REGULAR PLANNING COMMISSION MEETING AGENDA

City Hall - Council Chambers
4381 Broadway, Ste. 201, American Canyon
May 25, 2023
6:30 PM

Chair: Crystal Mallare
Vice Chair: Brando Cruz
Commissioners: Eric Altman, Andrew Goff, Davet Mohammed

AMENDED AGENDA
This agenda is amended to reflect updated conditions of approval for Item Number 4 - NVRG Quarry Lake and Fig Tree Amphitheaters. Attachment 1.1 Exhibit A "Specific Conditions," conditions 24, 25, 26 are deleted per Fire District.

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: 847 8832 3786 Passcode: 442253

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) 647-5337or email cityclerk@ cityofamericancanyon.org.

AGENDA MATERIALS: 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 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 you preferred alternative format or auxiliary aid, at least three calendar days before the meeting.

6:30 P.M. REGULAR MEETING

CALL TO ORDER

PLEDGE

ROLL CALL

PRESENTATIONS

PUBLIC COMMENT

*This time is reserved for members of the public to address the 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 April 27, 2023
Recommendation: Approve the Minutes of April 27, 2023

PUBLIC HEARINGS

2. Chicken Guy Restaurant Conditional Use Permit
Recommendation: Approve a Resolution of the Planning Commission of the City of American Canyon, California, approving a Conditional Use Permit for development of a 2,818 square feet quick-serve restaurant with drive-thru at 200 American Canyon Rd, APN 059-110-056 (File No. PL22-0021)

3. Bell Products Design Permit
Recommendation: Approve a Resolution of the Planning Commission of the City of American Canyon, California, approving a Design Permit for a 30,544 square foot two-story warehouse in the General Industrial zoning district at 130 Dodd Court, APN 057-160-014

(File No. PL22-0037)

4. **NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit**

Recommendation: Approve a Conditional Use Permit for development of the Quarry Lake and Fig Tree Amphitheaters, which consist of an approximately 3,300-seat and an approximately 800-seat amphitheater within the Napa Valley Ruins & Gardens in the Watson Ranch Specific Plan, Assessor's Parcel Numbers 059-430-032 and 059-430-025 (File No. PL23-0009).

5. **Watson Ranch Specific Plan Technical Amendment**

Recommendation: Adopt a Resolution of the Planning Commission of the City of American Canyon recommending the City Council of the City of American Canyon amend the General Plan to ensure consistency with and between the General Plan and the Watson Ranch Specific Plan; and amend the Watson Ranch Specific Plan (PL22-0023).

MANAGEMENT AND STAFF ORAL REPORTS

6. **Active Planning Projects**

Recommendation: Review Active Planning Projects

COMMISSIONER ITEMS

ADJOURNMENT

CERTIFICATION

I, Nicolle Hall, 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 Hall, Administrative Technician

CITY OF AMERICAN CANYON
REGULAR PLANNING COMMISSION MEETING

ACTION MINUTES
April 27, 2023

6:30 P.M. REGULAR MEETING

CALL TO ORDER
The meeting was called to order at 6:31 p.m.

PLEDGE
The Pledge of Allegiance was recited.

ROLL CALL
Present: Commissioners Eric Altman, Andrew Goff, Davet Mohammed, Vice Chair Brando Cruz
Absent: Chair Crystal Mallare

PUBLIC COMMENT
Vice Chair Cruz opened Public Comment.
Speakers: Yvonne Baginski
Written Comment: Yvonne Baginski
Vice Chair Cruz closed Public Comment.

AGENDA CHANGES
There were no agenda changes.

CONSENT CALENDAR

1. Minutes of March 23, 2023

2. Annual 2022 General Plan Annual Progress Report

Action: Motion to approve the consent calendar made by Commissioner Eric Altman, seconded by Commissioner Davet Mohammed, and CARRIED by a roll call vote.

Ayes: Commissioners Eric Altman, Andrew Goff, Davet Mohammed, Vice Chair Brando Cruz
Nays: None
Absent: Chair Crystal Mallare

PUBLIC HEARINGS

3. Chicken Guy Restaurant Conditional Use Permit

Senior Planner William He reported that staff recommends a continuance to the next available Planning Commission meeting because the project requires a traffic impact report, and the applicant has indicated that they are unable to provide the report in time for this meeting. City attorney William Ross noted for the record that an advice memorandum to the Commission regarding the standards that are applicable to the Chicken Guy Restaurant project was added to the agenda after publication. The memorandum has been made available to the public online and at this meeting.

