



REGULAR PLANNING COMMISSION MEETING AGENDA

City Hall - Council Chambers
4381 Broadway, Ste. 201, American Canyon
June 24, 2021
6:30 PM

Chair: Tyrone Navarro
Vice Chair: Crystal Mallare
Commissioners: Eric Altman, Andrew Goff, Tammy Wong

In response to Governor's Executive Order N-29-20 and the Resolution Declaring the Existence of a Local Emergency Relating to the COVID-19 Pandemic adopted by the City of American Canyon City Council, City Council and other public meetings are currently Teleconference Meetings Only to align with local and federal guidelines and social distancing recommendations for the containment of the coronavirus. This meeting will be broadcast live to residents on Napa Valley TV at <http://www.cityofamericancanyon.org> and on YouTube at <https://www.youtube.com/user/CityofAmericanCanyon>.

You may submit public comments for any Agenda Item, Non-Agenda Item or make general public comments by one of the following methods:

Verbal via Webinar: A Zoom Webinar has been established for public participation during the meeting related to a specific agenda item, or matters not on the agenda. To give your public comment directly to the legislative body during the meeting, connect via Zoom and follow the instructions or by calling 408-638-0968. Please mute all audio devices and do not use the speakerphone to prevent echoing.

Zoom Meeting Link: [Click Here](#)
Webinar ID: 915 0626 6605 **Passcode:** 882362

Via email: As part of our Virtual City Hall, we have established a central link for the Public Comments of all meetings. Please use the following link to submit your comment so it can be routed to the appropriate governing body and properly recorded into the meeting record. [Submit your public comment here](#). EMAILS WILL NOT BE READ ALOUD. Emails received will be posted online after the meeting. All comments become part of the permanent record.

The above-identified measures exceed all legal requirements for participation in public comment, including those imposed by the Ralph M. Brown Act and Executive Order N-29-20 and N-33-20. For more information, please call the City Clerk at (707) 647-5337 or email cityclerk@cityofamericancanyon.org.

AGENDA MATERIALS: City Council agenda materials, are released less than 72 hours prior to the meeting, and are available to the public via the City's website at www.cityofamericancanyon.org.

AMERICANS WITH DISABILITIES ACT: The City Council 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@cityofamericancanyon.org. 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

There are no Presentations.

PUBLIC COMMENT

*This time is reserved for members of the public to address the City Council/American Canyon Fire Protection District Board on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the City Council/American Canyon Fire Protection District Board. It is recommended that speakers limit their comments to 3 minutes each and it is requested that no comments be made during this period on items on the Agenda. Members of the public wishing to address the City Council/American Canyon Fire Protection District Board on items on the Agenda should comment via email prior to the start of the meeting, or to verbally comment on the item during the meeting, click the "raise your hand" button if joining by computer, or press *9 if joining by phone, when the item is called. The City Council/American Canyon Fire Protection District Board 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 City Council/American Canyon Fire Protection District Board does not respond to public comment at this time. Speakers are asked to please speak clearly, and provide their name. Any handouts for distribution to the City Council/American Canyon Fire Protection District Board must be emailed by 3:00 p.m. on meeting day.*

AGENDA CHANGES

CONSENT CALENDAR

1. Minutes of the May 27, 2021 Planning Commission Meeting

Recommendation: Approve the Minutes of the May 27, 2021 Planning Commission Meeting.

PUBLIC HEARINGS

There are no Public Hearing items.

BUSINESS

2. General Plan Use Workshop - Fuel Stations

Recommendation: Conduct a Workshop to discuss the potential General Plan Land Use Element policies to regulate new fuel stations in all zoning districts in the City of American Canyon.

MANAGEMENT AND STAFF ORAL REPORTS

3. Active Planning Projects

Recommendation: Review the Active Planning Projects list.

COMMISSIONER ITEMS

ADJOURNMENT

CERTIFICATION

I, Nicolle Jones, Administrative Technician 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 Jones, Administrative Technician

**City of American Canyon
Planning Commission Meeting
4381 Broadway, Suite 201
May 27, 2021**

MINUTES

CALL TO ORDER

The meeting was called to order at 6:33 p.m.

ROLL CALL

Present: Commissioner Eric Altman, Commissioner Andrew Goff, Commissioner Tammy Wong, Vice Chair Crystal Mallare, Chair Tyrone Navarro

Absent: None

PUBLIC COMMENT

A.1 Speakers:
Chris James

AGENDA CHANGES

B.1 There were no agenda changes.

CONSENT CALENDAR

C.1 Approve the minutes of the March 25, 2021 Planning Commission Meeting

C.2 Approve the minutes of the April 27, 2021 Special Joint City Council/Planning Commission Meeting

Action: Moved by Vice Chair Mallare, second by Commissioner Wong and carried unanimously to approve the consent calendar.

PUBLIC HEARINGS

- D.1 Consider a Resolution to approve a Design Permit for development of 186 affordable apartment dwelling units with development concessions that include reduced setbacks, parking, and open space requirements on a 6.77-acre site within the Watson Ranch Specific Plan, APNs 059-430-017, -018, and -019 (File Number PL21-0004)

Associate Planner William He presented a PowerPoint presentation.

Speakers:

Lauren Alexander, Applicant

Brent Cooper, Community Development Director

Edward Wu

Chair Navarro opened the public hearing

Speakers:

Chris James

Brook

Chair Navarro Closed the public hearing

Commissioners deliberated on the item.

Chair Navarro reopened the public hearing

Written public comment received from:

American Canyon Chamber of Commerce

Speakers:

Justin Hamilton Hole

Mrs. Fritz

Chair Navarro Closed the public Hearing

Action: Moved by Commissioner Wong, second by Commissioner Altman to approve Resolution 2021-13 with amendments as proposed by staff to approve a Design Permit for development of 186 affordable apartment dwelling units with development concessions that include reduced setbacks, parking, and open space requirements on a 6.77-acre site within the Watson Ranch Specific Plan, APNs 059-430-017, -018, and -019 (File Number PL21-0004)

- D.2 Consider two Resolutions to approve a Design Permit for the operation of a stationery food truck serving take-out cuisine in the Broadway District at 4225 Broadway St and the vacant pad south of 210 American Canyon Road, APNs 058-270-008 and 059-110-056 (File numbers PL21-0007 and PL21-0010)

Associate Planner William He presented a PowerPoint presentation

Commissioners Wong and Altman disclosed that they received calls and had conversations with Rick Hess from Hess Development regarding this item.

Speakers:

Community Development Director Brent Cooper

City Attorney William Ross

Vanessa Lara, Applicant for Tacos Baja Cali

Chair Navarro opened the public hearing

Speakers:

Daniel Harder

Chris James

Cindy

Justin Hamilton Hole

Written public comment received from:

American Canyon Chamber of Commerce

Karen Coleman

Rick Hess

Yareli Huerta

Chair Navarro closed the public hearing

The Commissioners deliberated on the item

Action: Moved by Commissioner Goff, second by Vice Chair Mallare and carried by a vote of 4 - 1 to deny Resolution 2021-14 and Resolution 2021-15 for a Design Permit for the operation of a stationery food truck serving take-out cuisine in the Broadway District at 4225 Broadway St and the vacant pad south of 210 American Canyon Road, APNs 058-270-008 and 059-110-056 (File numbers PL21-0007 and PL21-0010)

The Commission recessed at 9:10 p.m.

The Commission reconvened at 9:15 p.m.

BUSINESS

- E.1 Conduct a Workshop to discuss potential General Plan Land Use Element policies to regulate new fuel stations in all zoning districts in the City of American Canyon.

Chair Navarro opened the public hearing

Speakers:

Lori Stelling Napa Climate Now

Emily Bit

Alisa Karesh

Chris James

Jim Wilson

Written public comment received from:

Chris Benz

Chair Navarro closed the public hearing

Action: Moved by commissioner Altman, second by Vice Chair Mallare and carried unanimously to continue the item to the next regular Planning Commission meeting.

STAFF ITEMS

F.1 Active Planning Projects

Community Development Director Brent Cooper reported on Active Planning Projects, including the PG&E project, Giovannoni Logistics Park, Hampton Inn zone change, Oat Hill General Plan zone change, SDG 217 Warehouse project, Village at Vintage Ranch, and a joint City Council/Planning Commission Meeting proposed July 27th.

COMMISSIONER ITEMS

G.1 Commissioners reported on items of interest.

ADJOURNMENT

The meeting adjourned at 9:51 p.m.

CERTIFICATION

Nicolle Jones, Administrative Technician

Tyrone Navarro, Planning Commission Chair



TITLE

General Plan Use Workshop - Fuel Stations

RECOMMENDATION

Conduct a Workshop to discuss the potential General Plan Land Use Element policies to regulate new fuel stations in all zoning districts in the City of American Canyon.

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND

On May 27, 2021, the Planning Commission received public testimony on the workshop to discuss potential General Plan Land Use Element policies related to new fuel stations in the City of American Canyon. In addition to oral testimony during the workshop, the City received an email from Napa Climate Now. A copy of the email is included as [Attachment 1](#).

Climate change represents a growing danger to human health, safety, economic prosperity, basic services, and natural resources. The State of California as a whole, and Napa County residents, economy, and environment have experienced adverse effects associated with climate change, such as a prolonged wildfire seasons and firestorms, rising temperatures, mudslides, severe droughts, property destruction and damage to infrastructure (Source: American Canyon June 18, 2019 Climate Change Proclamation).

American Canyon has a long history of supporting policies to protect the environment. In 2013, American Canyon's Energy Efficiency Climate Action Plan (EECAP) was the first Climate Action Plan adopted in Napa County. In 2016, American Canyon earned a Beacon Award from the League of California Cities. The Beacon Award is an honor granted to local governments that successfully achieve voluntary efforts to reduce greenhouse gas emissions, save energy and adopt policies that promote sustainability.

The Broadway District Specific Plan (BDSP) is an important land use policy document intended to reduce greenhouse gas emissions with higher density housing served by transit coupled with pedestrian and bicycle facilities near commercial services, retail, and employment (Ordinance 2019-07 and Ordinance 2020-05). Designated as a Priority Development Area by the Association of Bay Area Governments, the BDSP is an important part of the Bay Area's Sustainable Community Strategy to reduce greenhouse gas emissions through smart growth planning policies. The BDSP is available on the City's website at this address: <https://bit.ly/3cKCZxk>.

On February 19, 2019, the City adopted an Electric Vehicle Charging Station streamline permit process (Ordinance 2019-02). The State Governor's Office of Business has assigned American Canyon with "Green" rating to verify the City is consistent with Assembly Bill 1236.

On June 18, 2019, the City Council approved a Countywide Commitment to Address Climate Change Proclamation declaring the City's support of local actions to address climate change including joining the Napa Countywide Climate Action Committee (CAC). Vice-Mayor Joseph and Councilmember Washington represent the City on the CAC. A copy of the Proclamation is included as [Attachment 2](#).

Due to concerns of greenhouse gas emissions as well as market saturation and BDSP community character, the City Council adopted Ordinance 2021-03 on April 6, 2021. The Ordinance imposes an immediate 10-Month, 15-day moratorium on processing discretionary entitlements to establish, use, and operate new fuel stations within the City of American Canyon. Because suspending zoning or other land use regulations is an important decision that takes effect immediately, an Urgency Ordinance requires a 4/5th Council majority approval. The Urgency Ordinance will expire on Monday, February 21, 2022 unless it is extended by the City Council through a subsequent Urgency Ordinance. A copy of Ordinance 2021-03 is included as [Attachment 3](#).

Urgency Ordinance 2021-03 provides time for the City to explore regulations concerning the placement, establishment, and possible operation of Fuel Stations within the City consistent with the community's vision. The first step in considering potentially new fuel stations Zoning Code regulations is to review the General Plan.

The General Plan is a fundamental document that provides local control over the physical development of our City. In California, every City and County is required by law to adopt a comprehensive, long-term General Plan. The Zoning Ordinance as well as all Capital Improvement Projects, Land Use Ordinances, Development Approvals, Impact Fees, Infrastructure dedications and

Conditions of Approvals must be consistent with the General Plan.

Although the updated General Plan 2040 will evaluate climate change and include policies to reduce greenhouse gas emissions and improve climate change adaptation, General Plan 2040 adoption is not contemplated before the end of Calendar Year 2022. The current General Plan lacks such policies. Thus, an amendment to the current General Plan would be necessary before adopting new Zoning Ordinance fuel station regulations.

American Canyon Fuel Station Status

Currently, there are three existing fuel stations in American Canyon and one approved fuel station in permitting. The existing fuel stations include: Chevron at 401 Napa Junction Road; Union 76 (former Arco) at 3462 Broadway; and Safeway at 103 West American Canyon Road. The approved fuel station in permitting is a Circle K located at 112 Lombard Road.

In addition to the existing and approved fuel stations, the City currently has a Conditional Use Permit (CUP) application for a 7-Eleven fuel station at 218 American Canyon Road, and a Rotten Robbie fuel station with a convenience store and carwash at 3519 Broadway. The CUP applications are on hold pending completion of the Urgency Ordinance and/or new Zoning Code regulations. A graphic depicting Existing, Approved, and Proposed fuel station locations is shown in [Attachment 4](#).

Climate Basis for a Fuel Station Prohibition

Government Code Section 65358 allows General Plan Amendments when it is deemed in the public interest to do so. According to the California Air Resources Board (CARB), transportation accounts for about 40% of the state's greenhouse gas (GHG) pollution in the State. This statistic places transportation as the leading source of GHG pollution. Contributions from the transportation sector include emissions from fuel combustion by on-road and off-road vehicles, aviation, rail, and water-borne vehicles, as well as a few other smaller sources. As shown on [Attachment 5](#), as of 2017, passenger vehicles represent the largest single source of transportation GHG emissions in California. A copy of the CARB report is included as [Attachment 6](#).

According to the California Department of Transportation (Caltrans), widespread use of ZEVs will improve California's air quality and help meet California's GHG reductions targets. A ZEV is defined as plug-in hybrid electric, full battery electric, hydrogen, and fuel cell vehicles because they have no greenhouse gas or air pollutant tailpipe emissions.

According to Caltrans, ZEVs are typically cheaper to fuel than gasoline-powered vehicles, and there are an increasing number of models to choose from, including longer-range Battery Electric Vehicles (BEVs), All-wheel-drive vehicles, SUVs, and mini-vans. Existing and proposed fuel stations do not include any Zero Emission Vehicle (ZEV) fueling infrastructure.

In September 2020, Governor Newsom issued Executive Order N-79-20 to require all in-state sales of new passenger vehicles be ZEV by 2035. The Executive Order also sets a further goal of the state that 100 percent of medium- and heavy-duty (MD/HD) vehicles in the state be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. Further, it sets a goal of the state to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible. A copy of Executive Order N-79-20 is included as [Attachment 7](#).

Potential General Plan Amendments

The current General Plan does not address greenhouse gas emission policies. For discussion purposes, proposed General Plan Land Use Element greenhouse gas emission policy amendments are shown in redline text.

The draft “discussion purpose” policies are drawn from existing City Council-adopted policies related to climate change and greenhouse gas reduction strategies. These policies include the Fuel Station urgency Ordinance as well as additional policies related to the BDSP and ongoing work with the Napa Climate Action Committee. Adding greenhouse gas emission reduction policies for these ongoing work efforts at this time may avoid the need for a subsequent “standalone” General Plan Amendment.

If the current General Plan is updated to include new greenhouse gas emission reduction policies, these policies would be incorporated into the General Plan 2040 update. Therefore, prospectively adopting greenhouse gas emission reduction policies will not be a “wasted” effort because they will “carry over” into the new General Plan.

To see the proposed amendments in the context of the entire Land Use Element, please see [Attachment 8](#). The complete General Plan is available on the City’s website at this address <https://bit.ly/3cPX1GK>.

“Discussion Purpose” Amendments to the Land Use Element

The following section is extracted from the current Land Use Element to show proposed new climate change and greenhouse gas reduction policies. New policy and/or explanatory text is shown with a double underline text. The source of each policy is listed below.

LAND USE ELEMENT

OPPORTUNITIES AND CONSTRAINTS (ISSUES)

The following summarizes the significant issues associated with land use in the City of American Canyon. These have been derived from technical analyses conducted by the consultant team and input from City staff and the public.

15. Climate change impacts pose an immediate and growing threat to California’s economy, environment and public health. The effects of climate change in American Canyon include increased temperatures, reduced precipitation, flooding, and reduced water supply.

Source: *California Environmental Protection Agency*

GOALS, OBJECTIVES, AND POLICIES

The following presents the goals, objectives, and policies for land use in the City of American Canyon. They are to be applied in concert with a map, the **Land Use Plan**, which depicts the locations by which each category and density of use prescribed herein shall be permitted (**Figure 1-1**).

Climate Change and Green House Gases (See Page 64 in redline General Plan – Attachment 8)

Goal

1U Conduct decisive near-term action to reduce greenhouse gas emissions in American Canyon.

Source: *American Canyon Climate Change Proclamation (June 18, 2019)*

Objective

1.37 Consider initiatives to reduce direct and indirect greenhouse gas (GHG) emissions from transportation sources, and from new, renovated, and existing development in the city.

Source: Urgency Ordinance 2021-03

Policy

1.37.1 Work with Napa County Jurisdictions together with community organizations, businesses, schools, and regional partners and jurisdictions to educate, mobilize, expand, and accelerate local, regional, and statewide support for comprehensive, immediate, and sustained action.

Source: American Canyon Climate Change Proclamation (June 18, 2019) _

1.37.2 Recognizing that the transportation sector is the largest source of GHG emissions in American Canyon and in California more broadly, prohibit construction of new fossil-fuel stations in American Canyon.

Source: Urgency Ordinance 2021-03_

1.37.3 Consider feasible methods to expand availability of public and private electric vehicle charging stations throughout American Canyon.

Source: Urgency Ordinance 2021-03_

1.37.4 Reduce vehicle miles travelled by encouraging future land uses that feature a compact mixed-use urban form connected with pedestrian and bicycle trails.

Source: Broadway District Specific Plan (Ordinance 2019-07) _

1.37.5 Consider feasibility of adopting a “reach” building code to require a 15% or greater energy efficiency than the State standard.

Source: Broadway District Specific Plan (Ordinance 2019-07)

Next Steps

Staff will receive direction from the Planning Commission with regard to General Plan greenhouse gas and climate change policies. At a subsequent meeting, the Planning Commission will conduct a public hearing on the proposed General Plan Amendment and provide a recommendation to the City Council.

The City Council will consider the Planning Commission recommendation along with other public testimony at a public hearing. The City Council may adopt the General Plan Amendments as proposed or provide direction to revise and/or amend the policies. Once approved, a General Plan amendment is effective immediately with no appeal period.

Climate action policies adopted into the current General Plan will be incorporated into the new General Plan 2040 effort. Thus, amending the General Plan at this time will not result in any “wasted efforts.”

Following adoption of applicable General Plan policies, staff will draft new fuel station regulations that will be incorporated into the Zoning Code (American Canyon Municipal Code Title 19). The process to adopt a Zoning Code Amendment is similar to the General Plan Amendment process: The Planning Commission conducts a public hearing and provides a recommendation to the City Council. The City Council conducts a public hearing with a “Second Reading” at a subsequent (usually next) City Council meeting. The new Ordinance is effective thirty (30) days following the Second Reading.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

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

FISCAL IMPACT

Not Applicable

ENVIRONMENTAL REVIEW

ATTACHMENTS:

1. Napa Climate Action Now Email
2. Proclamation
3. Urgency Ord 2021-03
4. American Canyon Fuel Station Status
5. GHG Emissions in California
6. CARB GHG Report
7. Executive Order EO-N-79-20-Climate
8. REDLINE GP Land Use Element

From: Christina Benz <christinabbenz@gmail.com>

Sent: Thursday, May 27, 2021 8:32 AM

To: Tyrone Navarro <Tnavarro@cityofamericancanyon.org>; Crystal Mallare <cmallare@cityofamericancanyon.org>; Eric Altman <ealtman@cityofamericancanyon.org>; Andrew Goff <agoff@cityofamericancanyon.org>; Tammy Wong <twong@cityofamericancanyon.org>

Cc: Brent Cooper <bcooper@cityofamericancanyon.org>; David Kearney-Brown <davekearneybrown@yahoo.com>; Lynne Baker <LBaker.RNMS@gmail.com>; Jim Wilson <jplaudatosi@gmail.com>; Linda Brown <LBrown@scsglobalservices.com>; Lori Stelling <lori.stelling@me.com>

Subject: [External] Support for Amendments Banning Fuel Stations, Item 5.1

Dear American Canyon Planning Commissioners,

The members of the Napa Climate NOW! Steering Committee would like to express our deep appreciation for the efforts you as Planning Commissioners have made to address the issue of more fuel stations in American Canyon. It was at your request that the City Council addressed this issue, heard from the community, and responded with a moratorium on future permits.

This evening you will be taking the first step in making permanent changes to the General Plan and zoning regulations that will limit future fuel station development. The Staff Report gives an excellent background on the climate benefits to be gained, as well as the importance of moving toward services that will work for zero-emissions vehicles.

We support the amendments for the Land Use Element proposed in the Staff Report and urge you to direct staff to move ahead with these changes. With this action, you will set an example for all of Napa County.

Thank you for your service,

Chris Benz



(707)492-0089

CITY OF AMERICAN CANYON
PROCLAMATION



COUNTYWIDE COMMITMENT TO ADDRESS CLIMATE CHANGE

WHEREAS, on October 8, 2018, the Intergovernmental Panel on Climate Change (IPCC) released a report, “Global Warming of 1.5°C,” which states that “Limiting global warming to 1.5°C would require rapid, far-reaching and unprecedented changes in all aspects of society,” and projected that the earth could reach and exceed this temperature threshold by as early as 2030, far earlier than previously anticipated; and

WHEREAS, Climate modeling shows that it is not possible to stabilize global mean temperature rise at or below 1.5°C without undertaking additional pre-2030 climate mitigation and restoration actions focused on reducing radiative forcing levels associated with excess trapped heat. These urgent actions are additional and complementary to current efforts to reduce greenhouse gas emissions being undertaken by the state; and

WHEREAS, the State of California as a whole, and Napa County and its Cities and Town, residents, economy, and environment have already experienced adverse effects associated with climate change, such as a prolonged wildfire season and firestorms, rising temperatures, mudslides, severe droughts, property destruction and damage to infrastructure, and recognize that climate change represents a growing danger to human health, safety, economic prosperity, basic services, and natural resources; and

WHEREAS, Napa County and its Cities and Town (collectively Napa County Jurisdictions) recognize that climate change is a global problem, that decisive near-term action is needed to prevent further global warming, and that we must work together with other jurisdictions, because the most practical and cost-effective solutions to climate change which can directly benefit County and City residents require broad participation and coordination.

NOW, THEREFORE, BE IT PROCLAIMED, that Napa County Jurisdictions are dedicated to working together with community organizations, businesses, schools, and regional partners and jurisdictions to educate, mobilize, expand, and accelerate local, regional, and statewide support for comprehensive, immediate, and sustained action.

BE IT FURTHER PROCLAIMED, that Napa County Jurisdictions commit to and will pursue the following local actions in support of these goals:

1. Address climate change in their respective General Plans consistent with the State Office of Planning and Research Guidelines for General Plan Updates.
2. Form a community round table, advisory group, or other similar stakeholders group to review Napa County Jurisdictions’ respective existing Climate Action Plans (and/or functional equivalent thereof) and then identify countywide goal setting and strategies for addressing climate change issues which may include some or all of the following:
 - a. Estimate baseline and future projected countywide greenhouse gas (GHG) emissions.
 - b. Agree upon a countywide GHG reduction goal and timeline.
 - c. Establish common goals and standards that each jurisdiction can adopt independently to reduce emissions.
3. Identify potential threats to the County, Cities, and Town resulting from future climate change and develop cost estimates and funding opportunities for shared projects and programs to improve community resiliency.

Dated: June 18, 2019

Leon Garcia, Mayor

ORDINANCE NO. 2021-03

AN INTERIM URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON, CALIFORNIA ENACTED PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65858 ESTABLISHING A 10-MONTH, 15-DAY TEMPORARY MORATORIUM ON THE APPROVAL OF DISCRETIONARY APPLICATIONS FOR NEW FUEL STATIONS THAT ARE NOT COMPLETE AS OF THE EFFECTIVE DATE OF THE ORDINANCE IN ALL ZONING DISTRICTS IN THE CITY OF AMERICAN CANYON PENDING REVIEW AND POSSIBLE AMENDMENT OF MUNICIPAL CODE REGULATIONS; AND SETTING FORTH THE FACTS CONSTITUTING SUCH URGENCY

WHEREAS, Article XI, Section 7 of the California Constitution authorizes cities to adopt local police, sanitary, and other ordinances not in conflict with general laws; and

WHEREAS, Government Code Section 65858, subdivision (a) provides: that city legislative bodies may, to protect public safety, health and welfare, adopt as an urgency measure an interim ordinance prohibiting any uses that may conflict with a contemplated general plan, specific plan, or zoning proposal that the legislative body is considering or studying or intends to study within a reasonable time; that adoption of such urgency measures requires a four-fifths vote of the legislative body; that such measures shall be of no effect 45 days from the date of adoption, and may be extended a maximum to two times and have a maximum total duration of two years; and

WHEREAS, Government Code Section 65858, subdivision (c) provides that legislative bodies may not adopt or extend such interim ordinances unless they contain findings that there is a current and immediate threat to the public health, safety, or welfare, and that the approval of additional entitlements would result in that threat to public health, safety, or welfare; and

WHEREAS, Government Code Section 65858, subdivision (d) provides that ten days prior to the expiration of an interim ordinance or any extension, the legislative body shall issue a written report describing the measures taken to alleviate the condition which led to the adoption of the ordinance; and

WHEREAS, the City of American Canyon (“City”) seeks to ensure that the City’s zoning laws are consistent with the goals, policies, and standards set forth in the City General Plan; and

WHEREAS, Governor Newsom’s Executive Order N-79-20, sets a goal to eliminate new gasoline-powered vehicle sales by 2035; and

WHEREAS, the City is an active member of the Napa County Climate Action Committee and this Committee is contemplating policy amendments to reduce greenhouse gas emissions in Napa County; and

WHEREAS, the City is in the process of updating the General Plan, which includes a Climate Action Plan component; and

WHEREAS, Fuel Station approvals and construction may be inconsistent with the contemplated General Plan, Zoning Ordinance, and applicable Specific Plans; and

WHEREAS, on February 2, 2021, the City Council conducted a workshop to discuss impacts of discretionary development application processing and construction permit issuance for new Fuel Stations in all zoning districts in the City of American Canyon; and

WHEREAS, on February 16, 2021, the City Council conducted a public hearing to discuss impacts of discretionary development application processing and construction permit issuance for new Fuel Stations in all zoning districts in the City of American Canyon; and

WHEREAS, the City Council adopted Interim Urgency Ordinance 2021-01, a 45-day moratorium on processing Fuel Stations discretionary development application processing in all zoning districts in the City of American Canyon; and

WHEREAS, Interim Urgency Ordinance 2021-01 will expire on April 16, 2021 unless it is extended by adoption of a subsequent 10-month, 15-day Interim Urgency Ordinance; and

WHEREAS, the City Council has considered all of the written and oral testimony presented at a public hearing on April 6, 2021 in making its decision.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: The above recitals are true and correct and are incorporated herein.

SECTION 2: Moratorium. In order to protect the public health, safety and welfare and pursuant to the provisions of Government Code section 65858, a moratorium is hereby placed on the following:

- a. The approval of discretionary applications for Fuel Station uses that are not complete as of the effective date of this Ordinance in all zoning districts in the City of American Canyon that would allow the establishment, expansion, or relocation of a Fuel Station or business offering related services.
- b. For the Purposes of this Ordinance, "Fuel Station" shall also mean a "Gas Station and Automobile Service Facility" and is defined as: an establishment engaged primarily in the retail sale of motor fuels and incidentally in the supplying of goods and services required in the operation and maintenance of motor vehicles. This classification includes incidental maintenance and repair of automobiles and light trucks.

SECTION 3. Declaration of Urgency. This urgency is based on the following facts:

- a. The purpose of this Ordinance is to protect the public safety, health and welfare from the current and immediate threats posed by the establishment of new Fuel Stations and the possible modification and expansion of existing Fuel Stations.
- b. Article XI, Section 7 of the California Constitution authorizes cities to adopt local police, sanitary, and other ordinances not in conflict with general laws.
- c. The City Council finds that, in general, these types of businesses, as presently regulated in other jurisdictions, may result in serious harmful effects, including but not limited to damage to the community

vision, climate change, air pollution, vehicle traffic congestion, and reduction in viability of existing Fuel Stations in American Canyon.

d. The City has concluded that the best method of protecting the public safety, health, and welfare is to explore regulations concerning the placement, establishment, and possible operation of Fuel Stations within the City.

SECTION 4. Community Development Department. The Community Development Director is directed to provide a written report to the City Council at least ten (10) days prior to the expiration of this ordinance, describing the study conducted of the local conditions that led to the adoption of this ordinance.

SECTION 5. Effective Date. This ordinance shall become effective immediately upon the date of its adoption pursuant to Government Code section 65858.

SECTION 6. Expiration. This moratorium shall be of no further force or effect upon the expiration of ten (10) months and fifteen (15) days from the date of adoption, unless extended in accordance with the provisions Government Code section 65858.

SECTION 7. Severability. If any section, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that one or more sections, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 8. Compliance with California Environmental Quality Act. The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15308 (regulatory action taken by the City pursuant to its policy power and in accordance with Government Code Section 65858 and Article XI, Section 7 of the California Constitution), 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment), and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations because it has no potential for resulting in physical change to the environment, directly or indirectly, as it prevents changes in the environment pending the completion of the contemplated possible review of City zoning regulations.

SECTION 9. Custodian of Records. The documents and materials that constitute the record of proceedings on which this Ordinance is based are located at the City Clerk's office located at 4831 Broadway, Suite 201, American Canyon, CA 94503. The custodian of these records is the City Clerk.

The foregoing Urgency Ordinance was adopted at a regular meeting of the City Council of the City of American Canyon, State of California, held on the 6th day of April, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

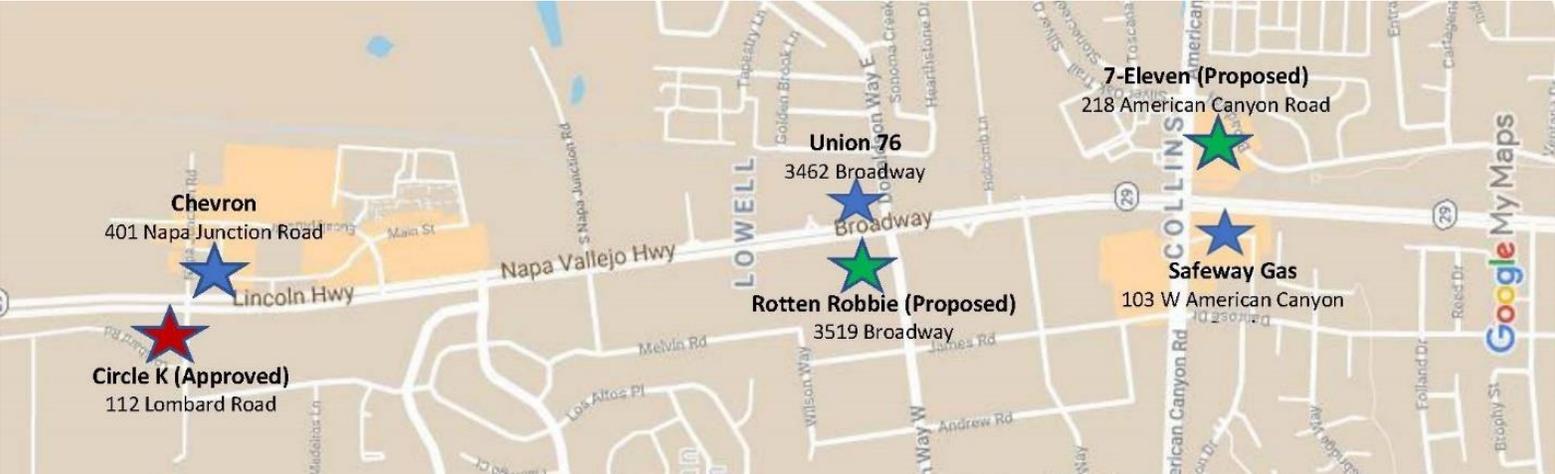
DocuSigned by:
Cherri Walton
86326950EAFE4FA
Cherri Walton, Interim City Clerk

DocuSigned by:
Leon Garcia
8A18B3340BAC47C
Leon Garcia, Mayor
APPROVED AS TO FORM:

DocuSigned by:
William D. Ross
285D50432D03421
William D. Ross, City Attorney

Attachment 4

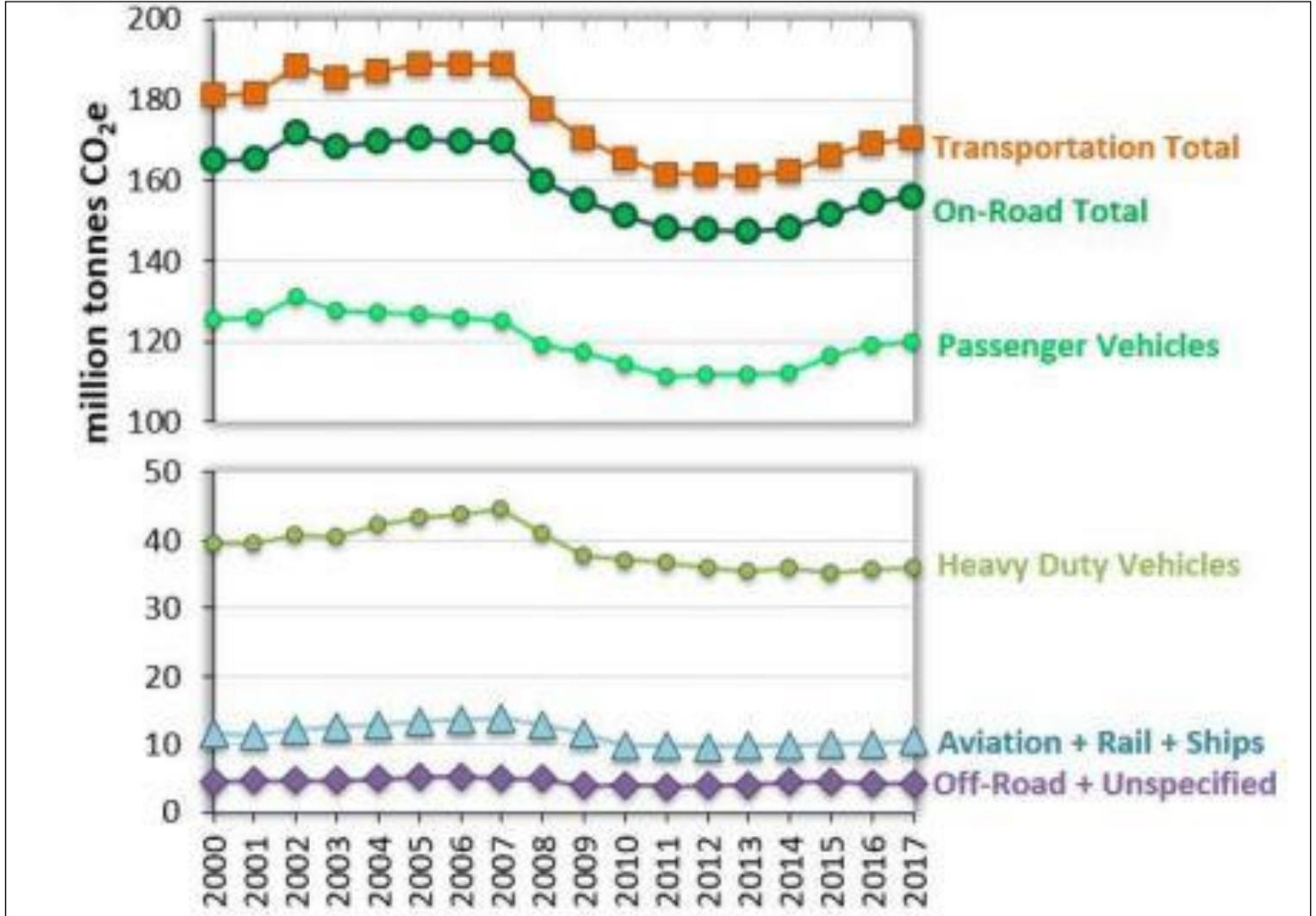
Existing, Approved, and Proposed Fuel Stations



- Legend:
- Existing (blue star)
 - Approved (red star)
 - Proposed (green star)

Attachment 5

California GHG Transportation Sources (2017)





California Greenhouse Gas Emissions for 2000 to 2017

Trends of Emissions and Other Indicators

Executive Summary

The annual statewide greenhouse gas (GHG) emission inventory is an important tool in tracking progress towards meeting statewide GHG goals. The inventory for 2017 shows that California's GHG emissions continue to decrease. In 2017, emissions from GHG emitting activities statewide were 424 million metric tons of CO₂ equivalent (MMTCO_{2e}), 5 MMTCO_{2e} lower than 2016 levels and 7 MMTCO_{2e} below the 2020 GHG Limit of 431 MMTCO_{2e}. Consistent with recent years, these reductions have occurred while California's economy has continued to grow and generate jobs. Compared to 2016, California's GDP grew 3.6 percent while the carbon intensity of its economy declined by 4.5 percent. The most notable highlights in the inventory include:

- For the first time since California started to track GHG emissions, in-state and total electricity generation from zero-GHG sources (for purposes of the GHG inventory, these include solar, hydro, wind, and nuclear) exceeded generation from GHG-emitting sources.
- The transportation sector remains the largest source of GHG emissions in the state, but saw a 1 percent increase in emissions in 2017, the lowest growth rate over the past 4 years.
- Emissions from all other sectors have remained relatively constant in recent years, although emissions from high Global Warming Potential (GWP) gases have continued to increase as they replace Ozone Depleting Substances (ODS) banned under the 1987 Montreal Protocol.

