification	Zoning District		Related Provision
	LI	GI	
Commercial			
Vehicle storage	-	C	

(Ord. 2018-05 § 5, 2018; Ord. 2016-03 § 3, 2016; Ord. 2014-06 § 5, 2014; Ord. 2010-07 § 3, 2010; Ord. 2010-05 § 1, 2010; Ord. 2010-03 § 3, 2010; Ord. 2010-02 § 4, 2010; Ord. 2009-12 § 3, 2009; Ord. 2001-02 § 1, 2001)

We hereby request that:

- Within ten (10) days of the date of this Notice, you cease and desist from this and any other unpermitted uses at your property. **Specifically, all stored vehicles must be removed from the property.** **We will conduct a review of this case to ensure your compliance on or after April 9, 2022.**

Acting in a timely fashion in this matter will avert possible Administrative Citations and avoid a minimum fine of $100.

I would like to thank you in advance for your prompt cooperation in this matter. If you have questions or need to discuss this matter further, you may call me at 707-647-4599.

Sincerely,
Tiffany Ford

Tiffany Ford
Code Enforcement Officer

cc: File

285 Napa Junction Road
April 18, 2022 Inspection

285 Napa Junction Road
April 19, 2022 Inspection

CITY OF AMERICAN CANYON

April 19, 2022

Michale E. Lara
285 Napa Junction Road
American Canyon, CA 94503

CODE ENFORCEMENT DIVISION

VIA US MAIL
CERTIFIED MAIL

VIOLATION:
CHAPTER 19.14; ZONING, INDUSTRIAL DISTRICTS
SECTION 19.14.050; PERMITTED USES

APN: 058-082-001
Case No. ZON2203-002

Re: NOTICE OF VIOLATION-FINAL REQUEST FOR COMPLIANCE

Dear Michale E. Lara:

The City of American Canyon is still concerned about the condition of your property at 285 Napa Junction Rd. City staff sent you a Courtesy Notice of Violation dated March 30, 2022 requesting that you cease and desist from all unpermitted uses at your property. Specifically, we requested that all stored vehicles be removed from the property no later than April 9, 2022.

A site inspection on April 18, 2022, and April 19, 2022, revealed that you have not complied with the City's request.

We are again bringing this condition to your attention to give you an opportunity to respond and take action. Please be advised that the unpermitted use of your property has placed you in violation of the American Canyon Municipal Code, as *Vehicle Storage* is not permitted in the Residential (RS) District.

We hereby request that:

- Within ten (10) days of the date of this Notice, you cease and desist from this and any other unpermitted uses at your property. **Specifically, all stored vehicles must be removed from the property. We will conduct a review of this case to ensure your compliance on or after April 29, 2022.**

Acting in a timely fashion in this matter will avert possible Administrative Citations and avoid a minimum fine of $100.

I would like to thank you in advance for your prompt cooperation in this matter. If you have questions or need to discuss this matter further, you may call me at 707-647-4599.

Sincerely,
Tiffany Ford

Tiffany Ford
Code Enforcement Officer

cc: File

Encl: Notice of Violation CE2204-003

NOTICE OF VIOLATION

No. **CE2204-003**

CITY OF AMERICAN CANYON
PLANNING DEPARTMENT
[X] CODE ENFORCEMENT
4381 Broadway, Suite 201
American Canyon, CA 94503

AMERICAN CANYON FIRE PROTECTION DISTICT
FIRE DISTRICT
911 Donaldson Way East
American Canyon, CA 94503

WARNING ONLY
PREVIOUSLY ADVISED **[X]**
FINAL WARNING **[X]**

Date: **April 19, 2022** Time: **3:00pm**

Name of owner or business: **Michale E. Lara**
Address (if different):

An inspection of the premises located at **285 Napa Junction Road**
in the City of American Canyon revealed a violation(s) of the American Canyon Municipal Code.

AMERICAN CANYON MUNICIPAL CODE SECTION	DESCRIPTION OF VIOLATION
19.14.050	PERMITTED USES

TO CORRECT THIS VIOLATION: See instructions in attached Notice of Violation dated Apr. 19, 2022

THIS VIOLATION MUST BE CORRECTED BY: April 29, 2022

If the violation is not corrected by the date specified, an ADMINISTRATIVE CITATION will be issued and penalties will begin to accrue ($100, $200, $500) each day. Additional enforcement actions such as administrative abatement, civil penalties, revocation of permits, recordation of notice of violation, withholding of future municipal permits, criminal prosecution and/or civil injunction may be utilized to correct this violation(s). In addition, a 10% late fee will be charged on any reinspection to invoice not paid by the due date.

A REINSPECTION WILL BE MADE ON OR AFTER THE CORRECTION DATE. IF THE CORRECTION(S) IS NOT COMPLETED, AN ADMINISTRATIVE CITATION WILL BE ISSUED AND FEES WILL BEGIN TO ACCRUE.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed on the date shown above.

~~~~~ SERVED VIA CERTIFIED & FIRST CLASS MAIL ~~~~~

SIGNATURE OF ISSUING OFFICER	ISSUING OFFICER	ID
Tiffany Ford	Tiffany Ford	CEO

VIOLATION CLEARED DATE:

Revised: February 7, 2002

MAAS & RUSSO, LLP
ATTORNEYS AT LAW

-521 GEORGIA STREET, VALLEJO, CA 94590-

THOMAS M. MAAS
ELENA B. MORGAN
BONIFACIO LOMELI
Phone: (707) 644-4004
Fax: (707) 644-7528
Email: law@mortonrusso.com

DANIEL J. RUSSO **
CERTIFIED SPECIALIST-CRIMINAL LAW
STATE BAR OF CALIFORNIA
BOARD OF LEGAL SPECIALIZATION
** Also admitted to the District of Columbia Bar

May 25, 2022

City of American Canyon
c/o Tiffany Ford
4381 Broadway Street, Suite 201
American Canyon, CA 94503

Re: Case No. ZON2203-001
Discriminatory Enforcement of Code

Dear Ms. Ford,

We have been retained by William and Michael Lara, over what appears to be a discriminatory enforcement of zoning regulations within the City of American Canyon.

The Laras are owners of the property at 285 Junction Road and were sent a Notice of Violation from the American Canyon Code Enforcement Division demanding they cease and desist from all unpermitted uses at their property, specifically demanding the removal of stored vehicles from the property.

Please forward this letter to the appropriate Department Head for review. Your prompt attention to this matter is requested.

Very truly yours,

DANIEL J. RUSSO
Attorney at Law

DJR/vw

285 Napa Junction Road
May 31, 2022 Inspection

William D. Ross
David P. Schwarz
Kypros G. Hostetter
Christina M. Bellardo

Law Offices of
William D. Ross
400 Lambert Avenue
Palo Alto, California 94306
Telephone: (650) 843-8080
www.lawross.com

Los Angeles Office:
P.O. Box 25532
Los Angeles, CA 90025

File No: 199.6

October 13, 2023

VIA E-MAIL
law@mortonrusso.com

Daniel J. Russo, Esq.
Maas and Russo
521 Georgia Street
Vallejo, CA 94590

Re: Alleged Code Enforcement Discrimination; 285 Napa Junction Rd; Case No. ZON2203-001

Dear Mr. Russo:

This office serves as City Attorney for the City of American Canyon ("City"). We are responding to the matter of code enforcement violations and the allegations of discrimination contained in your letter dated May 25, 2022 at 285 Napa Junction Road ("Property"). We take any allegations of potential discriminatory conduct seriously. Based on your letter, we are unable to conclude that any discriminatory practices have occurred.

When the City receives a complaint related to code enforcement violations, it is our obligation to investigate the matter promptly and impartially. Our investigation process is designed to ensure that we uphold the law, protect the rights of all residents, and maintain a fair and equitable system of code enforcement. It is important to note that our investigations are conducted solely based on the information available at the time of the complaint, which is often limited to the address and the nature of the alleged violations.

In your letter dated May 25, 2022, you made a conclusory statement alleging discrimination without providing any substantial evidence to support this claim. It is important to emphasize that the City does not discriminate on the basis of race, color, sex, sexual orientation, creed, religion, age, pregnancy, marital status, or national origin. We are committed to promoting diversity, equality, and fairness in all aspects of our operations, including code enforcement.

Without evidence to substantiate a claim of discrimination, we are unable to make any determination that discriminatory practices have occurred in this case. Our City staff will continue to carry out their code enforcement duties diligently and impartially, ensuring that all residents are treated equally and in accordance with the law. As such, we have advised the City to continue

with Code Enforcement efforts at the Property and we are informed that the violations are still ongoing.

If you have any additional evidence to support your claim of discrimination, please forward that information to us. We remain open to addressing any legitimate concerns or issues related to code enforcement violations and are committed to upholding the principles of fairness and justice.

We hope that this clarifies our position on the matter. If you have any further questions or concerns, please do not hesitate to reach out to us. We value open communication and the opportunity to address any issues.

Very truly yours,

William D. Ross

WDR:CMB

cc: Tiffany Ford, City Code Enforcement Officer

CITY OF AMERICAN CANYON

September 18, 2024

Michale E. Lara
285 Napa Junction Road
American Canyon, CA 94503

CODE ENFORCEMENT DIVISION

VIA US MAIL
VIA CERTIFIED MAIL
VIA COPY LEFT AT PREMISES

VIOLATION:
CHAPTER 19.10; ZONING, RESIDENTIAL DISTRICTS
SECTION 19.10.040; PERMITTED USES

APN: 058-082-001
Case No. ZON2203-002

Re: NOTICE OF VIOLATION-FINAL REQUEST FOR COMPLIANCE

Dear Michale E. Lara:

The City of American Canyon is still concerned about the condition of your property at 285 Napa Junction Rd. City staff sent you Notices of Violations on March 30th and April 19th of 2022 requesting that you cease and desist from all unpermitted uses at your property. Specifically, we requested that all stored vehicles be removed from the property no later than April 29, 2022.

City staff has conducted several inspections of your property, most recently on September 13th and September 17, 2024, which reveal that you have not complied with the City's request.

We are again bringing this condition to your attention to give you an opportunity to respond and take action. Please be advised that the unpermitted use of your property has placed you in violation of the American Canyon Municipal Code, as *Vehicle Storage* is not permitted in the Medium Density Residential (RM) District.

We hereby request that:

- Within ten (10) days of the date of this Notice, you cease and desist from this and any other unpermitted uses at your property. **Specifically, all stored vehicles must be removed from the property. We will conduct a review of this case to ensure your compliance on or after September 30, 2024.**

Acting in a timely fashion in this matter will avert possible Administrative Citations and avoid a minimum fine of $100.

I would like to thank you in advance for your prompt cooperation in this matter. If you have questions or need to discuss this matter further, you may call me at 707-647-4599.

Sincerely,
Tiffany Ford

Tiffany Ford
Code Enforcement Officer

cc: File

Encl: Notice of Violation CE2409-004

NOTICE OF VIOLATION

No. **CE2409-004**

CITY OF AMERICAN CANYON
PLANNING DEPARTMENT
[X] CODE ENFORCEMENT
4381 Broadway, Suite 201
American Canyon, CA 94503

AMERICAN CANYON FIRE PROTECTION DISTICT
FIRE DISTRICT
911 Donaldson Way East
American Canyon, CA 94503

WARNING ONLY
PREVIOUSLY ADVISED **[X]**
FINAL WARNING **[X]**

Date: **Sept. 18, 2024** Time: **3:30pm**

Name of owner or business: **Michale E. Lara**
Address (if different):

An inspection of the premises located at **285 Napa Junction Road**
in the City of American Canyon revealed a violation(s) of the American Canyon Municipal Code.

AMERICAN CANYON MUNICIPAL CODE SECTION	DESCRIPTION OF VIOLATION
19.10.040	PERMITTED USES

TO CORRECT THIS VIOLATION: See instructions in attached Notice of Violation dated Sept. 18, 2024

THIS VIOLATION MUST BE CORRECTED BY: Sept. 30, 2024

If the violation is not corrected by the date specified, an ADMINISTRATIVE CITATION will be issued and penalties will begin to accrue ($100, $200, $500) each day. Additional enforcement actions such as administrative abatement, civil penalties, revocation of permits, recordation of notice of violation, withholding of future municipal permits, criminal prosecution and/or civil injunction may be utilized to correct this violation(s). In addition, a 10% late fee will be charged on any reinspection to invoice not paid by the due date.

A REINSPECTION WILL BE MADE ON OR AFTER THE CORRECTION DATE. IF THE CORRECTION(S) IS NOT COMPLETED, AN ADMINISTRATIVE CITATION WILL BE ISSUED AND FEES WILL BEGIN TO ACCRUE.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed on the date shown above.