Vice Chair Cruz opened the Public Hearing.
Speakers: None
Written Comments: None
Vice Chair Cruz closed the Public Hearing.

Action: Motion to continue the Chicken Guy Restaurant Conditional Use Permit public hearing to May 25, 2023 (File No. PL22-0021) made by Commissioner Eric Altman, seconded by Commissioner Davet Mohammed and CARRIED by a roll call vote.

Ayes: Commissioners Eric Altman, Andrew Goff, Davet Mohammed, Vice Chair Brando Cruz
Nays: None
Absent: Chair Crystal Mallare

4. Sun Square Mixed-Use Design Permit

Senior Planner William He reported on the item.

Speakers on behalf of the applicant:
Max Konan, Bright Future
Barry Bergman, Traffic Engineer from Public Trends

Community Development Director Brent Cooper provided additional information.

Commissioners discussed the item.

Vice Chair Cruz opened the Public Hearing.
Speakers: Beth Marcus was called to speak
Written Comment: None
Vice Chair Cruz Closed the Public Hearing.

Action: Motion to Approve Resolution 2023-04 Approving the Sun Square Mixed Use Project Design Permit for development of four mixed-use buildings consisting of twenty apartment units and 7,800 square feet of office space on a one-acre lot in the Community Commercial zoning district at 425 Napa Junction Rd, APN 059-020-003 (File no. PL21-0020) made by Commissioner Andrew Goff, seconded by Commissioner Eric Altman, and CARRIED by a roll call vote.

Ayes: Commissioners Eric Altman, Andrew Goff, Davet Mohammed, Vice Chair Brando Cruz
Nays: None
Absent: Chair Crystal Mallare

BUSINESS

5. Paoli Watson Lane Annexation Draft Environmental Impact Report (DEIR) Public Review Workshop

Community Development Director Brent Cooper and Jesse Voremberg of Rincon Associates shared a PowerPoint Presentation

Vice Chair Cruz opened Public Comments.
Speakers: Ladeena Ford was called to speak, Les Lawson was called to speak, Sam Clerici was called to speak, Fran Lemos was called to speak.
Written Comments: None
Vice Chair Cruz closed Public Comments.

Commissioners discussed the item.

Vice Chair Cruz reopened the Public Hearing
Speakers: Les Lawson was called to speak.
Vice Chair Cruz closed the Public Hearing

Action: Vice Chair Cruz noted that the Paoli Watson Lane Annexation DEIR workshop was received and filed

6. Fiscal Year 2023/24 Capital Improvement Program

Ronald Ranada, Senior Civil Engineer shared a PowerPoint Present

Vice Chair Cruz opened Public Comment
Speakers: None
Written Comments: None
Vice Chair Cruz closed Public Comment

Action: Motion to Approve Resolution 2023-05 of the Planning Commission of the City of American Canyon, California, determining that the City of American Canyon Fiscal Year 2023/24 Capital Improvement Program is consistent and in conformity with the City of American Canyon General Plan made by Commissioner Andrew Goff, seconded by Commissioner Davet Mohammed and CARRIED by a roll call vote.

Ayes: Commissioners Eric Altman, Andrew Goff, Davet Mohammed, Vice Chair Brando Cruz
Nays: None
Absent: Chair Crystal Mallare

MANAGEMENT AND STAFF ORAL REPORTS

7. Active Planning Projects

Action: Review Active Planning Projects

Community Development Director Brent Cooper reported on Active Planning Projects including two amphitheaters at the Ruins in Watson Ranch, Bell Products, Promontory at Watson Ranch, Watson Ranch Specific Plan Amendment, Residences at Napa Junction,
SDG 217 Warehouse Building, Smoke Free Multiunit Ordinance, Comprehensive General Plan,
Commissioners reported on items of interest.

COMMISSIONER ITEMS

Commissioners reported on items of interest.

ADJOURNMENT

The meeting adjourned at 8:21 p.m.