Figure 1 shows the statewide GHG emissions as compared to the 2020 GHG Limit.

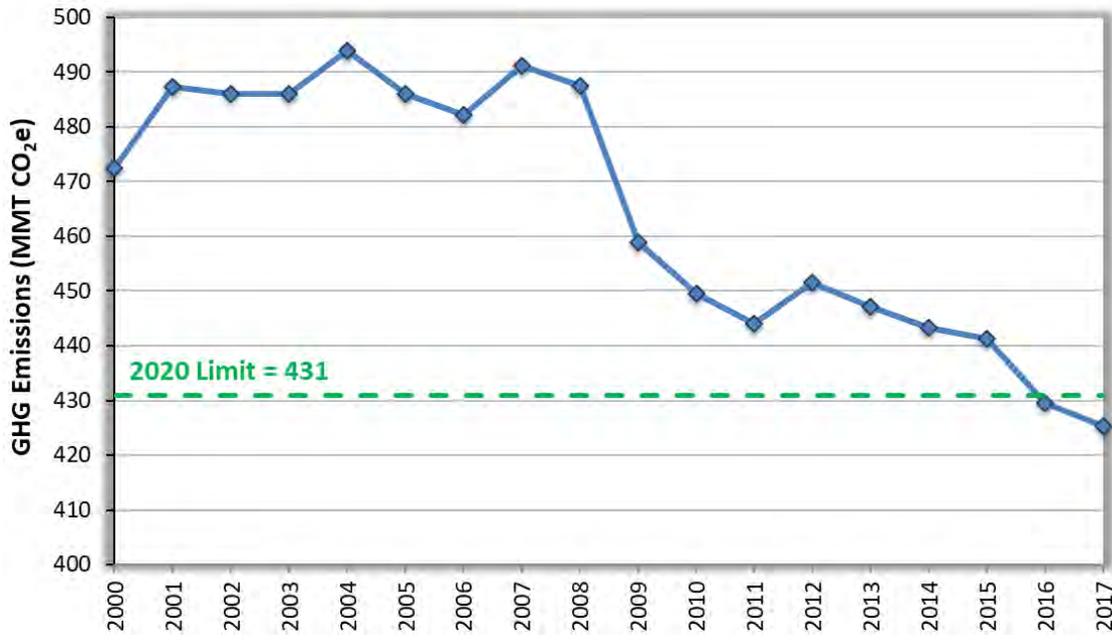


Figure 1. California GHG Emissions Trends. This figure shows the emission trends between 2000 and 2017 as compared to the 2020 statewide GHG limit of 431 MMTCO₂e.

Introduction

The GHG inventory is an important tool in tracking the state's progress towards achieving the statewide GHG goals established by Assembly Bill 32 (AB 32) (reduce emissions to 1990 levels by 2020) and Senate Bill 32 (SB 32) (reduce emissions to at least 40 percent below the 1990 levels by 2030). The 2019 edition of the GHG inventory includes the emissions of the seven GHGs identified in AB 32¹ for the years 2000 to 2017 and uses an inventory scope and framework consistent with international and national GHG inventory practices.² There are additional climate pollutants that are not included in AB 32 that are tracked separately outside of the GHG inventory. These climate pollutants include black carbon and sulfuryl fluoride (SO₂F₂), which are discussed in the Short-Lived Climate Pollutant (SLCP) Strategy³, and ozone depleting substances (ODS), which are being phased out according to a 1987 international treaty⁵. ODS are now being substituted with hydrofluorocarbons, which are pollutants specified in AB 32.

Statewide Trends of Emissions and Indicators

In 2017, emissions from statewide emitting activities were 424 million metric tons of CO₂ equivalent (MMTCO₂e), which is 5 MMTCO₂e lower than 2016 levels. 2017 emissions have decreased by 14 percent since peak levels in 2004 and are 7 MMTCO₂e below the 1990 emissions level and the State's 2020 GHG limit. Per capita GHG emissions in California have dropped from a 2001 peak of 14.1 tonnes per person to 10.7 tonnes per person in 2017, a 24 percent decrease.^{4,19} Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product (GDP)) is declining. From 2000 to 2017, the carbon intensity of California's economy has decreased by 41 percent from 2001 peak emissions while simultaneously increasing GDP by 52 percent. In 2017, GDP grew 3.6 percent while the emissions per GDP declined by 4.5 percent compared to 2016.²² Figures 2(a)-(c) on the next page show California's growth alongside GHG reductions.

Figure 2a. Change in California GDP, Population, and GHG Emissions Since 2000

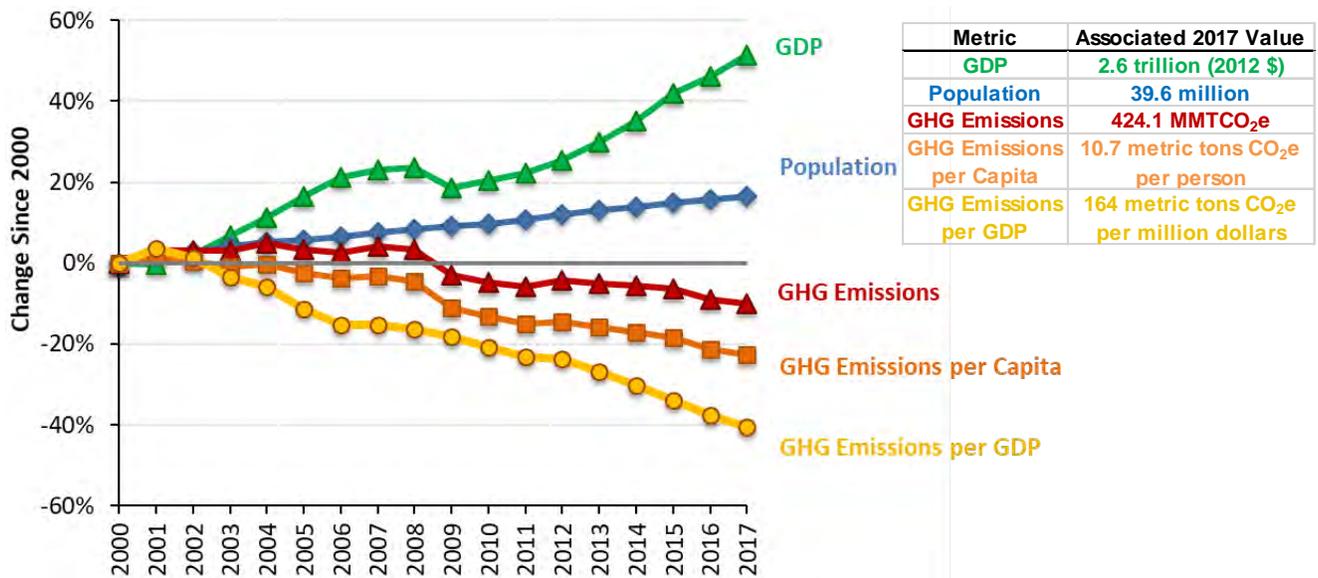


Figure 2b. California Total and Per Capita GHG Emissions

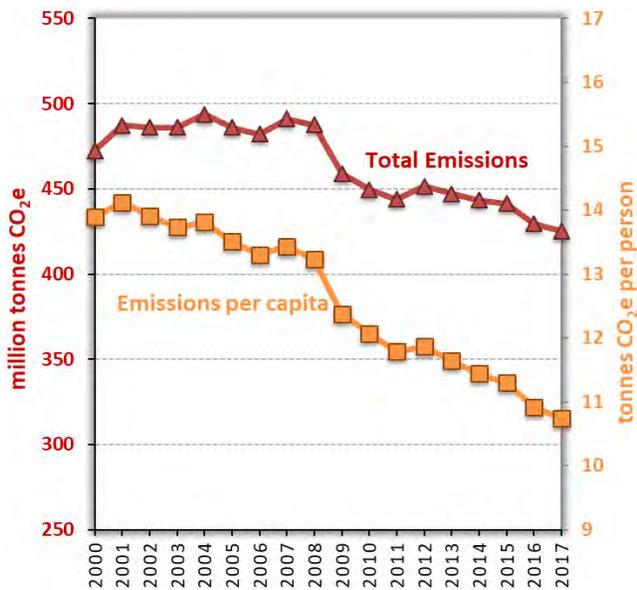
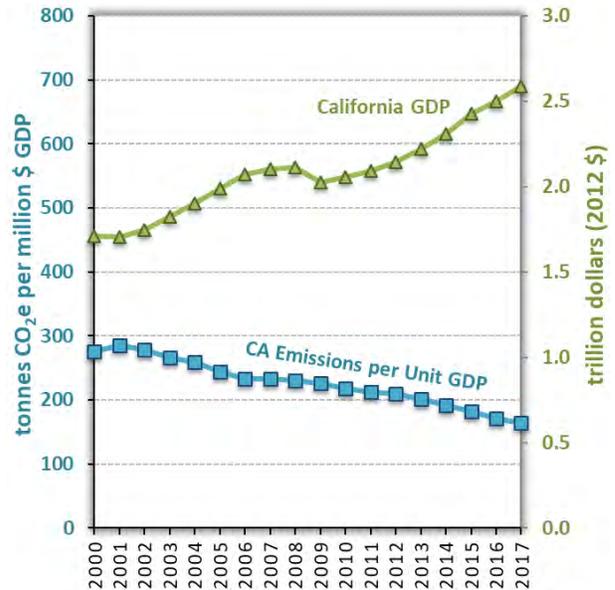


Figure 2c. Carbon Intensity of California's Economy



Figures 2(a)-(c). California's GHG emissions, population, GDP, GHG per capita, and carbon intensity of the economy. Figure 2(a) shows percent change in GHGs relative to GDP and population since 2000. Figures 2(b) and 2(c) present these indicators in the original units. In the charts with 2 vertical axes, the color of a trend line matches the color of its corresponding vertical label.

Overview of Emission Trends by Sector

The transportation sector remains the largest source of GHG emissions in the State. Direct emissions from vehicle tailpipe, off-road transportation mobile sources, intrastate aviation, rail, and watercraft account for 40 percent^a of Statewide emissions in 2017. The annual increase in transportation emissions in 2017 has slowed down slightly compared to the previous 3 years. Emissions from the electricity sector account for 15 percent of the inventory and show another large drop in 2017 due to a large increase in renewable energy. For the first time since California started to track GHG emissions, California uses more electricity from zero-GHG sources (for the purpose of the GHG inventory, these include hydro, solar, wind, and nuclear energy) than from GHG-emitting sources for both in-state generation and total (in-state plus imports) generation in 2017. The industrial sector has seen a slight emissions decrease in the past few years, and remains at 21 percent of the inventory. Emissions from high-GWP gases have continued to increase as they replace ODS banned under the 1987 Montreal Protocol.⁵ Emissions from other sectors have remained relatively constant in recent years. Figure 3 shows an overview of the emission trends by Scoping Plan sector. Figure 4 breaks out 2017 emissions by sector into additional level of sub-sector categories.

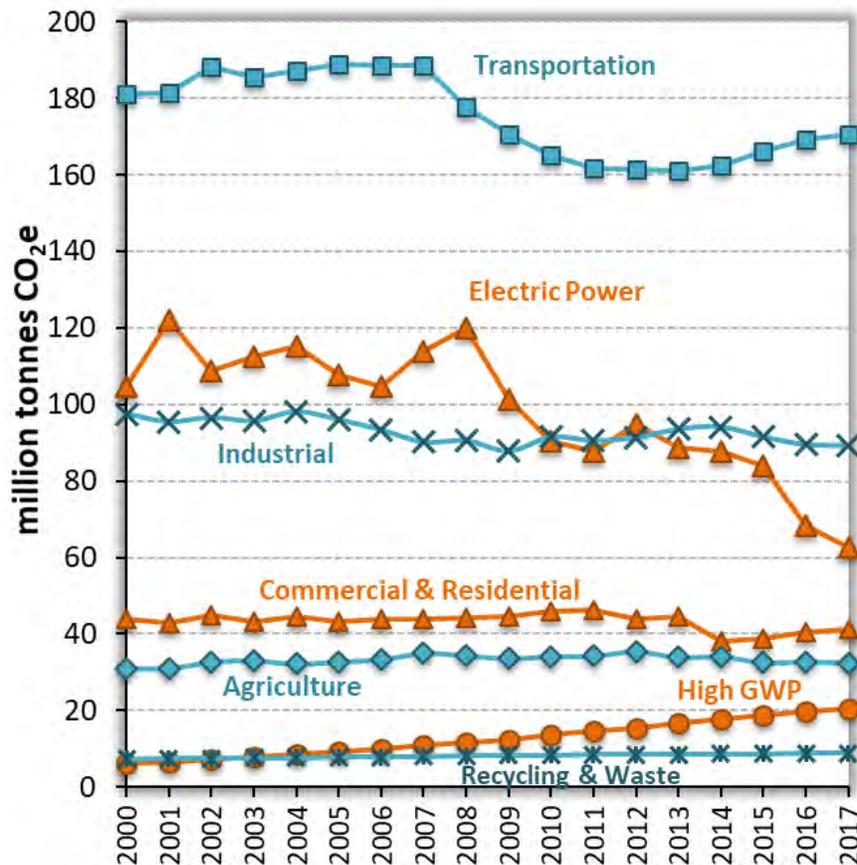


Figure 3. Trends in California GHG Emissions. This figure shows changes in emissions by Scoping Plan sector between 2000 and 2017. Emissions are organized by the categories in the AB 32 Scoping Plan.

^a The transportation sector represents tailpipe emissions from on-road vehicles and direct emissions from other off-road mobile sources. It does not include emissions from petroleum refineries and oil production.

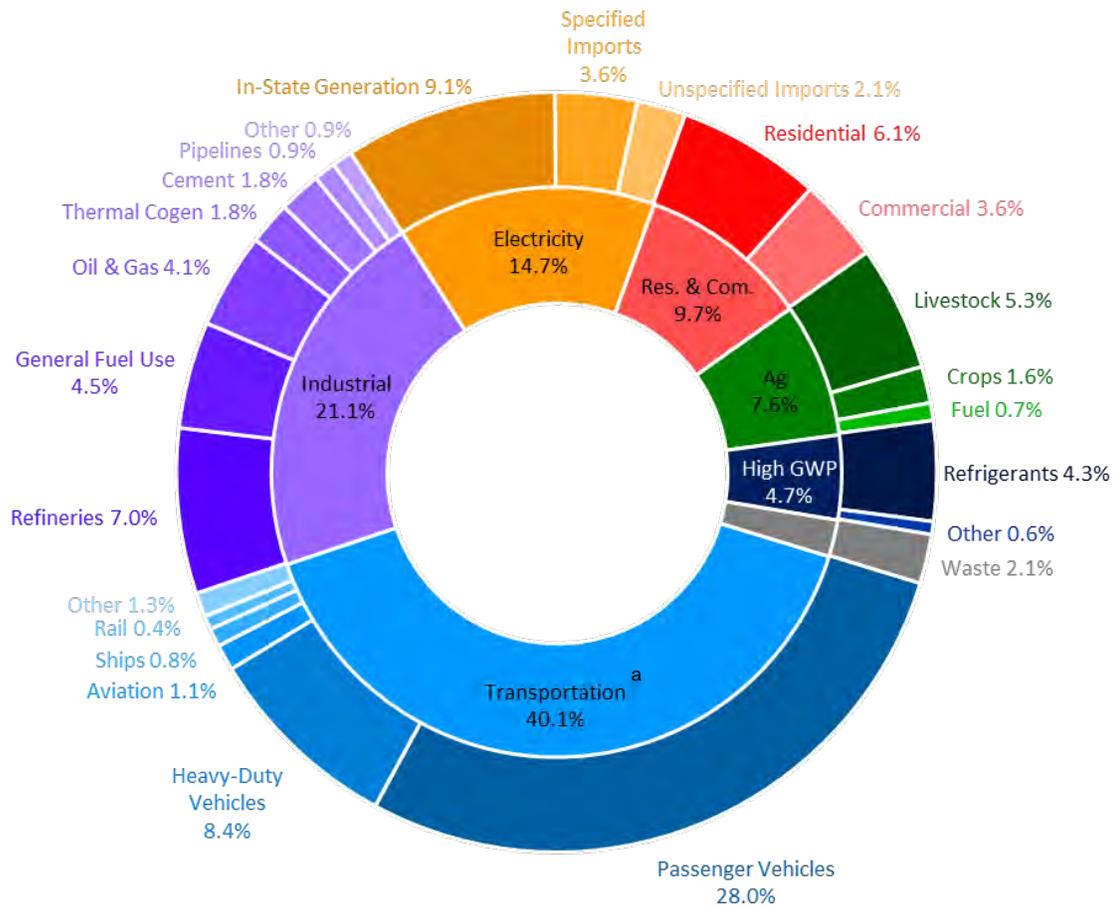


Figure 4. 2017 GHG Emissions by Scoping Plan Sector and Sub-Sector Category. This figure breaks out 2017 emissions by sector into an additional level of sub-sector categories. The inner ring shows the broad Scoping Plan sectors. The outer ring breaks out the broad sectors into sub-sectors or emission categories under each sector.

^a The transportation sector represents tailpipe emissions from on-road vehicles and direct emissions from other off-road mobile sources. It does not include emissions from petroleum refineries and oil production.

In this report, emission trends and indicators are presented in the categories outlined in the Initial AB 32 Scoping Plan.⁶ There are alternative ways of organizing emission sources into categories, and the resulting percentages will be different depending on these categorization schemes. The *Additional Information* section at the end of this report provides further information. All emissions in this report are expressed in 100-year GWP from the Intergovernmental Panel on Climate Change (IPCC) 4th Assessment Report (AR4),² consistent with current international GHG inventory practices.

Transportation Sector

The transportation sector remains the largest source of GHG emissions in 2017, accounting for 40 percent^a of California's GHG inventory. Contributions from the transportation sector^b include emissions from combustion of fuels utilized in-state that are used by on-road and off-road vehicles, aviation, rail, and water-borne vehicles, as well as a few other smaller sources.

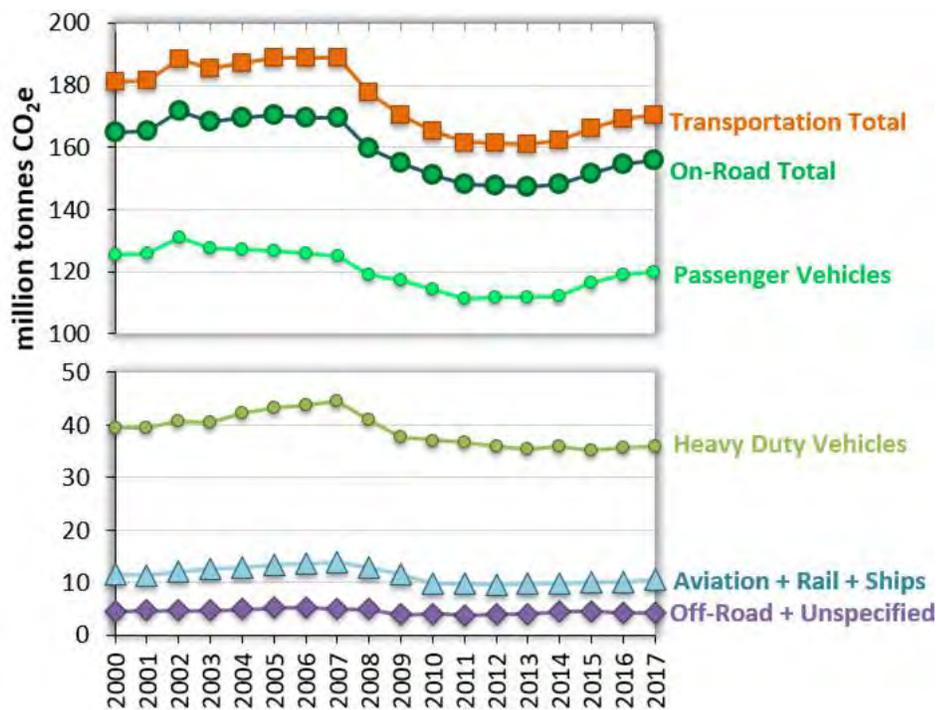


Figure 5. Overview of GHG Emissions from the Transportation Sector. "Transportation Total" is the sum of "On-Road Total," "Aviation + Rail + Ships," and "Off-Road + Unspecified." "On-Road Total" is the sum of "Passenger Vehicles" and "Heavy Duty Vehicles." The size of the symbols denotes the summing; larger symbols indicate what is summed to "Transportation Total" and small circles indicate what is summed to "On-Road Total."

The figures on the following page show the trends in emissions and fuel for in-state use for light-duty gasoline and heavy-duty diesel vehicles. Total fuel combustion emissions, inclusive of both fossil component (orange line) and bio-component (yellow shaded region) of the fuel blend, track trends in fuel sales. Consistent with the *IPCC Guidelines for National GHG Inventories*⁷ and the annual GHG inventories submitted by the U.S. and other nations to the United Nations Framework Convention on Climate Change (UNFCCC), the biofuel components of fuel combustion CO₂ emissions are classified as "biogenic CO₂." They are tracked separately from the rest of the emissions in the inventory and are not included in the total emissions when comparing to California's 2020 and 2030 GHG targets. Biogenic CO₂ emissions data are available on the CARB webpage.⁸

^a The 40 percent figure represents tailpipe emissions from on-road vehicles and direct emissions from other non-road transportation sources. It does not include emissions from petroleum refineries and oil production.

^b Emissions from interstate and international aviation diesel, jet fuel use at military bases, and a portion of bunker fuel purchased in California that is combusted by ships beyond 24 nautical miles from California's shores are not included in the GHG emission inventory, but are tracked separately as informational items. For transportation fuels, the portions of upstream emissions released outside of California's borders are tracked by the Low Carbon Fuel Standard (LCFS) program and are not included or tracked in this version of the GHG emission inventory.

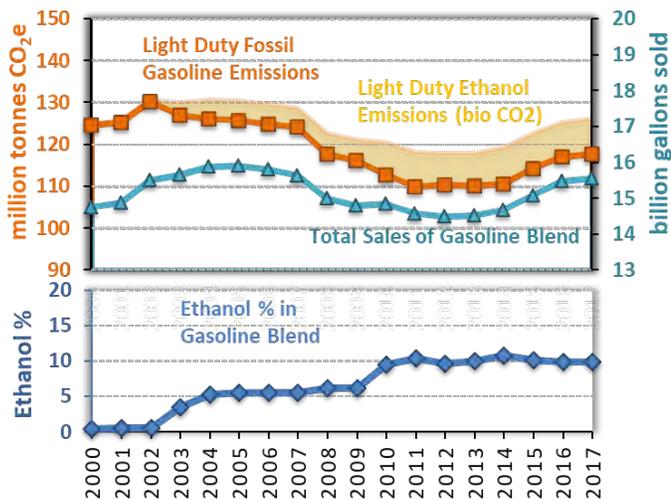


Figure 6. Trends in On-Road Light Duty Gasoline Emissions. In the top panel, the yellow shaded region represents CO₂ emissions from the ethanol-component of the fuel blend, which is not counted toward the statewide GHG targets. The orange line includes emissions from the fossil gasoline component of the fuel blend, as well as the CH₄ and N₂O emissions from the ethanol-component of the fuel blend, and these are included in the statewide GHG targets. The color of a trend line matches the color of its corresponding vertical axes label. The bottom panel shows the percent of gasoline blend that is ethanol.

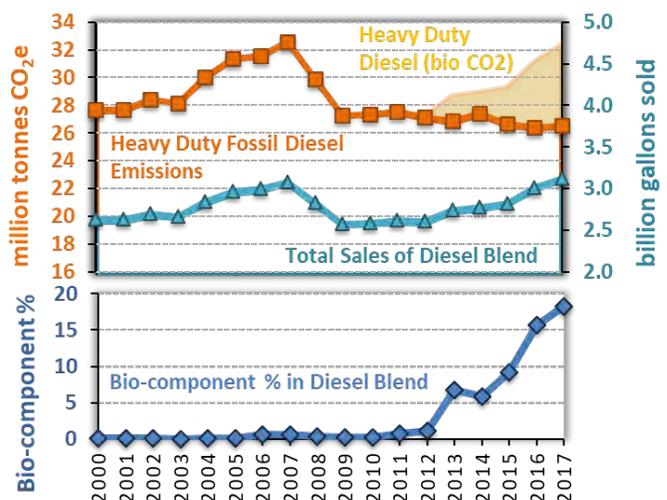


Figure 7. Trends in On-Road Heavy Duty Diesel Vehicle Emissions. In the top panel, the yellow shaded region represents CO₂ emissions from the bio-component (biodiesel and renewable diesel) of the fuel blend, which is not counted toward the statewide GHG targets. The orange line includes emissions from the fossil diesel component of the fuel blend, as well as the CH₄ and N₂O emissions from the bio-component of the fuel blend, which are counted towards the statewide GHG targets. The color of a trend line matches the color of its corresponding vertical axes label. The bottom panel shows the percent of diesel blend that are biodiesel or renewable diesel.

Emissions from transportation sources were relatively constant from 2002 through 2007, declined through 2013, then increased by 9.0 MMTCO₂e (or 6 percent) from 2013 to 2017. Emissions from gasoline used in on-road vehicles are the main driver of that increase. A combination of factors influences on-road transportation emissions. Regulations, improved fuel efficiency of the state’s vehicle fleet, and higher market penetration of zero-emission vehicles drive down emissions over time; but population growth, lower fuel prices, more consumer and economic activity, and higher overall employment are factors that may increase fuel use. Biofuels such as ethanol, biodiesel, and renewable diesel can displace fossil fuels and reduce the amount of fossil-based CO₂ emissions released into the atmosphere. The percent of biodiesel and renewable diesel in the total diesel blend have shown a significant growth in recent years, going from 1 percent in 2012 to 18 percent in 2017.

Electric Power

Emissions from the electric power sector comprise 15 percent of 2017 statewide GHG emissions. The GHG emission inventory divides the electric power sector into two broad categories: emissions from in-state power generation (including the portion of cogeneration emissions attributed to electricity generation) and emissions from imported electricity.

GHG emissions from the electricity sector declined by 9 percent in 2017 compared to 2016. The overall decrease in carbon intensity of California’s electricity generation is driven primarily by the large increase in zero-GHG and renewable energy resources due in part to California’s Renewable Portfolio Standard (RPS) and the Cap-and-Trade Program.

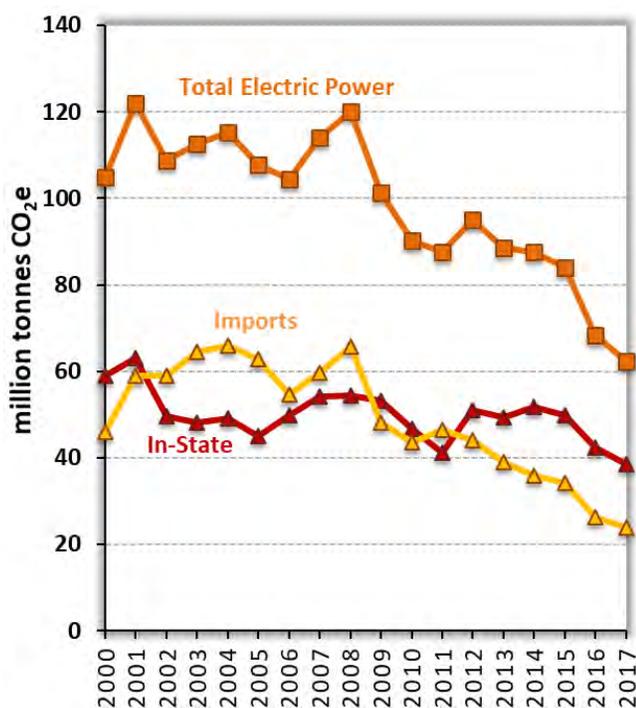


Figure 8. GHG Emissions from the Electric Power Sector. This figure shows trends in emissions of in-state electricity generation, emissions associated with electricity imported from outside of California, and the total electric power sector emissions, which is the sum of in-state generation and imports.

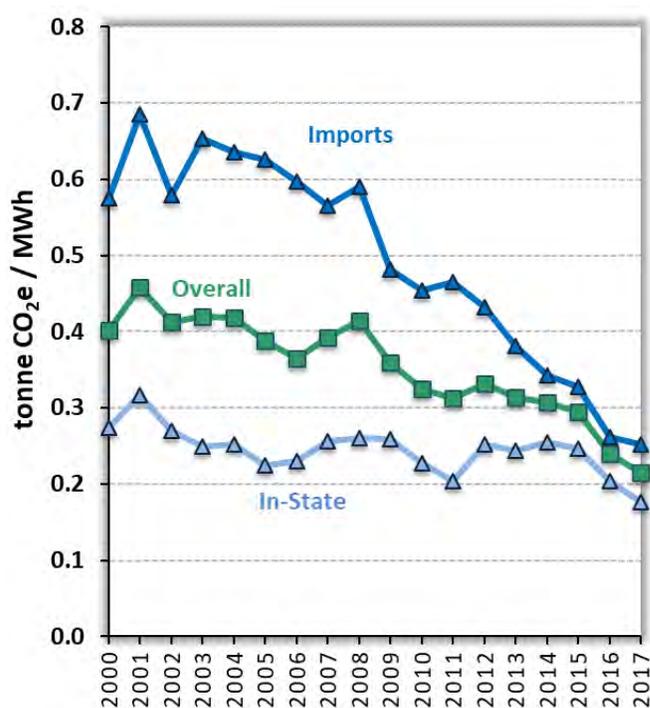


Figure 9. GHG Intensity of Electricity Generation.^c This figure shows trends in GHG intensities of electricity generated by in-state power plants, electricity imported from outside of California, and the overall GHG intensities aggregating both in-state generation and electricity imports.

^c All three GHG intensities account for renewables and exclude biogenic CO₂ emissions. For calculating in-state and overall intensities, in-state electricity emissions and MWh generation include on-site generation for on-site use, cogeneration emissions attributed to electricity generation, in-state generated electricity exported out of state, and rooftop solar. The denominator of overall intensity is the total MWh consumed in and exported from California, and excludes MWh lost during transmission and distribution.

In 2017, 52 percent of total electricity generation (in-state generation plus imported electricity) came from zero-GHG generation sources (for purposes of the GHG inventory, these include solar, wind, large and small hydropower, and nuclear). Electric power emissions dropped 6 MMTCO_{2e} from 2016 to 2017 due to increased supplies of renewable energy displacing fossil-fuel generation.

In-state solar generation grew 26 percent between 2016 and 2017. Solar and wind power make up 22 percent of the total in-state generation in 2017. Between 2011 and 2017, in-state solar generation saw significant growth as rooftop photovoltaic solar generation increased six-fold¹¹ and total solar generation (commercial-scale plus rooftop solar) increased 13 times during that period.^{11, 12} In-state wind energy generation ramped up through 2013, but its trend has remained relatively constant since 2013.¹²

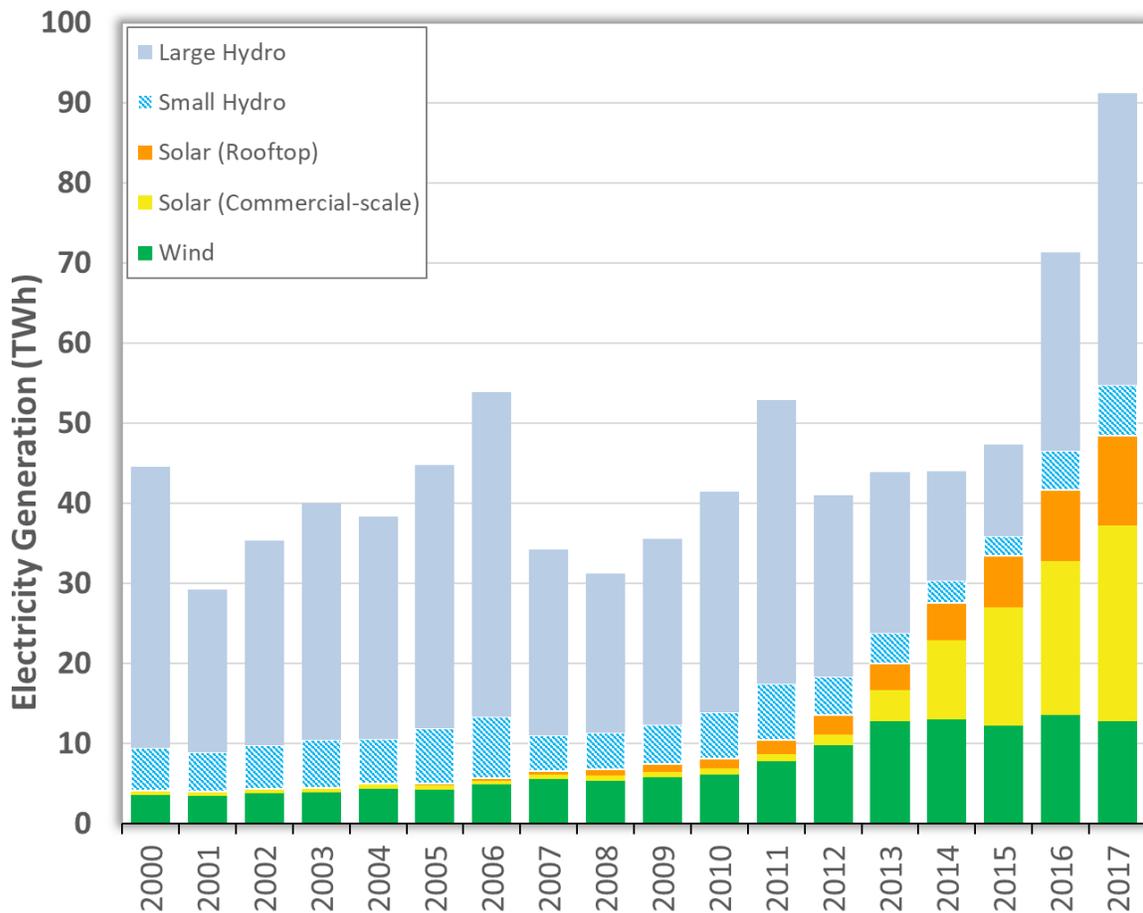


Figure 10. In-State Hydro, Solar, and Wind Electricity Generation. This figure shows the amounts of electricity generated by California’s in-state wind power projects, large commercial-scale solar power projects, rooftop solar panels, and hydropower generation stations. The unit is in terawatt-hour (1 TWh = 10⁹ kWh).