~~~~~ SERVED VIA CERTIFIED & FIRST CLASS MAIL ~~~~~

SIGNATURE OF ISSUING OFFICER	ISSUING OFFICER	ID
Tiffany Ford	Tiffany Ford	CEO

VIOLATION CLEARED DATE:

Revised: February 7, 2002

CITY OF AMERICAN CANYON

CODE ENFORCEMENT DIVISION

VIA US MAIL
VIA CERTIFIED RETURN RECEIPT REQUESTED

APN: 058-082-001
Case No. ZON2203-002

ADMINISTRATIVE CITATION – CE2410-003

October 3, 2024

Michale E. Lara
285 Napa Junction Rd.
American Canyon, CA 94503

Re: ADMINISTRATIVE CITATION – CE2410-003

Dear Michale E. Lara:

The City of American Canyon is still very concerned about the condition of your property at 285 Napa Junction Rd. City staff mailed Notices dated March 30th and April 19, 2022, and most recently on September 18, 2024, requesting that you remove all stored vehicles from the property, and that you cease and desist from any and all unpermitted uses at the property. A compliance inspection on October 3, 2024, reveals that you have not complied with the City's requests.

Enclosed you will find your copy of Administrative Citation CE2410-003 for $100, **which is now due and payable. An envelope is enclosed for your convenience. Failure to pay will result in this debt being forwarded to a collection agency.** Staff will conduct another compliance inspection on or after October 10, 2024. Failure to remove all vehicles from the property by October 10, 2024, will result in another Administrative Citation being issued to you, and the amount of that citation will be $200.

We need your prompt attention in correcting the code violations on your property at 285 Napa Junction Rd. Acting promptly in this matter will avert further Administrative Citations and possible legal action as well as preserve the quality of our community.

I would like to thank you in advance for your prompt cooperation in this matter. Should you require further information, please contact me at 707-647-4599.

Sincerely,
Tiffany Ford

Tiffany Ford
Code Enforcement Officer

cc: File

Encl: Administrative Citation CE2410-003

NOTICE OF ADMINISTRATIVE CITATION

Citation No. CE2410-003

CITY OF AMERICAN CANYON

[ ] COMMUNITY DEVELOPMENT DEPARTMENT
[X] CODE ENFORCEMENT DIVISION
4381 Broadway, Suite 201
American Canyon, CA 94503
(707) 647-4599

[ ] POLICE DEPARTMENT
911 Donaldson Way East
American Canyon, CA 94503
(707) 551-0600

Citation/Correction Date: October 3, 2024 **Time:** 11:00 AM
An inspection of the premises located at 285 Napa Junction Rd. in the City of American Canyon, revealed a violation(s) of the American Canyon Municipal Code.

Name of owner or business: Michale E. Lara

Address if different than violation:

[X] **1ST CITATION $100.00…….IS NOW DUE AND PAYABLE**
[X] THE NEXT LEVEL CITATION IS NOW PENDING AND YOU MAY BE CITED EACH DAY THE VIOLATION CONTINUES. OTHER ENFORCEMENT ACTION AND PENALTIES MAY ALSO RESULT IF COMPLIANCE IS NOT ACHIEVED OR IF YOU CONTINUE TO IGNORE THIS CITATION.
[ ] **2ND CITATION $200.00……IS NOW DUE AND PAYABLE**
[ ] **3RD CITATION $500.00……IS NOW DUE AND PAYABLE**

THIS VIOLATION(S) WAS ORIGINALLY BROUGHT TO YOUR ATTENTION ON **4/19/2022**, AND YOU HAVE NOT CORRECTED OR RESOLVED THE VIOLATION(S).

AMERICAN CANYON CODE SECTION(S):	**DESCRIPTION OF VIOLATION(S):**
19.10.040	PERMITTED USES

CORRECTION(S) REQUIRED: Cease and desist from this and any other unpermitted uses at your property. Specifically, all stored vehicles must be removed from the property.

SERVED VIA CERTIFIED AND US MAIL

RECEIPT ACKNOWLEDGED BY _____ DATE 10/3/2024

SIGNATURE OF OFFICER	PRINT NAME OF OFFICER	ID#
Tiffany Ford	Tiffany Ford	CEO

VIOLATION(S) CLEARED AS OF _____ (DATE INSPECTED).

IMPORTANT – READ CAREFULLY
THE LAW REQUIRES

City of American Canyon Administrative Citation Program
American Canyon Municipal Code Chapter 9.12 provides for the issuance of Administrative Citations for Municipal and Zoning Code violations, failure to comply with conditions to an entitlement such as a Use Permit or Design Permit, and applicable State Codes. There are three levels of citations that can be issued progressively for a violation. The fines, as indicated on the front of the citation, are $100.00 for the First Citation, $200.00 for the Second Citation and $500.00 for the Third and subsequent Citations for violations of the same Ordinance, entitlement, or State Code within one year. **These fines are cumulative and citations may be issued each day the violation exists.** A warning, if issued, does not incur a fine and, therefore, may not be appealed.

Rights of Appeal
You have the right to appeal this Administrative Citation within fifteen (15) days from the citation/correction date together with an advanced deposit of the fine along with a Request for Hearing form. An appeal must be in writing to the address on the front of this citation and to the attention of "Administrative Citation Hearing Officer." A properly filed appeal will result in an administrative hearing.

Failure of any person to properly file a written appeal within fifteen (15) CONSECUTIVE days from the citation/correction date shall constitute a waiver of his or her right to an administrative hearing and adjudication of the Administrative Citation or any portion thereof and the total amount of the fine.

How to Pay Fine
The amount of the fine is indicated on the front of this Administrative Citation. Prior to receiving an invoice from the Finance Department, you may pay by mail or in person at 4381 Broadway, Finance Department, American Canyon City Hall. Payment should be made by personal check, cashier's check, or money order, payable to the City of American Canyon. Please write the citation or account number on your check or money order.

If the citation is not paid or appealed within the statutory time, you will receive an invoice from the City's Finance Department. Please follow the instructions on the invoice to ensure proper processing of your payment. Payment of the fine shall not excuse the failure to correct the violation nor shall it bar further enforcement action by the City of American Canyon.

Consequence of Failure to Pay the Fines
The failure of any person to pay the fine assessed by the Administrative Citation within the time specified on the Citation or on the invoice from the Finance Department may result in a claim with the Small Claims Court or any legal remedy available to collect such money. The City has the authority to collect all costs associated with the filing of such actions. Failure to pay fine requirements may be found in American Canyon Municipal Code Section 9.12.110.