CERTIFICATION

Respectfully Submitted,

_____

Nicolle Hall, Administrative Technician

TITLE

Chicken Guy Restaurant Conditional Use Permit

RECOMMENDATION

Approve a Resolution of the Planning Commission of the City of American Canyon, California, approving a Conditional Use Permit for development of a 2,818 square feet quick-serve restaurant with drive-thru at 200 American Canyon Rd, APN 059-110-056 (File No. PL22-0021)

CONTACT

William He, AICP, Senior Planner

BACKGROUND & ANALYSIS

Site Information

General Plan Designation	Neighborhood Commercial (CN)
Zoning District	Neighborhood Commercial (CN)
Site Size	1.03-acres
Present Use	Undeveloped Lot
Surrounding Zoning and Uses	North: CN / Walgreens pharmacy South: Public (P) / Veterans Park East: Las Casitas Mobile Home Park (MHP) / Mobile Home Park residences West: CN / Vacant Lot owned by Union Pacific Railroad
Access	Site access is provided off Broadway St and American Canyon Rd

Proposed Development: Chandi Hospitality Group proposes to develop a 2,818 square foot quick-serve Chicken Guy restaurant with drive-thru service on a vacant retail parcel at 200 American Canyon Road. The shopping center located at the northwest corner of Broadway and American Canyon Drive includes a Walgreens Pharmacy, a 7-Eleven convenience store, and a second vacant retail pad.

The proposed Chicken Guy restaurant features seating capacity for 70 people with an indoor dining

room an outdoor covered dining porch and will operate from 8:00 AM to 12:00 AM daily. The site includes 29 parking spaces and approximately 3,994 square feet of landscaping. The restaurant is a franchise developed by Food Network celebrity, Guy Fieri.

The Project was scheduled for the agenda of the Planning Commission meeting of February 23, 2023 and continued to March 23, 2023 at the property-owner's request. A record of the February meeting is available at this link.

On March 21, 2023, following publication of the March 23, 2023 Planning Commission agenda, the applicant submitted an air quality study. At the conclusion of the March 23, 2023 public hearing, the Planning Commission continued the project to April 27, 2023, and requested the applicant submit two technical studies:

1. A "net new daily trip" calculation prepared by a registered traffic engineer as described in Condition
   78 (E)(8); and
2. A proposal suggested by the applicant that would contribute "cap-and-trade" credits for greenhouse gas emissions linked to the project's drive-thru lanes.

A copy of the staff report, the applicant's air quality study, and e-comments received is included as Attachment 2. A record of the March meeting is available at this link.

On April 6, 2023, staff sent a letter to the applicant describing the Planning Commission's March 23, 2023 direction and providing further information related to it. This letter explains that the "cap-and-trade" requirement is not feasible and would not be required. A copy of the April 6, 2023 letter is included as Attachment 3.

On April 6, 2023, the City Attorney sent a letter to the Planning Commission. The letter states that the City Council, in approving the Climate Emergency Resolution 2022-07, did not prohibit new drive-thrus or other auto oriented uses. A copy of the City Attorney letter and the Climate Emergency Resolution 2022-07 is included as Attachment 4.

At the April 27, 2023 Planning Commission meeting, the application was continued to the May 25, 2023 meeting at the applicant's request. A copy of the April 27, 2023 staff report, which includes a copy of the applicant's request is included as Attachment 5.

Net New Trip Calculation. At the March 23, 2023 Planning Commission meeting, the applicant was assigned the task to prepare a "net new daily trip" calculation by a registered traffic engineer. The "net new daily trip" calculation is used to determine the traffic impact fees, which must be paid by the applicant prior to issuance of a building permit. The fee is calculated by multiplying the "net new daily trips" generated by the project times $711.00 per net new daily trip.

The applicant has been working in good faith with a registered traffic engineer to calculate the project's "net new daily trips". Unfortunately, as of writing this report, the task is not yet completed. Thus, the applicant will not likely comply with the Planning Commission's March 23, 2023 direction in time for the May 25, 2023 meeting.

Identifying an applicant's "net new trips" at this time, which serves as an input into calculating the mandatory traffic impact fee, isn't especially useful when determining if the project is appropriate at the Walgreens Center. For this reason, staff recommends deferring this requirement as included in the draft Planning Commission resolution (see Condition 82(e)(8)). A copy of the draft Planning Commission Resolution is included as Attachment 1.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

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

FISCAL IMPACT

The Chicken Guy Restaurant Conditional Use Permit application required a developer deposit for review and processing, so there is no fiscal impact for staff time.