Trends in the types of in-state generation and imported electricity sources are presented in the figures below. In-state natural gas generation complements the year-to-year fluctuations in zero-GHG resources. Comparing the fractions of total imports in 2011 and 2017, solar generation went from 0.02 percent to 2.9 percent, and wind generation went from 2.7 percent to 6.2 percent.

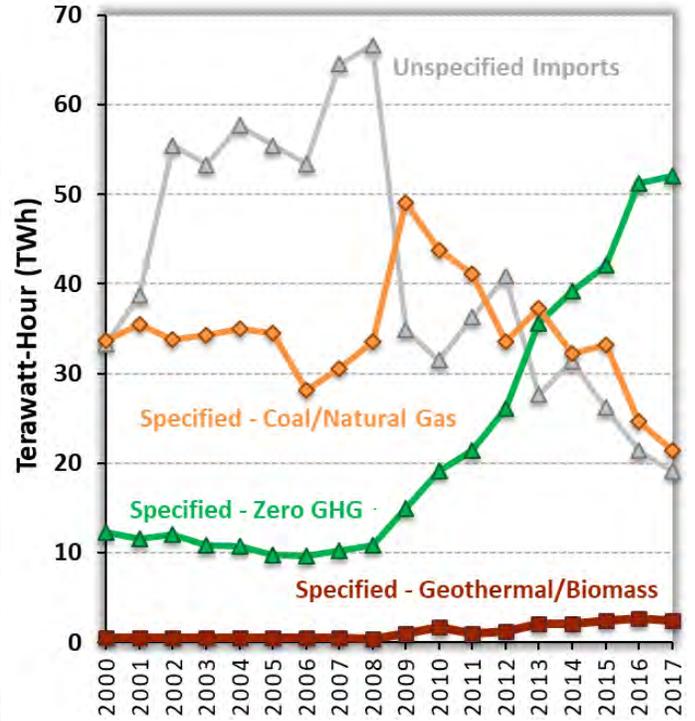
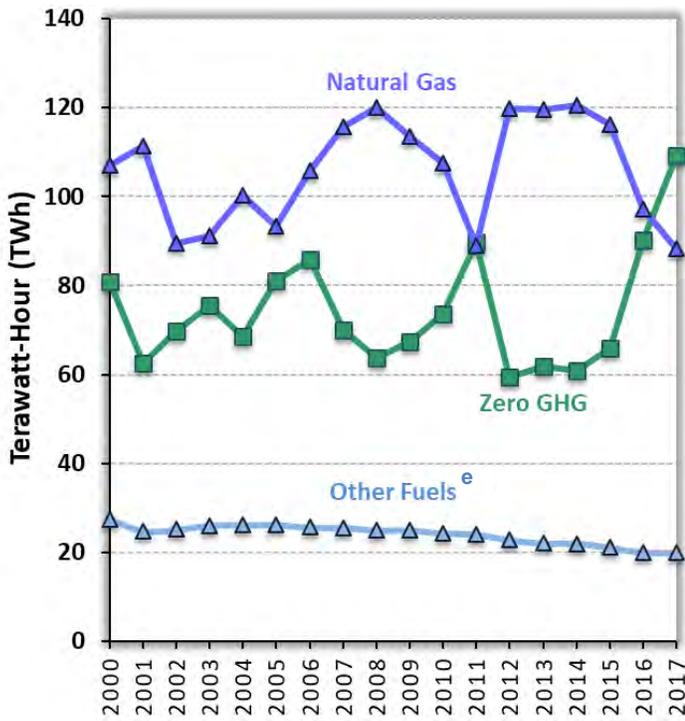


Figure 11a. In-State Electricity Generation by Fuel Type.

This figure shows the amounts of electricity generated by in-state natural gas power plants, zero-GHG sources (which includes solar, wind, hydro, and nuclear), and other generation sources. The footnote e below provides a list of other generation sources included in the “Other Fuels” line.

Figure 11b. Imported Electricity by Generation Type.

This figure shows the amounts of imported electricity that are specified as fossil fuel (coal and natural gas), zero-GHG sources (solar, wind, hydro, and nuclear), and geothermal and biomass, as well as unspecified electricity imports.

^e “Other Fuels” include energy generations from associated gas, biomass, coal, crude oil, digester gas, distillate, geothermal, jet fuel, kerosene, landfill gas, lignite coal, municipal solid waste (MSW), petroleum coke, propane, purchased Steam, refinery gas, residual fuel oil, sub-bituminous coal, synthetic coal, tires, waste coal, waste heat, and waste oil. CO₂ and CH₄ emissions from geothermal, and CH₄ and N₂O emissions from biomass power plant, are included in the statewide total for comparing to the 2020 GHG target.

Industrial

Emissions from the industrial sector contributed 21 percent of California’s total GHG emissions in 2017. Emissions in this sector are primarily driven by fuel combustion from sources that include refineries, oil & gas extraction, cement plants, and the portion of cogeneration emissions attributed to thermal energy output. Process emissions, such as result from clinker production in cement plants and hydrogen production for refinery use, account for approximately a seventh of the emissions in the industrial sector. Emissions from this sector show a slight decrease in emissions in the past three years.

Refineries and hydrogen production represent the largest individual source in the industrial sector, contributing 33 percent of the sector’s total emissions. The refinery emissions have remained relatively constant in the past few years, aside from a decrease in 2015 resulting from Exxon Mobile’s Torrance refinery temporary shutdown between February 2015 and May 2016.

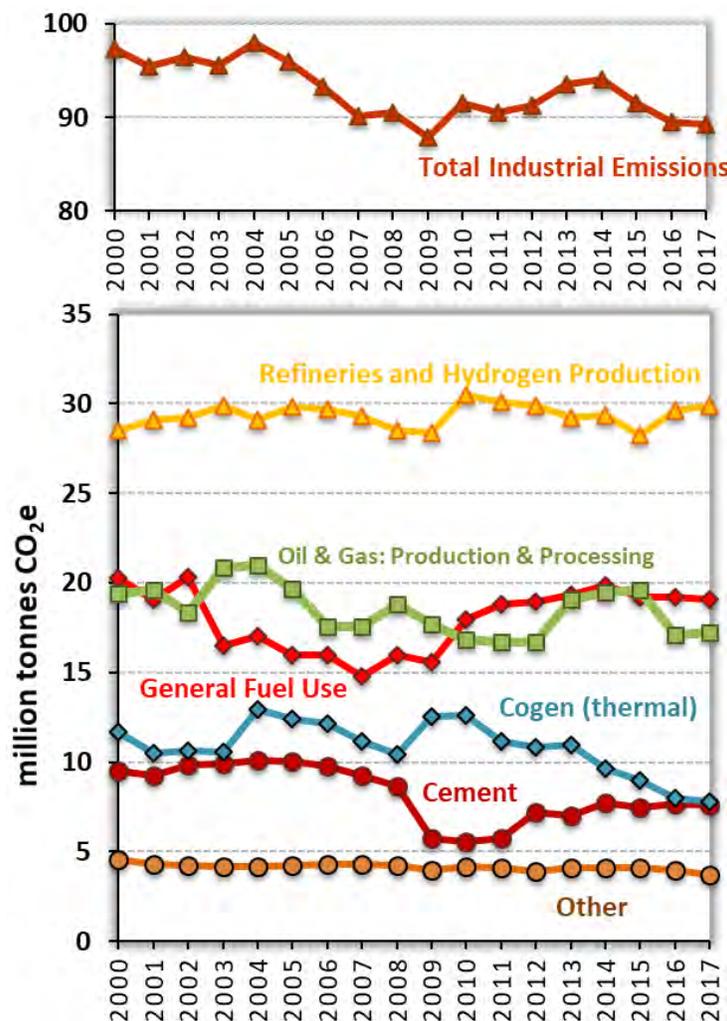


Figure 12. Industrial Sector Emissions. The top panel of this figure shows the overall emissions trend of the total industrial sector. The bottom panel shows emissions trends by sub-sector – summing the bottom panel will equal the top panel. In accordance with the IPCC Guidelines, the cogeneration category under the industrial sector includes only the portion of emissions attributed to the total thermal output of cogeneration; the portion of cogeneration emissions attributed to electricity generation is assigned to the electric power sector and not shown in this graph.

Emissions from oil and gas extraction represent 19 percent of the industrial sector emissions. Oil and gas extraction emissions remained relatively constant from 2016 to 2017. Emissions from the natural gas transmission and distribution sector have remained relatively constant over the entire time series.

General fuel use by industries gradually increased from 2009 through 2014, but have decreased in the past three years. In 2009 and 2010, cogeneration (“cogen”) facilities used more of their capacity to generate useful thermal energy (such as steam for industrial processes); however, useful thermal energy production has been on a downward trajectory since that time. Several cogeneration facilities, most of them associated with oil and gas operations, have either shut down or become non-operational in recent years and further contributed to the downward trend in cogeneration emissions.

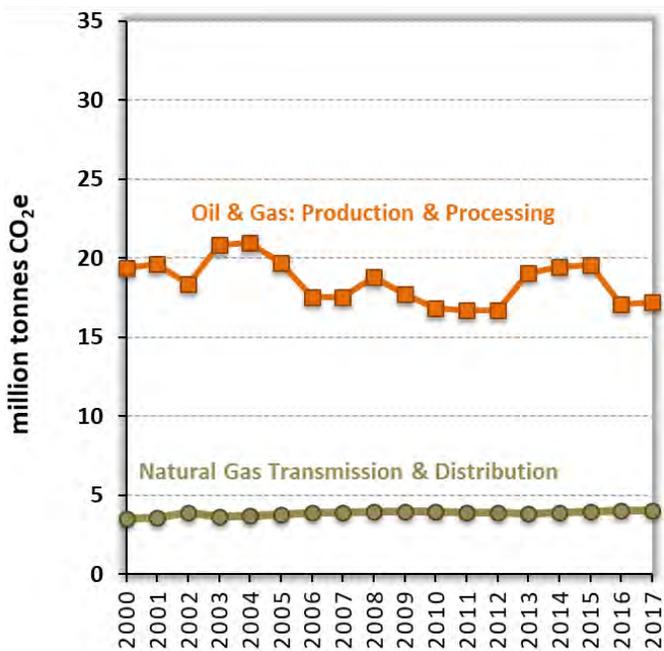


Figure 13a. Oil and Gas Sector Emissions. This figure shows the emissions trends of the oil and gas production and processing sector and the natural gas transmission and distribution sector.

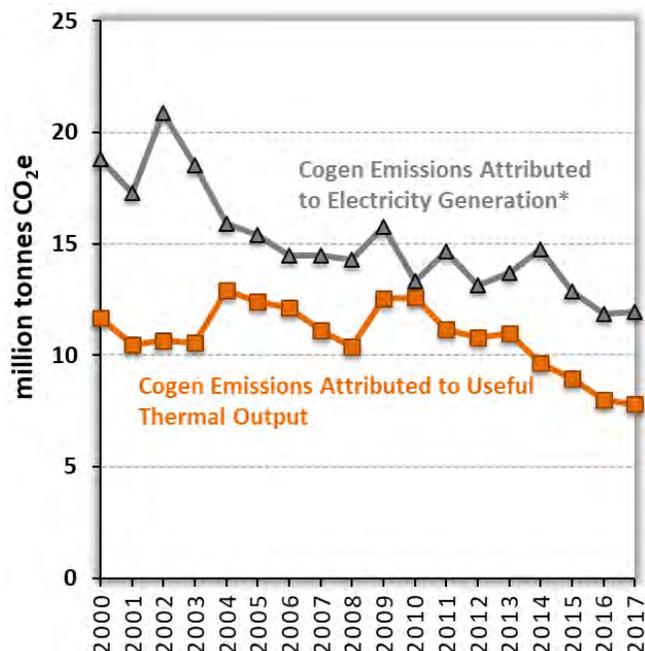


Figure 13b. Industrial Cogeneration Emissions. This figure shows the emissions from cogeneration facilities over time. *Cogeneration emissions attributed to electricity generation are categorized under the electric power sector consistent with the IPCC Guidelines. The electricity emissions are shown in this figure for the purpose of putting cogeneration emissions into context.

Commercial and Residential Fuel Combustion

Greenhouse gas emissions from the commercial and residential sectors are dominated by the combustion of natural gas and other fuels for household and commercial business use, such as space heating, cooking, and hot water or steam generation. Emissions from electricity use (e.g., air-conditioning, lighting, washer and dryer, refrigerator, etc.) is already accounted for in the Electric Power sector. Changes in annual fuel combustion emissions are primarily driven by variability in weather conditions and the need for heating in buildings, as well as population growth. In 2017, emissions increased slightly compared to 2016 due to a rise in residential natural gas use.

The number of residential housing units has grown steadily from 12.2 million units in 2000 to 14.1 million units in 2017.¹⁴ Emissions per housing unit dropped steadily from 2000 through 2014. Emissions per housing unit has generally followed the heating degree day index,¹³ an estimate of the heating energy needed in a given year. Emissions from fuel use by the commercial sector have grown by 10 percent since 2000; however, during the same period, commercial floor space grew by 25 percent. As a result, the commercial sector also exhibits a slight decline in fuel use per unit space.

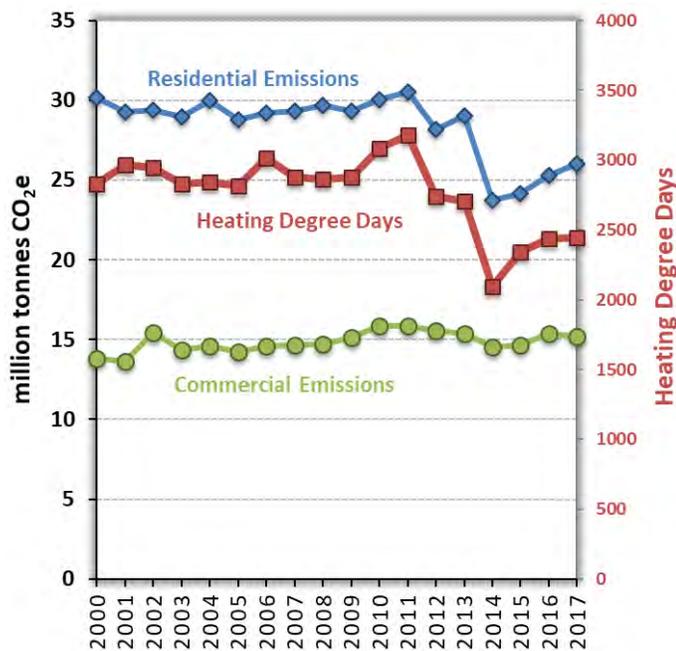


Figure 14. Emissions from Residential and Commercial Sectors. Emissions from the residential and commercial sectors are compared with heating degree days, an estimate of the heating energy need in a given year. Residential and commercial emissions correspond to the left vertical axis. Heating degree days correspond to the right vertical axis.

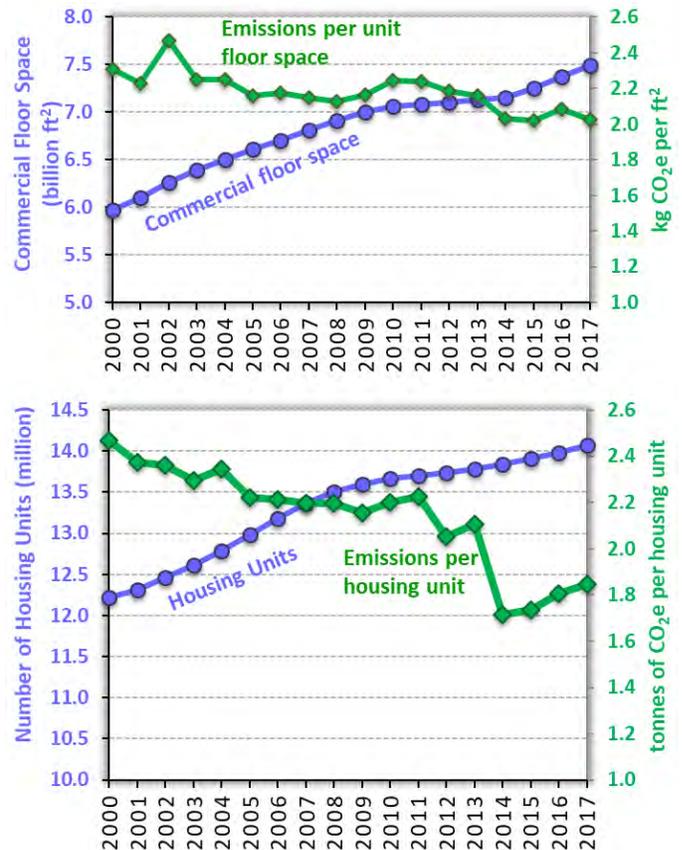


Figure 15. Emissions per Unit Floor Space and Residential Housing Unit. The top panel shows total square feet of commercial floor space and the emissions per square feet of commercial floor space. The bottom panel shows number of residential housing units and emissions per housing unit. The color of a trend line matches the color of its corresponding vertical axes label.

Agriculture

California’s agricultural sector contributed approximately 8 percent of statewide GHG emissions in 2017, mainly from methane (CH₄) and nitrous oxide (N₂O) sources. Sources include enteric fermentation and manure management from livestock, crop production (fertilizer use, soil preparation and disturbance, and crop residue burning), and fuel combustion associated with stationary agricultural activities (water pumping, cooling or heating buildings, and processing commodities). The emissions for mobile equipment used in agricultural activities are accounted for in the Transportation Sector.

Livestock accounted for approximately 70 percent of agricultural emissions, which were generated primarily in the form of CH₄ from enteric fermentation and manure management. Dairy facilities are a major source of GHG emissions in California, accounting for roughly 60 percent of agricultural emissions. GHG emissions from dairy manure management and enteric fermentation followed an increasing trend between 2000 and 2007 as the industry expanded, and remained relatively constant since 2007. Dairy cow population has seen a decreasing trend in recent years, while beef cattle population fluctuates from year to year, though available data indicates a slight increase in beef cattle population between 2016 and 2017. Emissions in 2017 are 16 percent higher than 2000 levels. SB 1383 sets a goal of a 40 percent reduction of 2013-inventoried methane by 2030 and was written in part to reduce livestock methane.¹⁵ Livestock are estimated to contribute roughly half of California’s methane emissions.

Emissions from the growing and harvesting of crops have generally been declining since 2000.¹⁶ The long term trend of emissions reduction from 2000 to 2017 corresponds to a reduction in crop acreage (which leads to an associated decrease in synthetic fertilizer use)¹⁷ and large-scale changes in irrigation management practices. Specifically, California agriculture has been shifting from flood irrigation towards sprinkler and drip irrigation. The decrease from 2016 to 2017 is due to the continued shift from flood to alternative irrigation methods^{18, 19} and climatic factors that affects the amount of N₂O produced from synthetic fertilizer (e.g., precipitation, min/max temperature, and day length). Crop production accounted for 20 percent of agriculture emissions in 2017.

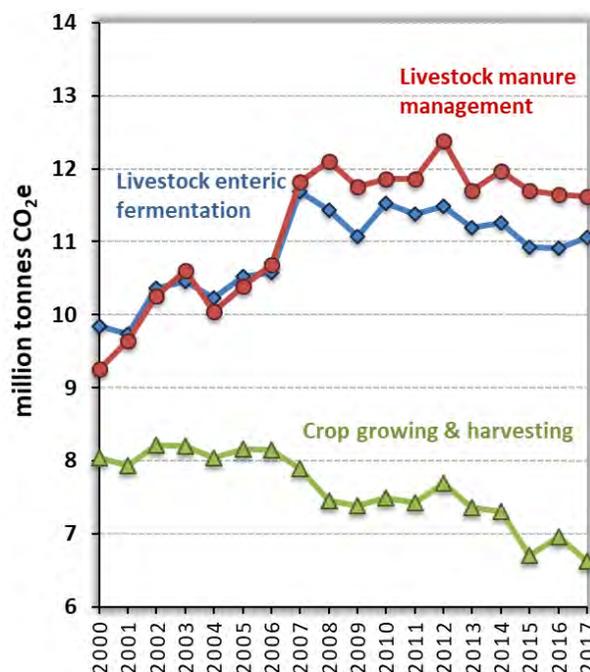


Figure 16. Agricultural Emissions. This figure presents the trends in emissions from livestock manure management and enteric fermentation, as well as emissions from crop growing and harvesting, which include fertilizer application, soil preparation and disturbances, and crop residue burning. Emissions from mobile equipment are not included here.

High Global Warming Potential Gases

In 2017, High Global Warming Potential (high-GWP) gases comprised 4.7 percent of California’s emissions. The GHG inventory tracks high-GWP gas emissions from releases of ozone depleting substance (ODS) substitutes only (ODSs are also high-GWP gases, but are outside the scope of the IPCC accounting framework and AB 32), emissions from the electricity transmission and distribution system, and gases that are emitted in the semiconductor manufacturing process. Of these tracked categories, 97 percent of high-GWP gas emissions are ODS substitutes, which are primarily hydrofluorocarbons (HFCs). ODS substitutes are used in refrigeration and air conditioning equipment, solvent cleaning, foam production, fire retardants, and aerosols. In 2017, refrigeration and air conditioning equipment contributed 90 percent of ODS substitutes emissions.

Emissions of ODS substitutes are expected to continue to grow as they replace ODSs banned under the Montreal Protocol.⁵ Emissions of ODS have decreased significantly since they began to be phased out in the 1990s and dropped below ODS substitutes emissions for the first time in 2015. ODS emissions continued to drop in 2017. The combined emissions of ODS and ODS substitutes have been steadily decreasing over time as ODS are phased out, even as emissions from ODS substitutes continue to increase. Of the four main sub-sectors within the ODS substitutes category (Transportation, Commercial, Industrial, and Residential), only the Transportation Sector has seen an emissions decrease. The transportation refrigeration units (TRU) Airborne Toxic Control Measure adopted in 2004 has reduced transportation sector emissions by limiting the charge size of TRUs beginning in January 2010 and reducing leakage rates and lowering end-of-life losses for passenger vehicle air conditioning systems.

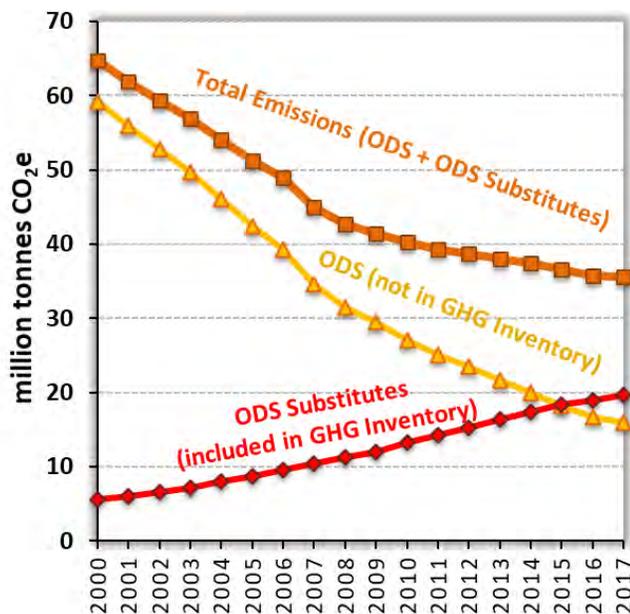


Figure 17a. Trends in ODS and ODS Substitutes Emissions. This figure presents the trends in emissions from ODS Substitutes, ODS, and their sum (“Total Emissions”). ODS Substitutes emissions are specified in IPCC Guidelines and AB 32 and are included in the inventory. ODS are also GHGs, but are tracked separately outside of the inventory.

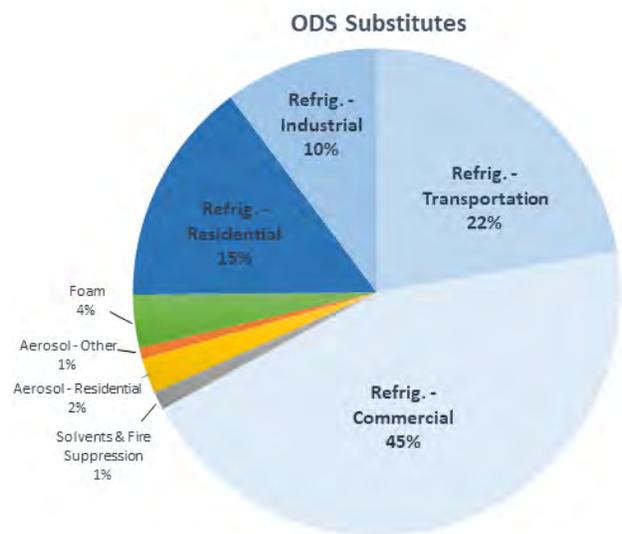


Figure 17b. ODS Substitutes Emissions by Category. This figure presents the breakdown of ODS substitutes emissions by product type and sector category in 2017. Refrigerants (“Refrig.”) used in various sectors make up the majority of ODS substitutes emissions.

Recycling and Waste

Emissions from the recycling and waste sector include CH₄ and N₂O emissions from landfills and from commercial-scale composting. Emissions from recycling and waste, which comprise 2 percent of California’s GHG inventory, have grown by 20 percent since 2000. Landfill emissions account for 96 percent of the emissions in this sector,^f while compost production facilities make up a small fraction of emissions. The annual amount of solid waste deposited in California’s landfills grew from 39 million tons in 2000 to its peak of 46 million tons in 2005, followed by a declining trend until 2012, after which the waste amounts have seen a steady rise over time.²⁰ Landfill emissions are driven by the total waste-in-place, an accumulation of degradable carbon in the solid waste stream, rather than year-to-year fluctuation in annual deposition of solid waste.²¹ The amount of methane emitted to the atmosphere as a fraction of the total amount of methane generated from the decomposition of accumulated waste has gradually declined over time as more landfills install landfill gas collection and control systems and existing systems are operated more efficiently as a result of CARB’s Landfill Methane Control Measure.

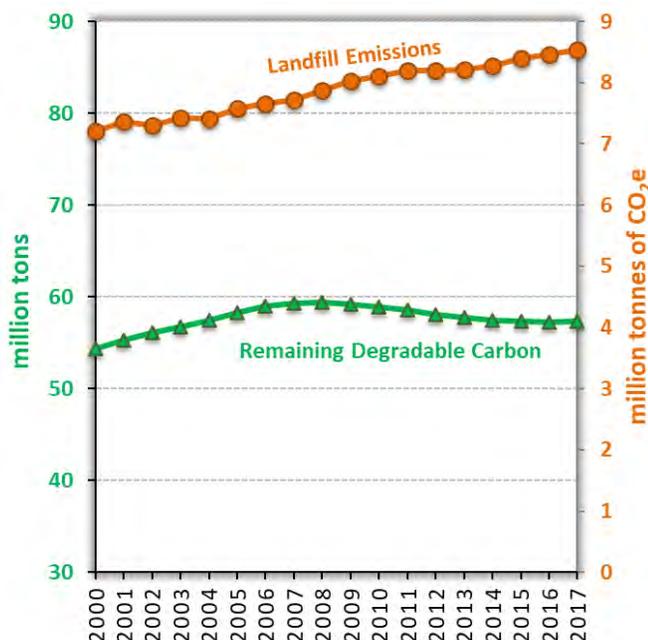


Figure 18. Landfill Methane Generation and Emissions. This figure presents trends in landfill emissions and the amount of degradable carbon remained in the landfill. The latter drives the amount of emissions emitted from the landfill. The color of a trend line matches the color of its corresponding vertical axes label.

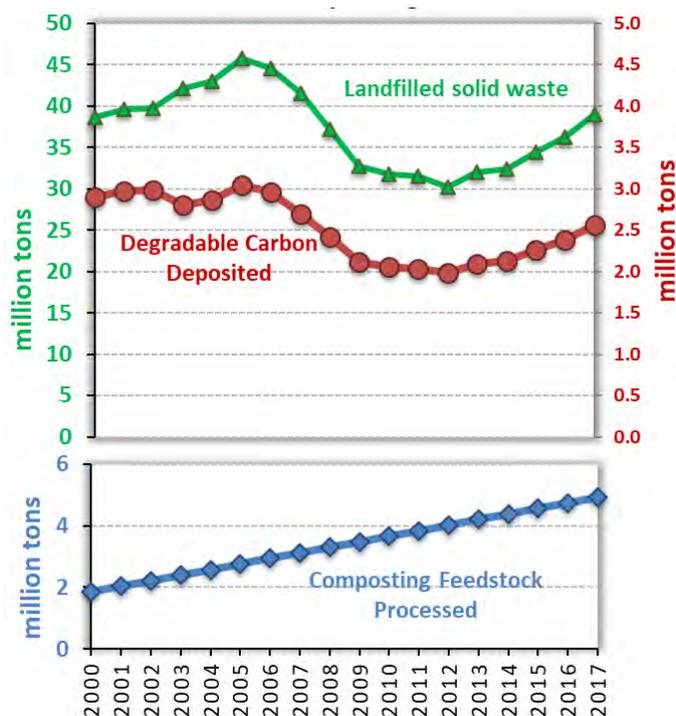


Figure 19. Landfill Waste. The top panel presents the annual amounts of solid waste deposited into landfill and the amount of degradable carbon contained in the solid waste. The color of a trend line matches the color of its corresponding vertical axes label. The bottom panel shows estimated amounts of compost feedstock processed by the state’s composting facilities.

^f CARB’s GHG inventory methodology has been using an assumption of 75 percent methane capture efficiency, consistent with common practice nationally. CARB is currently in the process of evaluating the effects of the Landfill Methane Control Measure. Previous estimates for the measure indicated that it may potentially increase the collection efficiency at regulated landfills to 80-85 percent. However, current landfill collection efficiency estimates vary widely and are highly dependent on a variety of site-specific factors, including landfill size, age, waste composition, local climate, soil type, landfill cover, and gas collection system. Additional California-specific data is necessary to assess the overall collection efficiency at landfills. In recognition of this, CARB and CalRecycle are planning additional research to evaluate gas collection efficiencies at California’s landfills. Future inventories will incorporate the results of new research in landfill collection efficiency estimates.

Additional Information

International GHG Inventory Practice of Recalculating Emissions for Previous Years

Consistent with the IPCC GHG inventory guidelines, recalculations are made to incorporate new methods or reflect updated data for all years from 2000 to 2016 to maintain a consistent inventory time series. Therefore, emission estimates for a given calendar year may be different between editions as methods and supplemental data are updated. For example, in the 2018 edition, total 2016 emissions were estimated to be 429.4 MMTCO_{2e}. In the 2019 edition, recalculation revised the 2016 emissions to 429.0 MMTCO_{2e}, reflecting updated methods and information gained since 2018. Analyses of emission trends, including the emissions drop of 5 MMTCO_{2e} between 2016 and 2017, are based on the recalculated numbers in the 2019 edition of the inventory. A description of the method updates can be found here: https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_00-17_method_update_document.pdf

Global Warming Potential Values

In accordance with the IPCC GHG inventory guidelines, California's GHG inventory uses the 100-year GWPs from the IPCC 4th Assessment Report, consistent with the national GHG inventories submitted by the U.S. and other nations to the UNFCCC. However, other CARB programs may use different GWP values. For example, the SLCP Strategy³ uses a 20-year GWP because the SLCP has greater climate impact in the near-term compared to the longer-lived GHGs, such as CO₂.

Sources of Data Used in the GHG Emission Inventory

Statewide GHG emissions are calculated using several data sources. One data source is from reports submitted to the California Air Resources Board (CARB) through the Regulation for the Mandatory Reporting of GHG Emissions (MRR). MRR requires facilities and entities with more than 10,000 metric tons CO_{2e} of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. Reports from facilities and entities that emit more than 25,000 metric tons of CO_{2e} are verified by a CARB-accredited third-party verification body. More information on MRR emissions reports can be found at: <http://www.arb.ca.gov/cc/reporting/ghg-rep/reported-data/ghg-reports.htm>

CARB also relies on data from other California State and federal agencies to develop the annual statewide GHG emission inventory for the State of California. These additional sources include, but are not limited to, data from the California Energy Commission, Board of Equalization, Department of Conservation/Division of Oil, Gas, and Geothermal Resources, Department of Food and Agriculture, CalRecycle, U.S. Energy Information Administration, and U.S. Environmental Protection Agency (U.S. EPA). All data sources used to develop the GHG Inventory are listed in the GHG Emission Inventory supporting documentation at: <http://www.arb.ca.gov/cc/inventory/data/data.htm>

The main GHG inventory page is located at: <http://www.arb.ca.gov/cc/inventory/inventory.htm>

Other Ways of Categorizing Emissions in the Inventory

There are more than one way of organizing emissions by category in an inventory. Each year, CARB makes the GHG inventory available in three categorization schemes:

- The Scoping Plan Categorization organizes emissions by CARB program structure. (This is the categorization scheme used in this report.)
- The Economic Sector/Activity Categorization generally aligns with how sectors are defined in the North America Industry Classification System (NAICS).
- The IPCC Categorization groups emissions into four broad categories of emission processes. This format conforms to international GHG inventory practice and is consistent with the national GHG inventory that U.S. EPA annually submits to the United Nations.

Although this report uses the Scoping Plan Categorization in the presentation and discussion of emissions, the Economic Sector/Activity Categorization is also often used by the public. The difference between the Scoping Plan Categorization and the Economic Sector/Activity Categorization are as follows: (1) High-GWP gases are shown as its own category under the Scoping Plan categorization, but under the economic sector categorization, they are included as part of the economic sectors where they are used. (2) The recycling and waste sector is shown as its own category under the Scoping Plan categorization, but is included as part of the industrial sector under the Economic Sector/Activity Categorization.

The figures below show the Scoping Plan Categorization and the Economic Sector/Activity Categorization side-by-side. Detailed data for any of these categorization schemes can be accessed from CARB webpage at: <http://www.arb.ca.gov/cc/inventory/data/data.htm>

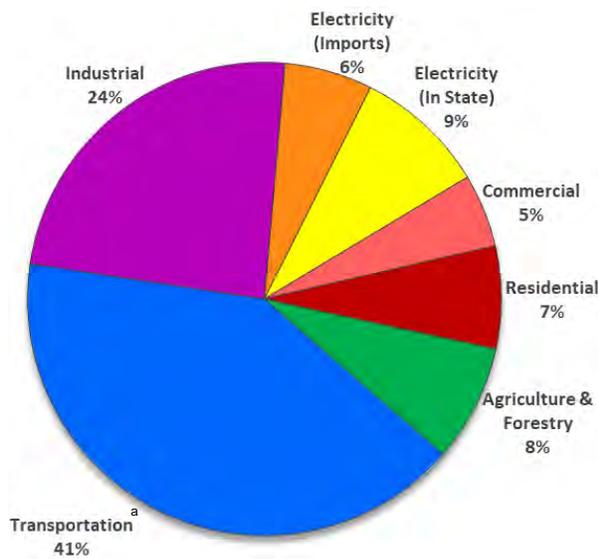


Figure 20a. 2017 GHG Emissions by Economic Sector. This figure shows the relative size of 2017 emissions by economic sector.