Consequence of Failure to Correct Violations
There are numerous enforcement options that can be used to encourage the correction of violations. These options include, but are not limited to: civil penalties, abatement, criminal prosecution, civil litigation, recording the violation with the County Recorder and forfeiture of certain State tax benefits for substandard residential rental property. These options can empower the City to collect fines up to $100,000, to demolish structures or make necessary repairs at the owner's expense, and to incarcerate violators. Any of these options or others may be used if the administrative citations do not achieve compliance.

If you need further clarification about payment of the citation, please call (707) 647-4360 for the Finance Department.

If you need further information about the violations and/or how to comply, please call the Enforcement Officer that signed the Administrative Citation.

A full description of the hearing process for the City's Administrative Hearings for Municipal Code violations, failure to comply with conditions to an entitlement, or applicable State Codes and your rights in that process are found in American Canyon Municipal Code Sections 9.12.090 and 9.12.110.

CITY OF AMERICAN CANYON

CODE ENFORCEMENT DIVISION

VIA US MAIL
VIA CERTIFIED RETURN RECEIPT REQUESTED

APN: 058-082-001
Case No. ZON2203-002

ADMINISTRATIVE CITATION – CE2410-016

October 28, 2024

Michale E. Lara
285 Napa Junction Rd.
American Canyon, CA 94503

Re: ADMINISTRATIVE CITATION – CE2410-016

Dear Michale E. Lara:

The City of American Canyon is still very concerned about the condition of your property at 285 Napa Junction Rd. City staff mailed Notices dated March 30th and April 19, 2022, and most recently on September 18, 2024, requesting that you remove all stored vehicles from the property, and that you cease and desist from any and all unpermitted uses at the property. Compliance inspections on October 23rd and 28th, 2024, reveal that you have not complied with the City's requests.

Enclosed you will find your copy of Administrative Citation CE2410-016 for $200, **which is now due and payable. An envelope is enclosed for your convenience. Failure to pay will result in this debt being forwarded to a collection agency.** Staff will conduct another compliance inspection on or after November 7, 2024. Failure to remove all vehicles from the property by November 7, 2024, will result in another Administrative Citation being issued to you, and the amount of that citation will be $500.

We need your prompt attention in correcting the code violations on your property at 285 Napa Junction Rd. Acting promptly in this matter will avert further Administrative Citations and possible legal action as well as preserve the quality of our community.

I would like to thank you in advance for your prompt cooperation in this matter. Should you require further information, please contact me at 707-647-4599.

Sincerely,
Tiffany Ford

Tiffany Ford
Code Enforcement Officer

cc: File

Encl: Administrative Citation CE2410-016

NOTICE OF ADMINISTRATIVE CITATION

Citation No. CE2410-016

CITY OF AMERICAN CANYON

[ ] COMMUNITY DEVELOPMENT DEPARTMENT
[X] CODE ENFORCEMENT DIVISION
4381 Broadway, Suite 201
American Canyon, CA 94503
(707) 647-4599

[ ] POLICE DEPARTMENT
911 Donaldson Way East
American Canyon, CA 94503
(707) 551-0600

Citation/Correction Date: October 28, 2024 **Time:** 10:00 AM
An inspection of the premises located at 285 Napa Junction Rd. in the City of American Canyon, revealed a violation(s) of the American Canyon Municipal Code.

Name of owner or business: Michale E. Lara

Address if different than violation:

[ ] **1ST CITATION $100.00…….IS NOW DUE AND PAYABLE**
[X] THE NEXT LEVEL CITATION IS NOW PENDING AND YOU MAY BE CITED EACH DAY THE VIOLATION CONTINUES. OTHER ENFORCEMENT ACTION AND PENALTIES MAY ALSO RESULT IF COMPLIANCE IS NOT ACHIEVED OR IF YOU CONTINUE TO IGNORE THIS CITATION.
[X] **2ND CITATION $200.00……IS NOW DUE AND PAYABLE**
[ ] **3RD CITATION $500.00……IS NOW DUE AND PAYABLE**

THIS VIOLATION(S) WAS ORIGINALLY BROUGHT TO YOUR ATTENTION ON **4/19/2022**, AND YOU HAVE NOT CORRECTED OR RESOLVED THE VIOLATION(S).

AMERICAN CANYON CODE SECTION(S):	**DESCRIPTION OF VIOLATION(S):**
19.10.040	PERMITTED USES

CORRECTION(S) REQUIRED: Cease and desist from this and any other unpermitted uses at your property. Specifically, all stored vehicles must be removed from the property by November 7, 2024.

SERVED VIA CERTIFIED AND US MAIL

RECEIPT ACKNOWLEDGED BY _____ DATE 10/28/2024

SIGNATURE OF OFFICER	PRINT NAME OF OFFICER	ID#
Tiffany Ford	Tiffany Ford	CEO

VIOLATION(S) CLEARED AS OF _____ (DATE INSPECTED).

IMPORTANT – READ CAREFULLY
THE LAW REQUIRES

City of American Canyon Administrative Citation Program
American Canyon Municipal Code Chapter 9.12 provides for the issuance of Administrative Citations for Municipal and Zoning Code violations, failure to comply with conditions to an entitlement such as a Use Permit or Design Permit, and applicable State Codes. There are three levels of citations that can be issued progressively for a violation. The fines, as indicated on the front of the citation, are $100.00 for the First Citation, $200.00 for the Second Citation and $500.00 for the Third and subsequent Citations for violations of the same Ordinance, entitlement, or State Code within one year. **These fines are cumulative and citations may be issued each day the violation exists.** A warning, if issued, does not incur a fine and, therefore, may not be appealed.

Rights of Appeal
You have the right to appeal this Administrative Citation within fifteen (15) days from the citation/correction date together with an advanced deposit of the fine along with a Request for Hearing form. An appeal must be in writing to the address on the front of this citation and to the attention of "Administrative Citation Hearing Officer." A properly filed appeal will result in an administrative hearing.

Failure of any person to properly file a written appeal within fifteen (15) CONSECUTIVE days from the citation/correction date shall constitute a waiver of his or her right to an administrative hearing and adjudication of the Administrative Citation or any portion thereof and the total amount of the fine.

How to Pay Fine
The amount of the fine is indicated on the front of this Administrative Citation. Prior to receiving an invoice from the Finance Department, you may pay by mail or in person at 4381 Broadway, Finance Department, American Canyon City Hall. Payment should be made by personal check, cashier's check, or money order, payable to the City of American Canyon. Please write the citation or account number on your check or money order.

If the citation is not paid or appealed within the statutory time, you will receive an invoice from the City's Finance Department. Please follow the instructions on the invoice to ensure proper processing of your payment. Payment of the fine shall not excuse the failure to correct the violation nor shall it bar further enforcement action by the City of American Canyon.

Consequence of Failure to Pay the Fines
The failure of any person to pay the fine assessed by the Administrative Citation within the time specified on the Citation or on the invoice from the Finance Department may result in a claim with the Small Claims Court or any legal remedy available to collect such money. The City has the authority to collect all costs associated with the filing of such actions. Failure to pay fine requirements may be found in American Canyon Municipal Code Section 9.12.110.

Consequence of Failure to Correct Violations
There are numerous enforcement options that can be used to encourage the correction of violations. These options include, but are not limited to: civil penalties, abatement, criminal prosecution, civil litigation, recording the violation with the County Recorder and forfeiture of certain State tax benefits for substandard residential rental property. These options can empower the City to collect fines up to $100,000, to demolish structures or make necessary repairs at the owner's expense, and to incarcerate violators. Any of these options or others may be used if the administrative citations do not achieve compliance.

If you need further clarification about payment of the citation, please call (707) 647-4360 for the Finance Department.

If you need further information about the violations and/or how to comply, please call the Enforcement Officer that signed the Administrative Citation.

A full description of the hearing process for the City's Administrative Hearings for Municipal Code violations, failure to comply with conditions to an entitlement, or applicable State Codes and your rights in that process are found in American Canyon Municipal Code Sections 9.12.090 and 9.12.110.

CITY OF AMERICAN CANYON

CODE ENFORCEMENT DIVISION

VIA US MAIL
VIA CERTIFIED RETURN RECEIPT REQUESTED

APN: 058-082-001
Case No. ZON2203-002

ADMINISTRATIVE CITATION – CE2411-004

November 7, 2024

Michale E. Lara
285 Napa Junction Rd.
American Canyon, CA 94503

Re: ADMINISTRATIVE CITATION – CE2410-016

Dear Michale E. Lara:

The City of American Canyon is still very concerned about the condition of your property at 285 Napa Junction Rd. City staff mailed Notices dated March 30th and April 19, 2022, and most recently on September 18, 2024, requesting that you remove all stored vehicles from the property, and that you cease and desist from any and all unpermitted uses at the property. Compliance inspections on October 23rd, 28th, and November 7, 2024, reveal that you have not complied with the City's requests.

Enclosed you will find your copy of Administrative Citation CE2411-004 for $500, **which is now due and payable. An envelope is enclosed for your convenience. Failure to pay will result in this debt being forwarded to a collection agency.** Staff will conduct another compliance inspection on or after November 18, 2024. Failure to remove all vehicles (food trucks) from the property by November 18, 2024, will result in another Administrative Citation being issued to you, and the amount of that citation will be $500.

We need your prompt attention in correcting the code violations on your property at 285 Napa Junction Rd. Acting promptly in this matter will avert further Administrative Citations and possible legal action as well as preserve the quality of our community.

I would like to thank you in advance for your prompt cooperation in this matter. Should you require further information, please contact me at 707-647-4599.