ENVIRONMENTAL REVIEW

The Broadway District Specific Plan (BDSP) Final Environmental Impact Report (FEIR) evaluated the development of the 292-acre site area along the Broadway corridor. The City made findings of overriding consideration for significant and unavoidable impacts. The Chicken Guy Restaurant project site and the amount of development are consistent with the FEIR. In accordance with CEQA Section 15168 (c), staff reviewed the project with a written checklist, supplemental CEQA analysis submitted by applicant, and evaluated the site and operation. The checklist determined that, with the mitigation measures prescribed, the project's environmental effects were within the scope of the program FEIR and there is no substantial evidence that there are changed circumstances requiring further CEQA review. Additionally, the proposed conditional use permit is exempt from CEQA under Categorical Exemption, Class 32 (Section 15332) – In-fill Development Projects.

ATTACHMENTS:

1. Chicken Guy CUP - Resolution
1.1 Exhibit A - BDSP Program EIR Evaluation - Chicken Guy
1.2. Exhibit B - Chicken Guy Plans.
1.3. Exhibit C - Chicken Guy CUP - Confirmation of COA
1.4. Exhibit D - Yocha Dehe Protocols
2. March 23 2023 Staff Report and Public Comments
3. Planning Commission Followup Letter 04.06.23
4. City Attorney Letter 04.06.23
5. April 27 2023 Planning Commission Staff Report

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AMERICAN CANYON, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT FOR DEVELOPMENT OF A 2,818 SQUARE FOOT QUICK-SERVE RESTAURANT WITH A DRIVE-THU LANE AT 200 AMERICAN CANYON ROAD, APN 59-110-056 (FILE NO. PL22-0021)

WHEREAS, on August 22, 2022, the Chandi Hospitality Group filed a Conditional Use Permit application (File No. PL22-0021) for development of a 2818 square feet quick-serve restaurant with a drive-thru lane at a vacant lot at 200 American Canyon Road (Walgreens Pharmacy), APN 059-110-056; and

WHEREAS, the project site is located on a 1.03-acre site in the Neighborhood Commercial (NC) zoning district within the Broadway District Specific Plan; and

WHEREAS, the project will be supported with 29 parking stalls and approximately 3,994 square feet of landscaping; and

WHEREAS, a duly-noticed public hearing was held by the City of American Canyon Planning Commission on February 23, 2023, March 23, 2023, April 27, 2023, and May 25, 2023 on the subject application, at which time all those in attendance were given the opportunity to speak on this proposal; and

WHEREAS, the Planning Commission considered all of the written and oral testimony presented at the public hearing in making its decision on May 25, 2023; and

NOW THEREFORE BE IT RESOLVED that the American Canyon Planning Commission hereby makes the following CEQA findings and findings set out in Sections 1 and 2 to approve Conditional Use Permit PL22-0021 for the Project, subject to the conditions of approval set out in Section 3.

SECTION 1: CEQA FINDINGS

The 2019 Broadway District Specific Plan (BDSP) Final Environmental Impact Report (FEIR) evaluated the development of the 292-acre site area along the Broadway corridor. The City made findings of overriding consideration for significant and unavoidable impacts. The Chicken Guy Restaurant project site and the amount of development are consistent with the FEIR. In accordance with CEQA Section 15168 (c), staff reviewed the project with a written checklist, supplemental CEQA analysis submitted by applicant, and evaluated the site and operation. The checklist determined that, with the mitigation measures prescribed, the project's environmental effects were within the scope of the program FEIR and there is no substantial evidence that there are changed circumstances requiring further CEQA review. An analysis of the Project consistent with the BDSP Final EIR is included as Exhibit A to this Resolution.

Additionally, the proposed conditional use permit is exempt from CEQA under Categorical Exemption, Class 32 (Section 15332) – In-fill Development Projects. The project meets all the characteristics of Class 32 listed below.

a. The project is consistent with the applicable general plan designation and all appliable general plan policies as well as with applicable zoning designation and regulations.

b. The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.
c. The project site has no value as habitat for endangered, rare or threatened species.
d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e. The site can be adequately served by all required utilities and public services.