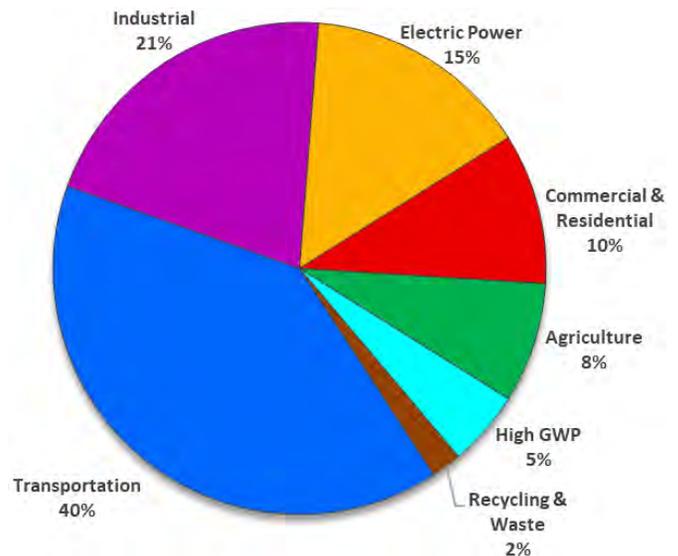


Figure 20b*. 2017 GHG Emissions by Scoping Plan. This figure shows the relative size of 2017 emissions, organized by the categories in the AB32 scoping plan.

^a The transportation sector represents tailpipe emissions from on-road vehicles and direct emissions from other off-road mobile sources. It does not include emissions from petroleum refineries and oil production.

* Percentages may not add up to 100 percent due to rounding.

Uncertainties in the Inventory

CARB is committed to continually working to reduce the uncertainty in the inventory estimates. The uncertainty of emissions estimates in the inventory varies by sector. Non-combustion, biochemical processes, have varying uncertainty depending on the input data and the emission processes.

Natural and Working Lands Emissions Inventory

CARB has also compiled a natural and working lands (NWL) emissions inventory, which was published in December of 2018. This inventory tracks carbon stocks and stock change in California’s natural and working lands (including forest, woodland, shrubland, grassland, wetland, orchard crop, urban forest, and soils) and is separate from the anthropogenic inventory. The NWL inventory report can be accessed here:

<https://www.arb.ca.gov/cc/inventory/sectors/forest/forest.htm>.

Figure References

Figure Number	Reference
Figure 1	8
Figure 2a	4, 8, 22
Figure 2b	4, 8
Figure 2c	8, 22
Figure 3	8
Figure 4	8
Figure 5	8
Figure 6	8, 23
Figure 7	8, 23
Figure 8	8
Figure 9	8, 11, 12, 24
Figure 10	11, 12
Figure 11a	11, 12
Figure 11b	24
Figure 12	8
Figure 13a & 13b	8
Figure 14	8, 13
Figure 15	8, 25, 26
Figure 16	8
Figure 17a & 17b	8, 27
Figure 18	8
Figure 19	8, 20
Figure 20a & 20b	8

Reference

1. State of California (2006). California Health and Safety Code, Division 25.5, Part 1, Chapter 3, Section §38505(g). Available at: https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=HSC&division=25.5.&title=&part=1.&chapter=3.&article=
2. Intergovernmental Panel for Climate Change (2007). 4th Assessment Report – Climate Change (AR4). Available at: https://www.ipcc.ch/publications_and_data/ar4/syr/en/contents.html.
3. California Air Resources Board (2017). Short-Lived Climate Pollutant (SLCP) Strategy. Available at: <https://www.arb.ca.gov/cc/shortlived/shortlived.htm>.
4. California Department of Finance (2019). E-6. Population estimates and components of change by county 2010–2017. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-6/>.
5. United Nations Environmental Programme (UNEP) (2015). Treaties and Decisions - The Montreal Protocol on Substances that Deplete the Ozone Layer. Information available at: <https://www.unenvironment.org/ozonaction/who-we-are/about-montreal-protocol>.
6. California Air Resources Board (2014). First update to the climate change scoping plan building on the framework pursuant to AB32: California's global warming solutions act 2006. Available at: <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>
7. Intergovernmental Panel on Climate Change (2006a). IPCC Guidelines for National Greenhouse Gas Inventories, Volume 1 - General Guidance and Reporting, Eggleston H.S., Buendia L., Miwa K., Ngara T., and Tanabe K. (eds.), IGES, Japan. Available at: <http://www.ipcc-nggip.iges.or.jp/public/2006gl/>.
8. California Air Resources Board (2019). GHG Emission Inventory (GHG EI) 2000-2017. Data and documentation is available on-line at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>.
9. California Air Resources Board (2019). CARB staff estimate using fuel heat content values consistent with the CARB GHG Emission Inventory (GHG EI) 2000-2017 methodology.
10. California Department of Motor Vehicles (2019). California Motor Vehicle Fuel Types by County, January 1, 2018. https://www.dmv.ca.gov/portal/wcm/connect/2156a052-c137-4fad-9d4f-db658c11c5c9/MotorVehicleFuelTypes_County.pdf?MOD=AJPERES&CVID=
11. California Energy Commission (2019). Personal Communication between Larry Hunsaker of the California Air Resources Board and Asish Gautam of the California Energy Commission.
12. U.S. Energy Information Administration (2019). Electricity - Form EIA-923 detailed data with previous form data (EIA-906/920). Available at: <https://www.eia.gov/electricity/data/eia923/>.

13. National Oceanic and Atmospheric Administration (2019). Heating and Cooling Degree Days. Available at: ftp://ftp.cpc.ncep.noaa.gov/htdocs/products/analysis_monitoring/cdus/degree_days/archives/Heating%20degree%20Days/monthly%20states/ .
14. U.S. Census Bureau (2019). State Housing Units Estimates. Available at: <https://www.census.gov/programs-surveys/popest.html>.
15. State of California (2016). Senate Bill No. 1383. Available at: https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383
16. California Department of Food & Agriculture (2019). Statistics and Trends Annual Tables and Data. Available at: https://www.cdffa.ca.gov/dairy/dairystats_annual.html
17. U.S. Department of Agriculture (2019). National Agricultural Statistics Service. Available at: <https://quickstats.nass.usda.gov/>.
18. CDWR (2019). Irrigation Surveys. Available at: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/Land-And-Water-Use/Statewide-Irrigation-Systems-Methods-Surveys>.
19. UC Davis (2019). Cost and Return Studies. Available at: <https://coststudies.ucdavis.edu/>
20. CalRecycle (2019). Landfill Tonnage Reports, 2000-2016. Available at: <https://www2.calrecycle.ca.gov/LandfillTipFees/>.
21. Intergovernmental Panel on Climate Change (2006b). 2006 IPCC Guidelines for National Greenhouse Gas Inventories. Volume 5-Waste. IPCC Waste Model. Available at: <http://www.ipcc-nggip.iges.or.jp/public/2006gl/vol5.html>.
22. California Department of Finance (2019). California Gross Domestic Product. Available at: http://www.dof.ca.gov/Forecasting/Economics/Indicators/Gross_State_Product/
23. California State Board of Equalization (2018). Fuel Taxes Division Statistics & Reports - Motor Vehicle Fuel. Accessed online at: <https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm>
24. California Air Resources Board (2018). Summary of 2008 to 2016 data from California's Greenhouse Gas Mandatory Reporting Program. Reported emissions are available at: <https://ww2.arb.ca.gov/mrr-data>.
25. California Department of Finance (2019). Residential and non-residential construction annual data 2000-2019. Available at: <http://www.dof.ca.gov/Forecasting/Economics/Indicators/Construction Permits/>.
26. California Department of Finance (2019). E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011 – 2019. Available at: <http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>
27. Glenn Gallagher; Tao Zhan; Ying-Kuang Hsu; Pamela Gupta; James Pederson; Bart Croes; Donald R. Blake; Barbara Barletta; Simone Meinardi; Paul Ashford; Arnie Vetter; Sabine Saba;

Rayan Slim; Lionel Palandre; Denis Clodic; Pamela Mathis; Mark Wagner; Julia Forgie; Harry Dwyer; Katy Wolf (2013). High-Global Warming Potential F-gas Emissions in California: Comparison of Ambient-Based versus Inventory-Based Emission Estimates, and Implications of Refined Estimates. *Environmental Science & Technology*, 48 (2), 1084-1093

EXECUTIVE ORDER N-79-20

WHEREAS the climate change crisis is happening now, impacting California in unprecedented ways, and affecting the health and safety of too many Californians; and

WHEREAS we must accelerate our actions to mitigate and adapt to climate change, and more quickly move toward our low-carbon, sustainable and resilient future; and

WHEREAS the COVID-19 pandemic has disrupted the entire transportation sector, bringing a sharp decline in demand for fuels and adversely impacting public transportation; and

WHEREAS as our economy recovers, we must accelerate the transition to a carbon neutral future that supports the retention and creation of high-road, high-quality jobs; and

WHEREAS California's long-term economic resilience requires bold action to eliminate emissions from transportation, which is the largest source of emissions in the State; and

WHEREAS the State must prioritize clean transportation solutions that are accessible to all Californians, particularly those who are low-income or experience a disproportionate share of pollution; and

WHEREAS zero emissions technologies, especially trucks and equipment, reduce both greenhouse gas emissions and toxic air pollutants that disproportionately burden our disadvantaged communities of color; and

WHEREAS California is a world leader in manufacturing and deploying zero-emission vehicles and chargers and fueling stations for cars, trucks, buses and freight-related equipment; and

WHEREAS passenger rail, transit, bicycle and pedestrian infrastructure, and micro-mobility options are critical components to the State achieving carbon neutrality and connecting communities, requiring coordination of investments and work with all levels of governments including rail and transit agencies to support these mobility options; and

WHEREAS California's policies have contributed to an on-going reduction in in-state oil extraction, which has declined by over 60 percent since 1985, but demand for oil has not correspondingly declined over the same period of time; and

WHEREAS California is already working to decarbonize the transportation fuel sector through the Low Carbon Fuel Standard, which recognizes the full life cycle of carbon in transportation emissions including transport into the State; and

WHEREAS clean renewable fuels play a role as California transitions to a decarbonized transportation sector; and

WHEREAS to protect the health and safety of our communities and workers the State must focus on the impacts of oil extraction as it transitions away from fossil fuel, by working to end the issuance of new hydraulic fracturing permits by 2024; and

WHEREAS a sustainable and inclusive economic future for California will require retaining and creating high-road, high-quality jobs through sustained engagement with communities, workers and industries in changing and growing industries.

NOW THEREFORE, I, GAVIN NEWSOM, Governor of the State of California by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to pursue actions necessary to combat the climate crisis.

IT IS HEREBY ORDERED THAT:

1. It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.
2. The State Air Resources Board, to the extent consistent with State and federal law, shall develop and propose:
 - a) Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards the target of 100 percent of in-state sales by 2035.
 - b) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero-emission by 2035.
 - c) Strategies, in coordination with other State agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100 percent zero-emission from off-road vehicles and equipment operations in the State by 2035.

In implementing this Paragraph, the State Air Resources Board shall act consistently with technological feasibility and cost-effectiveness.

3. The Governor's Office of Business and Economic Development, in consultation with the State Air Resources Board, Energy Commission, Public Utilities Commission, State Transportation Agency, the

Department of Finance and other State agencies, local agencies and the private sector, shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, and update every three years thereafter, that:

- a) Ensures coordinated and expeditious implementation of the system of policies, programs and regulations necessary to achieve the goals and orders established by this Order.
 - b) Outlines State agencies' actions to support new and used zero-emission vehicle markets for broad accessibility for all Californians.
4. The State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies, shall use existing authorities to accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities and in particular low-income and disadvantaged communities, consistent with State and federal law.
 5. The Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, shall update the biennial statewide assessment of zero-emission vehicle infrastructure required by Assembly Bill 2127 (Chapter 365, Statutes of 2018) to support the levels of electric vehicle adoption required by this Order.
 6. The State Transportation Agency, the Department of Transportation and the California Transportation Commission, in consultation with the Department of Finance and other State agencies, shall by July 15, 2021 identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a "fix-it-first" approach to our transportation system, including where feasible:
 - a) Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.
 - b) Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.
 - c) Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.
 7. The Labor and Workforce Development Agency and the Office of Planning and Research, in consultation with the Department of Finance and other State agencies, shall develop by July 15, 2021 and expeditiously implement a Just Transition Roadmap, consistent with the recommendations in the "Putting California on the High Road: A Jobs and Climate Action Plan for 2030" report pursuant to Assembly Bill 398 (Chapter 135, Statutes of 2017).

8. To support the transition away from fossil fuels consistent with the goals established in this Order and California's goal to achieve carbon neutrality by no later than 2045, the California Environmental Protection Agency and the California Natural Resources Agency, in consultation with other State, local and federal agencies, shall expedite regulatory processes to repurpose and transition upstream and downstream oil production facilities, while supporting community participation, labor standards, and protection of public health, safety and the environment. The agencies shall report on progress and provide an action plan, including necessary changes in regulations, laws or resources, by July 15, 2021.
9. The State Air Resources Board, in consultation with other State agencies, shall develop and propose strategies to continue the State's current efforts to reduce the carbon intensity of fuels beyond 2030 with consideration of the full life cycle of carbon.
10. The California Environmental Protection Agency and the California Natural Resources Agency, in consultation with the Office of Planning and Research, the Department of Finance, the Governor's Office of Business and Economic Development and other local and federal agencies, shall develop strategies, recommendations and actions by July 15, 2021 to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.
11. The Department of Conservation's Geologic Energy Management Division and other relevant State agencies shall strictly enforce bonding requirements and other regulations to ensure oil extraction operators are responsible for the proper closure and remediation of their sites.
12. The Department of Conservation's Geologic Energy Management Division shall:
 - a) Propose a significantly strengthened, stringent, science-based health and safety draft rule that protects communities and workers from the impacts of oil extraction activities by December 31, 2020.
 - b) Post on its website for public review and consultation a draft rule at least 60 days before submitting to the Office of Administrative Law.

IT IS FURTHER ORDERED that as soon as hereafter possible, the Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of September 2020.



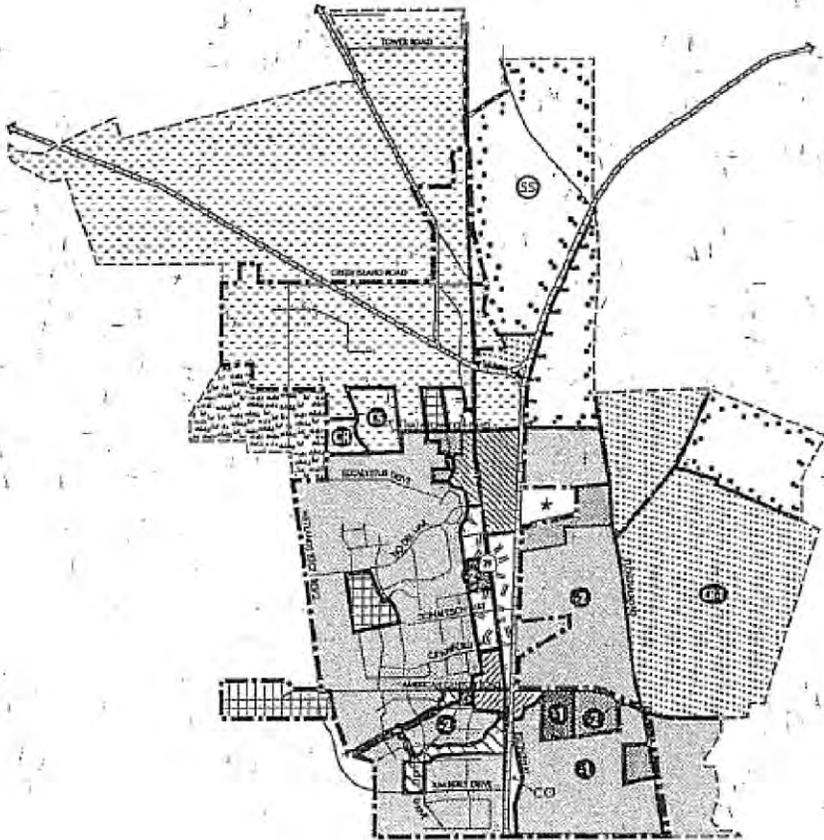
GAVIN NEWSOM
Governor of California

ATTEST:

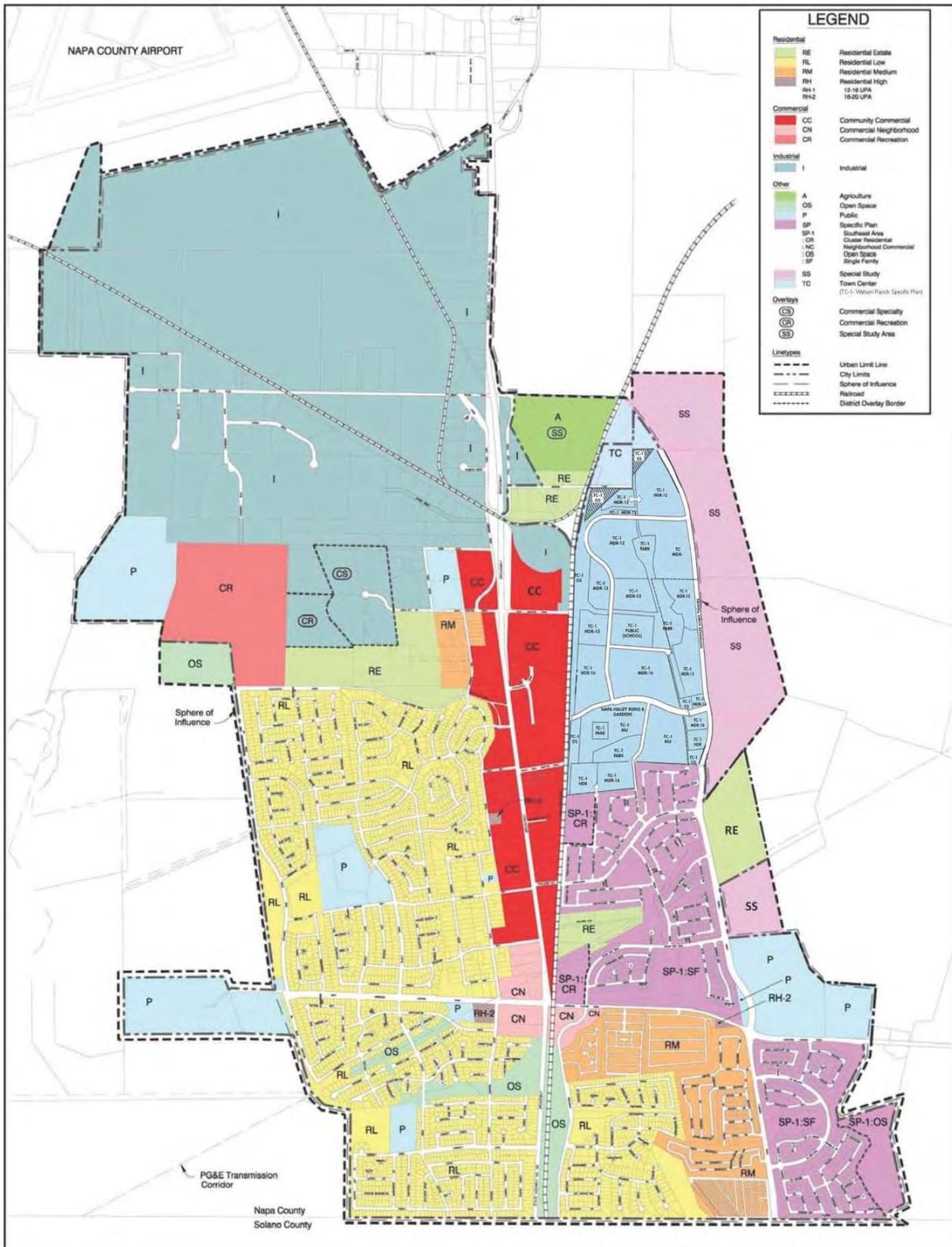
ALEX PADILLA
Secretary of State

American Canyon
GENERAL PLAN

Land Use Element

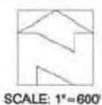


Adopted November 3, 1994
As amended through October 2018



**CITY OF AMERICAN CANYON
GENERAL PLAN MAP**

OCTOBER 2018



STATUTORY REQUIREMENTS

State of California law requires that a land use element be prepared as a part of a City’s General Plan, as follows:

Government Code Section 65302(a): A land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas.

Of the General Plan elements required by the State, the Land Use Element has the broadest scope. Since it governs how land is to be utilized, many of the issues and policies contained in other plan elements are influenced by or influence this element. For example, the **Circulation Element** defines policies for the accommodation of vehicular and other trips generated by the population and uses permitted by the Land Use Element. Similarly, the location and density of use prescribed by this element are influenced by policies for the protection of environmental resources prescribed by the **Natural and Historic/Cultural Resources Element**.

OPPORTUNITIES AND CONSTRAINTS (ISSUES)

The following summarizes the significant issues associated with land use in the City of American Canyon. These have been derived from technical analyses conducted by the consultant team and input from City staff and the public.

1. The location and setting of the City of American Canyon represents opportunities that can significantly influence the future role, character, and image of the City.

The City is located in a transitional area between the Sulphur Springs Mountains and the Napa River. A high quality visual image and environmental character distinguish the area from other cities in the northern San Francisco Bay region. These visual and physical qualities provide a sense of escape from the urbanized areas to the south. The mountains and river offer potential recreational opportunities for residents and visitors, such as hiking, equestrian, water sports, camping, and nature education and observation.

From Interstate 80, State Highway 29, and Highway 12, American Canyon is situated as a primary entry to the vineyards and wineries of the Napa Valley. Many of the annual visitors to the Napa Valley travel through the City. Uses and services could be provided for these tourists, such as hotels/motels, restaurants, recreation, and information services.

The City is on the northern edge of the outward growth from the San Francisco Bay area. Forecasts of population and employment growth by regional agencies indicate that the American Canyon area will experience strong growth pressures as the region expands. The presence of the Napa County Airport, the location of the City along primary travel corridors, and access to the Southern Pacific Railroad contribute to growth pressures. This is both an asset and liability. There may be, from one perspective, sufficient economic activity to warrant additional jobs and commercial uses to support the needs of the population. Growth, if not carefully directed, could seriously impact the quality of life and rural environment that make American Canyon a desirable location to live.

2. A fundamental issue confronting the City is the determination of what American Canyon should be in the future. Questions regarding the community character, ultimate population, the phasing of development, and physical form must be addressed. Functionally the City has the opportunity to have one or a combination of four roles: (a) a “bedroom” community serving the greater region, (b) a balanced residential community containing sufficient commerce and services to support the residents, (c) an employment center for the surrounding subregion, and/or (d) a destination for visitors to the wineries and recreational facilities of the Napa Valley and adjacent Napa River wetlands.
3. The City of American Canyon and lands within the Urban Limit Line contain a diversity of significant environmental resources, including foothills and canyons, woodlands and

grasslands, riparian corridors, wetlands, and wildlife habitats. Historically, growth in comparable areas has significantly disrupted and impacted such resources. Of concern is how growth can be directed in American Canyon to preserve the integrity and values of these environmental resources.

4. The character of development that has occurred in urban areas to the south of the City is perceived by local residents as negative. The quality and form of development, as well as social and economic conditions, are among the contributors to this negative image. Numerous residents have clearly stated that these characteristics should not spill over into American Canyon as future growth occurs.
5. Today, American Canyon is functionally two places. It is an older rural environment wherein heavy industrial and commercial uses have been scattered along Highway 29, with larger lot residences developed on its periphery. These residences were isolated from traditional suburbs, permitting tenants the comparative freedom to use their property freely without design and few maintenance controls. The outdoor areas of many of these properties have been used to store vehicles, boats, and other materials, reflecting the rural setting.

Recent development has been characterized by uses and patterns typical of planned residential communities throughout northern California. These generally consist of smaller lot single family housing developments with consistent architectural styles, building materials, color schemes, and moderate street landscaping. Most of these neighborhoods are visually attractive and prohibit, through development restrictions, outdoor storage of vehicles and equipment.

Efforts to establish consistent rules for property appearance and maintenance have resulted in conflicts between the two communities in the past. What some consider to be important in maintaining a high level of visual quality is threatening to others who moved from such places for the freedoms that American Canyon had offered. This issue will be exacerbated as further growth occurs.

6. The pattern of the current City development is inconsistent. There is little organization or structure of the various districts and neighborhoods that comprise the City. The City encompasses a number of homogeneous suburban tract residential neighborhoods, isolated mobile home parks that are not integrated with adjacent development, independent lot rural residential areas, clusters of multi-family dwellings, commercial and industrial uses scattered along a linear corridor, a concentrated industrial park, and open space. Highway 29 acts as a barrier that divides the City into eastern and western portions. The manner in which the City can evolve to establish neighborhoods and districts that convey a distinct identity, character, and sense of place is a paramount concern. This includes the consideration of the establishment of a place that functions as the symbolic and functional “downtown” of American Canyon. Methods to link and unify the various neighborhoods and districts into a cohesive City, particularly across Highway 29, must be considered.

7. Highway 29 is characterized by a fragmented mix of commercial and industrial uses that cumulatively convey a poor quality and blighted image for travelers. This window is the only image that passers-by have of American Canyon. The manner in which existing uses can be enhanced and more viable uses accommodated to improve visual quality and character of the highway and better serve nearby residents is a significant concern. Effective use of the corridor is compounded by high traffic volumes and speed, lack of access points, and lack of crossings. The dual purposes of the highway, as a travel conduit and location of development, conflict with one another.
8. The vacated basalt plant represents a unique opportunity for development. The site is elevated and visible from Highway 29 and much of American Canyon and offers views of the Napa River. The plant is located in proximity to Highway 29 and the Southern Pacific Railroad and at the edge of the foothills and vineyards. The abandoned structures are unique in both scale and form. They represent a sculptural image on the landscape. Development could potentially capitalize on these assets to create a project that would be uniquely identifiable in the region.
9. The City does not currently contain the range of commercial services that are needed to support the residents. There are few businesses that offer basic food supplies, retail goods (clothing, video rentals, and other), household goods, or services (beauty and barber shops, shoe repair, and other). In addition, there are limited offices providing basic professional services (medical, financial, and other). Residents must travel to Vallejo or Napa for these needs increasing vehicular commutes and air emissions and reducing sales tax revenue for the City. The establishment of a sufficient resident market to attract the development of these uses is a significant concern.
10. All American Canyon middle and high school students must travel to adjacent communities to attend school as there are no such facilities within the City. Increased growth will necessitate the building of facilities to provide higher education.
11. The City contains a substantial and prospective industrial base that provides jobs for residents and the region. Much of the land has been developed and the number of undeveloped parcels that have access to infrastructure services is declining. Over time it will be necessary to expand services and increase the inventory of industrial lands.
12. Napa County Airport abuts the City Urban Limit Line. This represents both an opportunity and a constraint. The airport provides an economic stimulus for the development of industries and commercial businesses in American Canyon. Airport operations result in noise and the potential risk of accidents that impact nearby land uses. The establishment of appropriate land use and development controls to mitigate any potential hazards is of concern.

13. There is an incompatible mix of land uses in some locations. This is particularly evident where industrial and commercial areas abut residences. The manner in which such incompatibilities can be resolved where they exist and how they can be avoided in future development is of concern.
14. Older developments in the City contain some buildings that are visually unattractive, poorly maintained, and need structural improvements. This will be exacerbated unless there is continuous maintenance and upgrades as the City's inventory of buildings age. The establishment of the processes and incentives by which this can be accomplished is of concern.
15. Climate change impacts pose an immediate and growing threat to California's economy, environment and public health. The effects of climate change in American Canyon include increased temperatures, reduced precipitation, flooding, and reduced water supply.

Source: [*California Environmental Protection Agency*](#)

OVERVIEW OF LAND USE ELEMENT POLICIES AND PROGRAMS

The goals, objectives, policies, and programs (cumulatively, the "policy" contained in this element are intended to provide guidance regarding the manner in which lands are to be used in the City of American and within the Urban Limit Line. This encompasses the retention of existing uses and open spaces, re-use of obsolete uses, and development of vacant lands. The land use policies are an integrative element that account for the diverse policies contained in all General Plan Elements. For example, they provide the capacity for the development of the range of housing specified in the **Housing Element**, define the intensity of development that will be accommodated by the **Circulation** and **Public Services and Facilities Elements**, and prescribe the manner in which environmental resources will be maintained.

GOALS, OBJECTIVES, AND POLICIES

The following presents the goals, objectives, and policies for land use in the City of American Canyon. They are to be applied in concert with a map, the **Land Use Plan**, which depicts the locations by which each category and density of use prescribed herein shall be permitted (**Figure 1-1**). This Plan map is supplemented by a map that desegregates the City into a series of planning districts and subareas, **Community District and Subarea Map (Figure 1-2)**. Programs that implement the goals, objectives, and policies are defined in the following section of this element. Each policy is concluded by an italicized number within parentheses that lists the pertinent program(s) that implement the policy.

The goals, objectives, and policies are structured in the following manner:

- I. Policies regarding the manner in which lands are to be developed within the City.
 - A. Policies pertaining to development of uses regardless of their location in the City.
 - B. Policies pertaining to development at specific locations.
- II. Policies pertaining to specific land use issues that are to be applied citywide or wherever the condition occurs.

Users of the General Plan should note that both the **Land Use Plan** and **Community District Subarea** maps should be reviewed in determining the appropriate land use and standards for development for parcels within the City. The first is integrated with policies and standards (I. A., above) that are applicable to any like category of use or overlay regardless of location. The second (I. B., above) references the applicable citywide policies and, where appropriate to achieve development objectives for a specific subarea or district, prescribes additional policies and standards.

DEVELOPMENT POLICY: CITYWIDE APPLICATIONS BY LAND USE CATEGORY

TYPES AND DENSITIES OF LAND USE TO BE PERMITTED

Goal

1A Provide for a diversity of land uses that

- a. **serve the needs of existing and future residents;**
- b. **capitalize upon the tourism and agricultural heritage of the region;**

- c. capitalize upon and preserves the unique environmental resources and character of the area;
- d. offer sustained employment opportunities for residents of the City and the surrounding region;
- e. sustain and enhance the long term economic viability of the City;
- f. revitalize areas of physical and economic deterioration and/or obsolescence;
- g. are developed at densities/intensities that are economically viable and complementary with the natural environmental setting and existing development; and
- h. provide a greater balance of jobs and housing.

Objective

1.1 Accommodate the development of a balance of land uses that (a) provide for the housing, commercial, employment, educational, cultural, entertainment, and recreation needs of residents, (b) capture visitor and tourist activity, (c) provide employment opportunities for residents of the greater subregion; and (d) provide open space and aesthetic relief from developed urban/suburban areas.

Policies

1.1.1 Establish land use designations that provide for the continuation of existing uses and development of new uses oriented toward the needs of residents, employees, and visitors (including housing units of diverse types and prices; neighborhood-, community-, regional-, and visitor/recreation-serving retail, office, personal service, entertainment, overnight lodging, and food uses; employee-generating light and heavy industrial; recreational; governmental service; utility and infrastructure; institutional and religious; and open space uses) as defined by the **Land Use Schedule** (below) and in accordance with **Community District and Subarea** policies (Policy 1.26.1).

(I 1.1, I1.2, I1.4, I1.5, and I1.8)

Land Use Schedule

Land Use Category	Typical Permitted Use	Density
AGRICULTURE		
Agriculture (A) open space,	Agricultural production, ancillary and supporting uses, passive recreation, and very low density acres housing (to support property owner, tenant, and/or workers).	1 unit per 40 gross
RESIDENTIAL		
Residential Estate (RE)	<ul style="list-style-type: none"> • Single-family detached dwelling units • Single family semi-attached ("0-lot line") units if clustered to preserve open space. • Parks, schools, trails, and open spaces 	1 to 2 units per gross acre

1.0 LAND USE ELEMENT

Residential Low (RL)	<ul style="list-style-type: none"> • Single-family detached dwelling units • Single family semi-attached (“0-lot line”) units if clustered to preserve open space. • Community facilities (meeting rooms, recreational facilities) • Parks, schools, trails, and open spaces • Religious facilities 	2 to 5 units per gross acre
----------------------	--	-----------------------------

Land Use Category	Typical Permitted Use	Density
Residential Low-1 (RL-1)	<ul style="list-style-type: none"> • Single-family detached dwelling units • Multi-family dwelling units for a maximum of 15 percent of the total units allowed by the prescribed density, if clustered to preserve open space. • Neighborhood retail and services (in large scale master planned communities) • Community facilities (meeting rooms, recreational facilities) • Parks, schools, trails, and open spaces • Religious facilities 	<ul style="list-style-type: none"> • Housing: 2 to 5 units per gross acre • Retail/services: maximum of 20,000 square feet
Residential Low-2 Multi-Family Minimum (RL-2)	<ul style="list-style-type: none"> • Single-family residential units • Multi-family dwelling units on ten (10) acres • Neighborhood retail and services (in large scale master planned communities) • Community facilities (meeting rooms, recreational facilities) • Parks, schools, trails, and open spaces • Religious facilities 	<ul style="list-style-type: none"> • Single family: 2 to 5 units per gross acre • Multi family: 12 to 16 units per gross acre • Retail/services: maximum of 20,000 square feet
Residential Medium (RM)	<ul style="list-style-type: none"> • Multi-family dwelling units and mobile homes • Community facilities (meeting rooms, recreational facilities) • Parks, schools, trails, and open spaces • Religious facilities 	5 to 12 units per gross acre
Residential High (RH-1)	<ul style="list-style-type: none"> • Multi-family dwelling units • Community facilities (meeting rooms, recreational facilities) • Parks, schools, trails, and open spaces • Religious facilities 	12 to 16 units per gross acre
Residential High (RH-2)	<ul style="list-style-type: none"> • Multi-family dwelling units • Community facilities (meeting rooms, recreational facilities) • Parks, schools, trails, and open spaces • Religious facilities 	20 units per gross acre
COMMERCIAL		

Neighborhood Commercial (CN)	Retail commercial, professional offices, eating and drinking establishments, household goods, food sales, drugstores, personal services, recreational commercial, cultural facilities, government offices, and similar uses. Multi-family dwelling units for a maximum of 50% of the site. Excludes large footprint commercial uses such as “chain” department stores and discount retail.	Floor area ratio of 0.35; also see Policies 1.14.1 and 1.14.2
Commercial Office (CO)	<i>Deleted</i>	

Land Use Category	Typical Permitted Use	Density
Community Commercial (CC)	All Neighborhood Commercial uses and large footprint commercial uses such as “chain” department stores and electronics stores, and overnight accommodations. Multi-family dwelling units for a maximum of 50 percent of the site west of Broadway, and 60% of the site east of Broadway.	<ul style="list-style-type: none"> Floor area ratio of 0.35; also see Policies 1.15.1 and 1/15.2
Specialty Commercial (CS)	Restaurants, hotels/motels, supporting retail, and similar uses.	Floor area ratio of 0.5
Commercial Recreation (CR)	Recreation vehicle parks, interpretative nature centers and conference facilities, and similar uses.	To be determined based on characteristics of site and resources
Commercial Recreation: Golf Course (CR-1)	Golf courses and ancillary facilities (clubhouse, pro shops, tennis courts, etc.), hotel/motel, local commercial services, single family detached, single family semi-detached, and multi-family dwelling units (for clustering of units only).	<ul style="list-style-type: none"> Residential: 1 to 2 units per gross acre. Other uses to be determined to account for site characteristics
MIXED USE		
Town Center (TC)	Government and community services, retail commercial, professional offices, entertainment, restaurants, cultural facilities (museums, libraries, etc.), visitor-serving facilities (hotels, information centers), event/conference center, wineries, transit, parking, variety of housing types including single family attached and detached, townhouses, condominiums, mixed-use and apartments, and public park and school and other amenities.	<ul style="list-style-type: none"> Residential densities and intensities of nonresidential development shall be determined through subsequent specific plan(s)
Corridor Mixed Use (MU)	<i>Deleted</i>	

Land Use Category	Typical Permitted Use	Density
<i>INDUSTRIAL</i>		
Industrial (I)	Light manufacturing, aviation-related, agribusiness related, industrial sector “clusters,” thematic industries, business park, warehouses, professional offices, supporting retail, restaurant, and financial, and similar uses.	<ul style="list-style-type: none"> • Labor intensive industries and supporting uses: FAR of 0.5 • Low labor uses: FAR of 0.7
<i>SPECIAL STUDY</i>		
Special Study (SS)	All Agriculture (A) and Open Space (OS) uses. Other uses to be determined by subsequent study and amendment of the General Plan.	<ul style="list-style-type: none"> • 1 housing unit per 40 gross acres • Other uses to be determined
<i>PUBLIC</i>		
Public (P)	Governmental administrative and related facilities, public N/A utilities, schools, public parking, parks, landfills, and similar uses.	
<i>OPEN SPACE</i>		
Open Space (OS)	Publicly-owned or privately-owned properties to be retained for open space purposes including passive recreation (e.g., hiking and nature observation), aesthetic, and/or resource management purposes.	N/A

1.1.2 Accommodate the development of the various categories of land use in accordance with the **Land Use Plan Map (Figure 1-1)**. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.1.3 Control the location and number of adult-oriented businesses, game arcades, alcohol sales, entertainment establishments, gun sales, and similar uses that are characterized by intensities of use or activities that may conflict with the residential and semi-rural character of American Canyon as permitted by legislative and legal requirements. (I 1.1, I 1.2, I 1.5, and I 1.8)

1.1.4 Provide adequate transportation (vehicle, bicycle, and pedestrian) and utility (sewer, water, energy, etc.) infrastructure and public services (police, fire, schools, etc.) to support the needs of the residents and businesses of American Canyon. (I 1.4, I 1.5, I 1.8- I 1.13, I 1.15, and I 1.17)

1.1.5 Provide adequate open space and recreational facilities to ensure a high quality environment for American Canyon’s residents. (I 1.4, I 1.5, I 1.8- I 1.12, and I 1.15)

1.1.6 Promote the retention and continued production of agricultural lands. (I 1.1, I 1.2, and I 1.8)

MANAGEMENT AND PHASING OF GROWTH

Goal

1B Provide for the orderly development of American Canyon that maintains its distinctive character.