Sincerely,
Tiffany Ford

Tiffany Ford
Code Enforcement Officer

cc: File

Encl: Administrative Citation CE2411-004

NOTICE OF ADMINISTRATIVE CITATION

Citation No. CE2411-004

CITY OF AMERICAN CANYON

[ ] COMMUNITY DEVELOPMENT DEPARTMENT
[X] CODE ENFORCEMENT DIVISION
4381 Broadway, Suite 201
American Canyon, CA 94503
(707) 647-4599

[ ] POLICE DEPARTMENT
911 Donaldson Way East
American Canyon, CA 94503
(707) 551-0600

Citation/Correction Date: November 7, 2024 **Time:** 1:00 PM
An inspection of the premises located at 285 Napa Junction Rd. in the City of American Canyon, revealed a violation(s) of the American Canyon Municipal Code.

Name of owner or business: Michale E. Lara

Address if different than violation:

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19.10.040	PERMITTED USES

CORRECTION(S) REQUIRED: Cease and desist from this and any other unpermitted uses at your property. Specifically, all stored vehicles (food trucks) must be removed from the property by November 18, 2024.

SERVED VIA CERTIFIED AND US MAIL

RECEIPT ACKNOWLEDGED BY _____ DATE 11/07/2024

SIGNATURE OF OFFICER	PRINT NAME OF OFFICER	ID#
Tiffany Ford	Tiffany Ford	CEO

VIOLATION(S) CLEARED AS OF _____ (DATE INSPECTED).

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A full description of the hearing process for the City's Administrative Hearings for Municipal Code violations, failure to comply with conditions to an entitlement, or applicable State Codes and your rights in that process are found in American Canyon Municipal Code Sections 9.12.090 and 9.12.110.

REVISED: February 9, 2011

Medium Density Residential Zoning Code
Permitted Uses

19.10.040 Permitted uses.

Table 19.10.040 of this section sets forth the permitted and conditionally permitted uses for each residential district. A "P" designates a permitted use. A "C" indicates a conditionally permitted use subject to approval of a use permit by the planning commission. An "M" indicates a minor use permit is required pursuant to Chapter 19.42. If no letter is found opposite a particular use, it is not permitted in that district.

Table 19.10.040
PERMITTED AND CONDITIONALLY PERMITTED USES
RESIDENTIAL DISTRICTS [1]

RESIDENTIAL DISTRICT	ZONING DISTRICTS						
Use Classifications	**RRH**	**RE**	**RR**	**RS**	**RM**	**RH**	**Related Provisions**
Residential							
Congregate living facility	-	-	-	-	P	P	
Cottage food operations	P	P	P	P	P	P	
Employee housing (1 to 6 occupants)	P	P	P	P	-	-	
Garden apartments	-	-	-	-	P	P	
Mobilehome	-	C	C	C	-	-	
Mobilehome park	-	-	-	-	C	C	Chapter 19.10
Multifamily residential	-	-	-	-	P	P	
Residential Care Home, Small	**P**	**P**	**P**	**P**	**P**	**P**	
Second residential unit	P	P	P	P	P	-	Section 19.10.120
Single room occupancy	-	-	-	-	-	P	Section 19.10.160
Single-family residential		-	-	-	-	-	
- Detached	P	P	P	P	P[2]	P[2]	[2]GP Policy 1.8.3
- Semidetached	-	-	P[3]	P[4]	P	P	[3]GP Policy 1.7.1
							[4]GP Policy 1.7.2
Townhouses	-	-	-	-	P	P	
Wholesaling, commercial	-	-	-	-	-	-	
Industrial							
Vehicle/equipment services	-	-	-	-	-	-	
- Vehicle/equipment repair	-	-	-	-	-	-	
- Vehicle storage	-	-	-	-	-	-	
Wholesaling, distribution and storage	-	-	-	-	-	-	
- Small scale	-	-	-	-	-	-	
- Trucking terminal	-	-	-	-	-	-	

[1] Permitted and conditionally permitted uses on parcels located within a designated Napa County Airport compatibility zone may be restricted or prohibited subject to the requirements of the policies related to airport compatibility in the American Canyon general plan and the Napa County Airport land use compatibility plan. Restrictions may include the requirement for recordation of overflight or avigation easements.

Medium Density Residential Zoning Code
Permitted Uses

(Ord. No. 2024-04 Section 2; Ord. No. 2024-01; Ord. 2001-02 § 1, 2001; Ord. 2001-11 § 1, 2001; Ord. 2005-02, 2005; Ord. 2009-11 § 3, 2009; Ord. 2009-12 § 3, 2009; Ord. 2010-02 § 4, 2010; Ord. 2010-03 § 3, 2010; Ord. 2013-07 § 3, 2013; Ord. 2014-06 § 3, 2014; Ord. 2015-01 § 2, 2015; Ord. 2017-07 § 2, 2017; Ord. 2018-05 § 2, 2018; Ord. 2018-06 § 6, 2018; Ord. 2020-04 § 2, 2020.)

Chapter 19.29 HOME OCCUPATIONS

19.29.010 Purpose.

(A) The purpose of this chapter is to establish standards for home occupations in order to achieve compatibility with other permitted uses, and with the residential character of the neighborhood in which they are located.

(B) In recognition of the unique rural nature of neighborhoods in the rural residential district, including larger lot sizes and greater separation between dwellings, modifications to some of these standards may be allowed, as noted in this chapter.

(Ord. 2001-02 § 1, 2001.)

19.29.020 Definition.

As used in this chapter, a "home occupation" is an accessory use of a dwelling for employment and/or business purposes that is incidental to and subordinate to the use of the dwelling unit as a residence, and that is so located and conducted that the average neighbor, under normal circumstances, would not be aware of its existence. Large family child care homes are exempt from this definition.

(Ord. 2001-02 § 1, 2001; Ord. 2009-12 § 3, 2009.)

19.29.030 Home occupation standards.

(A) A home occupation shall comply with the following minimum standards:

(1) No person other than those persons who are residents of the premises shall be engaged in such occupations.

(2) The use of the dwelling for the home occupation shall be clearly incidental and subordinate to its use for residential purposes by its occupants, and not more than twenty-five percent of the gross floor area of the dwelling unit shall be used in the conduct of the home occupation.

(3) There shall be no change in the outside appearance of the building or premises, or other visible evidence of the conduct of such home occupation.

(4) A home occupation may be conducted only within an enclosed building, whether the building constitutes part of the main building or in an accessory building.

(5) There shall be no sales in connection with such home occupation other than sales of merchandise produced on the premises or directly related to the services offered.

(6) No pedestrian or vehicular traffic shall be generated by such home occupation in greater volumes than would normally be expected in a residential neighborhood.

(7) No equipment or process shall be used in such home occupation that creates noise, vibration, glare, fumes, odors, or electrical interference detectable off the lot to the normal senses. In the case of electrical interference, no equipment or process shall be used that creates visual or audible interference upon any radio or television receivers off the premises, or cause fluctuations in line voltage off the premises. A home occupation shall not cause any adverse impacts such as offensive odors or excessive noise, lighting, or traffic that are incompatible with the residential area, or in violation with the provisions of any applicable laws or regulations.

(8) No vehicle over one ton carrying capacity may be used in conduct of a home occupation.

(9) Every home occupation shall fully comply with all city, county, state and federal codes, ordinances, rules and regulations.

(B) The above standards may be modified as follows for home occupations in the rural residential district:

(1) Up to twenty-five percent of the rear yard may be used for outside storage of operable vehicles, equipment and materials associated with the home occupation.

(2) Vehicles and other wheeled equipment shall be stored on an all-weather surface such as asphalt, cement, crushed rock or on grass surfaces in rear yards.

(3) All vehicles, equipment and materials stored in the rear yard shall not be visible off-site. Where necessary, an opaque screen or enclosure (such as a wall, fence or evergreen landscaping) shall be provided to achieve compliance with the standard.

(4) Storage of vehicles in excess of one ton may be considered subject to review and approval by the community development director.

(C) The director may impose additional standards and restrictions on home occupations reasonably related to the protection of the health, safety and general welfare of persons or property in the neighborhood of the home occupation or the city.

(Ord. 2001-02 § 1, 2001.)

19.29.040 Home occupation permits.

(A) Applicability. No person shall commence or carry on any home occupation within the city without first having obtained a home occupation permit.

(B) Application.

(1) An application for a home occupation permit shall be filed in writing with the community development department by the person who intends commencing or carrying on a home occupation. Where the applicant is not the owner of the property on which the home

occupation is proposed to be conducted, the application shall be accompanied by the written consent of the owner or his or her agent.

(2) The application shall be upon forms furnished by and in a manner prescribed by the community development director and shall be accompanied by any applicable filing fee established by resolution of the city council.

(C) Review and Approval.

(1) Within ten working days after the filing of an application for a home occupation permit, the community development director shall review the application and approve, conditionally-approve or deny the permit. The director may approve or conditionally-approve an application for a home occupation permit if he or she finds it consistent with the purpose and standards of this chapter.

(2) The director shall serve a notice of such action upon the applicant by mailing a copy of such notice to the applicant at the address appearing on the application.

(3) Any person aggrieved by the action of the director upon an application for a home occupation permit may appeal such an action by filing a written notice of appeal with the director within the ten days after the date of the mailing of such action. The director shall refer all appeals to the planning commission. The commission shall set the matter for hearing at the earliest available date. The applicant shall be given notice of the time and date set for such consideration.

(4) An appeal of a commission decision may be made by filing a notice of appeal with the city clerk. The notice shall comply with the requirements of Section 2.04.110 of the municipal code except that the notice of appeal shall be filed within ten days after the decision of the commission and appeal shall be subject to the procedures set forth in Chapter 2.04 of the municipal code.

(D) Suspension and Revocation.

(1) Any home occupation permit may be suspended or revoked when it is determined that the home occupation authorized by the permit has been or is being conducted:

(a) In violation of any city, county and/or state code, ordinance, rule or regulation;

(b) In a disorderly manner;

(c) To the detrimental of the general public; or

(d) In a different form than which the permit was issued.