SECTION 2: CONDITIONAL USE PERMIT FINDINGS

Approval of the Conditional Use Permit requires that all of the following findings be made, pursuant to American Canyon Municipal Code Section 19.42.020:

A. The proposed use is consistent with the policies and programs of the general plan and any applicable master or specific plan.

The project is located in the Neighborhood Commercial (NC) zoning district within the Broadway District Specific Plan. A quick-serve restaurant with drive-thru that is adjacent to residential uses requires a conditional use permit. With the conditions of approval identified in Section 3, the project complies with the policies and programs of the General Plan and BDSP.

B. The proposed use is consistent with the purpose(s) and standards of the applicable zoning district(s).

The project complies with the development standards identified in BDSP Table 2-13:

	Required	*Proposed*	*Compliance*
Minimum area	*1 acre*	*1.03 acres*	*Yes*
Minimum width	*200 ft*	*270 ft*	*Yes*
Minimum depth	*100 ft*	*140 ft*	*Yes*
Minimum front yard building setback	*15 ft*	*30 ft plus*	*Yes*
Minimum side yard	*10 ft*	*20 ft*	*Yes*
Minimum rear yard	*10 ft*	*47 ft*	*Yes*
Maximum density (nonresidential)	*0.5 FAR*	*0.06 FAR*	*Yes*
Maximum number of stories	*3*	*1*	*Yes*
Maximum building height	*54 ft*	*25'*	*Yes*

C. The proposed use complies with applicable policies of the Napa County Airport land use compatibility plan.

The project is within Zone E of the Airport Land Use Compatibility Plan, and restaurants are permitted uses within the zone.

D. The project site is physically suitable for the type and intensity of land use being proposed.

The site is relatively flat and is accessible by Broadway St. The site is suitable for the proposed quick-serve restaurant.

E. The proposed use will not be a nuisance or materially detrimental to the general health, safety, and welfare of the public or to property and residents in the vicinity.

The quick-serve restaurant shall comply with all Napa County health regulations. The site does not pose a nuisance to property or residents in the vicinity.

F. The site for the proposed use has adequate access, and meets parking and circulation standards and criteria.

The site has a main access from Broadway Street and American Canyon Road through the shopping center parking lot. The site has 29 parking spaces. Reciprocal parking easements provides shared parking in the Walgreens and 7-Eleven parking areas. The site includes two pedestrian paths of travel.

G. There are adequate provisions for water and sanitary services, and other public utilities to ensure that the proposed use would not be detrimental to public health and safety.

The site is ready for wet and dry utilities. Additionally, the site is required to underground utilities on and adjacent to the site. As a condition of approval, the applicant shall underground the telecom poles and overhead utilities on site. The proposed use would not be detrimental to public health and safety.

SECTION 3. CONDITIONS OF APPROVAL

General

1. The Conditional Use Permit approval is granted for the development of a 2,818 SF quick serve restaurant with drive-thru at the vacant lot at 200 American Canyon Rd, APN 059-110-056. The restaurant includes 70 fixed seats, a drive-thru, and 29 parking stalls. The 1.03-acre site is within the Neighborhood Commercial zoning district, shown on Exhibit B, which is on file in the Community Development Department, except as modified by conditions contained in this approval. Exhibit B includes the following:
    a. Site Plan and Architectural Plans prepared by Milestone Associates Imagineering, Inc, from Yuba City, CA, dated August 22,2022.
    b. Landscaping Plans prepared by Watkins Planning and Landscape Architecture, from Carmichael, CA, dated August 22, 2022.

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

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

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

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

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

3. The approval shall become effective on the expiration of the appeal period, ten calendar days following the decision, unless an appeal to the City Council is filed. An appeal may be filed with the Community Development Director by filling out an Appeal Form accompanied by a fee of $751.

4. This approval is also subject to return of the "Applicant Confirmation of Conditions of Approval" form signed by the property owner as incorporated in this Resolution as Exhibit C. Should an appeal period end on a Saturday, Sunday or holiday, the final day for filing an appeal shall be the following Monday, or the next business day following a holiday. If there is no appeal, this approval will be final on June 5, 2023.