Objective

1.2 Promote a rate of growth that is consistent with the ability of the City to provide adequate infrastructure and services and does not adversely impact the distinctive character and quality of life in American Canyon.

Policies

1.2.1 Monitor the rates of development in the City on an annual basis and, should these show significant increases from historic averages, evaluate the appropriateness of establishing a phased program of growth. (I 1.9 and I 1.10)

1.2.2 Establish as a priority the development of projects that are contiguous with and infill the existing pattern of development, avoiding leap-frog development, except for large scale master-planned projects that are linked to and planned to be extensions of existing development and for which infrastructure and services are in place or funded. (I 1.9 and I 1.11)

Objective

1.3 Ensure that land use development is coordinated with the ability to provide adequate public infrastructure (transportation facilities, wastewater collection and treatment, water supply, electrical, natural gas, telecommunications, solid waste disposal, and storm drainage) and public services (governmental administrative, capital improvements, police, fire, recreational, cultural, etc.).

Policies

1.3.1 Implement public infrastructure and service improvements necessary to support land uses accommodated by the **Land Use Plan** (as defined in the **Circulation and Public Utilities and Services Elements**. (I 1.4, I 1.5, I 1.8, I 1.10-I 1.13, I 1.15, and I 1.17)

1.3.2 Require that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services (as defined in the **Circulation and Public Utilities and Services Elements**. (I 1.4, I 1.5, I 1.8, and I 1.9)

1.3.3 Regulate the type, location, and/or timing of development as necessary in the event that there is inadequate public infrastructure or services to support land use development. (I 1.9)

- 1.3.4 Limit the total additional new development that can be accommodated in the City and its Urban Limit Line to the following provided that the highway improvements stipulated by the **Circulation Element** are implemented. (*1.9*)

Use	City	City Urban Limit Line	Total
Residential			
• Single Family	1,678 units	3,204 units	4,882 units
• Multi-Family	967 units	466 units	1,433 units
Commercial			
• Retail	607,500 square feet		607,500 square feet
• Office	270,000 square feet		270,000 square feet
Industrial	1,560,195 square feet	4,218,305 square feet	5,778,500 square feet

- 1.3.5 Consider increases in development capacity when it can be demonstrated that additional transportation improvements have been implemented or are funded, or demands have been reduced (based on highway level of service and vehicle trips), and such increases are consistent with community needs and desires. (*1.9* and *1.10*)

- 1.3.6 Monitor the capacities of other infrastructure (water, sewer, and other) and services and establish appropriate limits on development should their utilization and demands for service exceed acceptable levels or increase the cost burdens for existing residents. (*1.10*)

DISTRIBUTION AND PATTERN OF DEVELOPMENT

Goal

1C Create a pattern and character of land use development that establishes American Canyon as a distinct "place" differentiated from adjacent urban areas, maintains a semi-rural character, and respects the environmental setting.

Objective

1.4 Provide for a pattern of development that (a) establishes distinct neighborhoods, districts, places of community activity and culture and open spaces that are interlinked and promote a cohesive image, (b) locates jobs, commerce, recreation, and other places of community activity within close proximity to all housing units, minimizing the need for vehicular use, (c) achieves a balance of uses to serve both sides of Highway 29, and (d) establishes an overall compact urban form surrounded by open space.

Policies

1.4.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the **Land Use Plan Map (Figure 1-1)**. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.4.2 Require that development within each land use classification adheres to applicable requirements and standards. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.4.3 Allow for the continued occupancy, operation, and maintenance of legal uses and structures existing at the time of the adoption of this General Plan that are inconsistent with the land use classification of the **Land Use Plan Map (Figure 1-1)**. (I 1.1)

1.4.4 Establish the following as the principal centers of community activity and identity in American Canyon (as depicted on **Figure 1-1**):

- a. Town Center: at the vacated basalt plant site and immediately surrounding areas.
- b. Community Commercial Center: west of the Town Center, between Napa Junction and South Napa Junction Road.
- c. Neighborhood Commercial Center: at the intersection of Highway 29 and American Canyon Road.
- d. Local-Serving Commercial/Service Centers: dispersed in large scale master planned residential communities.
- e. Mixed Commercial and Residential District: along Highway 29, north of American Canyon Road.
- f. Commercial Office Center: along Highway 29, south of American Canyon Road.
- g. Golf Course and Residential Community: northeast of the intersection of American Canyon Road and the Flosden Road northern extension.
- h. Residential Communities: infill (“core”) areas between Highway 29 and Flosden Road from the City of Vallejo limits to the Town Center, foothill areas east of Flosden Road, and west from existing residential neighborhoods to the Napa River wetlands.
- i. Industrial/Business Park Center: areas generally north of Eucalyptus Drive (portion) and Napa Junction Road, extending to Napa County Airport.
- j. Napa River wetlands resource interpretative center, river access, recreation vehicle facilities, possible marina, and water recreational uses: west end of Eucalyptus Drive.
- k. Foothill Trails Staging Area: east of the Town Center and Flosden Road extension (linked to the proposed regional park).

- l. Community Schools and Parks: to be distributed throughout the Residential Communities, including a new middle school at American Canyon Community Park.
- m. Specialty commercial (hotel and/or restaurant) on Oat Hill. (I 1.1, I 1.2, I 1.4, and I 1.5)

1.4.5 Work with the Napa County Local Agency Formation Commission to establish an Urban Limit Line that delineates the planned maximum expansion of the City’s urban and related recreational development; outside of which uses shall be limited to agriculture, resource management, and open space purposes (as depicted on Figure 1. 1). (I 1.20, I 1.22, and I 1.25)

Objective

- 1.5 Maintain the character and quality of the natural environmental resources of the City and protect the population and development from the adverse impacts of environmental hazards.

Policies

1.5.1 Require that development be designed and sited to protect significant environmental resources by adherence to the policies, standards, and programs contained in the **Natural and Historic/Cultural Resources, Geology and Flood Hazards, and Noise Elements** of the General Plan, as well as federal (NEPA) and State (CEQA) regulations. (I 1.1, I 1.2, I 1.4, I 1.5, I 1.8, I 1.11, and I 1.12)

AGRICULTURE

Goal

1D Promote continued agricultural production.

Objective

1.6 Accommodate continued agricultural production capitalizing upon the historic role of the region and as a definable limit for the development of the City.

Policies

Permitted Uses and Densities

1.6.1 Accommodate agricultural uses, agricultural production, and ancillary facilities (including wineries and other processing functions) in areas designated as “Agriculture (A)” on the **Land Use Plan Map**. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.6.2 Allow for the development of residential units at a maximum density of one (1) unit per 40 gross acres, farmworker housing (at a density to be determined on a case-by-case basis), ancillary structures that support agricultural production activities, such as

equipment storage and maintenance and harvesting facilities, water storage, access roadways, and similar uses. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

Design and Development Principles

1.6.3 Require that structures and facilities be designed to maintain the agricultural viability of the site. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.6.4 Require that elements be incorporated to adequately buffer agricultural operations from adjacent uses when abutting areas are developed or designated for urban/suburban uses. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.6.5 Prohibit the implementation of infrastructure and other services that are conducive to future subdivision and urban development. (I 1.1, I 1.2, I 1.4, I 1.5, I 1.8, and I 1.15)

General

1.6.6 Encourage the use of Williamson Act contracts, easements, and other techniques that ensure the long-term use of properties for agricultural activities. (I 1.23)

1.6.7 Work with local agricultural producers to consider the possible establishment of farmers markets, festivals, site tours, and other events that emphasize the agricultural and rural character of the region. (I 1.23)

RESIDENTIAL COMMUNITIES

Goal

1E Ensure the development of residential neighborhoods that provide a range of housing opportunities to meet the physical, economic, and social needs of the population, are designed to exhibit a high quality and character, contain appropriate supporting services, and reflect their environmental setting.

Single Family Residential

Objective

1.7 Provide for the development of single family residential neighborhoods.

Policies

Permitted Uses and Densities

- 1.7.1 Accommodate the development of single family detached and, if clustered to preserve open space, single family semi-detached (“0-lot line”) dwelling units in areas designated as “Residential Estate (RE)” at a density of 1 to 2 units per gross acre. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)
- 1.7.2 Accommodate the development of single family detached and, if clustered to preserve open space, single family semi-detached (“0-lot line”) dwelling units in areas designated as “Residential Low (RL)” at a density of 2 to 5 units per gross acre. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)
- 1.7.3 Allow for animal and horse-keeping on larger lots within areas designated as “RE” and “RL,” provided that they are compatible with adjacent residential uses. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

Design and Development Principles

- 1.7.4 Require that single family residential units be designed to convey a high level of quality and character by consideration of the following:
- a. modulation and articulation of building elevations, facades, and masses (avoiding undifferentiated box-like structures);
 - b. incorporation of a roof line that visually creates a horizontal terminus of the structure;
 - c. avoidance of building materials, colors, and construction elements that call attention to themselves and contradict the character of the community;
 - d. minimization of the amount and width of paving of front yards and driveways;
 - e. minimization of the garage facade as a dominant design element through such design techniques as garages that are setback further from the street than the remainder of the house, allowance of reduced setbacks of the primary dwelling elevation from the street, detached garages, and/or use of rear alley; and
 - f. utilization of design techniques that promote neighborhood interaction and activity in the front yard areas, such as usable front porches and defined unit entries.
- (I 1.1, I 1.4-I 1.6, I 1.11, and I 1.14)
- 1.7.5 Require that animal and horse-keeping facilities in residential areas be designed and sited to ensure compatibility with adjacent residential functions. (I 1.1, I 1.4, I 1.5, I 1.11, and I 1.14)

Multi-Family Residential

Objective

- 1.8 Provide for the development of multi-family residential neighborhoods.

Policies

Permitted Uses and Densities

- 1.8.1 Accommodate the development of multi-family dwelling units or mobile homes in areas designated as “Residential Medium (RM)” at a density of 5 to 12 units per gross acre. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)
- 1.8.2 Accommodate the development of multi-family dwelling units in areas designated as “Residential High (RH-1)” and “Residential High (RH-2)” at a density of 12 to 16 and 20 units per gross acre respectively. On the Town Center site, densities for multi-family residential shall be a minimum of 20 units per acre. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8 Revised 9/5/06)
- 1.8.3 Preclude the development of single family subdivisions in areas designated as “RM” and “RH,” unless environmental resources significantly constrain the development of the site requiring reductions in density. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

Design and Development Principles

- 1.8.4 Require that multi-family residential projects be designed to convey a high level of quality and distinctive neighborhood character in conformance with the following:
- a. treatment of building elevations to convey the visual character of individual units rather than a singular building mass and volume;
 - b. location of the elevation of the first occupiable floor at or in proximity to the predominant grade elevation, limiting the visibility of subterranean parking facilities from the street frontage;
 - c. inclusion of separate and well-defined entries to convey the visual character of individual identity for each residential unit, which may be developed as seen from exterior facades, interior courtyards, and/or common areas;
 - d. siting and design of parking areas and facilities to be integrated with and not dominate the architectural character of the structure;
 - e. use of an adequate setback along the street frontage containing landscape, which provides physical and visual continuity with abutting sidewalks;
 - f. provision of usable and functional private open spaces, including ground level patios where appropriate or enclosed balconies of adequate size for use (minimum depth of 10 feet); and
 - g. and provides a sense of openness and unit separation while providing

attractive locations for functional activities such as children’s outdoor play, preferably within sight of each residential unit. (I 1.1, I 1.4-I 1.6, I 1.11, and I 1.14)

Mixed Density Residential

Objective

1.9 Provide for the development of neighborhoods integrating single and multi-family residential units that minimizes the traditional segregation of unit types, avoids over concentration of apartments, preserves open spaces, and achieves a higher level of neighborhood quality.

Policies

Permitted Uses and Densities

1.9.1 Accommodate the development of single family detached and, to facilitate clustering for open space preservation, single family semi-detached and multi-family dwelling units in areas designated as “Residential Low-1 (RL-1)” at a cumulative density of 2 to 5 units per gross acre provided that the total number of multi-family units does not exceed 15 percent of the total units allowed on the site. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.9.2 Accommodate the development of single family detached dwelling units at a density of 2 to 5 units per gross acre and, on a total of 10 acres, multi-family units at a density of 12 to 16 units per gross acre in areas designated as “Residential Low-2 (RL-2).” (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

Design and Development Principles

1.9.3 Require that single family residential units be designed to achieve a high level of quality in accordance with Policy 1.7.4. (I 1.1, I 1.4-I 1.6, I 1.11, and I 1.14)

1.9.4 Require that multi-family residential units be designed to achieve a high level of quality in accordance with Policy 1.8.4. (I 1.1, I 1.4-I 1.6, I 1.11, and I 1.14)

1.9.5 Require that single and multi-family units be sited and designed to ensure compatibility and achieve a visual and physical sense of integration and cohesiveness (avoiding the character of physically separate developments), using such techniques as connecting pedestrian paths, extensive landscape, and similar architectural design elements. (I 1.1, I 1.4, I 1.5, I 1.11, and I 1.14)

Infill of Existing Residential Neighborhoods

Objective

1.10 Provide for the retention and maintenance of existing residential neighborhoods and ensure that new development is compatible with their character.

Policies

Permitted Uses and Densities

1.10.1 Require that the replacement or infill of housing in existing residential neighborhoods be comparable in scale and intensity with existing uses. (I 1.1 and I 1.11)

Design and Development Principles

1.10.2 Require that the replacement or infill of housing in existing residential neighborhoods be compatible with existing development including the:

- a. maintenance of the predominant or median existing front, side, and rear yard setbacks; and
- b. use of complementary building materials, colors, and forms, while allowing flexibility for distinguished design solutions.
(I 1.1, I 1.6, I 1.11, and I 1.14)

New Residential Subdivisions

Objective

1.11 Provide for the development of new residential subdivisions and projects that incorporate a diversity of uses, are configured to establish a distinct sense of neighborhood and identity, and maintain significant environmental resources.

Policies

Permitted Uses and Densities

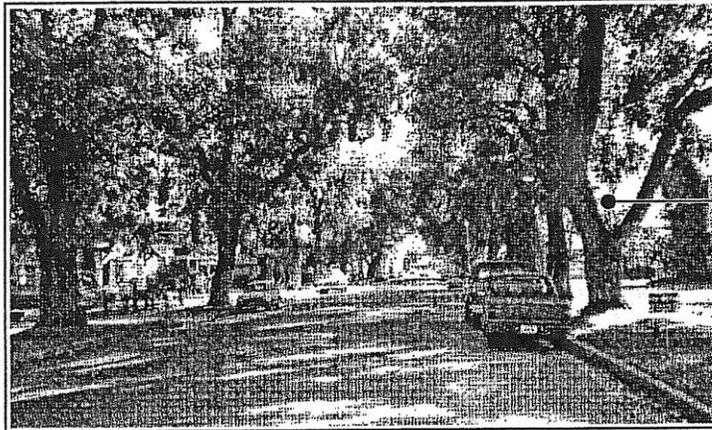
1.11.1 Permit the development of single family, multi-family, and mixed-density residential neighborhoods and communities on large scale parcels in accordance with the densities prescribed by the **Land Use Plan Map**. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.11.2 Require the inclusion of a minimum number of accessory dwelling units in single family residential subdivisions as determined by a Master or Specific Plan. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

Design and Development Principles

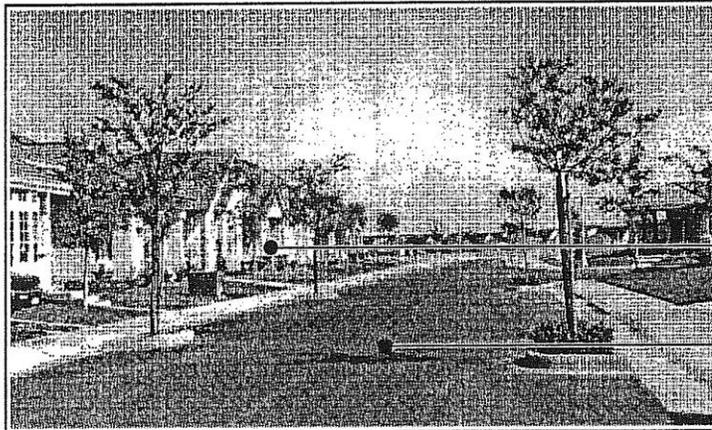
- 1.11.3 Require that a Master or Specific Plan be submitted that provides for a cohesive and integrated residential community on sites of twenty (20) acres and greater in accordance with the principles and standards stipulated herein. (1.1.4, 1.1.5, and 1.1.8)
- 1.11.4 Require that land use and site design techniques be employed that achieve an integration of uses and sense of neighborhood and community, avoiding the character of undifferentiated residential tracts, based upon consideration of the following:
- a. establishment of a street pattern based on interconnecting streets that create a pattern of blocks rather than cul-de-sacs, to the extent permitted by topography, property configurations, and policies for environmental resource management and hillside preservation;
 - b. inclusion and provision of driveway access from alleys, where appropriate;
 - c. integration of public squares, mini-parks, or other landscaped elements to visually terminate streets, where appropriate;
 - d. integration of comparatively small clusters of multi-family housing with single family areas to preserve open space, topography, and significant environmental resources, where appropriate;

RESIDENTIAL COMMUNITIES DESIGN PRINCIPLES



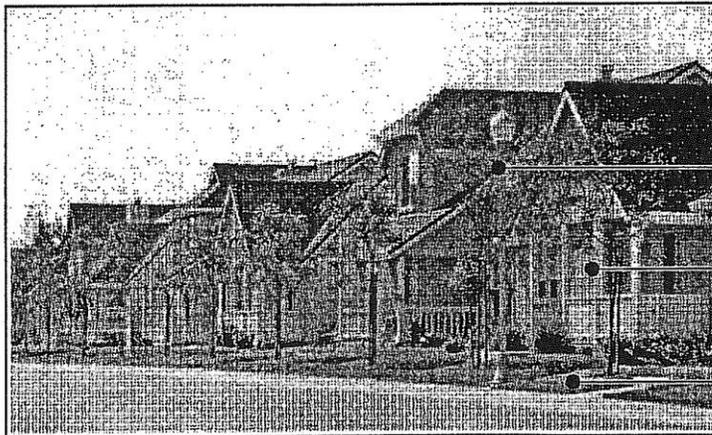
"TRADITIONAL" RESIDENTIAL NEIGHBORHOOD

- EXTENSIVE LANDSCAPE
- HOUSING ORIENTED TO STREET
- NARROW STREETS: SLOWS TRAFFIC
- GARAGES ARE NOT VISUALLY DOMINANT



"NEO-TRADITIONAL" SUBDIVISIONS

- HOUSES FACE THE STREET AND EACH OTHER
- STREET WIDTHS REDUCED FROM TYPICAL SUBURBAN SUBDIVISIONS

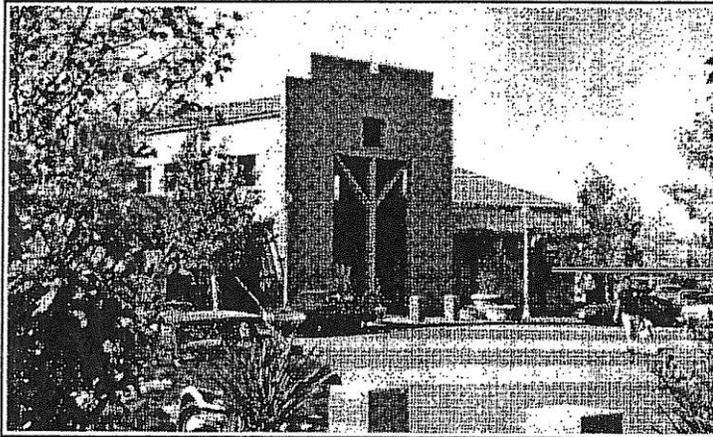


- PEDESTRIAN/NEIGHBORHOOD-ORIENTED LIGHTING
- USABLE FRONT PORCHES
- ORIENTATION OF HOUSES DEFINE FRONT YARDS AS OUTDOOR "LIVING ROOMS"; GARAGES DO NOT VISUALLY DOMINATE

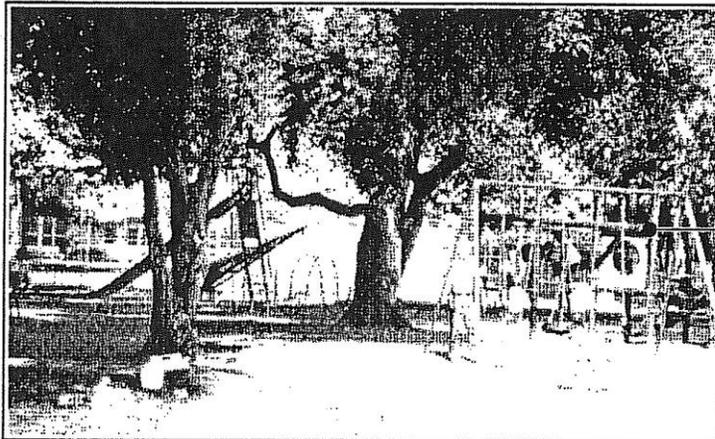
RESIDENTIAL COMMUNITIES DESIGN PRINCIPLES (Continued)



- ACCESSORY DWELLING
- USABLE PORCH ON STREET ELEVATION
- GARAGE LOCATED IN REAR; VIEW FROM STREET IS MINIMIZED
- DRIVEWAY PAVING IS MINIMIZED



- COMMUNITY ACTIVITY CENTER INCORPORATED WITH HOUSING ("FOCAL POINT")



- INCLUSION OF NEIGHBORHOOD AND COMMUNITY PARKS

- e. establishment of a common gathering or activity center within a reasonable walking distance of residential neighborhoods, which may contain services (such as child- or elder-

- care), recreation, public meeting rooms, recreational facilities, small commercial uses, or similar facilities;
- f. siting of common facilities around a public park or plaza to encourage a high level of community activity;
 - g. establishment of a continuous network of sidewalks, pedestrian, bicycle, and equestrian trails, and other elements that link all community areas and provide linkages to adjacent neighborhoods and districts;
 - h. consideration of reduced street widths and/or curved streets to reduce automobile speed and achieve more intimate relationships between structures, to the extent feasible to maintain acceptable fire protection and traffic flows;
 - i. incorporation of extensive landscape along peripheral and interior streets, pedestrian, bicycle, and equestrian trails, and at key public places;
 - j. exclusion of walls around the site's perimeter and primary streets, unless an extensive landscape setback or linear park is provided and walls are aesthetically designed (prohibiting standard slumpstone and concrete block). (*1.1.1, 1.4-1.8, and 1.11*)
- 1.11.5 Require that property frontages along arterial and secondary highways be designed to provide appropriate setbacks and buffers, using extensive landscape, berms, and other elements, and avoiding the use of walls. (*1.1, 1.4-1.7, 1.11, and 1.12*)
- 1.11.6 Require that nonresidential structures and sites incorporated in "planned" communities (e.g., recreation facilities, community meeting rooms and auditoriums, neighborhood commercial, services, and religious facilities) be designed to be compatible with and convey the visual and physical scale and character of residential structures. These should be linked by pedestrian walkways, bicycle paths, and other elements. (*1.1, 1.4-1.6, 1.11, and 1.12*)
- 1.11.7 Require that development be designed and sited to preserve the topographic character of hillsides and canyons including the consideration of the following:
- a. concentration of development on areas of lesser slope, reducing densities as slope increases;
 - b. no mass grading on slopes exceeding 25 percent, except for topographic anomalies that are detached from the overall topographic character, minimizing the depth of residential pads while preserving sufficient area for usable outdoor space;
 - c. prohibition of development on slopes exceeding 50 percent and maintenance of natural grades in higher elevation areas; and
 - d. minimization of the height of manufactured slopes to 30 feet or less which are maintained by homeowners.
(*1.1, 1.2, 1.4, 1.5, and 1.11*)

1.11.8 Require that any lands proposed for dedication to the City (parks, schools, etc.) be usable and appropriate for the intended use and a source of funds to maintain the area be confirmed to ensure that inappropriate costs are not shifted to the City. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

Institutional Uses in Residential Areas

Objective

1.12 Provide for the inclusion of recreational, institutional, and service uses that support resident needs within residential neighborhoods.

Policies

Permitted Uses

1.12.1 Accommodate the development of parks, schools, libraries, community meeting facilities, religious facilities, and similar community-serving uses in all residential areas, provided that they are compatible with the intended residential function and subject to City review and approval. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

Design and Development

1.12.2 Require that nonresidential structures incorporated in residential neighborhoods be designed to be compatible with and convey the visual and physical scale and character of residential structures. (I 1.1, I 1.4-I 1.6, I 1.11, and I 1.14)

Housing for Special Needs

Objective

1.13 Provide housing for senior citizens, the physically-challenged, and other populations with special needs.

Policy

Permitted Uses

1.13.1 Accommodate the development of housing types intended to meet the special needs of senior citizens, the physically challenged, and low- and moderate-income households in areas designated for multi-family residential and mixed-use on the **Land Use Plan Map**, in accordance with the **Housing Element** and State Law, and provided that they are designed to be compatible with adjacent uses. (I 1.1, I 1.4, I 1.5, I 1.8, and I 1.11)

COMMERCIAL CENTERS AND DISTRICTS

Goal

1F Ensure the development of diverse, high quality commercial uses that function as distinctive places, meet resident needs, attract visitors, and contribute significant revenue to the City.

Neighborhood Commercial Uses

Objective

1.14 Provide for development of a diversity of retail and service commercial uses that are oriented to the needs of local residents.

Policies

Permitted Uses

1.14.1 Accommodate the development of retail commercial, eating and drinking establishments, household goods sales, food sales, drugstores, personal services, cultural facilities (e.g., libraries and museums), and similar uses in areas designated as “Neighborhood Commercial (CN)” on the **Land Use Plan Map (Figure 1-1)**. Emphasis should be placed upon the attraction of uses that serve adjacent neighborhoods, such as grocery and drug stores, restaurants and delicatessens, video rentals, and bookstores. Highway-oriented uses, such as gas stations and automobile service facilities should be discouraged at major intersections. Accommodate multi-family dwelling units at a density of 20 units per gross acre on selected sites subject to the Residential Overlay District consistent with Housing Element Appendix D, generally in conjunction with Neighborhood Commercial uses. Mixed-use structures with commercial uses (i.e. retail) on the bottom floor and residential uses on upper floor(s), live-work lofts, and/or commercial uses along the highway frontage and multi-family residential behind are encouraged. Structures used solely for residential purposes are discouraged from fronting along the highway. *(I 1.1, I 1.4, I 1.5, I 1.8, and I 1.19) Revised 9/5/06*

Density

1.14.2 Accommodate the development of commercial uses at a maximum density of a floor area ratio of 0.35 and height of two (2) stories. On selected parcels consistent with Housing Element Appendix D, a maximum floor area ratio of 1.5 is permitted for mixed-use projects and height of 3 stories east of Broadway/Highway 29. The residential portion of a mixed use project is permitted to be a floor area ratio of 1.0, with the remainder for commercial uses. *(I 1.1, 1.4, 1.5, and 1.8) Revised 9/5/06*

Design and Development Principles

- 1.14.3 Require that development be designed to convey a local neighborhood, “village” environment in accordance with Policies 1.18.1 to 1.18.5 and the following:
- a. buildings should be low-rise and pedestrian-oriented;
 - b. buildings should be sited on common sidewalks, pedestrian areas, and bicycle paths that are connected with surrounding residential communities;
 - c. extensive landscaping should be used that visually “extends” the character of surrounding residential neighborhoods; and
 - d. site and design structures so that they do not “back onto” adjacent residential areas. (1.1.1, 1.4-1.7, 1.11, and 1.14)

Community Commercial Uses

Objective

1.15 Provide for development of a diversity of retail and service commercial uses that support the needs of multiple neighborhoods and the greater community, reduce the need for residents to make external trips to adjacent jurisdictions for goods and services, and provide shopping and service opportunities for commuters, visitors, and tourists.

Policies

Permitted Uses

1.15.1 Accommodate the development of retail commercial, professional offices, eating and drinking establishments, household goods sales, food sales, drugstores, retail building materials and supplies, personal services, overnight accommodations, cultural facilities, and similar uses in areas designated as “Community Commercial (CC)” on the **Land Use Plan Map (Figure 1-1)**. Up to 25 percent of a site may be developed with multi-family dwelling units at a density of 16 to 20 units per gross acre, but only in conjunction with permitted commercial uses on the ground floor or on parcels without Highway 29 frontage. Structures used solely for residential purposes may not front on the Highway. On selected parcels subject to the Residential Overlay District consistent with Housing Element Appendix D, up to 50 percent of a site may be developed with multi-family dwelling units at a density of 20 units per gross acre west of Broadway/Highway 29, and up to 60 percent of a site may be developed with multifamily dwelling units at a density of 35 units per gross acre east of Broadway/Highway 29. Mixed-use structures with commercial uses (i.e. retail) on the bottom floor and residential uses on upper floors, live-work lofts, and/or commercial

uses along the highway frontage and multi-family residential behind are encouraged. Automobile sales are not permitted within this designation. Automobile service and repair facilities shall be permitted only as an ancillary use to a gasoline filling station. Public storage facilities such as mini-storage and vehicle storage yards are not permitted. Outdoor sales and displays are permitted only when in conjunction with a permanent on-site structure housing the business. (I 1.1, 1.4, 1.5, 1.8, and 1.19) Revised 9/5/06

Density

1.15.2 Accommodate the development of commercial uses at a maximum density of a floor area ratio of 0.35 and height of two (2) stories. Where a residential component is proposed in conjunction with a commercial development, a minimum site area of 20,000 square feet is required. Except on selected parcels consistent with Housing Element Appendix D, a maximum floor area ratio of .60 is permitted for mixed-use projects, with the residential portion limited to a maximum floor area ratio of 0.25. On selected parcels consistent with Housing Element Appendix D, a maximum floor area ratio of 1.5 is permitted for mixed-use projects and height of 3 stories west of Broadway/Highway 29 and 4 stories east of Broadway. The residential portion of a mixed-use project is permitted to be a floor area ratio of 1.0, with the remainder for commercial purposes. A maximum floor area ratio of .50 and a height of three stories is permitted for hotels. Accommodate the development of multi-family dwelling units.
(I 1.1, 1.4, 1.5, and 1.8) Revised 9/5/06

Design and Development Principles

- 1.15.3 Require that development be designed to convey a local neighborhood, “village” environment in accordance with Policies 1.18.1 to 1.18.5. (I 1.1, 1.4-1.7, 1.11, and 1.14)
- 1.15.4 Require that mixed use structures and sites be designed to mitigate potential conflicts between the commercial and residential uses, considering such issues as noise, lighting, security, and truck and automobile access. (I 1.1, I 1.4, I 1.5, 1.11, and 1.14)
- 1.15.5 Require that mixed-use developments be designed to provide adequate transitions with adjacent land uses, which may include horizontal and vertical setbacks, landscape, screening elements, and similar techniques. (I 1.1, I 1.4, I 1.5, 1.11, and 1.14)
- 1.15.6 Require that mixed-use development projects be designed to achieve a high level of design quality in accordance with General Design principles for all Commercial Development (Section 1.18) and Policies 1.19.9 and 1.19.10. (I 1.1, I 1.4, I 1.7, 1.11, and I 1.14) Revised 9/5/06

1.16 – 1.16.3 Deleted by Resolution 2000-07.

Specialty Commercial

Objective

1.17 Provide for development of uses that capitalize on and attract visitors due to their unique viewsheds of the Napa River, San Francisco Bay, and Napa Valley, site topography, and other natural characteristics.

Policies

Permitted Uses

1.17.1 Accommodate the development of restaurants, hotels/motels, supporting retail, and similar uses in areas designated as “Specialty Commercial (CS)” on the **Land Use Plan Map (Figure 1-1)**. (I 1.1, I 1.4, I 1.5, I 1.8, and I 1.19)

Density

1.17.2 Accommodate the development of specialty commercial uses at a maximum density of a floor area ratio of 0.5 and height of two (2) stories. (I 1.1, I 1.4, I 1.5, and I 1.8)

Design and Development Principles

1.17.3 Require that development be sited and designed to emphasize the unique character of its setting and intended functions (e.g., maintenance of viewsheds) and convey a high level of quality in accordance with Policies 1.18.1 to 1.18.4. (I 1.1, I 1.4-I 1.7, I 1.11, and I 1.14)

General Design Principles for All Commercial Development

Objective

1.18 Ensure that commercial development be designed to exhibit a high quality of architectural character and emphasize a low scale “village” environment and pedestrian activity.