(2) Any home occupation permit that has been issued shall not be revoked or suspended unless a hearing shall first have been held by the community development director. Written notice of the time and place of such hearing shall be served upon the permittee at least ten days prior to the date set forth for such hearing. The notice shall contain a brief statement of the grounds for revoking or suspending the permit. The notice shall be served by mailing, by registered mail, a copy of such notice to the permittee at the address appearing on the permit.

(3) Any person aggrieved by the action of the director upon an application for a home occupation permit may appeal an action by filing a written notice of appeal to the director within ten days after the date of mailing of the director's action on the suspension or revocation of the permit. Appeals shall be processed as set forth in subsection C of this section.

(E) Transferability. No home occupation permit shall be transferred or assigned, nor shall the permit authorize any person, other than the person named therein, to commence or carry on the home occupation for which the permit was issued.

(F) Existing County Home Occupation Permits. Those home occupations already operating under a home occupation permit previously issued by the county of Napa shall not be required to obtain a new home occupation permit from the city. Such a previously-issued home occupation permit shall remain in full force and effect until such time as it is suspended or revoked under the provisions of subsection D of this section or expires under provisions of this chapter.

(Ord. 2001-02 § 1, 2001.)

19.29.050 Business license required.

Every home occupation permittee shall obtain a business license. If the business license is not renewed annually, the home occupation permit shall automatically expire.

(Ord. 2001-02 § 1, 2001.)

From: Brent Cooper
Sent: Monday, April 7, 2025 5:17 PM
To: MIchael Lara [redacted]) <[redacted]>
Cc: Jason Holley <jholley@americancanyon.gov>; Bill Ross - External <wross@lawross.com>; Erica Ahmann Smithies <esmithies@americancanyon.gov>; Christina Bellardo <cbellardo@lawross.com>; Juan Gomez <jgomez@americancanyon.gov>; William He <whe@americancanyon.gov>; Julieanne Geilfuss <jgeilfuss@americancanyon.gov>
Subject: Food Truck Storage Option at 285 Napa Junction Road

Hello Michael,

I hope you are doing well. I wanted to follow up on our telephone conversation about the food truck storage at your home located at 285 Napa Junction Road.

Your testimony at the Planning Commission meeting emphasized that parking one or two food trucks on your property does not look out of place because the surrounding properties are not conventional single-family homes. Additionally, your home is located on a large lot, and the food trucks are parked further from the street than would be possible on a conventional 20-foot single family driveway. These are reasonable arguments, but the food trucks, which are a commercial business, do not have any permitting status with the City.

After reviewing the municipal code, I believe that storing one or two food trucks at your home would qualify for a Home Occupation Permit. Many residents operate a business from their homes, and a Home Occupation Permit allows them to do so in a way that does not make the average neighbor aware of its existence under normal circumstances. You can read the Home Occupation Permit Ordinance HERE.

I attached a copy of a Home Occupation Permit application. The important criteria to allow a Home Occupation Permit for the food truck storage include:

- Home residents engage in the food truck business.
- The food truck storage is incidental to the use of the property as a residence.
- There are no food truck sales on the property.
- Food trucks must be stored on an all-weather surface (i.e.: asphalt, concrete, permeable paving systems, and gravel designed to withstand weather conditions and the weight of the food trucks).
- The presence of food trucks on the property may not cause any nuisance, such as noise, fumes, odors, glare, etc.
- Food preparation for the food trucks occurs at an off-site commercial kitchen (commissary).
- A separate business license application for the food trucks would be required because all businesses need a business license. You can learn more about business licenses HERE.

- Every home occupation permit must fully comply with all city, state and federal codes, ordinances, rules, and regulations.

If this approach seems acceptable, please let me know.

If you would like to apply for a Home Occupation Permit, you can access the application HERE.

I look forward to hearing from you soon.

Best regards,

Brent Cooper, AICP
Community Development Director
City of American Canyon | 4381 Broadway Street, Suite 201, CA 94503
(707) 647-4335 | bcooper@americancanyon.gov
www.americancanyon.gov | www.facebook.com/CityofAmericanCanyon

From: Brent Cooper
Sent: Monday, April 14, 2025 10:48 AM
To: MIchael Lara ([redacted]) <[redacted]>
Cc: Jason Holley <jholley@americancanyon.gov>; Bill Ross - External <wross@lawross.com>; Erica Ahmann Smithies <esmithies@americancanyon.gov>; Christina Bellardo <cbellardo@lawross.com>; Juan Gomez <jgomez@americancanyon.gov>; William He <whe@americancanyon.gov>; Julieanne Geilfuss <jgeilfuss@americancanyon.gov>
Subject: UPDATE Food Truck Storage Option at 285 Napa Junction Road

Hello Michael,

I hope you're doing well, especially during this busy tax preparation season!

I wanted to let you know that I've prepared a Home Occupation Permit application for the food truck storage at your home. It's a straightforward process, but I understand it might be new to you.

To help move things along quickly, I've answered the questions based on your correspondence and Planning Commission testimony. I've attached the application for your review.

Please take a look, correct any answers if needed, sign, and email return the application at your earliest convenience.

Thank you!

Brent Cooper, AICP
Community Development Director
City of American Canyon | 4381 Broadway Street, Suite 201, CA 94503
(707) 647-4335 | americancanyon.gov

HOME OCCUPATION PERMIT APPLICATION

CD Director Approval:	*Date:*
_____	_____

CITY OF AMERICAN CANYON
COMMUNITY DEVELOPMENT DEPARTMENT

Applicant's Information (Please type or print)

Applicant's name: Michael Lara

Home business address: 285 Napa Junction Road, AC, CA 94503

Name of business: [redacted]

Best contact phone number: [redacted]

Describe the type of business: Food Truck

Website for business: N/A

Location of business in residence: ❑ bedroom ❑ accessory structure ❑ garage ❑ other Driveway x

Total square foot of residence, including garage: N/A square feet

Floor area of residence to be utilized by home occupation: N/A square feet

Please specify what type of business activity will occur *at the residence:* Maximum 2 food trucks will be stored on the driveway when not in use.

Type of equipment/materials *used at your residence* that may create noise, hazardous waste, or odors: None

Is there any proposed storage, use or handling of:

Flammable liquids	❑ Yes	☒ No	Hazardous materials	❑ Yes	☒ No
Flammable solids	❑ Yes	☒ No	Explosives	❑ Yes	☒ No
Odorous materials	❑ Yes	☒ No	Food*	☒ Yes	❑ No

*Food stored within trucks is limited to nonperishable, shelf stable food that does not need refrigeration i.e.: dry seasonings, canned goods, cereals, condiments, packaged beverages, baking supplies, etc. No on-site food truck-related preparation or cooking at the home occupation address.

☒ I have completed and attached the Home Occupation Questionnaire

Applicant is the Property Owner: : ☒ YES ❑ NO

If the applicant is not the property owner please complete this section

Property owner name: _____ Property owner contact phone: _____

Authorization: Signature of property owner or manager allowing Home Occupation _____

Home Occupation Criteria

- Homes on large rural lots may warrant exceptions from some of the Home Occupation Criteria (ACMC 19.29.010(B).
- No person other than those persons who are residents of the premises shall be engaged in a home occupation.
- The use of the dwelling for the home occupation shall be clearly incidental and subordinate to its use for residential purposes by its occupants, and not more than 25% of the gross floor area of the dwelling unit shall be used in the conduct of the home occupation.
- There shall be no change in the outside appearance of the building or premises, or other visible evidence of the conduct of such home occupation. This application is subject to a large, rural lot exception.
- A home occupation may be conducted only within an enclosed building, whether the building constitutes part of the main building or in an accessory building. This application is subject to a large, rural lot exception.
- There shall be no sales in connection with such home occupation other than sales of merchandise produced on the premises or directly related to the services offered.
- No pedestrian or vehicular traffic shall be generated by such home occupation in greater volumes than would normally be expected in a residential neighborhood.
- No equipment or process shall be used in such home occupation that creates noise, vibration, glare, fumes, odors, or electrical interference detectable off the lot to the normal senses. In the case of electrical interference, no equipment or process shall be used that creates visual or audible interference upon any radio or television receivers off the premises, or causes fluctuations in line voltage off the premises. A home occupation shall not cause any adverse impacts such as offensive odors or excessive noise, lighting, or traffic that are incompatible with the residential area, or in violation with the provisions of any applicable laws or regulations.
- A vehicle over one ton carrying capacity used in the conduct of a home occupation may be considered. This application is subject to a large, rural lot exception.
- Every home occupation shall fully comply with all city, state and federal Codes, ordinances, rules, and regulations.

Applicant's Certification

I hereby certify under penalty of perjury that the statements furnished herein present all information required for this application, and that the facts, statements and information presented are true and correct, and based upon my personal knowledge. I hereby acknowledge my obligation to comply with the American Canyon Municipal Code as it pertains to my business and to obtain all necessary City, County, State and Federal permits, approvals and/or clearances including but not limited to, building and electrical permits.

Further, I hereby certify that I have read, understand and have reviewed the criteria, as specified on this form, for the operation of a home occupation and hereby agree to comply with these criteria.

I also understand that should I fail to comply with the Home Occupation Ordinance, my home occupation permit may be revoked pursuant to procedures set forth in Section 19.29.040 of the Municipal Code.

_____ _____

Applicant's Signature **Date**

All applications must include non-refundable payment prior to review. The review process can take 2-3 weeks.

Any person aggrieved by the action of the Community Development Director upon an application for a home occupation permit may appeal such an action by filing a written notice of appeal with the Director within ten days after the date of the mailing of such action.