5. The applicant is responsible for paying all charges related to the processing of this discretionary case application within 30 days of the issuance of the final invoice or prior to the issuance of building permits for this project, whichever occurs first. Failure to pay all charges shall result in delays in the issuance of required permits or the revocation of the approval of this application.

6. The date upon which the approval is final shall be considered the day of the imposition of the fees, dedications, reservations and exactions required by these conditions approval for the purposes of protesting the imposition pursuant to California Government Code Section 66020.

7. Expiration of this Approval. If no construction permits have been issued and construction commenced within one year of the date upon which this approval is final, the approval shall become null and void and of no effect (see ACMC 19.42.030(A). An extension of time may be granted by the Community Development Director upon the written request by a responsible party before the expiration of the one-year period, provided that the Director can make the findings that there have been no substantial changes in the approved plans, and that there has been no change of circumstances which would prevent any of the required findings of approval to be made.

8. All plans submitted for review and approval and all development shall be in substantial conformance with the approved exhibits, except where modified by a condition of approval. The Community

Development Director or designee may approve minor changes to the project as approved by the Planning Commission on the plans submitted for the construction permits with a determination that the changes are in substantial compliance with the representation of the project as reviewed by the Planning Commission and City Council, that the proposed change will be in compliance with the required development standards, and the change will not materially affect adjacent private or public property.

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

10. The Property Owner is responsible to remove any graffiti that occurs on the site within 24 hours.

11. The Property Owner is responsible to maintain the site free of all litter and debris and ensure that all facilities and grounds are properly maintained.

Planning

12. The conditions of this Permit shall be printed on the first sheet of each plan set submitted for a building permit pursuant to this Conditional Use Permit, under the title "Conditional Permit Conditions". The second sheet may also be used if the first sheet is not of sufficient size to list all of the conditions. The sheet(s) containing the conditions shall be of the same size as those sheets containing the construction drawings; 8-1/2" by 11" sheets are not acceptable.

13. The Conditional Use Permit approval does not include signs. Prior to the installation of signs, submit a new sign program application for all signs proposed for Parcel 3.

14. Prior to building permit issuance, the applicant shall submit final landscape plans that comply with the State of California Water Efficient Landscape Ordinance. The landscape architect shall document and attest to the compliance with the State ordinance on the landscape plans. The plans shall incorporate the following requirements:
    a. All trees must be 15 gallons in size or larger.
    b. According to ACMC Section 19.21.030(L), provide an evergreen hedge that will grow to 30 inches tall along the west side of the drive-thru lane to screen view of drive-thru vehicles from Broadway (SR-29).

15. Prior to the issuance of a certificate of occupancy, the project landscape architect shall certify that all plant materials have been installed in accordance with the approved landscape plan.

16. All tree stakes and ties shall be removed within one year following installation or as soon as trees are able to stand erect without support.

17. Clear sight triangles shall be maintained at all driveways. Low-lying plantings and other site fixtures, including signs, shall be no taller than 30 inches within the site vision triangles.

18. All planting shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning of debris and trash, fertilizing and regular watering. Whenever necessary, planting shall be replaced with other plant materials to ensure continued compliance with applicable landscaping requirements. Required irrigation systems shall be fully

maintained in sound operating condition with heads periodically cleaned and replaced when missing to insure continued regular watering of landscape areas, and health and vitality of landscape materials.

19. According to BDSP Policy 3-2, roof access ladders mounted to the building exterior walls are not permitted.

20. According to BDSP Policy 3-2, projects are required to incorporate equipment and service items such as: garbage storage, loading docks, vents, AC compressors, roof access ladders, meters, and transformers into the building design and/or landscape areas to minimize noise and visual impacts on pedestrian areas, streets and adjacent properties. Roof mounted mechanical equipment shall be screened with a parapet equal in height to the highest equipment facility.

21. Prior to the issuance of the building permit, the "tower" feature above the pickup window on the east elevation shall be confirmed as an enclosed box above the building parapet.

22. Prior to the issuance of the building permit, provide revised building elevation drawings. Ensure the drawings illustrate the colors and materials of the "back" of any architectural feature that rises above the parapet and faces the interior of the building.