Policies

1.18.1 Require that commercial buildings be designed to convey a high level of design quality, including the following:

- a. architectural treatment of all facade elevations, including the articulation and modulation of facades to provide visual interest;
- b. provision of visually and physically transparent building elements (windows, doors, etc.) along the majority of the ground elevation facing street frontages and primary parking areas;

- c. incorporation of arcades, courtyards, and other recesses along the street elevations to provide visual relief and interest;
- d. clear identification of building entrances by design elements (recessed or extended entries, porticoes, and other), signage, and/or landscape;
- e. visual differentiation of upper from lower floors;
- f. integration of signage with the architectural character of the structure and limitation on their number and size;
- g. screening and visual integration of rooftop air conditioning, heating, and other mechanical equipment;
- h. extensive use of landscape that provides a three-dimensional character, including elements such as planting beds, raised planters, containers, or window boxes; and
- i. provision of clearly defined pedestrian access to parking areas, differentiated by materials, texture, signage, lighting, landscape, and/or other appropriate design elements (the use of painted walkways is unacceptable).
(I 1.1, I 1.4-I 1.7, I 1.11, and I 1.14)

1.18.2 Require that multi-tenant and large scale commercial development be sited and designed to convey a “village” environment in accordance with the following:

- a. use of multiple building volumes and masses and highly articulated facades to reduce the visual sense of large scale “boxes” and create a visual fabric of multiple buildings and storefronts;
- b. linkage of individual structures and storefronts by establishing common building “walls” along pedestrian sidewalks, plazas, and other open spaces;
- c. siting of a portion of the buildings along the primary street frontage, with parking partially or fully screened by the buildings;
- d. use of roofline and height variations to break up massing and provide visual interest;
- e. use of pedestrian-oriented signage;
- f. design of parking structures to be visually integrated with the commercial buildings and convey the image of occupied space; and
- g. provision of pedestrian and bicycle paths to adjacent districts and neighborhoods. (I 1.1, I 1.4-I 1.7, I 1.11, and I 1.14)

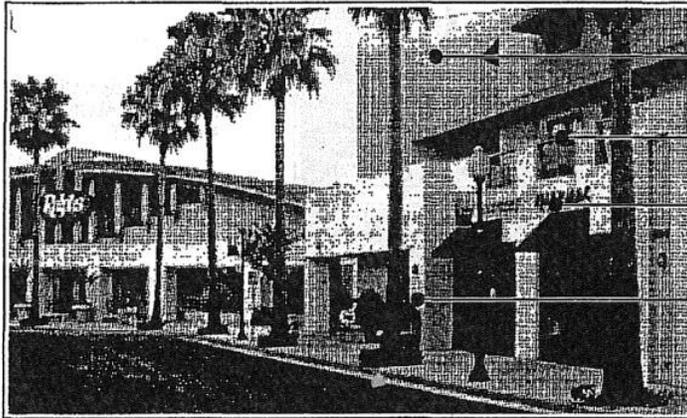
1.18.3 Require that the onsite lighting of commercial uses be unobtrusive and designed to ensure that only the intended area is illuminated, offsite glare is minimized, and adequate safety is provided. (I 1.1, I 1.4, I 1.5, and I 1.11)

1.18.4 Require that entertainment, drinking establishments, and other uses characterized by

high levels of activity provide adequate physical, safety, and operational measures to prevent negative impacts on adjacent properties. (I 1.1, I 1.4, I 1.5, I 1.11, and I 1.12)

Goal 1G deleted by Resolution 2000-07

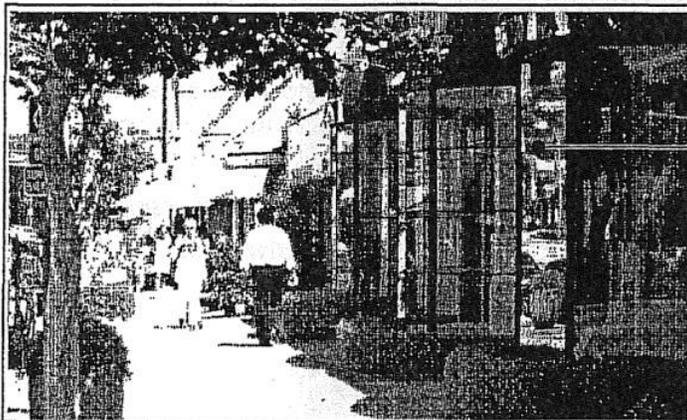
COMMERCIAL DISTRICTS DESIGN PRINCIPLES



- MODULATION OF BUILDING MASSES, VOLUMES, AND ROOF LINE
- DIVERSITY OF USES (FOOD, SERVICES, AND HOUSING)
- SIGNS INTEGRATED WITH ARCHITECTURAL CHARACTER
- BUILDING LOCATED IN PROXIMITY TO SIDEWALKS AND STREET

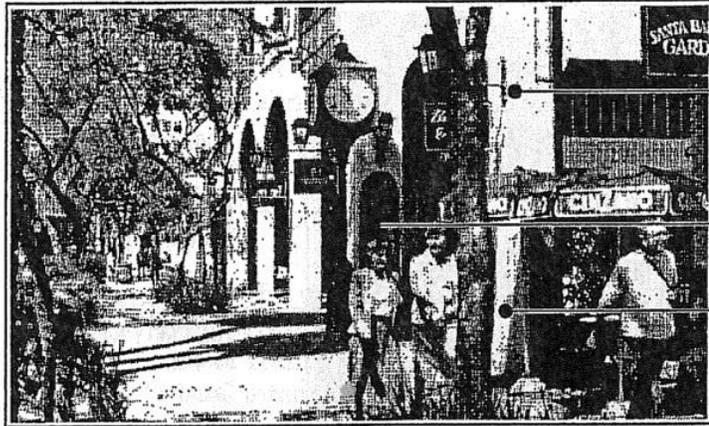


- SIGNS ORIENTED TO PEDESTRIANS; NOT AUTOMOBILES
- ARTICULATED BUILDING ELEVATIONS
- SIDEWALK IS A PLEASANT PLACE TO BE



- BUILDING STOREFRONTS ARE ORIENTED TO PEDESTRIANS; TRANSPARENT AND AT GRADE

COMMERCIAL DISTRICTS DESIGN PRINCIPLES (Continued)



COMMON BUILDING
ELEVATION ALONG SIDEWALKS
AND STREET

ARCHITECTURAL TREATMENT OF
ALL ELEVATIONS

PEDESTRIAN-ORIENTED
AMENITIES



STREET TREE "CANOPY"

OUTDOOR RESTAURANTS AND
CAFES



USE OF SIDEWALKS AND
STREETS FOR FARMERS MARKET

Town Center

Objective

1.19 Provide for the development of a Town Center that physically and functionally serves as the symbolic and identifiable focus of community activities and events for the City of American Canyon and which is a regional destination within Napa Valley. The Town Center shall have two principal land use areas: (s) Town Center Core Area, and (b) Town Center Residential Neighborhoods. The Town Center Core Area shall mean the area around the basalt industrial ruins which will be developed with the land uses described in Policy 1.19.2 below to create a true “downtown” for American Canyon. The Town Center Residential Neighborhoods shall mean the residential areas portion of Town Center that surrounds the Town Center Core Area, which shall be developed with land uses described in 1.19.4 below.

Policies

Permitted Uses

1.19.1 Ensure that the Town Center shall have two principal land use areas: (a) Town Center Core Area, and (b) Town Center Residential Neighborhoods.

1.19.2 Require that the Town Center Core Area will be the “downtown” for the City of American Canyon, centered around the basalt industrial ruins and quarry lake, including:

- a. a rich diversity of land uses which may include government and community services, retail commercial, professional offices, entertainment, restaurants, cultural facilities (museums, libraries, etc.), visitor-serving facilities (hotels, information centers), event center/conference center, wineries, transit, parking, variety of housing types including single family attached and detached, townhouses, condominiums, mixed-use and apartments, and public park and other amenities;
- b. a plaza or “town square” to facilitate community gatherings and events.

1.19.3 Require that the Town Center Core Area is surrounded by the Town Center Residential Neighborhoods in order to satisfy the City’s need for housing and to support the economic vitality of the commercial uses within the Town Center Core Area.

1.19.4 Provide for a broad range of housing types within the Town Center Residential Neighborhoods, including single family detached, attached single family, townhouses, condominiums, and apartments.

1.19.5 Require that the Town Center Residential Neighborhoods provide sites for a public park and a public school, with the size of facilities corresponding to the future population of the Town Center and which may allow community facilities that support residences.

1.19.6 Provide for the extension of Newell Drive, which will define the eastern boundary of the Town Center, connecting with Highway 29 in the vicinity of Green Island Road and for the extension of Rio Del Mar or South Napa Junction Road from Highway 29 to Newell Drive.

1.19.7 Determine the location of land uses within the Town Center through the subsequent approval of one or more Specific Plans.

Density and Intensity

1.19.8 Determine the range of residential densities allowed through the subsequent approval of one or more Specific Plans, with the guiding principle that, in general, densities will be highest around the Town Center Core Area with decreasing density further away.

1.19.9 Determine the range of intensities of non-residential uses, as measured in building height and/or floor area ratio, through the subsequent approval of one or more Specific Plans, with the guiding principle that in general, intensity will be highest around the Town Center Core Area with decreasing intensity further away.

Design and Development Principles

1.19.10 Provide for unified design standards and a cohesive development through the adoption of one or more Specific Plans for the Town Center.

1.19.11 Ensure that the Town Center is a sustainable, “green” development through the implementation of such features as:

- a. use of recycled water for landscape irrigation
- b. use of drought tolerant vegetation
- c. energy efficient buildings
- d. pedestrian and bicycle circulation system
- e. mix of land uses which reduce travel

1.19.12 Require that the Town Center Core Area provide a pedestrian-oriented, “village” environment, including a plaza or town square as a gathering place for community activities.

1.19.13 Require the implementation of public streetscape improvements that uniquely identify the Town Center, including elements such as landscape, street furniture, signage, and lighting; public street sections may vary from citywide standards in order to create this unique identity.

1.19.14 Require that development of Town Center incorporate the natural and cultural resources on site including:

- a. preserving portions of the basalt industrial ruins and incorporating them into the commercial and public activities, to the extent it is economically viable;

- b. preserving the quarry lake as a future public park site, for the benefit of both Town Center residents and the residents of the City as a whole.

Objective 1.20 Deleted by Resolution 2000-07

Policies 1.20.1-1.20.10 deleted by Resolution 2000-07

COMMERCIAL RECREATION CENTERS

Goal

1H Provide for the development of commercial enterprises that capitalize upon the natural environmental setting and resources of the City.

Objective

1.21 Provide for the development of recreation-oriented uses adjacent to the Napa River and wetlands and in the foothills of the City.

Policies

Permitted Uses

1.21.1 Allow for the development of interpretative nature centers, educational conference facilities, recreational vehicle parks, overnight camping, day-use camping and picnicking, and similar recreation and resource-oriented facilities in areas designated as “Commercial Recreation (CR)” on the **Land Use Plan Map (Figure 1-1)**. (*1.1.1, 1.1.2, 1.1.4, 1.1.5, 1.1.8, and 1.1.19*)

1.21.2 Allow for the development of a small craft marina or launching facility on the Napa River. (*1.1.1, 1.1.2, 1.1.4, 1.1.5, 1.1.8, and 1.1.19*)

1.21.3 Allow for the development of public and private golf courses, hotel/motel, and supporting facilities (e.g., pro shop, restaurant, banquet rooms, tennis courts, and swimming pool), single family detached dwellings, and, if clustered to preserve open space and topography, single family semi-detached and multi-family dwellings in areas designated as “Commercial Recreation-1 (CR-1)” on the **Land Use Plan Map (Figure 1-1)**. (*1.1.1, 1.1.2, 1.1.4, 1.1.5, 1.1.8, and 1.1.19*)

Density

1.21.4 Determine the appropriate scale of development on a case-by-case basis to account for the specific environmental characteristics of the site and nature of the proposed

project in areas designated as “CR.” In areas abutting the Napa River, the determination of density should be made in collaboration with the Department of Fish and Game and other appropriate resource management agencies. (I 1.1, I 1.4, I 1.5, I 1.8, I 1.11, I 1.18, and I 1.22)

1.21.5 Accommodate the development of dwelling units at a density of 1 to 2 units per gross acre in areas designated as “CR-1.” (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

Design and Development Principles

1.21.6 Require that structures be sited and design to preserve the environmental integrity of the site; emphasizing the use of natural and indigenous materials in construction and onsite waste management and recycling. (I 1.1, I 1.4, I 1.5, I 1.8, I 1.11, and I 1.12)

1.21.7 Require that commercial recreational uses be designed and sited to ensure compatibility with abutting residential neighborhoods. (I 1.1, I 1.4, I 1.5, I 1.8, and I 1.11)

1.21.8 Require that development projects that mix commercial-recreational and residential land uses be designed to create a high quality character and integrated and cohesive community in accordance with Policies 1.7.4, 1.8.4, 1.9.5, and 1.11.3-1.11.8. (I 1.1, I 1.4- I 1.7, I 1.11, and I 1.14)

INDUSTRIAL DISTRICTS

Goal

1I Ensure the development of industrial uses that provide employment for residents of American Canyon and the surrounding region and contribute significant revenue for the City.

Objective

1.22 Provide for the continuation of existing and development of new industries that capitalize upon the geographic advantages of the City (including adjacency to Napa County Airport and the railroad), the agricultural production of the region, and emerging types of businesses (such as “thematic” and “environmental” based industries), offer opportunities for the clustering of key economic sectors, and maintain the environmental quality of the City.

Policies

Permitted Uses

- 1.22.1 Accommodate the continuation of existing and development of new manufacturing, research and development, warehouse and distribution, ancillary offices, and similar uses in areas designated as “Industrial (I)” on the **Land Use Plan Map (Figure 1-1)**. (*1.1, 1.4, 1.5, 1.8, and 1.19*)
- 1.22.2 Allow for the inclusion of businesses that are ancillary to and support industrial uses such as related retail sales facilities for manufacturers, financial institutions, restaurants, photocopy shops, specialty recreational uses (batting cages and health clubs/spas), and similar uses. (*1.1, 1.4, 1.5, and 1.8*)

Density

- 1.22.3 Permit development according to the following standards:
- a. Labor-intensive uses: a maximum floor area ratio of 0.5.
 - b. Low labor uses (such as warehousing): a maximum floor area ratio of 0.7.
(*1.1, 1.4, 1.5, and 1.8*)

Design and Development Principles

- 1.22.4 Require that development be designed to achieve a high level of quality and compatibility with existing uses including the consideration of the following:
- a. architectural treatment of all building elevations;
 - b. use of extensive landscape along the primary street frontages and parking lots; and
 - c. enclosure of storage areas visible from principal highways (including Highway 29) and peripheral residential and commercial districts with decorative screening or other elements. (*1.1, 1.4-1.7, 1.11, and 1.14*)
- 1.22.5 Require that industrial areas developed as research and development and office-oriented business parks be designed to convey a unified character by consideration of Policy 1.22.4 and the following:
- a. inclusion of pedestrian walkways, arcades, an/or other visual elements to interconnect individual buildings;
 - b. differentiation of building facades by materials, color, architectural details and modulation of building volumes;
 - c. incorporation of extensive landscape in parking areas, along building frontages, and other public areas;
 - d. use of consistent and well-designed public and informational signage; and
 - e. installation of elements that define the key entries to the industrial district.
(*1.1, 1.4 - 1.7, 1.11, and 1.14*)

- 1.22.6 Prohibit the establishment of contractor storage yards and other outside industrial uses within areas where the principal industrial uses are located within buildings or outside storage is ancillary to a principal use within a building. (I 1.1, I 1.4, I 1.5, and I 1.8)
- 1.22.7 Require that truck access be controlled so that it is safe and efficient and minimizes exposure to adjacent residential neighborhoods. (I 1.1, I 1.4, I 1.5, and I 1.11-I 1.13)
- 1.22.8 Require, where industrial uses are located adjacent to residential neighborhoods, that their operations be controlled to prevent adverse impacts on adjacent property (e.g., noise, light and glare, and odors) and appropriate measures implemented to buffer these uses (e.g., setbacks, landscape, and earthen berms). (I 1.1, I 1.4, I 1.5, I 1.8, I 1.11, and I 1.12)
- 1.22.9 Control, through the permit process, the development of industrial uses that use, store, produce, or transport hazardous materials in threshold planning quantities, generate unacceptable levels of noise or air emissions, or result in other impacts that adversely impact American Canyon. (I 1.1, I 1.4, I 1.5, I 1.8, I 1.11, and I 1.12)

PUBLIC AND INSTITUTIONAL LAND USES

Goal

1J Accommodate public and institutional uses that serve the needs of the residents of American Canyon.

Objective

1.23 Provide for the continuation of existing and expansion of governmental administrative, recreation, public safety, human service, cultural and educational, infrastructure, utility infrastructure, and other public land uses and facilities to support the existing and future population and development of the City.

Policies

Permitted Uses

1.23.1 Accommodate governmental administrative and maintenance facilities, police, fire, educational (schools), cultural (libraries, museums, performing and visual arts, etc.), human health, human services, parks, public utility and infrastructure, and other public uses in areas designated as “Public (P)” on the **Land Use Plan Map (Figure 1-1)** and any other land use designation, provided that the use is compatible with adjacent uses. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

- 1.23.2 Limit the development of uses within electrical transmission corridors to ensure adequate public health and safety and adherence to Policies 1.29.1 and 1.30.1 through 1.30.3. (*1.1, 1.2, 1.4, 1.5, 1.8, 1.11, and 1.12*)
- 1.23.3 Allow for the reuse of surplus public and utility properties and facilities for private use, with the type and density/intensity of use to be permitted on the site determined by:
- a. their compatibility with the type, character, and density/intensity of adjacent uses;
 - b. objectives for the area defined by this Plan;
 - c. contribution of public benefits; and
 - d. revenue contribution to the City. (*1.4, 1.5, 1.11, 1.12, and 1.22*)
- 1.23.4 Accommodate religious facilities in any land use designation, provided that they are compatible in function, scale, and character with adjacent uses, are consistent with citywide and site-specific policies, and subject to City review and approval of a Conditional Use Permit. (*1.1, 1.4, 1.5, 1.8, and 1.11*)
- 1.23.5 Allow for the continuation of existing and development of new child and senior daycare, residential congregate care, and similar facilities provided that they are compatible with adjacent uses and subject to City review and approval. (*1.1, 1.4, 1.5, 1.8, and 1.11*)
- 1.23.6 Establish the development of a center providing social and recreational services for American Canyon’s senior citizens as a high priority. (*1.26*)

Design and Development Principles

- 1.23.7 Establish standards for the City and coordinate with other public agencies to ensure that public buildings and sites are designed to be compatible in scale, mass, character, and architecture with the existing buildings and pertinent design characteristics prescribed by this General Plan for the district or neighborhood in which they are located. (*1.6, 1.7, and 1.22*)
- 1.23.8 Work with Pacific Gas and Electric Company to ensure that electrical energy systems do not adversely impact land uses and population in the City of American Canyon. (*1.22*)
- 1.23.9 Work with Pacific Gas and Electric Company to facilitate landscaping of their site and facilities at the intersection of Highway 29 and American Canyon Road. (*1.22*)

OPEN SPACES

Goal

1K Maintain adequate open spaces to protect environmental resources, provide recreational opportunities, and contribute “relief” from urban and suburban activities.

Objective

1.24 Preserve the important environmental resources of the City including significant wildlife habitats and vegetation, hillsides and canyons, creeks, rivers, and wetlands.

Policies

Permitted Uses

1.24.1 Accommodate passive recreation, hiking and equestrian activities, nature observation and education, and similar uses in areas designated as “Open Space (OS)” on the **Land Use Plan Map (Figure 1-1)**. (I 1.1, I 1.2, I 1.4, I 1.5, and I 1.8)

1.24.2 Preclude development or activities in wetlands and significant habitats identified by the **Natural and Historic/Cultural Resources Element** that may adversely impact their integrity or conflict with federal, state, or local laws. (I 1.1, I 1.2, I 1.4, I 1.5, I 1.8, and I 1.12)

General

1.24.3 Cooperate with appropriate agencies and property owners in the establishment of a regional park in the eastern foothills and canyons of the City and establish open space linkages. (I 1.22)

1.24.4 Participate in the acquisition and development of additional open spaces in accordance with the **Natural and Historic/Cultural Resources Element**. (I 1.1, I 1.4, I 1.5, I 1.8, I 1.15, and I 1.22)

SPECIAL STUDY ZONE

Goal

1L Provide flexibility for the study and potential development of lands between Newell Drive and the City Urban Limit Line, which will provide a transition from urban development on the west side of Newell Drive and the long-term agricultural and open space lands to the east.

Objective

- 1.25 Designate certain parcels as “special study” areas that may be needed for future urban growth, but for which appropriate land use designations have yet to be determined.

Policies

Permitted Uses

- 1.25.1 Allow for interim uses as open space and agriculture in accordance with Policies 1.6.1 through 1.6.9 in areas designated as “Special Study (SS)” on the **Land Use Plan Map (Figure 1-1)**. (I 1.1, I 1.4, I 1.5, and I 1.8)

General

- 1.25.2 Conduct a planning study to determine the appropriate long term use and development of areas designated for Special Study when market demand and City priorities so determine, subject to public input and comment, which may encompass a revision of the General Plan **Land Use Plan Map** and pertinent goals, objectives, and policies and environmental review in accordance with the requirements of the California Environmental Quality Act. (I 1.20)
- 1.25.3 Ensure that future development, if any, within the Special Study Area, is required to provide:
- a. View corridors from Newell Drive to the agricultural and open space lands to the east.
 - b. Points of public access from Newell Drive through the Special Study Area to any abutting public open space or public park land to the east.

DEVELOPMENT POLICY: COMMUNITY SUBAREAS

Goal

- 1M Provide for the development of distinct neighborhoods, boulevards, and centers.**

Objective

- 1.26 Provide for the differentiation of the neighborhoods, boulevards, and districts of the City by their functional role, uses, form, scale, and character of development.

Policies

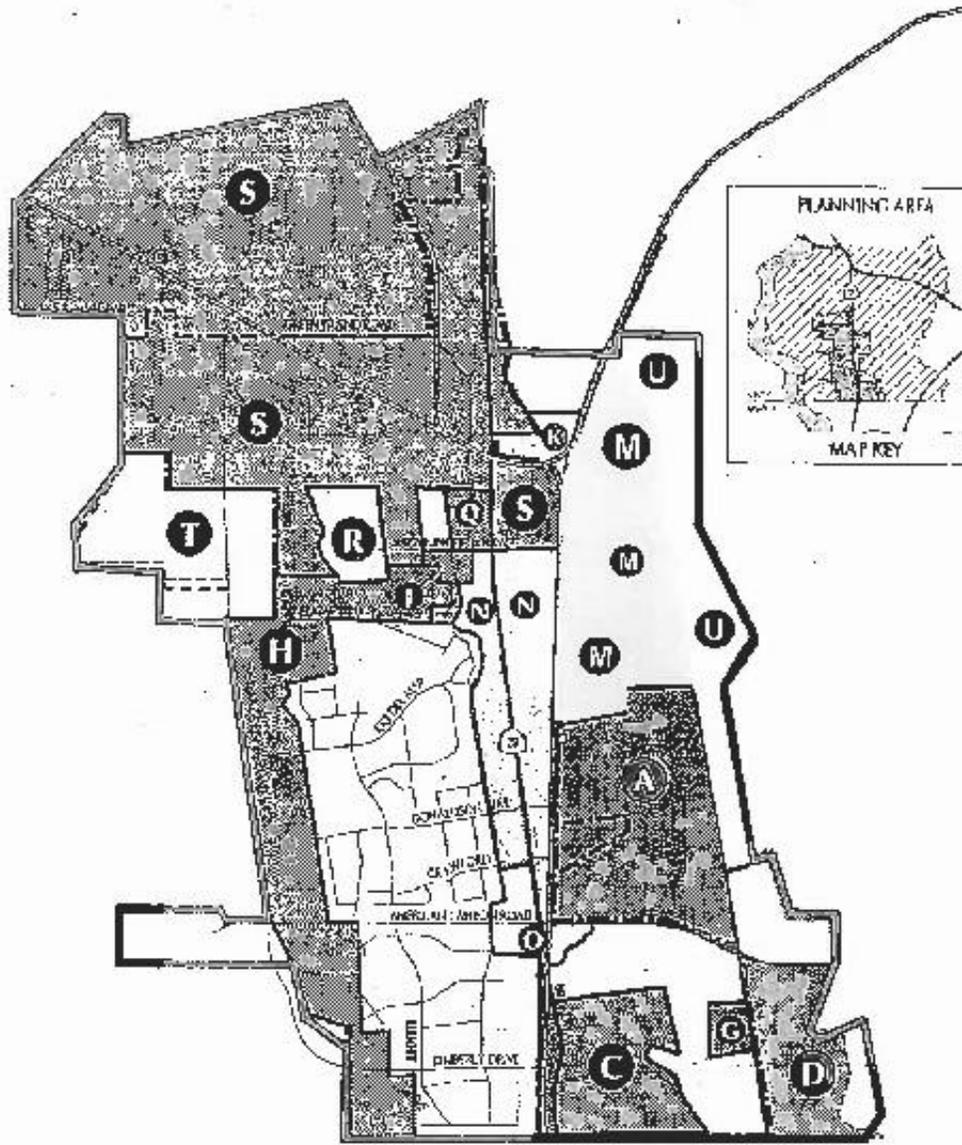
- 1.26.1 Accommodate development of the City’s neighborhoods, boulevards, and districts

according to the **Community Districts and Subareas Schedule** (below) for areas depicted on **Figure 1-2**. (1.1.1, 1.2-1.8, and 1.11-1.16)

Community District and Subarea Schedule

The **Community District and Subarea Schedule** describes the intended functional role of each of the City's principal subareas (as depicted in **Figure 1-2**) and references the applicable permitted uses, densities, and pertinent overlays (as listed in the **Land Use Schedule**) defined by Policy 1.1.1). Development shall adhere to the policies for permitted use and design and development prescribed for each land use category in the preceding section of this Element and any additional specific design and development standards listed in this Schedule.

American Canyon
GENERAL PLAN



LEGEND
City Limits
City Urban Limit Line

Erwin Corporation Graphics

PLANNING SUB AREA MAP
EXHIBIT 4
1-44
FEET 0 200 500
NORTH
FIGURE 1-2 23

Subarea	Characteristic	Standards and Principles
A Residential "Core"	Uses/Density	<ul style="list-style-type: none"> • Residential Low-2 (RL-2) • Residential High (RH-1) on ten (10) acres (required condition of development); must be designated on master or specific plan. • Residential High (RH-2) on twelve (12) acres. • Accessory residential units: to be determined by Master or Specific Plan • Neighborhood-serving uses (daycare, community meeting rooms, and recreation facilities, religious facilities, and small scale commercial): maximum of 20,000 square feet • Park on a minimum of ten (10) acres (required condition of development); must be designated on master or specific plan • School Site (minimum 10 acre area) to be designated on Community or Specific Plan • Hiking, biking, and equestrian trails
	Design and Development	<ul style="list-style-type: none"> • Master or Specific Plan required prior to development of any portion of the site (including land use and parcel plan, circulation plan, infrastructure plan, public facility plan, landscaping plan, and similar elements) • Development Agreement may be utilized for the dedication of public facilities • Minimum of 40 percent of the multi-family units must be constructed by completion of 40 percent of the single family units • Adherence to single family and multi-family design policies (1.7.4 and 1.8.4), mixed density policies (1.9.5), and new subdivision policies (1.11.3-1.11.8) • Multi-family residential shall be integrated with single family units to establish a cohesive neighborhood; units should be dispersed to more than one location • Pedestrian and bicycle paths required as linkages to Town Center • Entry monument, landscape, or other design feature shall be incorporated at the site's southeast corner (American Canyon and Flosden intersection) • Incorporate appropriate techniques to buffer impacts of railroad along western property boundary (landscape, setbacks, etc.); walls should not be used unless there is no feasible alternative • Preserve American Canyon Creek as a natural riparian area and incorporate a creekside pedestrian/hiking trail
B Deleted		Deleted by Resolution 2008-R105

Subarea	Characteristic	Standards and Principles
C Southern Residential "Core"	Uses/Density	<ul style="list-style-type: none"> Residential Low-1 (RL-1) Accessory dwelling units: as determined by Master or Specific Plan Neighborhood-serving uses (daycare, community meeting rooms, and recreation facilities, religious facilities, and small scale commercial): maximum of 20,000 square feet Park on a minimum of five (5) acres (required condition of development); must be designated on master or specific plan Hiking, biking, and equestrian trails
	Design and Development	<ul style="list-style-type: none"> Master or Specific Plan required prior to development of any portion of the site (including land use and parcel plan, circulation plan, infrastructure plan, public facility and park plan, landscaping plan, and similar elements) Adherence to single family and multi-family design policies (1.7.4 and 1.8.4), mixed density policies (1.9.5), and new subdivision policies (1.11.3-1.11.8) Residential units can be clustered to preserve open space and reduced grading (single family semi-detached, townhomes, etc.) Multi-family residential shall be integrated with single family units to establish a cohesive neighborhood Entry monument, landscape, or other design features shall be incorporated at the site's southeast and southwest corners Design elements shall be incorporated which establish a clear visual separation from the City of Vallejo along the site's southern boundary (reduced densities, setback, greenbelt, park, other)
D Foothills Site	Uses/Density	<ul style="list-style-type: none"> Residential Low (RL) Accessory dwelling units: as determined by Master or Specific Plan Neighborhood-serving uses (daycare, community meeting rooms, and recreation facilities, and religious facilities) Park on a minimum of five (5) acres (required condition of development); must be designated on master or specific plan School Hiking, biking, and equestrian trails
	Design and Development	<ul style="list-style-type: none"> Master or Specific Plan required prior to development of any portion of the site (including land use and parcel plan, circulation plan, infrastructure plan, public facility and park plan, landscaping plan, and similar elements) Adherence to single family design policy (1.7.4) and new subdivision policies (1.11.3-1.11.8) Cluster development away from hillside areas Incorporate a meandering bicycle/pedestrian off-street trail system along Flosden Road Avoid the use of traditional subdivision walls along Flosden Road

Subarea	Characteristic	Standards and Principles
D		<ul style="list-style-type: none"> • Establish trail linkages to the foothills • Entry monument, landscape, or other design features shall be incorporated at the site’s southwest and northwest corners • Maintain view corridors to the foothills from Flosden Road • Design elements shall be incorporated which establish a clear visual separation from the City of Vallejo along the site’s southern boundary (reduced densities, setback, greenbelt, park, other)
E Golf Course Community	Uses/Density	<ul style="list-style-type: none"> • Commercial Recreation-1 (CR-1) (golf course, and ancillary facilities) • Residential Estate (RE) • Neighborhood-serving uses (daycare, community meeting rooms, and recreation facilities, religious facilities, and small scale commercial): maximum of 20,000 square feet • Hiking, biking, and equestrian
	Design and Development	<ul style="list-style-type: none"> • Master or Specific Plan required prior to development of any portion of the site (including land use and parcel plan, circulation plan, infrastructure plan, public facility and park plan, landscaping plan, and similar elements) • Adherence to single family and multi-family design policies (1.7.4 and 1.8.4), mixed density policies (1.9.5), and new subdivision policies (1.11.3-1.11.8) • Residential units can be clustered to preserve open space (single family semi-detached, townhomes, etc.) • Multi-family dwellings shall be integrated with single family units to establish a cohesive neighborhood • Housing and supporting uses shall be sited to maximize their relationships to the golf course and open space resources, including the provision of view corridors • Incorporate a meandering bicycle/pedestrian off-street trail system along Flosden Road • Entry monument, landscape, or other design features shall be incorporated at the site’s southwest corner

Subarea	Characteristic	Standards and Principles
F Regional Park “Gateway”	Uses/Density	<ul style="list-style-type: none"> • Residential Estate (RE) • Residential Low (RL), if project incorporates extraordinary public amenities and achieves extraordinary level of site planning and design • Accessory dwelling units: as determined by Master or Specific Plan • Neighborhood-serving uses (daycare, community meeting rooms, recreation, and religious facilities) • Hiking, biking, and equestrian trails • “Staging” area (parking, information, etc.) for access to regional park trails and recreational uses • Open space, parks, and/or recreational uses
	Design and Development	<ul style="list-style-type: none"> • Master or Specific Plan required prior to development of any portion of the site (including land use and parcel plan, circulation plan, infrastructure plan, public facility and park plan, landscaping plan, and similar elements) • Development Agreement may be utilized for the dedication of open space • Adherence to single family design policy (1.7.4) and new subdivision policies (1.11.3-1.11.8) • Residential units can be clustered to preserve open space • Incorporate a meandering bicycle/pedestrian off-street trail system along Flosden Road • Establish trail linkages to the regional park and foothills • Maintain view corridors to foothills from Flosden Road
G Flosden Infill	Uses/Density	<ul style="list-style-type: none"> • Residential Medium (RM) • Hiking, biking, and equestrian trails
	Design and Development	<ul style="list-style-type: none"> • Adherence to multi-family design policy (1.8.4) and new subdivision policies (1.11.3-1.11.8)
H Westside Residential	Uses/Density	<ul style="list-style-type: none"> • Residential Low (RL) • Neighborhood-serving uses (daycare, community meeting rooms, recreation, and/or religious facilities) • Park (expansion of Donaldson, Kimberly, or linear) • Hiking, biking, and equestrian trails
	Design and Development	<ul style="list-style-type: none"> • Require a thorough wetlands study for properties located adjacent to the wetlands and prohibit development encroachment. • Adherence to single family design policy (1.7.4) and new subdivision policies. (1.11.3-1.11.8) • Residential units can be clustered to preserve open space (“Zero-lot line” development).

Subarea	Characteristic	Standards and Principles
H		<ul style="list-style-type: none"> • Orient residential units on the east of the “edge” road towards the wetlands; considering possible rear alley access to preserve unique streetscape. • Incorporate a meandering bicycle/pedestrian off-street trail system and linear park along the west side of the wetlands edge road.
I Deleted by Resolution 2000-07		
J Napa Junction	Uses/Density	• Residential Medium (RM)
	Design and Development	• Adherence to multi-family design policy (1.8.4)
K Northern Transitional Residential	Uses/Density	• Residential Estate (RE)
	Design and Development	• Adherence to single family design policy (1.7.4) and new subdivision policies (1.11.3-1.11.8)
L Agriculture	Uses/Density	• Agriculture (A)
	Design and Development	• Adherence to design policies 1.6.3-1.6.5
M	Uses/Density	• Location and types of land uses, residential densities and nonresidential intensities shall be determined through approval of subsequent Specific Plan(s).