HOME OCCUPATION PERMIT QUESTIONNAIRE

CITY OF AMERICAN CANYON
COMMUNITY DEVELOPMENT DEPARTMENT

Applicant's name: Michael Lara

Home business address: 285 Napa Junction Road Phone: [redacted]

Name of business: [redacted]

	YES	NO	N/A
Will there be more than one home occupation conducted from the home? ~ If yes, provide the name and type of the other business:		X	
Is the application the owner of the home? ~ If no, the property owner or manager must sign for authorization on the application	X		
Is the application an occupant of the home?		X	
Will only individuals that live in the home be involved in this home occupation?	X		
Will there be any additions, interior alteration or exterior alteration happening at the home?		X	
Will the home occupation require use of more than 25% of the total floor area of the home?		X	
Will there be any chemicals related to the home occupation stored on-site? ~ If yes, list what chemicals and where they are stored		X	
Will any business equipment or materials, other than vehicles, be stored outside the home?		X	
Will a business-related vehicle be stored at the home? ~If yes, does the vehicle have a carrying capacity of more than one ton? 2 Food Trucks	X		
Will there be any signs to advertise the home occupation?		X	
Will there be any personal contact with customers/clients at the applicant's residence? ~ If yes, how frequently? Occasionally i.e.: no more than a few times per week	X		
Will there be any deliveries or shipments, other than USPS, from the residence? ~ If yes, will the frequency exceed five times per week? No	X		
Does this business violate any state, federal or local laws?		X	

I hereby certify, under penalty of perjury that the information provided is true and correct to the best of my knowledge

Applicant's Signature **Date**

From: Brent Cooper
Sent: Thursday, April 17, 2025 10:42 AM
To: [redacted]
Cc: Jason Holley <jholley@americancanyon.gov>; Bill Ross - External <wross@lawross.com>; Erica Ahmann Smithies <esmithies@americancanyon.gov>; Christina Bellardo <cbellardo@lawross.com>; Juan Gomez <jgomez@americancanyon.gov>; William He <whe@americancanyon.gov>; Julieanne Geilfuss <jgeilfuss@americancanyon.gov>; MIchael Lara ([redacted])
<[redacted]>
Subject: UPDATE Food Truck Storage Option at 285 Napa Junction Road

Good morning Michael,

Thank you for taking my call earlier today.

I wanted to check if you had a chance to review the email I sent on Monday regarding the Home Occupation Permit for the two food trucks stored at your home at 285 Napa Junction Road.

As requested, I am forwarding the email to your AOL account.

Looking forward to hearing from you soon.

Best regards and take care,

Brent Cooper, AICP
Community Development Director
City of American Canyon | 4381 Broadway Street, Suite 201, CA 94503
(707) 647-4335 | americancanyon.gov

William D. Ross
David P. Schwarz
Kypros G. Hostetter
Christina M. Bellardo

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Los Angeles Office:
11420 Santa Monica Blvd
#25532
Los Angeles, CA 90025

File No: 199/6

April 29, 2025

VIA U.S. MAIL & E-MAIL
law@maasrusso.com
Daniel Russo, Esq.
Maas & Russo, LLP
521 Georgia Street
Vallejo, CA 94590

Re: City of American Canyon Code Enforcement Action; Appeal of Third Administrative Citation for 285 Napa Junction Road; Citation No. CE2411-004; April 24, 2025 Planning Commission Meeting

Dear Mr. Russo,

On November 22, 2024, our office received your letter dated November 19, 2024 requesting an appeal hearing on a City of American Canyon ("City") Administrative Citation regarding unpermitted Vehicle Storage at 285 Napa Junction Road ("Request"), owned by your client, Michael E. Lara.

The Planning Commission heard the matter at its January 23, 2025 meeting. The matter was continued to February 27, 2025 with direction to City Staff that alternative forms of resolution be researched and evaluated. The matter was subsequently continued to March 27, 2025 and April 24, 2025.

On April 7, 2025; April 14, 2025; and April 17, 2025 City Staff emailed your client regarding a potential resolution of the matter involving a Home Occupation Permit. City Staff included a Home Occupation Permit that City Staff had completed for your client's convenience to remove as many barriers as possible to this potential resolution.

On April 16, 2025 our office communicated to your office that City Staff had been unable to reach Mr. Lara and provided information regarding the Home Occupation Permit and the April 24, 2025 Planning Commission meeting. Staff reached Mr. Lara on April 17, 2025 to see if he was interested in pursuing a Home Occupation Permit. Mr. Lara requested additional time to consider the idea.

During the April 24, 2025 Planning Commission meeting the Commission wanted to hear from Mr. Lara about whether he would pursue a Home Occupation Permit. Therefore, the Commission voted to continue the matter one *final* time to its May 22, 2025 meeting. Direction

was given to Staff to advise the appellant the Commission would like to be informed *by that date* if Mr. Lara is interested in obtaining a Home Occupation Permit as resolution to this matter. The Commission further outlined it would be rendering its decision on the Appeal at the May 22, 2025 meeting and invites Mr. Lara and Counsel to appear on that date.

If the home occupation permit solution is acceptable, one option to consider is withdrawing the appeal and providing a reasonable date for submitting the home occupation permit. This would eliminate the need for the Planning Commission to vote on this matter, and Mr. Lara would no longer need to attend the May 22, 2025 meeting.

If upon review you have questions, I can be reached at 650-843-8080 or cbellardo@lawross.com to discuss this matter.

Very truly yours,

Christina M. Bellardo
Deputy City Attorney

Cc: Brent Cooper, Community Development Director
Bcc: City Planning Commission (excluding recused Chair Davet Mohammad)

City of American Canyon
Active Community Development Projects
May 2025

Project Applications Under Review						
No.	**Project Name**	**Applicant**	**Description**	**Location/Area**	**Application Status**	**Planner**
1.	Napa Airport Corporate Center Development Agreement Extension (PL25-0008)	G3 Enterprises	Extend the NACC Development Agreement by 10 years from September 3, 2025 to September 3, 2035.	Southeast corner Devlin Road/S. Kelly Road 30.27 acres	3/6/25 Application submitted 4/24/25 PC Hearing 5/12/25 Project Modified by Applicant 5/22/25 PC Hearing	William He / Brent Cooper
2.	Hampton Inn Hotel Lot Line Adjustment (PL25-0007)	American Canyon Lodging LP	Merge a parcel located off Donaldson Way into the Hampton Inn hotel property.	3439 Broadway 2.67 acres	3/3/25 Application submitted 3/27/25 Comments to Applicant	William He / Edison Bisnar
4.	Napa Junction Mini Storage Modification (PL24-0029)	Hess Development	Delete Conditions of Approval to construct a sidewalk along Hess Road and underground the Utility lines along Napa Junction Road.	4484 Hess Drive 8.44 acres	10/22/24 Application submitted 10/22/24 Comments to applicant 5/26/25 Utility Line underground condition deleted.	William He/ Brent Cooper
5.	Canyon Estates Richmond American Homes Design Permit (PL24-0028)	Richmond American Homes	Design Permit to modify architecture, retaining walls, easements, lot lines, and landscaping for 33 single-family homes in the Canyon Estates Subdivision	Canyon Estates Circle 38.2 acres	10/21/24 Application Submitted 11/20/24 Comments to applicant 1/29/25 Application resubmitted for Lots 1-6 2/3/25 Lots 1-6 approved	Brent Cooper
6.	Promontory Pedestrian Modification (PL24-0027)	330 Land Company	Remove pedestrian connections around two detention basins that provide recreation and connection to the Vine Trail.	Northeast corner Mallen Way/Rio Del Mar East 57 acres	1/7/25 Application submitted 1/15/25 Meeting with applicant 2/6/25 Comments to applicant 2/24/25 Application resubmitted 4/25/25 Application approved	William He

Project Applications Under Review

No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
7.	Crawford Way Multifamily Residential (PL23-0003)	Yeh Area Group	A 100-unit Townhome style apartment homes with sixteen 3-story buildings including a mix of 68 two-bedroom and 32 three-bedroom units.	Northwest corner Crawford Way/SR-29 4.276 acres	1/25/23 Application submitted 2/27/23 Comments to applicant 7/19/23 Application resubmitted 8/16/23 Comments to applicant 12/12/23 Staff checked in with the applicant on project status. 1/25/24 Application resubmitted 2/23/24 Comments to applicant 6/26/24 Application resubmitted 7/26/24 Comments to applicant 9/17/24 Application resubmitted 10/23/24 Meeting with applicant 10/29/24 Comments to applicant 11/19/24 Application resubmitted 1/23/25 PC Hearing Continued 2/27/25 PC Hearing Continued 3/27/25 PC Hearing Continued 4/24/25 PC Hearing Continued 5/22/25 PC Hearing	William He
8.	Outfront Billboards Zone Change (PL24-0006)	Outfront Media	Zone Change and Development Agreement to convert existing double-sided billboard sign to LED displays.	4301 Broadway and 5747 Broadway	3/14/24 Application submitted 4/17/24 Comments to applicant 4/17/24 Application resubmitted 4/30/24 Comments to applicant 6/24/24 Application resubmitted 8/2/24 Comments to applicant 12/5/24 Application resubmitted 4/24/25 Reviewing resubmittal	Brent Cooper