23. According to BDSP Policy 3-4, existing overhead utility poles on-site and along the property frontage to be placed underground in conjunction with development of the site or as a deferred requirement subject to approval of the City Engineer. Parcel 3 contains three utility poles and overhead utilities. Prior to the issuance of the site improvement plans, identify the undergrounding of the utility poles and overhead utilities. Prior to the certificate of occupancy, complete the utility undergrounding.

24. According to ACMC Section 19.21.050, developments with 29 parking spaces shall provide 2 bicycle parking spaces. Prior to building permit issuance, identify the bicycle parking spaces on the site plan.

25. Consistent with General Plan Policy H-8.12, the "Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation" shall be implemented in the event any Native American human remains, grave goods, ceremonial items, and items of cultural patrimony are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. A copy of the "Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation" is included in this Resolution as Exhibit D.

Building and Safety

26. According to BDSP Chapter 2.2, prior to issuance of a building permit, the applicant shall submit plans that demonstrate the proposed project shall exceed compliance with Title 24 Part 6 Energy Standards by 15%.

27. Prior to building permit issuance, the applicant shall submit plans that demonstrate the women's restrooms have no fewer toilets than the men's room has toilets and urinals, per CPC Table 422.1 footnote 3.

28. Prior to the building permit issuance, ensure trash enclosure have drains and hot water or steam for cleaning.

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

30. Prior to the final inspection, a Certified Access Specialist (CASp) shall submit a letter certifying that all improvements have been constructed in compliance with applicable state and federal accessibility standards. Determination of consistency shall be subject to the review and approval of the Building Official.

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

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

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

Fire District General Comments

34. In accordance with the standard mitigation measures and conditions of approval set forth by the City of American Canyon, the developer shall pay the Fire Impact Fees (see current Standard Fees and Charges adopted by resolution), prior to the issuance of any building permits.

35. New buildings and additions to existing buildings shall conform to requirements set forth in the currently adopted editions of the California Building Code, California Fire Code, City of American Canyon standards and Nationally Recognized Standards.

36. There shall be no deferred submittals for fire protection equipment and related utilities. Fire protection plans shall not be attached to or bound with the building plan submittal package. This includes but is not limited to Automatic Fire Sprinkler, Fire Alarm, Fixed Fire Protection and Civil plans.

37. All Fire related underground piping and fire appurtenances shall be shown on the Civil plan submittal. In addition to the Civil plan submittal, at least (1) plan set under separate cover shall be submitted to American Canyon Building Division for routing to the American Canyon Fire Protection District detailing all underground piping and related fire appurtenances including but not limited to

underground piping, underground sweep detail, underground trench details showing depth of burial, type of backfill, manufacturer's specifications of piping, valves joints, fittings and calculated size and locations of thrust blocks, hydrants locations (designate public or private), gate shut-off valves, PIV's, FDC's, fire pumps, fire pump and/or riser rooms.

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

39. Fire Department plan review shall be based on the information submitted at the time of permit application. Any changes to the approved/permitted scope of work including additions, alterations, demolition, repair or a change in occupancy/use may impact the project requirements, including but not limited to the installation of additional fire protection systems or components.

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

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

INFORMATION BELOW IS A SAMPLE AND FOR REFERENCE ONLY

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

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

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

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

42. The fire protection equipment shall be located within an interior room having an approved exterior access door or in an exterior enclosure attached to the building, specifically, for the purpose of housing such equipment.

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

44. Fire apparatus access roads shall have an unobstructed minimum width of 20 feet (curb to curb) and a minimum unobstructed vertical clearance of 13’ 6”. They shall have an all-weather paved surface capable of supporting a GVW of 75,000 pounds.

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

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

47. When required by the Fire Chief, fire apparatus access roads shall be designated as Fire Lanes and appropriate signs and/or markings installed in accordance with the California Vehicle Code and approved City standards.

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

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

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

Public Works General Conditions of Approval

51. The Applicant shall be responsible for all City plan check and inspection costs. The Applicant shall establish a Developer Deposit Account with the City upon the initiation of plan check services. The amount of the initial deposit shall be determined by the City Engineer. Additional funds may be required based upon actual costs.

52. All improvements shall be designed in accordance with the American Canyon Municipal Code (ACMC), City of American Canyon Engineering Standard Plans and Specifications for Public Improvements (City Standards), except as specifically noted otherwise in these conditions.