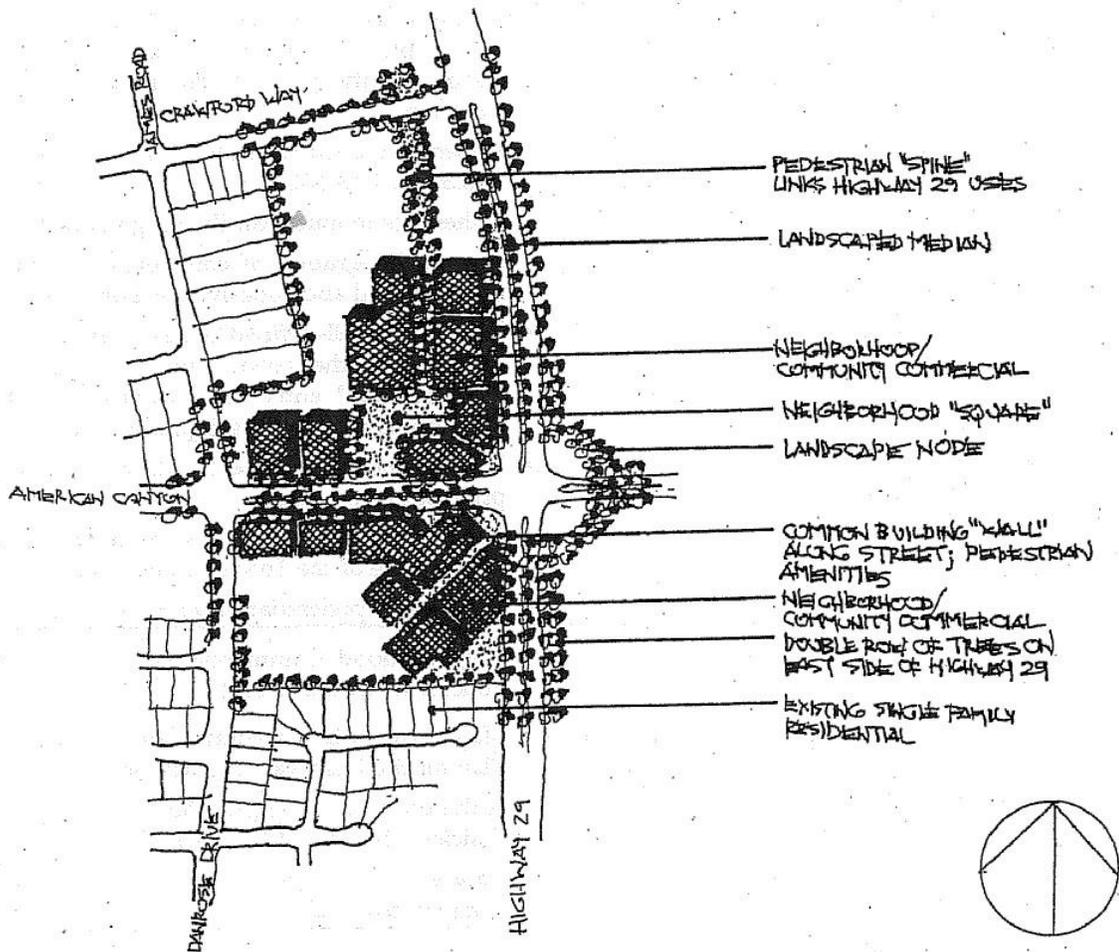
Town Center	Design and Development	<ul style="list-style-type: none"> • Specific Plan required prior to development of any portion of the site (including land use plan, circulation plan, infrastructure plan, public facility plan, conceptual landscape plan, and similar elements) • Adherence to Town Center Design and Development Principles 1.19.10-1.19.14 • Create a “main street” design in the commercial portion of the Town Center Core Area with such items as on-street parking, town square/plaza and buildings constructed to the right-ofway line • Incorporate pedestrian and bicycle circulation linkages to the Community Commercial Center along South Napa Junction Road • Provide view corridors to the Napa River, valley, and foothills • Encourage the retention and integration of existing structures previously used for the basalt plant operations • Town Center Core Area will be centered around the basalt industrial ruins and quarry lake; this mixed-use area will have higher residential densities and higher intensity of nonresidential uses; Residential Neighborhoods will surround the Core Area and will generally have lower residential densities and will include community facilities such as a park.
-------------	------------------------	--

Subarea	Characteristic	Standards and Principles
N Community Commercial	Uses/Density	<ul style="list-style-type: none"> • Community Commercial (CC) in accordance with Policies 1.15.1-1.15.2 • Minimum of one major business establishment whose individual building “footprint” exceeds 50,000 square feet • Residential High (RH-2) may be permitted on a maximum of twenty five (25) percent of the site except on selected parcels consistent with Appendix D of Housing Element (see policies 1.15.1 & 1.15.2.) • Public parking facility and intermodal transit facility

Center	Design and Development	<ul style="list-style-type: none"> • Master or Specific Plan required prior to development of any portion of the site (including land use and parcel plan, circulation plan, infrastructure plan, public facility plan, landscaping plan, and similar elements) • Adherence to Community Commercial design Policies 1.15.3 and 1.18.1-1.18.4 • Adherence to multi-family design policy (1.8.4) • Require integration of commercial and housing uses into a unified and cohesive development • Establish a well-defined access corridor from Highway 29 linked to the Town Center, which functions as a “monumental” entry using extensive landscape, such as a double row of trees, lighting, and other elements • Locate a portion of the buildings in proximity to the principal street access • Locate and scale buildings to ensure that the visual prominence of the Town Center is maintained • Incorporate pedestrian linkages to the Town Center
O Neighborhood Center	Uses/Density	Neighborhood Commercial (CN) in accordance with Policies 1.14.1 and 1.14.2
	Design and Development	<ul style="list-style-type: none"> • May participate in a comprehensive Master or Specific Plan for the Highway 29 corridor • Adherence to Neighborhood Commercial design Policies 1.14.3 and 1.18.1-1.18.4 • Locate and design development to minimize access from Highway 29

P Deleted by Resolution 2000-07

HIGHWAY 29-AMERICAN CANYON ROAD NEIGHBORHOOD COMMERCIAL CENTER ILLUSTRATIVE CONCEPT (Planning Sub-Area "O")



Subarea	Characteristic	Standards and Principles
Q	Deleted by Resolution 2000-07	

R Oat Hill	Uses/Density	<ul style="list-style-type: none"> • Specialty Commercial (CS) in accordance with Policies 1.17.1 and 1.17.2 • Industrial (I) in accordance with Policies 1.22.1 and 1.22.2
	Design and Development	<ul style="list-style-type: none"> • Adherence to Specialty Commercial design Policies 1.17.3 and 1.18.1-1.18.5 (where applicable) • Adherence to Industrial design Policies 1.22.4-1.22.9 (where applicable) • Locate and design development to maximize views of the Napa River, valley, and foothills • Site and design commercial uses to be compatible with surrounding industrial development
S Industrial Parks	Uses/Density	<ul style="list-style-type: none"> • Industrial (I) in accordance with Policies 1.22.1 and 1.22.2
	Design and Development	<ul style="list-style-type: none"> • Adherence to Industrial design Policies 1.22.4-1.22.10 • Incorporate extensive site landscape along Highway 29 • Minimize individual parcel access from Highway 29
T Eucalyptus Grove Recreation Area	Uses/Density	<ul style="list-style-type: none"> • Commercial Recreation (CR) in accordance with Policies 1.21.1, 1.21.2, and 1.21.4
	Design and Development	<ul style="list-style-type: none"> • Master or Specific Plan required prior to development • Adherence to Policies 1.21.6 and 1.21.7 • Incorporate hiking, biking, and equestrian trails linked to the wetlands and surrounding residential communities
U Special Study Area	Uses/Density	<ul style="list-style-type: none"> • Agricultural uses in accordance with Policies 1.6.1, 1.6.2, 1.6.6, and 1.6.7 • Other uses determined by future planning analyses (Policy 1.25.2)
	Design and Development	<ul style="list-style-type: none"> • In accordance with Policies 1.4.3 and 1.4.5

CITYWIDE LAND USE POLICY: KEY ISSUES

The following prescribes goals, objectives, and policies applicable to development in general, regardless of type, density, or location. Pertinent policies must be considered for any land use or development activity.

AIRPORT COMPATIBILITY

Goal

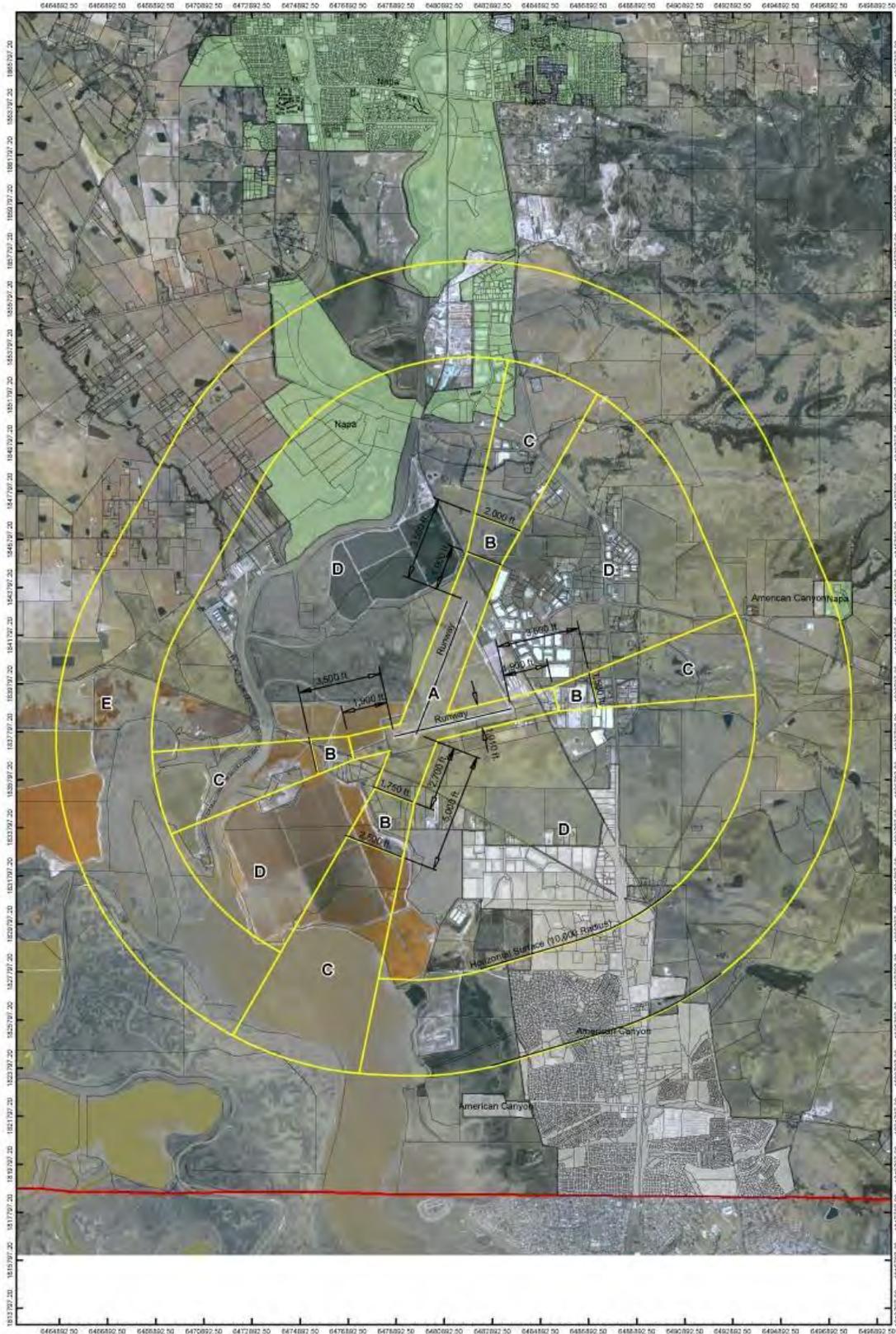
1N Ensure the compatibility of development within American Canyon with the Napa County Airport.

Objective

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

Policies

- 1.27.1 Require that development comply with the land use and development conditions stipulated in **Tables 1-1** and **1-2** for areas depicted on **Figure 1-3**. (*1.1.1, 1.1.4, 1.1.5, 1.1.8, and 1.1.11*)
- 1.27.2 Review all applications for new development, expansion of existing uses, and re-use within Napa County Airport Compatibility Zones “A” through “E” for compliance with the appropriate use and development conditions. (*1.1.11*)
- 1.27.3 Work with the Napa County Airport Authority to ensure that onsite ground activities of the Airport do not adversely impact (e.g., noise, vibration, air emissions, or other pollution) the City of American Canyon. (*1.1.22*)
- 1.27.4 Work with the Napa County Airport Authority to ensure that airport vehicular access does not adversely impact the City of American Canyon. (*1.1.22*)
- 1.27.5 Work with the Napa County Airport Authority to ensure that any expanded operations of the Airport do not adversely impact existing land uses and development in the City of American Canyon. (*1.1.22*)
- 1.27.6 Work with the Napa County Airport Authority and other appropriate agencies to ensure that emergency preparedness plans are maintained to protect American Canyon residents and development. (*1.1.22*)
- 1.27.7 Recognize the importance of the Napa County Airport to City residents, including the economic, transportation and recreational benefits, and ensure that land use decisions rendered for this area do not negatively impact Airport operations (*1.1.22*).



Napa County Airport Land Use Compatibility Zones

FIGURE 1-3 TABLE 1-1

Compatibility Zone Definitions

- ZONE A** Runway Protection Zone: Dimensioned to encompass the current and future Runway Protection Zones for the runways of the Napa County Airport, as defined under FAA regulations and shown on Figure 3. The zones also include areas lateral to the runway. These areas are regularly overflowed by aircraft below 50 feet above the ground. For this reason, these areas are considered high risk with regard to accident potential and any structures, buildings, trees or obstacles may create a flight hazard. These areas are also affected by high noise levels.
- ZONE B** Approach/Departure Zone: This zone is defined as the areas where aircraft will be below 100 feet above ground level as determined by the type of approach anticipated for that runway. Approach slopes are designated on the Airport Compatibility Zones map, Figure 13. These areas are affected by substantial risk of accident potential due to the frequency of overflights at low altitudes. Noise levels are generally high with frequent loud single-events.
- ZONE C** Extended Approach/Departure Zone: This zone is defined as the area where aircraft will be below 300 feet above ground level as determined by the type of approach. The low altitude of aircraft in these areas indicates moderate to high risk of accident potential. Properties in this zone will be affected by substantial noise.
- ZONE D** Common Traffic Pattern: This area is defined by the flight pattern for the Napa County Airport as illustrated on Figure 1-3. These areas are routinely overflowed by aircraft operating to and from the airport with frequent single-event noise intrusion. Overflights in these areas can range from near the traffic pattern altitude (about 1,000 feet above the ground) to as low as 300 above the ground. Accident risk varies from low to moderate. Areas where aircraft are near pattern altitude (e.g., downwind leg) have the lowest risk. In areas where aircraft are at lower altitudes (especially on circle-to-land instrument approaches) a moderate level of risk exists.
- ZONE E** Other Airport Environs: An airport's influence area often extends beyond the typically defined compatibility zones during busy traffic hours and when larger aircraft are in the pattern. Aircraft overflights can occur anywhere in these areas when aircraft are departing or approaching an airport. Overflight annoyance is the primary impact element in these areas. The risk of accident is very low.

TABLE 1-2**Airport Vicinity Land Use Compatibility Criteria**

ZONE	LOCATION	IMPACT ELEMENTS	MAXIMUM DENSITIES ⁸		
			Residential ¹	Other Users (people/ac) ²	
				In Structures	Total in and out of Structures
A ⁹	Runway Protection Zone and Primary Surface	<ul style="list-style-type: none"> • High Risk • High noise levels • Low overflights below 50' AGL 	0	0	10
B	Inner Approach/Departure Zone	<ul style="list-style-type: none"> • Substantial risk • High noise levels • Low overflights below 100' AGL 	0	10	25
C	Approach/Departure Zone	<ul style="list-style-type: none"> • Moderate risk • Substantial noise • Low overflights below 300' AGL 	0	50	75
D	Common Traffic Pattern	<ul style="list-style-type: none"> • Moderate risk • Frequent noise intrusion • Routine overflights below 1000' AGL 	0	100	150
E	Other Airport Environs	<ul style="list-style-type: none"> • Low risk • Overflight annoyance 	See Note 7		

1. Residential land use and zoning designations are considered incompatible uses within the traffic pattern area (Zones A, B, C, and D) where aircraft overflights are frequent and at low altitude. The residential restrictions do not apply to residential uses allowable under agricultural land use and zoning designations.

2. The use should not attract more than the indicated number of persons per **net** acre. Net acreage is the total site area inclusive of parking areas and landscaping, less the area dedicated for streets. These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Clustering of development within the density parameters should be encouraged to protect and provide open land/safety areas. However, in Zones A, B, and C the density on any one acre of a parcel should not exceed twice the indicated number of people per acre.

3. Dedication of an avigation or overflight easement or deed notice is required as a condition for new development within all zones. Also, height limit restrictions are applicable to structures and trees in all zones in accordance with Federal Aviation Regulation Part 77 and local ordinances. Uses which may be hazardous to flight are prohibited in all zones.

4. These uses typically can be designed to meet the density requirements and other development conditions listed.

5. These uses typically do not meet the density requirements and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and if mitigation measures (i.e.,

noise attenuation) are incorporated that will minimize potential conflicts.

6. NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure. Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure. Noise level reduction measures may be required in areas with high single-event noise levels and where noise-sensitive uses (schools, libraries, etc.) are proposed. Refer to Appendix C for criteria and noise attenuation measures.

7. Maximum residential densities in accordance with local adopted General Plans and zoning designations. Consideration should be given to the proximity of flight patterns, frequency of overflight, terrain conditions, and type of aircraft in determining acceptable locations of residential uses. Referral to the ALUC for review of development plans prior to approval is recommended.

8. The purpose of these criteria is to provide a basis for determining those land uses which are compatible with airport activities. Specific land uses will be allowed only if they are also consistent with applicable General Plan policies and zoning ordinances.

9. All lands in Zone A are either within the Airport's boundaries or are designated for acquisition in the Airport Master Plan.

10. Includes objects that penetrate FAR Part 88 surfaces, uses that would attract large numbers of birds (e.g.

landfills), and uses that would create smoke, glare, distracting lights, or electronic interference.

11. Avigation easements will be required in lieu of overflight easements or deed notices where there is an appropriate public agency to review them.

TABLE 1-2 (cont.)

Zone	Prohibited Uses	Other Development Conditions³	Examples of Normally Acceptable Uses⁴	Examples of Uses not Normally Acceptable⁵
A	<ul style="list-style-type: none"> • All residential uses • Any assemblage of people • Any new structure which exceeds height limits • Noise-sensitive uses • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • Avigation easement required 	<ul style="list-style-type: none"> • Pasture, open space • Aircraft tiedowns • Auto parking • Most agricultural uses 	<ul style="list-style-type: none"> • Heavy poles, signs, large trees, etc. • Ponds
B	<ul style="list-style-type: none"> • All residential uses • Any noise-sensitive uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • Avigation easement required • Structures to be as far as possible from extended runway centerline • Clustering is encouraged to maximize open land areas • Minimum NLR of 25 dBA in office buildings⁶ • Building envelopes and approach surfaces required on all subdivision maps and development plans 	<ul style="list-style-type: none"> • All uses from Zone A • Parks with lowintensity uses, golf courses • Nurseries • Mini-storage 	<ul style="list-style-type: none"> • Retail uses • Office uses (except as accessory uses) • Hotels, motels, resorts • Theaters, assembly halls, and conference centers • Ponds
C	<ul style="list-style-type: none"> • All residential uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight¹⁰ • Landfills 	<ul style="list-style-type: none"> • Avigation easement required • Structures to be set back as far as possible from extended centerline • Clustering is encouraged to maximize open land areas • Building envelopes and approach surfaces required on all subdivision maps • NLR measures may be required for noise-sensitive uses (offices) 	<ul style="list-style-type: none"> • All uses from Zone B • Warehousing and lowintensity light industrial • Small retail uses • Outdoor recreation uses; marina, ballpark • Office uses 	<ul style="list-style-type: none"> • Large retail buildings • Hotels, motels, resorts, health clubs • Restaurants, bars • Multi-story buildings • Theaters, assembly halls, and conference centers • Ponds
D	<ul style="list-style-type: none"> • All residential uses • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • Overflight easement or deed notice required¹¹ • Building envelopes and approach surfaces required on all development plans within 100 feet of approach zones • Clustering is encouraged to maximize open land areas • NLR measures may be required for noise-sensitive uses⁶ 	<ul style="list-style-type: none"> • All uses from Zone C • Most nonresidential uses • Accessory daycare centers 	<ul style="list-style-type: none"> • Schools, libraries, hospitals, nursing homes • Large shopping malls • Amphitheaters • Ponds

E	<ul style="list-style-type: none"> Noise-sensitive outdoor uses 	<ul style="list-style-type: none"> Overflight easement or deed notice required¹¹ 	<ul style="list-style-type: none"> Any permitted use 	<ul style="list-style-type: none"> Amphitheaters Landfills Ponds
---	--	--	---	---

NONCONFORMING USES

Goal

10 Ensure that land use development conforms to the provisions of the Land Use Element of the General Plan.

Objective

1.28 Provide for the compliance of existing uses which do not conform with the provisions of the Land Use Element to its requirements and standards.

Policy

1.28.1 Establish parameters in the zoning ordinance for land uses which do not conform with the development standards stipulated in the General Plan for their continued use or subsequent compliance with appropriate standards. (I 1.1)

LAND USE COMPATIBILITY WITH ELECTROMAGNETIC ENERGY SOURCES

Goal

1P Promote public awareness of potential health issues associated with and minimize involuntary public exposure to extremely low frequency magnetic fields.

Objective

1.29 Locate the development of new residences and school to avoid elevated extremely low frequency magnetic fields (ELFs) resulting from overhead or buried electrical energy transmission systems.

Policy

1.29.1 Require that new residential development and public and private school facilities be sited to avoid exposure to levels of ELFs which are elevated above normal ambient background levels. (I 1.1, I 1.2, I 1.4, I 1.6, I 1.11, and I 1.12)

Objective

1.30 Establish a standard for the appropriate level of public exposure to ELFs which shall be used as the threshold of significance for environmental review of development projects.

Policies

- 1.30.1 Require full disclosure of the existence of elevated levels of ELF's for new residential development and public and private school facilities in environmental review documents required by the California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA). (I 1.12)
- 1.30.2 Restrict uses within powerline easement to "passive" uses such as open space, community gardens, vacant space, and commercial storage. (I 1.1)
- 1.30.3 Establish the following setback standards for the placement of residences and schools adjacent to transmission corridor rights-of-way and monitor continuing scientific research and data regarding potential health risks and hazards and modify them as necessary:
- within 100 feet from the edge of the right-of-way for 100-110 kV lines;
 - 150 feet from 220-230 kV lines or establish a building setback to the 1mG magnetic field level, whichever is greater. (I 1.1)
- 1.30.4 Require PG&E, when line improvements are necessary, to implement new industry accepted technologies to reduce the exposure and emissions of EMFs. (I 1.22)

EXPANSION OF CITY SERVICES AND JURISDICTION

Goal

- 1Q Ensure the logical and orderly expansion of the City's services and jurisdictional limits.**

Objective

- 1.31 Expand American Canyon's jurisdictional boundaries to establish a logical pattern of growth and services, while also providing for the long term retention of agricultural and open space uses.

Policies

- 1.31.1 Set priorities for the provision of urban services; with service expansion within the City and its Sphere of Influence receiving the highest priority. (I 1.15)
- 1.31.2 Utilize the City's responsibilities for planning utility extension and annexation to support City and County policies for city/urban-centered development and long term retention of agriculture and open space uses outside of areas designated for urban development. (I 1.2 and I 1.15)

- 1.31.3 Work cooperatively with the Local Agency Formation Commission (LAFCO) to expand the City’s Sphere of Influence to include all areas that are or will be provided urban type services by the City. (*1.22 and 1.15*)
- 1.31.4 Pursue the annexation of lands on both sides of significant arterials (i.e., Highway 29, Green Island Road, American Canyon Road, and Flosden Road) to ensure cohesive and compatible design, planning, and future development. (*1.25*)
- 1.31.5 Proceed immediately on adoption of the General Plan, if property owners concur, with pre-zoning, master planning, and annexation of all areas within the existing Sphere of Influence to establish jurisdiction over what is planned to be a primary City growth area. (*1.25*)
- 1.31.6 Negotiate an equitable property tax transfer with the County that offsets the costs incurred by both jurisdictions in providing services to the area to be annexed. (*1.22 and 1.25*)
- 1.31.7 Proceed with the annexation of land in a manner that ensures the logical expansion of City boundaries, provides for the planned, orderly, and efficient pattern of urban development, and reflects property owner desires. (*1.25*)
- 1.31.8 Work with the County and adjoining jurisdictions in establishing a permanent green belt outside of areas designated for urban development. (*1.22*)
- 1.31.9 Work with LAFCO and the American Canyon Fire District to ensure that all City annexations of areas outside of the existing Fire District boundaries are also annexed to the Fire District to reflect the District’s ability to provide urban type fire services. (*1.22 and 1.25*)
- 1.31.10 Work with LAFCO to establish ultimate City boundaries that are logical and orderly and provide for future balanced growth between the east and west sides of Highway 29. (*1.22 and 1.25*)
- 1.31.11 Conduct a fiscal analysis in processing annexation requests to fully evaluate the fiscal impacts of annexation and ultimate development. (*1.25*)
- 1.31.12 Work cooperatively with Napa County towards an agreement to establish compatible land use standards for areas within the Sphere of Influence and other lands immediately adjacent to the City to ensure consistent land use designations. (*1.22*)

QUALITY OF THE BUILT ENVIRONMENT

Goal

1R Ensure a high quality of the City’s built environment, architecture, landscape, and public open spaces.

Objective

1.32 Attain residential, commercial, industrial, and public buildings and sites which convey a high quality visual image and character.

Policies

1.32.1 Require adherence to the *Design and Development Principles* prescribed in this Plan and the City’s Design Review Guidelines which shall be updated periodically. (I 1.1, I 1.4, I 1.7, I 1.8, I 1.11, and I 1.14)

1.32.2 Require that development projects subject to discretionary review submit and implement a landscaping plan. (I 1.1, I 1.2, I 1.4, I 1.5, I 1.7, and I 1.11)

1.32.3 Require that properties be properly maintained to ensure neighborhood quality; including weed abatement, proper storage and screening of recreational vehicles, minimization of unsightly or hazardous storage of junk and debris on portions of the property visible from the street, and other appropriate measures. (I 1.1, I 1.3, and I 1.21)

1.32.4 Require developers to incorporate mature and specimen trees and other significant vegetation which may exist on a site into the design of a development project for that site. (I 1.1, I 1.2, I 1.4, I 1.5, I 1.7, and I 1.8)

1.32.5 Require the use of drought-tolerant species in landscape design in accordance with the provisions of the Water Conservation and Landscape Act. (I 1.1, I 1.2, I 1.4, I 1.5, I 1.7, and I 1.8)

1.32.6 Require that commercial, industrial, and multi-family residential development incorporate adequate drought-conscious irrigation systems and maintain the health of the landscape. (I 1.1, I 1.2, I 1.4, I 1.5, I 1.7, and I 1.8)

1.32.7 Require that all commercial, industrial, multi-family, and common area landscape be adequately irrigated with automatic irrigation systems. (I 1.1, I 1.2, I 1.4, I 1.5, I 1.7, and I 1.8)

1.32.8 Promote the use of reclaimed water for the irrigation of public and private landscape, as available. (I 1.24)

Objective

1.33 Ensure that structures and sites are designed and constructed to maintain their long-term quality and provide for the needs of their occupants.

Policies

- 1.33.1 Require that all structures be constructed in accordance with the requirements of the City’s building and other pertinent codes and regulations; including new, adaptively reused, and renovated buildings. (*1.3 and 1.21*)
- 1.33.2 Periodically review and update the City’s building and development codes and regulations to ensure that they incorporate professionally accepted state-of-the-art standards. (*1.3*)
- 1.33.3 Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements. (*1.3 and 1.11*)
- 1.33.4 Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access for and use by the physically challenged. (*1.1 and 1.3*)
- 1.33.5 Periodically monitor the conditions of buildings in the City and enforce pertinent building and zoning codes, when necessary. (*1.21*)
- 1.33.6 Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants regarding methods for the maintenance and upkeep of their property. (*1.24*)
- 1.33.7 Promote and support community- and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites. (*1.23 and 1.24*)
- 1.33.8 Provide economic assistance, as funds are available, for the improvement of physically deteriorated and blighted structures in the City. (*1.18*)
- 1.33.9 Consider the use of the authorities of California Redevelopment Law as a mechanism to precipitate revitalization of deteriorated and blighted buildings, properties, and uses. (*1.17*)

GENERAL PLAN MAINTENANCE**Goal**

1S Ensure that the General Plan is updated and maintained.

Objective

- 1.34 Review the General Plan on an annual basis to ensure internal constancy and consistency with other Federal, State, and local regulations and policies.

Policies

- 1.34.1 Consider the collection of an impact fee from new development to fund the maintenance of the General Plan on an ongoing basis. (I 1.20)
- 1.34.2 Prepare an annual report appraising the Planning Commission and City Council regarding the status of the General Plan. (I 1.20)
- 1.34.3 Allow a maximum of four General Plan amendments annually, except for those pertaining to affordable housing which may occur without restriction, consistent with State legislation. (I 1.20)
- 1.34.4 Permit the adjustment of land use classification boundaries depicted on the **Land Use Plan Map** to coincide with legal parcel boundaries, provided that land use compatibility is maintained, the integrity of each land use district is maintained, and there will be no adverse impacts of such boundary adjustment. (I 1.20)
- 1.34.5 Allow the determination of the appropriate mix and density of development on parcels which are divided into two or more land use classifications by the Planning Commission. (I 1.20)
- 1.34.6 Allow for the reconfiguration of land use classification boundaries depicted on the **Land Use Plan Map** through the formulation of a specific plan where the intent is to achieve a unified, planned development project, provided that the cumulative yield of development for all parcels encompassed by the specific plan does not exceed that permitted by the **Land Use Plan Map**. (I 1.20)

CITY URBAN LIMIT LINE

Goal

- 1T Establish a City Urban Limit Line for the City of American Canyon which describes its future geographic boundary until January 1, 2030.**

Objective

- 1.35 Ensure that the incorporated City boundary expands to be conterminous with the City Urban Limit Line, providing for effective “home rule” of the City’s destiny.

- 1.35.1 Take all appropriate action with LAFCO (“Napa County Local Agency Formation Commission”) to ensure that the area outside of the current city limits and within the City Urban Limit Line is:
- a. Included within the Sphere of Influence of the City and American Canyon Fire Protection District.
 - b. Annexed to the City and the American Canyon Fire Protection District.
- 1.35.2 Ensure that annexations within the City Urban Limit Line are accomplished in a planned and orderly manner, consistent with the City’s ability to provide necessary municipal services and facilities.
- 1.35.3 Ensure that lands outside of the City Urban Limit Line shall not be developed until January 1, 2030 or later, except as provided by policy 1.35.4 below.
- 1.35.4 Acquire lands for public uses and construct and operate public facilities outside of the City Urban Limit Line, if necessary and appropriate, provided that those facilities are designed to serve development within the City Urban Limit Line.

Objective

- 1.36 Define the limits of urban development of the City, preserving agricultural and open space outside of the City Urban Limit Line on a long-term basis.

CLIMATE CHANGE AND GREEN HOUSE GASES

Goal

1U Conduct decisive near-term action to reduce greenhouse gas emissions in American Canyon.

Source: American Canyon Climate Change Proclamation (June 18, 2019)

Objective

1.37 Consider initiatives to reduce direct and indirect greenhouse gas (GHG) emissions from transportation sources, and from new, renovated, and existing development in the city.

Source: Urgency Ordinance 2021-03

Policy

1.37.1 Work with Napa County Jurisdictions together with community organizations, businesses, schools, and regional partners and jurisdictions to educate, mobilize, expand, and accelerate local, regional, and statewide support for comprehensive, immediate, and sustained action.

Source: American Canyon Climate Change Proclamation (June 18, 2019)

1.37.2 Recognizing that the transportation sector is the largest source of GHG emissions in American Canyon and in California more broadly, prohibit construction of new fossil-fuel stations in American Canyon.

Source: Urgency Ordinance 2021-03

1.37.3 Consider feasible methods to expand availability of public and private electric vehicle charging stations throughout American Canyon.

Source: Urgency Ordinance 2021-03

1.37.4 Reduce vehicle miles travelled by encouraging future land uses that feature a compact mixed-use urban form connected with pedestrian and bicycle trails.

Source: Broadway District Specific Plan (Ordinance 2019-07)

1.37.5 Consider feasibility of adopting a “reach” building code to require a 15% or greater energy efficiency than the State standard.

IMPLEMENTATION PROGRAMS

The following indicates the programs which shall be carried out by the City of American Canyon to implement the goals, objectives, policies, and standards of the Land Use Element. Each program is preceded by the letter “I” and a number which is referenced by the pertinent policy which it implements in the preceding section. These are noted in parentheses (#) at the close of each policy.

CODES, ORDINANCES, AND GUIDELINES

I 1.1 Revise the Zoning Ordinance

The principal method for the implementation of a General Plan Land Use Map is the zoning ordinance. Policies and standards which prescribe the types of use permitted, their density/intensity, and design and development characteristics (design, property setbacks, etc.) are codified as precise requirements in the ordinance. The authority to zone is inherent in the police power delegated to cities by the State of California Constitution. The zoning ordinance consists of two basic elements:

- (a) a map which delineates the boundaries of districts, or “land use zones,” in which similar and compatible uses developed at similar and compatible standards are to be permitted and
- (b) text which explains the purpose of the zoning district, lists the permitted uses (as a “right” and under special conditions), and defines the standards for development (e.g., minimum lot size, density, height, property setbacks, lot coverage, parking requirements, sign design, and so on).

On incorporation, American Canyon adopted the zoning ordinance of the County of

Napa. The existing mapped depiction of land use zones is referred to as the “City of American Canyon Current Zoning Designations” and the textual codification of requirements is incorporated in the American Canyon Municipal Code.

The City has initiated a revision of the zoning ordinance to reflect the policies contained within this General Plan which will be finalized subsequent to this Plan’s adoption by the City Council. Integrated with the Ordinance will be a description of the process of retention and/or amortization of uses which are made nonconforming due to the General Plan.

Responsibility: City of American Canyon, Planning Department
Funding: City of American Canyon General Fund (currently appropriated)
Schedule: Within six months of the General Plan’s adoption

I 1.2 **Revise Subdivision Regulations**

Subdivision regulation is an exercise of the police power of a city authorized by the State to control the manner in which land is divided. Like the zoning ordinance, it must be consistent with the General Plan. It will be necessary to review the City’s subdivision ordinance and amend it as necessary to reflect the land use goals, objectives, policies, and standards.

Responsibility: City of American Canyon Planning Department
Funding: City of American Canyon General Fund
Schedule: Revised Ordinance, within six months of the General Plan’s adoption

I 1.3 **Revise/Update the Building Code**

The City shall continue to use the Building code as the set of rules and regulations by which new construction, adaptive re-use, and renovations shall occur. The Code shall be reviewed to ensure its consistency with the provisions of the General Plan. It shall also be updated periodically to reflect changes in the Uniform Building Code and State legislation. Periodically, the City shall review the Code and update it as necessary to reflect conditions which are unique to the City.

Responsibility: City of American Canyon Planning Department
Funding: City of American Canyon General Fund
Schedule: Within 12 months of the General Plan’s adoption

I 1.4 **Prepare and Implement Specific Plans**

State law (Government Code Section 63450) authorizes cities to adopt Specific Plans for implementing their general plans in designated areas. They are intended to provide more finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and circulation and infrastructure

improvements. They are most often used to ensure that multiple property owners and developers adhere to a common development plan or ensure that the individual phases of a long-term multi-phased development project are integrated and cohesive.

Specific Plans are adopted by resolution (as a document of policies and standards) or as an ordinance. In the latter case, which is most frequently used by cities, their specifications normally amend or are additive to the zoning regulations for the property.

Specific Plans can be initiated by the City or developers. Costs for City-initiated Specific Plans are, most often, reimbursed by pro-rata allocation of fees to developers applying for development permits in the Specific Plan area. Costs for developer-initiated Plans are usually borne in their entirety by the developer.

Specific Plans may be used by the City as a mechanism to provide more thorough and definitive planning standards for the following areas:

- Town Center
- Community Commercial Center
- Highway 29 Corridor
- Planned Residential Communities
- Golf Course Community
- Industrial Parks
- Special Study Area

Responsibility: City of American Canyon Planning Department and private developers

Funding: City-initiated Specific Plans: General Fund, with potential reimbursement from developments processed in accordance with the Specific Plan (based on pro-rata share of the costs of preparation and processing)

Developer-initiated Specific Plans: by the developer/applicant

Schedule: To be determined as initiated

1.1.5 **Prepare and Implement Community Master Plans**

“Master” Plans are formulated to guide large-scale, multi-phase development projects. Most often they are prepared for land under ownership by a single entity and involve one or a limited number of parcels. In many respects, they are defined to the same or finer level of detail as the Specific Plans. These include a precise list of the uses to be accommodated, building sizes (and, in some cases, footprints), amount of development, building heights, architectural design standards, signage standards,

landscape plans, infrastructure and circulation plans, grading plans, and similar components. They differ from Specific Plans in that their content is not guided by state law and they are not enacted as formal policy of the city. These are processed through the City's discretionary review procedures and necessitate public input. Adoption of Development/Master Plans provides the City with some flexibility for revision of the Plan as implementation proceeds, which can be inhibited by Specific Plans.

Development/Master Plans may be used for the same areas identified above for Specific Plan application. Subdivision of land or individual development applications may not be approved or processed in areas designated under the General Plan for a Community or Specific Plan, until the Community Master Plan or Specific Plan has been adopted by the City.

Responsibility: City of American Canyon Planning Department

Funding: Publicly-initiated Development/Master Plans: City of American Canyon General Fund; with possible reimbursement with affected property owners and developers.

Privately-initiated Development/Master Plans: private developers

Schedule: Ongoing

I 1.6 **Adopt and Implement Architecture, Site, and Landscape Design Guidelines and Standards**

The City's Design Guidelines shall be updated to reflect the *Design and Development Principles* specified by this Plan. Specific visual examples of projects which meet these requirements should be documented and made available to project applicants. These should be reviewed on initial contacts of applicants with the City, enabling the City to be pro-active in design, rather than the normally reactive stance of the development review process.

Responsibility: City of American Canyon, Planning Department

Funding: City of American Canyon General Fund

Schedule: Ongoing

I 1.7 **Street Tree Master Plan**

The City shall formulate a comprehensive master plan which shall list the permitted trees in the public rights-of-way along all streets in American Canyon. It will specify species, minimum size, spacing, and irrigation requirements. It is intended that the plan identify consistent species for blocks, streets, neighborhood, or districts which provide distinctive identities for these areas.