Project Applications Under Review

No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
9.	Ibarra Terminal Conditional Use Permit (PL22-0032)	Ibarra Trucking	Convert an existing residential site into a trucking office with equipment and vehicle storage.	1190 Green Island Road 1.56 acres	12/6/22 Application submitted 12/16/22 Comments to applicant 12/12/23 Staff checked in with applicant on project status 6/7/24 Staff checked in with the applicant on project status	William He
10.	Birria Spot Food Truck Design Permit (PL23-0020)	Michael Lara	A Stationary Food Truck at the front of Birria Spot Café restaurant with operating hours: Mon - Sun, 7am - 11pm	3845 Broadway 0.63 acres	10/2/23 Application submitted 10/12/23 Comments to applicant 4/12/24 Application resubmitted 5/3/24 Comments to applicant 5/20/24 Application resubmitted 6/21/24 Comments to applicant 8/19/24 Application resubmitted 10/4/24 Comments to applicant	William He
11.	USAgain Textile Recycling Box Design Permit (PL24-0021)	USAgain	Addition of two unstaffed textile recycling boxes on the southeast side of Parry's Pizza Store.	234 American Canyon Rd	8/9/24 Application Submitted 9/10/24 Comments to applicant 2/26/25 Staff checked in with applicant	William He
12.	Crown Hill Minor Modification (PL23-0012)	Crown Hill Stone Supply, LLC	Construct a 4,800 square foot storage building.	650 Green Island Road 5.88 acres	5/22/23 Application submitted 6/13/23 Comments to applicant 1/29/24 Staff checked in with the applicant on project status 6/7/24 Staff checked in with applicant 10/15/24 Application resubmitted 11/15/24 Comments to applicant 5/2/25 Application resubmitted	William He
13.	Oat Hill Apts Monument Signs (SP25-0001)	Jackson Square	Development of 12 monument and directional signs for the Oat Hill / Domaine Apts.	100 Opus Ln and 100 Chennault Way	3/10/25 Application Submitted 3/25/25 Comments to applicant 4/23/25 Application resubmitted 5/9/25 Comments to applicant	William He

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
1. Hampton Inn Improvement Plans (DV23-0002)	Site improvements for a 3-story, 112 room Hampton Inn Hotel.	3443 Broadway	2.52 acres	1/24/23 Application submitted 3/17/23 Comments to applicant 9/21/23 Water Supply Report approved 12/12/23 Staff contacted applicant for a project status update 2/13/24 1st Submittal Received 3/16/24 1st PC Comments returned 4/3/24 2nd Submittal Received 4/29/24 2nd PC Comments Returned 5/31/24 3rd Submittal Received 6/24/24 3rd PC Comments Returned 8/6/24 4th Submittal Received 9/11/24 4th PC comments returned 10/23/24 5th Submittal received 11/4/24 5th PC comments returned	Edison Bisnar
2. Hampton Inn (BP24-0124)	Development of a 3-story 112-room Hampton Inn Hotel.	3443 Broadway	2.52 acres	3/5/24 Application submitted 4/2/24 Comments to applicant 9/19/24 Application resubmitted 10/11/24 Comments to applicant 2/19/25 Met with applicant regarding conditions of approval 2/26/25 Applicant requested impact fee deferrals 5/20/25 Council to consider fee deferral	Ron Beehler
3. Napa Valley Ruins and Gardens Building Retrofit (BP23-0010)	Buildings 2, 3, 4, 5, 7 Level 1 and 2 retrofit at NVRG.	SWC corner Rio Del Mar East/ Rolling Hills Dr.	29 acres	1/4/23 Application submitted 1/20/23 Comments to applicant 9/28/23 Status outreach to applicant	Ron Beehler

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
4. Napa Valley Ruins and Gardens Grading and Improvement Plans	Site Improvements for the NVRG and Amphitheater	Southwest corner Rio Del Mar East/Rolling Hills Drive	29 acres	7/18/22 1st Submittal Received 8/23/22 1st PC Comments Returned 1/3/23 2nd Submittal Received 2/9/23 2nd PC Comments Returned 6/14/24 3rd Submittal Received 7/12/24 3rd PC Comments Returned 11/6/24 4th Submittal Received 12/20/25 1st submittal for Rough Grading only received 1/16/25 Rough Grading only 1st PC comments returned	Edison Bisnar
5. Oat Hill Domaine Residential Building Plan Check (BP22-0733)	Plan check for the 15-Unit Apartment Building (Bldg 100)	Western terminus Napa Junction Road	N/A	1/11/23 Application submitted 2/8/23 Comments to applicant 4/14/23 Permit resubmitted 4/27/23 Comments to applicant 12/12/23 Resubmittal received 12/19/23 Master Plans Approved 10/17/24 Permit resubmitted 10/30/24 Comments to applicant 11/15/24 Permit resubmitted 11/22/24 Permit Approved	Ron Beehler
6. Oat Hill Domaine Residential Building Plan Check (BP22-0736)	Plan check for the 18-Unit Apartment Building (Bldg 200)	Western terminus Napa Junction Road	N/A	1/11/23 Application submitted 2/8/23 Comments to applicant 4/14/23 Permit resubmitted 12/12/23 Resubmittal received 12/19/23 Master Plans Approved 10/18/24 Permit resubmitted 11/13/24 Comments to Applicant 11/15/24 Permit resubmitted 11/18/24 Permit Approved	Ron Beehler

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
7. Oat Hill Domaine Parcel A Improvement Plan (DV22-0006)	Precise grading, utilities for the Oat Hill Residential Project	Western terminus Napa Junction Road	10 acres	12/8/22 Application submitted 12/20/23 Improvement Plans approved 7/22/24 Mass grading in progress 11/24 Installation of underground utilities in progress	Edison Bisnar
8. Oat Hill Domaine Parcel B Improvement Plan (DV22-0007)	Precise grading, utilities for the Oat Hill Residential Project	Western terminus Napa Junction Road	10.8 acres	12/8/22 Application submitted 8/15/23 Improvement Plans approved 7/22/24 Building construction in progress	Edison Bisnar
9. Oat Hill Domaine Parcel B Clubhouse Building Permit (BP22-0734)	Clubhouse building on Parcel B (Lower Parcel)	100 Chennault Way	N/A	12/15/22 Application submitted 8/15/23 DV22-0007 approved 1/29/24 Comments to applicant 2/12/24 Application resubmitted 2/20/24 Comments to applicant 2/26/24 Application resubmitted 2/26/24 Permit Approved 5/28/24 Application resubmitted 6/18/24 Comments to applicant 10/17/24 Application resubmitted 11/14/24 Comments to applicant 11/15/24 Application resubmitted 11/22/24 Permit Approved	Ron Beehler
10. Oat Hill Domaine Parcel A Maintenance Building Permit (BP22-0737)	Maintenance building on Parcel A (Upper Parcel)	801 Opus Way	N/A	12/15/22 Application submitted 9/29/23 Requires Improvement Plan DV22-0006 approval and conditions of approval satisfied 1/4/24 Application resubmitted 1/5/24 Comments to applicant 10/17/24 Application resubmitted 11/13/24 Comments to applicant 11/18/24 Application resubmitted 12/5/24 Permit Issued	Ron Beehler

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
11. Oat Hill Domaine Parcel A Pool Building Permit (BP22-0739)	Pool building on Parcel A (Upper Parcel)	301 Opus Way	N/A	12/15/22 Application submitted 9/29/23 Requires Improvement Plan DV22-0006 approval and conditions of approval satisfied 1/4/24 Application resubmitted 1/5/24 Comments to applicant 5/28/24 Application resubmitted 7/15/24 Application approved 10/17/24 Application resubmitted 11/7/24 Comments to applicant 11/13/24 Application resubmitted 11/19/24 Permit Issued	Ron Beehler
12. Oat Hill Domaine Parcel A Clubhouse Building Permit (BP22-0740)	Clubhouse building on Parcel A (Upper Parcel)	300 Opus Way	N/A	12/15/22 Application submitted 9/29/23 Requires Improvement Plan DV22-0006 approval and conditions of approval satisfied 1/9/24 Application resubmitted 1/16/24 Comments to applicant 5/28/24 Application resubmitted 6/18/24 Comments to applicant 10/16/24 Application resubmitted 10/31/24 Approved 11/20/24 Permit Issued	Ron Beehler
13. Oat Hill Domaine Offsite Improvement (DV23-0008)	Napa Junction Road, domestic water, recycled water, sanitary sewer and public water pump station improvements.	Along Napa Junction Rd, north of Oat Hill Apts frontage	N/A	3/6/24 Improvement Plans approved 3/12/24 Offsite Construction at Napa Junction commenced 4/11/24 Recycled Water main installation at Lombard to Hess Drive north commenced. 8/14/24 Recycled Water main installation completed. 07/02/24 Public Water Pump Station coordination. Design in progress 9/19/24 Offsite Improvements construction in progress.	Edison Bisnar

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
14. 236 Canyon Estates Court (BP23-0823)	Building Permit for a new single-family house and ADU.	236 Canyon Estates Court	0.53 acres	12/7/23 Application Submitted 1/2/24 Comments to applicant 3/22/24 Application resubmitted 4/3/24 Comments to applicant 5/17/24 Application resubmitted 5/28/24 Comments to applicant 6/21/24 Application resubmitted 6/27/24 Comments to the applicant 7/15/24 Application resubmitted 7/31/24 Comments to applicant	Ron Beehler
15. Watson Ranch Lot 10 Harvest Rough grading and Subdivision Improvement Plans (DV21-0014, 0015)	Rough grading and site improvements for WRSP Lot 10 Harvest	Northeast corner Marcus Road/Rio Del Mar East	27.17 acres	11/08/21 Application submitted 12/08/21 First Plan Check 01/03/22 Second Submittal 01/13/22 Second Plan Check 01/21/22 Third Submittal 1/24/22 Rough Grading Permit Approved 7/22/24 construction in progress. All roads and utilities are complete. 113 of 219 houses are occupied. 51% complete.	Edison Bisnar
16. Napa Valley Casino Temporary Parking (DV20-0012)	Temporary parking with 39 stalls along Donaldson Way.	3466 Broadway	1.0 acre	7/19/23 Approved Grading Permit and Improvement Plans. 8/16/24. Temporary parking lot paved. Parking lot lights installed. Drainage and landscaping work in progress.	Edison Bisnar
17. Home2Suites Building Permit (BP19-0499)	Building permit for 102 room hotel.	3701 Main Street	2.0 acres	12/3/19 Application submitted 8/9/22 BP Issued	Ron Beehler

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
18. Home2Suites Will Serve and Improvement Plan (DV19- 0015)	Will serve application and improvement plans for a 102-room hotel.	3701 Main Street	2.0 acres	9/5/19 Will Serve Application submitted 5/25/20 Improvement Plan Application submitted 6/10/21 Improvement Plan approved 4/5/22 Council approved fee reimbursement request 8/10/22 2nd Change Plan Approved 4/18/24 Main Street is 50% complete. Onsite construction in progress. 7/22/24 Construction in progress	Edison Bisnar
19. Chicken Guy Improvement Plan (DV23-0015)	New 2,818 sqft restaurant	200 American Canyon Road	1.03 acres	8/16/23 Application submitted 9/5/23 Plans submitted 3/6/24 Improvement Plans approved 4/18/24 Construction in progress. 1/25/25 Construction complete.	Edison Bisnar
20. Chicken Guy Restaurant Building Permit (BP23-0616)	New 2,818 sqft restaurant	200 American Canyon Road	1.03 acres	8/15/23 Application submitted 3/7/24 Permit Issued 12/5/24 TCO Issued 1/9/25 Second TCO Issued	Ron Beehler
21. Two-story Four-plex (BP23-0628)	New 5,344 sqft two-story four-plex apartment	6 Donaldson Way	0.3 acres	8/24/23 Application submitted 9/8/23 Comments to applicant 3/1/24 Application resubmitted 3/25/24 Comments to applicant	Ron Beehler
22. Sun Square Mixed Use Buildings Phase I (BP24-0131)	New 5,781 sqft mixed-use building	425 Napa Junction Rd	1.0 acre	3/11/24 Application submitted 4/10/24 Comments to applicant 8/23/24 Application resubmitted 9/10/24 Comments to applicant	Ron Beehler

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
23. Watson Ranch Lot 7 (DV24-0005)	Mass grading of Watson Ranch Large Lot 7	Vacant lot north of Lemos Pointe Apts in Watson Ranch	12.86 acres	3/26/24 1st Submittal received 4/8/24 1st PC comments returned 4/15/24 2nd Submittal received 4/18/24 2nd PC comments returned 4/22/24 3rd Submittal received 4/25/24 3rd PC comments returned 6/3/24 4th Submittal Received 6/10/24 Grading Permit Approved 7/22/24 Grading in progress Grading Complete	Edison Bisnar
24. Sun Square Improvement Plans (DV23-0013)	Site Improvement for Sun Square	425 Napa Junction Road	1.0 acre	3/29/24 1st submittal received 4/12/24 1st PC comments returned 6/7/24 2nd submittal received 6/21/24 2nd PC comments returned 12/18/24 3rd submittal received 1/2/25 3rd PC comments returned	Edison Bisnar
25. Promontory Subd Rough Grading (DV23-0018)	Mass Grading for 216 single-family lots with 54 junior ADU subdivision	Watson Ranch Newell Property	23 acres	9/13/23 1st submittal received 12/8/23 1st PC comments returned 4/18/24 2nd submittal received 6/9/24 2nd PC comments returned 8/6/24 3rd submittal received 9/5/24 3rd PC comments returned	Edison Bisnar
26. Promontory Subdivision Improvement Plan (DV23-0018)	Improvement Plans for 216 single-family lots with 54 junior ADU subdivision	Watson Ranch Newell Property	23 acres	11/3/23 1st submittal received 1/11/24 1st PC comments returned 5/3/24 2nd submittal received 6/20/24 2nd PC comments returned 8/16/24 3rd submittal received 9/11/24 3rd PC comments returned	Edison Bisnar

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
27. Napa Junction Solar (DV23-0024)	Improvement Plans for 3 MW solar utility facility with RV and boat storage.	5381 Broadway	6.68 Acres	12/11/23 1st submittal received 2/9/24 2nd submittal received 3/18/24 3rd submittal received 4/29/24 4th submittal received 5/14/24 5th submittal received 6/5/24 Grading Permit approved 9/4/24 Improvement Plans Approved 9/16/24 Contractor mobilized for grading 10/17/24 Grading work in progress	Edison Bisnar
28. Napa Junction Mini Storage (DV24-0008)	540-unit mini storage facility	4484 Hess Road	5.84 acres	6/7/24 1st Submittal received 7/10/24 1st PC comments returned 8/30/24 2nd submittal received 9/23/24 2nd PC Comments returned 11/11/24 3rd Submittal received 11/25/24 3rd PC Comments returned 3/11/25 4th Submittal received	Edison Bisnar
29. Giovannoni Mass Grading (DV24-0009)	Mass Grading for the Giovannoni Logistics Center	Green Island Road	70.2 acres	6/17/24 1st submittal received 7/22/24 1st PC comments returned 8/14/24 2nd submittal received 8/26/24 2nd PC comments returned 9/13/24 3rd submittal received Project ON-HOLD	Edison Bisnar

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
30. Watson Ranch Lot 7 (DV24-0013)	Improvement Plans for 136 single-family lot subdivision	Watson Ranch Lot 7	12.86 acres	9/19/24 1st submittal received 11/22/25 1st RG comments returned 11/25/24 1st FM PC comments returned 12/05/24 1st PC comments returned 12/6/24 2nd RG submittal received 12/20/24 2nd FM submittal received 12/31/24 2nd RG PC comments returned 1/9/25 2nd FM PC comments returned 1/14/25 2nd IP submittal received 2/3/25 3rd RG submittal received 2/6/25 2nd IP PC comments returned	Edison Bisnar
31. Watson Ranch Lot 7 Building Permits (BP25-0192 to BP25-0197)	Master Plans for 136 single-family lot subdivision	Watson Ranch Lot 7	12.86 acres	4/16/25 1st Submittal received	Ron Beehler

Major City-Initiated Projects					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff**
1. Comprehensive General Plan Update	Review and update to bring the General Plan into conformance with current State standards and community values. Project includes EIR and Zoning Code Amendments.	Citywide	N/A	12/27/24 EIR Public Review date ends 3/14/25 EIR Response to Comments sent 3/27/25 PC Hearing 4/2/25 OSATS Commission Review 4/9/25 ALUC Review Application Submitted 4/10/25 PCS Commission Review 4/15/25 CC Workshop 5/7/25 ALUC Review Approved 5/20/25 CC Review	Brent Cooper
2. Update General Plan to Comply with Napa County Airport Land Use Compatibility Plan (PL25-0005)	Update General Plan to conform with the recently-updated Napa County Airport Land Use Compatibility Plan	Citywide	N/A	12/4/24 Napa County Airport Land Use Compatibility Plan approved by ALUC 3/27/25 Merged ALUCP conformance with the Comprehensive General Plan Update. 5/7/25 ALUC Review Approved	Brent Cooper
3. Update Zoning Map to comply with the Updated General Plan (PL25-0006)	Amend the zoning map to comply with the updated General Plan.	Citywide	N/A	2/10/25 Drafting updated zoning map. 3/27/25 Merged Zoning Code conformance amendments with the Comprehensive General Plan Update 3/27/25 PC Hearing	Brent Cooper

Major City-Initiated Projects					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff**
4. Paoli/Watson Lane Annexation (PL19-0003)	General Plan Amendment, rezoning, and annexation of the Paoli/Watson Lane Property.	Southeast of Paoli Loop/SR-29	80 acres	9/5/17 City Council authorization to proceed 5/28/20 City received a Property Owner notice of intent to circulate a petition to annex the Paoli Loop/Watson Lane Property. 5/16/22 Annexation efforts returned to City initiated. Consultant preparing CEQA scope documents. 9/7/22 NOP Comment period begins 9/21/22 NOP Workshop 3/14/23 45-Day EIR Review period begins. Ends on 4/28/23. 4/27/23 PC EIR Workshop 5/1/23 Preparing Response to Comments 10/26/23 PC Hearing 11/7/23 CC EIR, GPA, ZC First Reading approved 11/14/23 ALUC Application submitted 2/2/24 ALUC Application approved 2/20/24 Prezoning 2nd Reading appvd 2/10/25 Legal defense process	City Manager

Major Regional Projects					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
1. Napa Valley Transportation Authority Countywide Active Transportation Plan	Create a plan to connect a network of regional bicycle and pedestrian facilities to make Napa County a safer and more accessible community.	Napa County	N/A	10/2-24 Project Kick-off 01/25 Draft Toolbook 01/25 Public Input begins	Patrick Band (NVTA)
2. Regional Climate Action and Adaptation Plan (RCAAP)	Countywide Working Group to evaluate efforts to adopt policies that will combat climate change.	Countywide	N/A	Climate Action Committee 2025 Meeting Calendar (9:30 AM on the 4th Friday of each month) Meeting Minutes and Agendas Admin Draft RCAAP Scheduled for June	Melissa Lamattina Mark Joseph
3. Napa Valley Transportation Authority Highway 29 PID Study	Project Initiation Document (PID) for Highway 29 through American Canyon	American Canyon	N/A	10/4/21 NVTA and American Canyon workshop 2/16/22 NVTA Board of Directors voted to remove the six-lane option from future study. 1/16/24 City approved Cooperative Agreement 04-2957 with Caltrans and NVTA for Project Approval and Environmental Document phase 5/3/25 Community Workshop	Danielle Schmitz (NVTA)