Responsibility:	City of American Canyon
Funding:	City of American Canyon General Fund
Schedule:	Within two (2) years of the General Plan’s adoption, as funding is available

I 1.8 Consider the use of Development Agreements

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer which assures the city as to the type, character, and quality of development and additional “benefits” which may be contributed and assures the developer that the necessary development permits will be issued regardless of changes in regulations.

This ensures that a developer of a multi-phased project who has established financing on conditions negotiated with the city would not be adversely affected by subsequent, more restrictive regulations. This, in turn, enables the city to exact a higher level of performance, quality, and contributions than would normally accrue through the entitlement process.

It may be desired by the City that these be applied to large-scale, multi-phased projects, which may include any of the applications listed above for Specific Plans.

Responsibility:	City of American Canyon Planning Department and private developers
Funding:	Costs for the preparation and execution of a Development Agreement are normally passed on to the developer
Schedule:	As requested by the City or private developers

I 1.9 Adopt and Implement Growth Management Ordinance

The amount of development which would result if each parcel in the City was to be developed to its maximum density permitted by the **Land Use Plan** (or “theoretical buildout”) would considerably exceed the capacity limits of transportation and utility infrastructure and public services (refer to **Draft City of American Canyon General Plan Environmental Impact Report**). Consequently it will be necessary to adopt and implement an ordinance which restricts the amount of development to a specified limit, determined by the capacity of these resources, below the “theoretical plan capacity,”

The most critical limitation, at the time of the writing of the General Plan, is transportation. Policy has been defined by this Plan which would limit the increment of growth to the level imposed by the **Circulation Element’s** specified Levels of Service standards and associated traffic capacity.

Structurally, the ordinance should incorporate:

- a. A development limit determined by the capacity of infrastructure and services (note: while traffic represents the most critical limit, it may be appropriate to define capacity limits related to other infrastructure and services, which in the opinion of the City, bear an important relationship to development).
- b. A method to allocate new development within the stipulated limit (e.g., “first-come, first-served” or priority for “desired” economic uses, affordable housing, or “good” architectural design).
- c. A mechanism to modify the prescribed development limit based on actual levels of demand and service, based on data provided by a development monitoring system (I 1.10, below).
- d. A mechanism to increase the development limit by providing additional infrastructure or service capacity or mitigation (e.g., new roadway or sewer). This should incorporate a “triggering” mechanism which would initiate the planning and funding for the provision of additional resource capacity or other mitigation when the existing capacity is exhausted (practically, this should occur at some level below the existing capacity, for example, 80 percent).

Procedurally, such a growth management system should be updated on an annual or biannual basis.

Responsibility: City of American Canyon Planning Department
Funding: City of American Canyon General Fund
Schedule: Within 18 months of the General Plan’s adoption

DEVELOPMENT REVIEW AND APPROVAL PROCEDURES

I 1.10 Implement Growth Monitoring Program

The City should establish and implement a program to monitor the quantity and impacts of growth. Annually, this should include a tabulation of the amount of growth (by type, density, and location), levels of utilization of infrastructure and services (e.g., traffic volumes and school enrollments), and capacity of infrastructure and services to accommodate additional growth (e.g., quantity of additional trips and additional school children).

This data should be used as input, where necessary, for a Growth Management Ordinance (described above), the County of Napa Congestion Management Plan, and for

planning purposes for the various infrastructure and service departments and agencies serving the City.

Responsibility: City of American Canyon Planning Department

Funding: City of American Canyon General Fund

Schedule: Within 18 months of the adoption of the General Plan

I 1.11 **Development Review**

New development and enlargement of existing structures, except single-family residences, are subject to review according to their adherence with City of American Canyon standards and regulations and General Plan policy. All site plans for new development located within the City and existing Sphere of Influence shall also be required to submit plans to the Napa County Sheriff's Department for review. The plans shall be reviewed to determine whether they incorporate adequate amounts of defensible space, which would aid the Sheriff's Department in providing the greatest level of protection possible. Certain projects, consistent with zoning, are considered as "ministerial" and are subject to approval by the Director of Planning. Others are subject to discretionary review, including those which must receive Conditional Use Permits or variances and are subject to review by the Planning Commission and formal public hearings. In particular, development review is essential for the following:

- a. Review of subdivisions, multi-family development, commercial, and industrial projects for consistency with applicable standards.
- b. Review of projects for which more restrictive design and development standards are imposed to maintain or achieve a special quality or character and/or whose scale and function could conflict with adjacent land uses (e.g., Town Center, Highway 29 corridor, and planned residential communities).
- c. Review of projects characterized by activities and intensity of use (large number of customers, high traffic volumes, noise, etc.) which could adversely impact adjacent residential or other "sensitive" uses (e.g., gasoline stations, fast food establishments, game arcades, and nightclubs).
- d. Review of mixed-use development projects (integrating residential and commercial horizontally or vertically on the same site).
- e. Review of certain industrial uses.

- f. Review of projects located in areas containing sensitive environmental habitats, environmental hazards, and/or significant visual resources (as designated in the **Natural and Historic/Cultural Resources, Flood Hazards, and Noise Elements**).
- g. Review of projects located in areas of high traffic volume and degraded level of service.

Responsibility:	City of American Canyon Planning Department
Funding:	City of American Canyon General Fund and fees for development applications
Schedule:	Review and modification of development review requirements: in concert with the preparation of the revised zoning ordinance, within six months of the adoption of the General Plan

I 1.12 Environmental Review

The California Environmental Quality Act (CEQA) requires that the environmental effects of a project must be taken into account when reviewing that project. This involves the review of all projects submitted by an applicant or initiated by the City and determination of their potential for significantly affecting the City's and region's environmental resources (by an "Initial Study"). If it is found that significant impacts may occur, an Environmental Impact Report (EIR) must be prepared.

The EIR presents an overview of the environmental setting of the project, assesses how that environment will change on introduction of the project, prescribes changes to the project which must be made to mitigate any impacts found to be significant, and identifies and evaluates the impacts of any alternatives. The "environment" of American Canyon to be evaluated consists of the composite of existing physical elements; including natural environmental components (air quality, geology/seismicity, groundwater, etc.) and human-related components (circulation and traffic, infrastructure, public services, etc.). Economic impacts are not considered part of the environment, according to CEQA. This does not preclude the preparation of separate "Fiscal" or "Economic" impact analyses. However, they are not part of an EIR.

On completion of an EIR, it is made available for public review and comment. At least one public hearing must be conducted by the Planning Commission on the draft EIR. Comments received must be responded to and addressed in the Final EIR.

Environmental review occurs in concert with the Development Permit process. No discretionary permit can be approved without, first, satisfactory completion of the environmental review process. This may involve the preparation of a complete EIR, "Focused" EIR if found that only a limited number of resources may be impacted, "Supplemental" EIR if the project is a revision of an earlier project or time has passed and conditions have

changed, or “Negative Declaration” if the project is determined by the City to have no significant effects.

Where mitigation actions are specified during environmental review, a plan (“Mitigation Monitoring Plan”) must be prepared which specifies the manner in which the development project will be monitored to determine whether these actions were implemented and effective. This plan must be approved by the City in concert with the certification of the EIR.

American Canyon’s project environmental review is conducted by staff of the Planning Department in accordance with procedures specified in the CEQA Guidelines and Municipal Code. As state legislation regarding the procedures, substance, and applications of environmental review change frequently, it is essential that the City annually review pertinent legislation and update its procedures and regulations accordingly.

New development shall also be required to utilize appropriate BAAQMD Best Available Control Technology (BACT) air quality mitigation measures and thresholds from BAAQMD’s Air Quality and Urban Development document titled, **Guidelines for Assessing Impacts of Projects and Plans**.

Responsibility: City of American Canyon Planning Department

Funding: Environmental documents (EIRs, Negative Declarations, etc.):
applicant fees (full costs)

Schedule: Annual update to reflect state legislation. Environmental review documents: on a case-by-case basis

I 1.13 **Traffic Report**

As a component of the environmental review process, or separately, the City shall require the conduct of an analysis defining the traffic impacts and mitigation measures for new development and the adaptive re-use of existing structures. A threshold (i.e., number of trips) should be established above which such analyses would be required. These should be reviewed according to:

- a. level of service standards stipulated for major network street segments and intersections in the **Circulation Element** of the General Plan;
- b. specific-site characteristics (e.g., access and egress, level of service at peripheral intersections, traffic intrusion into adjacent residential neighborhoods;

- c. compliance with the County of Napa Congestion Management Plan and other requirements stipulated in the **Circulation Element**,
- d. improvements required to mitigate the impacts of new development;
- e. timing of new development; and
- f. funding of improvements.

As necessary, traffic mitigation measures shall be identified and incorporated as conditions of project approval.

Public review and comment is solicited during the traffic review process.

Responsibility: City of American Canyon Planning Department and Public Works Department
Funding: Project-related: development applicant fees (full costs) **Schedule:** Ongoing as project applications are submitted

I 1.14 **Architectural Design Review**

The goals, objectives, policies, and standards contained in the **Land Use Element** mandate a high level of architectural and site design performance in the City of American Canyon. Development applications shall be reviewed for their consistency with these.

Responsibility: City of American Canyon Planning Department
Funding: General Fund and development application fees **Schedule:** Ongoing with project application submittals

ECONOMIC AND CAPITAL

I 1.15 **Capital Improvements Program**

The City of American Canyon is in the process (as of the date of the date of this Plan) of preparing a Capital Improvements Program (CIP) which provides for the construction and upgrade of streets, storm drains, municipal buildings, and other public physical facilities. It defines the specific improvements to be accomplished annually and allocates budget for these. Normally, the CIP is revised no less often than every five years and is subject to approval by the City Council. The determination of consistency

of a CIP with the General Plan is required by the Planning Commission and City Council prior to approval.

Responsibility: City of American Canyon
Funding: City of American Canyon General Fund
Schedule: Program: in progress, update every five years Implementation: each year, as funding is available

I 1.16 **Implement Urban Design Improvements Program**

The **Land Use Element** provides for the implementation of streetscape and other urban design elements throughout the City. Among these are street trees, pedestrian-oriented amenities (lighting, street furniture, etc.), unifying public signage, decorative sidewalk and cross walk paving, and similar elements. A number will be implemented and privately financed as a condition of development of key projects (e.g., Town Center and Neighborhood Center). Others which involve multiple parcels, such as the Highway 29 corridor, may necessitate public expenditures which may be financed through general revenue, bonding, or the establishment of an assessment district.

It is recommended that a comprehensive urban design and streetscape plan be formulated by the City to guide the specific improvement projects.

Responsibility: City of American Canyon
Funding: City of American Canyon General Fund, bonding, and/or assessment district

Schedule: Urban design plan: within two (2) years of the General Plan's adoption, as funding is available. Improvements: to be determined

I 1.17 **Initiate and Implement Redevelopment Plans**

Deleted

I 1.18 **Financial Assistance Programs**

The City shall assess the feasibility of expanding financial incentive programs to assist low-income tenants and property owners in the maintenance and upgrade of their properties. Potential funding sources should be investigated. These may include State and County programs, low interest private bank loans, and/or developer fees.

Responsibility: City of American Canyon
Funding: State of California, local financial institutions, and/or developer fees

Schedule: Within two (2) years of the adoption of the General Plan, as funding is available

I 1.19 **Formulate and Implement Economic Marketing Strategy**

The City shall establish a strategy to attract the development and investment of key industries and commercial establishments which will contribute jobs and revenue to the City. Policies and programs are elaborated in the **Economic Development Element**.

Responsibility: City of American Canyon Planning Department and City Manager=s Office
Funding: City of American Canyon General Fund
Schedule: Within two (2) years of the adoption of the General Plan, as funding is available

ADMINISTRATIVE

I 1.20 **Monitor and Update the General Plan Land Use Element**

As required by State statute, the City shall review and report on the status of the General Plan annually. In addition, the Plan should be revised and updated periodically. This shall include:

- (a) an update of baseline data, analyses, and issues to account for current conditions;
- (b) evaluation of the policies and programs contained in this Plan to determine their effectiveness in achieving the Plan’s goals and objectives; and
- (c) revision of the policies and programs to increase their effectiveness, where necessary, and account for current issues and legislation.

Public input shall be actively solicited in the update. Because of the changing dynamics of land use and development it is suggested that the **Land Use Element** be updated each five to ten years.

In accordance with State law, Plan amendments may be adopted a maximum of four times a year. Those related to the provision of affordable housing may be updated without limit.

Responsibility: City of American Canyon Planning Department
Funding: City of American Canyon General Fund and potential General Plan “maintenance fee” to be assessed for all development applications
Schedule: Report on General Plan status: annually. General Plan updates: every five years, or as needed

I 1.21 **Enforce Codes**

City of American Canyon codes and ordinances that implement the General Plan shall be enforced. The City may wish to expand pro-active code enforcement efforts to include

periodic City-initiated surveys of buildings and site conditions, and, where problems are found, require code compliance.

Responsibility: City of American Canyon

Funding: City of American Canyon General Fund **Schedule:** Ongoing program

I 1.22 **Inter-Agency Coordination**

Development in the City of American Canyon impacts and is impacted by the actions of adjacent municipal jurisdictions, utility districts, school districts, service providers, and higher level governmental agencies (e.g., County of Napa and the California Department of Transportation). As a consequence, it is essential that the jurisdiction, closely coordinate those actions that impact other government entities. Agreements and procedures for coordination need to be continued or established where they do not currently exist. This will become increasingly important as the State of California continues to consider statewide and regional policy and administrative mechanisms to address the issues of growth (e.g., congestion management, air quality, solid waste, and traffic) which may impact the City's local decision making authorities over time.

Among the many and diverse concerns which should be addressed are the following:

- a. Land use compatibility on the City's periphery and the interface of streets and traffic; with the County of Napa and City of Vallejo.
- b. Regional transportation (Highway 29, other state highways, railroad, and Napa County Airport); with the California Department of Transportation and Napa Airport Authority.
- c. Provision and maintenance of other public and quasi-public utilities: Pacific Gas and Electric Company, City of American Canyon Department of Public Works, Viacom, and Pacific Bell.
- d. Provision of schools; with the Napa Unified School District.
- e. Regional air quality; with the Bay Area Air Quality Management District.
- f. "Fair share" provision of affordable housing units; with the Association of Bay Area Governments and State of California Department of Housing and Community Development.
- g. Provision of social services; County of Napa.
- h. Maintenance of the Napa River wetlands with pertinent State and Federal agencies.

Responsibility: City of American Canyon

Funding: Costs for maintaining liaison: City of American Canyon General Fund
Schedule: Ongoing

I 1.23 **Interface with Property Owners and Developers for Property and Neighborhood Maintenance**

The City shall administer programs to encourage property owners to maintain and upgrade, as necessary, the quality of existing buildings and neighborhoods in the City. Existing and potential programs include:

- a. The City shall allocate redevelopment housing “set-aside” funds for the rehabilitation of residential units.
- b. The City shall examine the availability of federal or state funds and/or potential participation of local financial institutions to support maintenance and rehabilitation efforts.
- c. The City shall consider the implementation of an ordinance addressing neighborhood quality issues. This program is directed at the improvement of deteriorated residential neighborhoods and encompasses a broad range of selfhelp actions and code enforcement.
- d. The City may encourage and provide technical assistance to local groups to plant street trees in commercial districts and/or residential neighborhoods where they are not present.

Other maintenance and rehabilitation actions which may be pursued by the City include:

- a. periodic visual surveys of the conditions of the City’s districts and neighborhoods, identifying sites which exhibit substantial inadequate maintenance;
- b. contact of the owners or tenants of substandard properties to encourage their remedial actions;
- c. provision of technical assistance (at City Hall) to the property owners and tenants regarding the techniques by which properties can be maintained and upgraded; and
- d. assistance in the solicitation of low-interest loans for the upgrade of substandard properties.

Responsibility: City of American Canyon Planning and Building Departments and City Manager’s Office
Funding: City of American Canyon General Fund, redevelopment housing twenty percent housing “set-aside” funds, and/or financial institution low-interest loan programs

Schedule: Ongoing, as funding is available

I 1.24 **Educational Programs**

The City shall initiate programs to educate the public regarding the techniques which may be employed to maintain and upgrade properties. These may be structured as classes presented to local homeowners, business, and/or community organizations, and on/or cable television.

Examples of educational programs which may be conducted include:

- a. Seminars conducted by the City's Building Official regarding building design and maintenance requirements, landscape design and maintenance, and related topics.
- b. Informational brochures and seminars regarding water and waste conservation practices to be published and distributed at City offices.
- c. The City may work with local educational institutions to conduct classes which provide American Canyon resident's technical skills regarding property and landscape maintenance and upgrade.
- d. The City may work with the local cable television franchise to broadcast programs providing technical information regarding property and landscape maintenance and improvements.

Responsibility: City of American Canyon Planning Department

Funding: City of American Canyon General Fund, conditions of cable television franchise, and/or financial grants from corporations or other private organizations

Schedule: Ongoing, as funding is available

I 1.25 **Expand the City's Sphere of Influence and Incorporated Boundaries**

The **Land Use Element** projects a long-term vision for the City as a compact urban area surrounded by agriculture and open space. To create a "balanced" city which contains the diversity of uses necessary to support existing and future residents and sustain fiscal viability it will be necessary to consider expansion of the City's jurisdictional limits into those areas depicted within the City Urban Limit Line. These encompass lands which may appropriately be a part of the City's contiguous urban area and for which infrastructure and public services are to be provided by the City. The boundary proposed in this Plan represents a logical and orderly progression of the City's ultimate form and function in southern Napa County.

The process of annexation will involve a cooperative process between the Local Agency Formation Commission (LAFCO), property owners, the City of American Canyon, and pertinent service agencies. At the outset, it is suggested that the City conduct a feasibility study to ensure that the proposed annexation can be adequately served by the City, costs can be adequately covered without adverse fiscal impacts, and that development intentions are consistent with the General Plan. It will be necessary to formulate a comprehensive fiscal strategy which accounts for equitable property and other tax transfers.

Priorities for annexation should be placed on those lands which ensure a cohesive pattern of development. For example, lands on both sides of principal arterial highways, such as Highway 29, should be under a single service and jurisdiction.

Responsibility: City of American Canyon Planning Department and City Manager's Office
Funding: City of American Canyon General Fund
Schedule: Ongoing, as appropriate

I 1.26 Conduct a study to determine an appropriate location and funding mechanism for the establishment of a senior center. This study shall also explore various ways to develop and manage the center such as through a public/private partnership, solely through a private organization, or strictly as a public venture.

Responsibility: City of American Canyon Planning Department
Funding: City of American Canyon General Fund
Schedule: 18 months after General Plan adoption or when funding is available



**City of American Canyon
Active Community Development Projects
June 2021**

Project Applications Under Review						
No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
1.	Watson Ranch Lot 10 Residential (PL21-0013, PL21-0014)	DR Horton	Tentative Subdivision Map and design Permit for 219 single family homes	NEC Loop Road/Rio Del Mar 26.55 acres	6/4/21 Application submitted	William He
2.	Walmart Sign Update (PL21-0012)	Pacific Neon	Update Walmart wall signs with new internally illuminated signs. No change to the freestanding monument sign.	7011 Main St	5/17/21 Application submitted 5/21/21 Application approved	William He
3.	Burger King Drive-Thru (PL21-0009)	1429 Main Street LLC	Preapplication to respond to processing and fee questions for a proposed 2659 square foot drive-thru Burger King restaurant.	3460 Broadway 0.7 acres	3/29/21 Application submitted 4/15/21 Comments to applicant 5/20/21 Applicant questions 5/20/21 Response to applicant	Brent Cooper
4.	Tacos y Mariscos Los Plebes Food Truck (PL21-0010)	Luis Mendoza	Design Permit for a standalone food truck on a permanent site.	210 American Canyon Road	4/6/21 Application submitted 5/27/21 PC Denial 6/17/21 Appeal Period expired	William He
5.	Tacos Baja Cali Food Truck (PL21-0007)	Karla Lara	Design Permit for a standalone food truck on a permanent site.	4225 Broadway	4/6/21 Application submitted 5/27/21 PC Denial 6/17/21 Appeal Period expired	William He
6.	PG&E Regional Center (PL21-0011)	Pacific Gas and Electric	Conditional Use Permit for Facilities for service crews to install, repair and replace electric and gas infrastructure in the region.	500 Boone	5/19/21 Application submitted 6/9/21 Comments to applicant 6/16/21 Meeting with applicant.	William He

Project Applications Under Review						
No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
7.	Lemos Pointe apartments (PL21-0004)	Pacific West Communities, Inc.	Design Permit for 186 multi-family apartments comprising 8 3-story buildings with studio to 3-br units.	Northwest corner Rio Del Mar/Loop Road 6.77 acres	2/25/21 Application submitted 3/29/21 Comments to applicant 4/14/21 Applicant resubmittal 5/27/21 PC Approved	William He
8.	Walmart Sign Program Modification (PL21-0012)	Pacific West Communities, Inc.	Minor change to the exterior wall signs at Walmart.	7011 Main Street	5/17/21 Application submitted 5/21/21 Staff approved	William He
9.	Rotten Robbie Fuel Station (PL20-0047)	Robinson Oil Company	Conditional Use Permit for a Fuel station with eight fueling stations, a 4,800 square foot convenience store, a car wash, and three truck-fueling positions.	3519 Broadway St 3.33 acres	01/07/21 Application submitted 2/4/21 Comments to applicant Project on hold due to Fuel Station 10-month, 15-day moratorium	William He
10.	Napa Valley Casino Table Increase Request (PL20-0040)	Napa Valley Casino	Revise Municipal Code Chapter 5.12 to increase the number of tables from 12 to 20.	3464 Broadway Street	11/09/20 Application submitted 11/17/20 City Council discussion. 4/20/21 City Council 1 st Reading approved. 5/4/21 City Council 2 nd Reading approved	City Attorney
11.	Giovannoni Logistics Center (PL20-0042)	Buzz Oates Construction	EIR for approximately 2.4 million sqft logistics center and Design Permit for two warehouses. Building A is 627,976 square feet; and Building B is 469,512 square feet	300 Green Island Road (Bldg A) 1200 Devlin Road (Bldg B) 70 acres	11/13/20 Application submitted 12/12/20 Comments to applicant 01/05/21 Application resubmitted 01/12/21 Notice of Preparation (NOP) published 2/3/21 NOP scoping meeting 3/10/212 Comments to applicant	Brent Cooper
12.	Giovannoni Logistics Center (PL20-0043)	Buzz Oates Construction	Tentative Parcel Map for the Giovannoni Logistics Park	North of Green Island Road and East of future Devlin Road 70 acres	11/13/20 Application submitted 12/12/20 Comments to applicant 01/05/21 Application resubmitted 3/10/212 Comments to applicant	Brent Cooper

Project Applications Under Review						
No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
13.	Oat Hill Lot Line Adjustment (PL20-0039)	Oat Hill Properties II, LLC	Increase Lot C of 14 RM 4 from 10.17 acres to 13.59 acres; and decrease Parcel F of 12 RM 53 from 10.64 acres to 7.22 acres.	Southwest corner Hess Road and Napa Junction Road	10/2/20 Application submitted 11/7/20 Comments to applicant 2/25/21 Application resubmittal 3/1/21 Comments to applicant 3/11/21 Application deemed complete	Paul Wade
14.	7-11 Gas Station Conditional Use Permit (PL20-0035)	Best American Canyon Partners	Proposed 7-11 gas station	218 American Canyon Road	10/13/20 Application submitted. 11/11/20 Comments to applicant. Project on hold due to Fuel Station 10-month, 15-day moratorium	William He
15.	SDG 330 Final Map (DV18-0011)	SDG Commerce 330, LLC	Final map application to record the tentative map for the SDG 330 Project	1005 Commerce Court 35.85 acres	10/20/20 Application submitted 11/9/20 Comments to applicant 4/20/21 City Council public improvement acceptance scheduled.	Edison Bisnar
16.	Hampton Inn Hotel Zone Change and Design Permit (PL20-0029, PL20-0030)	AMS Associates, Inc.	New 3-story, 106 room Hampton Inn Hotel.	3443 Broadway 2.52 acres	8/26/20 Application submitted 9/21/20 Comments to applicant 12/1/20 CC Zone Change Workshop 12/21/20 Application resubmitted 1/25/21 Comments to applicant 3/12/21 Application resubmitted 4/27/21 Comments to applicant 5/25/21 Application resubmitted	William He

Project Applications Under Review						
No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
17.	Oat Hill General Plan Amendment, Zone Change, Subdivision Map and Design Permit – Parcel A (PL20-0022, PL20-0024 and PL20-0025)	Oat Hill Properties, II, LLC	Policy amendments and site plan to allow construction of 121 multi-family dwelling units for rental and condominium purposes.	Top of Oat Hill on the southwest slope. 13.7 acres	8/25/20 Application submitted 9/11/20 Comments to applicant 11/2/20 Application resubmitted 12/2/20 Comments to applicant 1/5/21 Application resubmitted 1/29/21 Comments to applicant 2/8/21 30-day Mitigated Negative Declaration public review starts 2/22/21 Application resubmitted OSAC Review 3/25/21 PC recommendation 6/23/21 ALUC review scheduled	William He
17.	Oat Hill General Plan Amendment, Zone Change, Subdivision Map and Design Permit – Parcel B (PL20-0023, PL20-0026 and PL20-0027)	Oat Hill Properties, II, LLC	Policy amendments and site plan to allow construction of 85 multi-family dwelling units for rental and condominium purposes.	Lower Oat Hill on the southwest slope. 7.1 acres	8/25/20 Application submitted 9/11/20 Comments to applicant 11/2/20 Application resubmitted 12/2/20 Comments to applicant 1/5/21 Application resubmitted 1/29/21 Comments to applicant 2/8/21 30-day Mitigated Negative Declaration public review starts 2/22/21 Application resubmitted OSAC Review 3/25/21 PC recommendation 6/23/21 ALUC review scheduled	William He

Project Applications Under Review						
No.	Project Name	Applicant	Description	Location/Area	Application Status	Planner
21.	SDG Commerce 217 Distribution Center (PL20-0008)	SDG Commerce 217, LLC	Conditional Use Permit for a new 217,000 sqft distribution warehouse.	1075 Commerce Court 10.39 acres	3/18/20 Application submitted 4/8/20 Comments to applicant 6/23/20 Second Submittal 1/28/21 PC Review continued to 2/25 2/25/21 PC Approved 3/5/21 Appeal Received 4/1/21 30-day Recirculated MND begins 5/4/21 30-day review period extended to 6/3/21	William He
22.	Circle K and Fuel station Lot Line Adjustment (PL20-0011)	STEM, LLC	Lot Line Adjustment to merge two parcels into a single parcel.	Northeast corner Lombard/Napa Junction Road 2.25 acres	4/15/20 Application submitted 5/15/20 Comments to applicant 5/19/20 Second submittal 6/10/20 Comments to applicant	William He
22.	Element 7 Cannabis Business Permit (PL19-0008)	Element 7	Construct a 7,000 square foot building for Cannabis manufacturing, distribution and non-storefront retail (Delivery) business.	1300 Green Island Road	4/10/19 Application submitted 9/29/20 Application on Hold	Brent Cooper
23.	Reesan Live, Inc. Cannabis Business Permit (PL19-0024)	Reesan Live, Inc.	Construct an 82,328 sqft 2-story warehouse for cannabis cultivation, manufacturing, distribution and nonstorefront retail delivery.	834 Green Island Road	8/16/19 Application submitted. 4/1/20 Project on Hold	Brent Cooper

Major Building/Grading Permits					
Project Name	Description	Location	Area	Status	Staff Liaison
1. Napa Logistics Building 3 Grading Permit (DV20-0007)	Rough grading for a 200,000 sqft e-commerce logistics building.	300 Boone Drive	58.1 acres	07/09/20 Application submitted 07/29/20 Application approved. Estimated to be completed by July 2021	Edison Bisnar
2. Napa Junction III Building 6B (BP19-0495)	Construct a 6,000 sqft single story medical office building.	416 Napa Junction Road	1.06 acres	11/26/19 Application submitted 2/13/20 Awaiting completion of improvement plans 9/30/20 Permit approved 5/25/21 Permit issued	William He
3. Napa Junction III Building 6B (DV20-0001)	Improvement plans for a 6,000 sqft single story medical office building.	416 Napa Junction Road	1.06 acres	2/18/20 Application submitted 3/10/20 Received revised stormwater plans 9/30/20 DV Plans approved. Construction to begin by summer 2021	Edison Bisnar
4. Village at Vintage Ranch (DV17-0011)	Improvement plans for 159 townhome project.	NWC Silver Oak and American Canyon Drive	11.7 acres	4/19/17 Application submitted 9/1/17 Improvement plan permit issued Public Improvements associated with the project are complete. All on-site infrastructures are in place, including stormwater facilities, and coordinating with building department on TCO inspections and approvals.	Paul Wade

<p>5. Village at Vintage Ranch (BP17-0116 to BP17-0121, BP17-0209)</p>	<p>159 townhome rental project.</p>	<p>NWC Silver Oak and American Canyon Drive</p>	<p>11.7 acres</p>	<p>4/6/17 Application submitted 11/17/17 Clubhouse permit approved (BP17-0209) 12/19/17 7-Unit building permit approved (BP17-0116) 7/2/18 All remaining building permits issued 7/15/19 Building 3 received temporary occupancy (BP17-0116). 9/20/19 Building 4 temporary occupancy inspections (BP17-0252). 4/10/20 Building 7and 8 TCO inspections</p>	<p>Tom Trimberger</p>
--	-------------------------------------	---	-------------------	---	-----------------------

<p>Major Building/Grading Permits</p>					
<p>Project Name</p>	<p>Description</p>	<p>Location</p>	<p>Area</p>	<p>Status</p>	<p>Staff Liaison</p>
<p>6. Fume Commercial Cannabis Will Serve (DV20-0014)</p>	<p>Extend reclaimed water line to supply irrigation demand of the project.</p>	<p>180 Klamath Court</p>	<p>1.37 acres</p>	<p>12/16/20 Will serve and wastewater study received 1/28/21 PC approved the CUP 3/26/21 Will Serve comments to the applicant.</p>	<p>Edison Bisnar</p>
<p>7. Canyon Estates (DV18-0023)</p>	<p>Improvement plans, grading plans, potable water pump station plans and Final Map.</p>	<p>Northeast corner Silver Oak/ Newell Drive</p>	<p>35 acres</p>	<p>10/31/18 Applicant submitted 4/17/19 3rd submittal received 5/22/19 Pump station submittal received 6/13/19 Grading and Improvement Plan Comments to applicant 7/14/20 Preconstruction meeting 3/19/21 Preconstruction meeting 3/22/21 Begin Construction</p>	<p>PW Engineering</p>
<p>8. Canyon Estates Lot Line Adjustment (PL19-0011)</p>	<p>Lot Line adjustment to consolidate habitat area in Napa County.</p>	<p>Northeast corner Silver Oak/ Newell Drive</p>	<p>35 acres</p>	<p>4/18/19 Lot line adjustment application submitted 6/13/19 Comments to applicant</p>	<p>Paul Wade</p>

9. Pick-n-Pull (DV19-0004)	Grading permit for new customer parking lot and vehicle inventory yard.	5759 Broadway	9.52 acres	2/21/19 Application submitted 3/8/19 Comments to applicant 5/6/19 Inquired status with applicant 6/10/19 2 nd Applicant submittal 7/18/19 Comments to applicant 8/13/19 3 rd Applicant Submittal 11/6/19 Grading Permit approved. All Civil Improvements are complete.	Paul Wade
----------------------------	---	---------------	------------	---	-----------

Major Building/Grading Permits

Project Name	Description	Location	Area	Status	Staff Liaison
10. Pick-n-Pull (BP19-0061)	Tenant improvement to the large building (Bldg #2).	5759 Broadway	9.52 acres	2/12/19 Application submitted 11/6/19 Grading Permit approved. 3/6/20 Temporary occupancy approved for limited building use.	William He
11. Copart (DV20-0008)	Grading permit for an auto storage lot and office building Conditional Use Permit PL18-0019.	1587 and 1660 Green Island Road	20 acres	4/23/20 On-site private wastewater treatment system application submitted to the County 8/13/20 1 st Submittal received 10/1/20 1 st Plan Check returned 12/3/20 2 nd Submittal received 2/11/21 2 nd Plan Check returned	Edison Bisnar
12. Home2Suites Will Serve and Improvement Plan (DV19-0015)	Will serve application and improvement plans for a 102-room hotel.	3830 Broadway	2.0 acres	9/5/19 Will Serve Application submitted 5/25/20 Improvement Plan Application submitted 3/15/21 5th Submittal received. 5/17/21 DV approved.	Edison Bisnar

Major Building/Grading Permits					
Project Name	Description	Location	Area	Status	Staff Liaison
13. Home2Suites Building Permit (BP19-0499)	Building permit for 102 room hotel.	3830 Broadway	2.0 acres	12/3/19 Application submitted 12/19/19 Comments to applicant 3/9/20 Checked in with applicant 4/15/20 Building resubmittal 5/1/20 Comments to applicant 07/16/20 Building resubmittal 07/24/20 Comments to applicant 09/17/20 Building resubmittal 09/25/21 Comments to applicant 02/01/21 Waiting fire sprinkler plan submittal.	Interwest
14. Napa Logistics Building 3 (BP20-0179)	Building permit for new 201,839 sqft warehouse.	300 Boone Drive	24.5 acres	05/26/20 Application submitted 09/10/19 Comments to applicant 9/10/20 Permit Issued 02/18/21 Forms and Footings inspection 4/13/21 Walls and insulation installed 4/27/21 HVAC equipment installation	Interwest

Major City-Initiated Projects					
Project Name	Description	Location	Area	Status	Staff
1. Fuel Station Urgency Ordinance (PL21-0005)	Potential moratorium on new fuel stations in American Canyon	Citywide	N/A	2/2/21 City Council workshop 2/16/21 City Council hearing continued to 3/2/21 3/2/21 City Council approved 45-day urgency ordinance 4/6/21 10 month, 15-day urgency ordinance approved 5/27/21 PC Workshop on General Plan amendment 6/24/21 Continued PC workshop	Brent Cooper
2. Comprehensive General Plan Update	Review and update to bring the General Plan into conformance with current State standards and community values	Citywide	N/A	7/1/19 Drafting a Request for Proposal (RFP) 7/4/19 Community input at 4 th of July festival 9/17/19 Joint CC/PC meeting to discuss scope of work 12/3/19 Mintier Harnish selected 6/1/20 On hold to August to assess Covid-related impacts. 9/15/20 Council workshop to discuss revised scope. 3/24/21 Circulation Committee meeting. 6/15/21 Council workshop on WSC alternatives	Brent Cooper
3. 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.	Bill Ross, City Attorney

Major Regional Projects					
Project Name	Description	Location	Area	Status	Staff Liaison
1. Napa Valley Transportation Authority 2045 Countywide Transportation Plan	Update the 2015 NVTA Countywide Plan with new mobility priorities for the next 25 years.	Napa County	N/A	8/19 Project Kick-off 9/19 – 01/20 Public Input 01/21 Drafting the Plan	Alberto Esqueda (NVTA)
2. Replacement Napa Junction Elementary School	Coordination with the Napa Valley Unified School District on the new elementary school design.	Northeast corner Wetlands Edge/ Eucalyptus Drive	10 acres	8/14/19 Ground breaking ceremony	Jason Holley
3. LAFCO Sphere of Influence Policy	Staff working group to discuss a proposal to prohibit Sphere of Influence amendments into property designated Agriculture	Unincorporated Napa County	N/A	9/12/19 Working Group Meeting #1 12/5/19 Working Group Meeting #2 1/22/20 Working Group Meeting #3 10/27/20 Working Group Meeting #4 02/01/21 LAFCO Board discussion	Brent Cooper
4. Regional Working Group on Climate Change	Countywide Working Group to evaluate efforts to adopt policies that will combat climate change.	Countywide	N/A	Most recent meeting: 2/26/21 Regular ongoing meetings continue.	Brent Cooper