53. All new utilities to serve the project, shall be placed underground. Exceptions may be allowed for surface mounted transformers, pedestal mounted terminal boxes and meter cabinets.

54. Unless otherwise explicitly permitted, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Napa County Department of Environmental Services or other designated agency. If there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.

55. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

56. A drainage report prepared by a California Registered Civil Engineer shall be submitted for review with the initial submittal of the Improvement Plans. The report shall include detailed hydrologic and hydraulic calculations to support the design and sizing of all public and private drainage facilities including storm drains and detention facilities. The report shall address existing downstream storm drain facilities and hydraulic conditions which may impact the design of proposed facilities and improvements.

57. A final detailed post-construction Stormwater Control Plan (SWCP) that identifies and sizes all permanent post-construction stormwater treatment BMPs shall be prepared and submitted for review and approval. The SWCP shall be prepared in accordance with the latest edition of the *Bay Area Stormwater Management Agencies Association (BASMAA) Post-Construction Manual* and the requirements of the State Water Resources Control Board Phase II Municipal Separate Storm Water System (MS4) General Permit (Order 2013-0001 DWQ). It is the City's discretion whether to accept alternative treatment facilities other than bioretention.

58. A Post Construction Stormwater Operations and Maintenance Plan that includes a plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner(s) shall enter into an agreement with the City that provides the terms, conditions, and security associated with the ongoing requirements of the post-construction Stormwater Best Management Practices.

59. The Applicant shall secure all necessary rights-of-way and public and private easements for both onsite and offsite improvements. The Applicant shall prepare all necessary legal descriptions and deeds.

60. To the extent any offsite public improvements require the acquisition of property not currently owned by the Applicant or the City, the Applicant shall first make a good-faith effort to acquire the necessary property rights, however if the Applicant makes such an effort and is unable to acquire such rights, then the Applicant may request the City acquire the necessary property rights through the exercise of eminent domain provided that the Applicant enters first into an agreement with the City to pay for all costs incurred by the City to acquire such rights and if the City does not acquire the rights necessary to allow the offsite public improvements to be completed by the Applicant within statutory timeline provided by law, then the Applicant shall be relieved of the obligation to construct those off-site improvements only to the extent they require property not currently owned by the Applicant or the City. The Applicant shall make a good-faith effort to identify and acquire the necessary property rights at the earliest opportunity.

61. The Applicant shall submit site Improvement Plans, prepared by a registered Civil Engineer, for review and approval of the City's Public Works Department. **Please be aware that this is separate submittal from the building permit application.** The final plan set shall include all civil, landscape and joint trench drawings under a single cover sheet. No final grading or other construction shall be performed

until the Improvement Plans have been approved. The Applicant shall not begin clearing, grubbing, or rough grading at the site prior to approval of the Improvement Plans, unless explicitly approved by the City of American Canyon through the standard grading and utilities only permit process. An Encroachment Permit is required for any work within City right of way. Encroachment Permits will not be issued prior to the approval of the Improvement Plans.

62. All public water service laterals or services (domestic, recycled and fire water) shall include approved backflow prevention devices.

63. Cathodic protection shall be provided for all water valves, fittings, hydrants, meters, backflow devices, ductile iron pipe, and other metal appurtenances, regardless of the findings of any soils corrosivity analysis.

64. All sanitary sewer manholes shall be epoxy coated on the inside or installed with an exterior seal to limit infiltration.

65. The Applicant shall keep adjoining public and private streets free and clean of project dirt, mud, materials, and debris during the construction period in accordance with an approved SWPPP and Erosion and Sediment Control Plan using appropriate BMPs and as is found necessary by the City Engineer.

66. If any hazardous material is encountered during the construction of this project, all work shall be immediately stopped and the Fire Department, Napa County Department of Environmental Services or other designated agency, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

67. Prior to final preparation of the subgrade and placement of base materials, all underground utilities shall be installed and service connections stubbed out behind the sidewalk. Public utilities, Cable TV, sanitary sewers, and water lines shall be installed in a manner that will not disturb the street pavement, curb, gutter and sidewalk, when future service connections or extensions are made.

68. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. Additionally, if field conditions warrant installation of any subdrains, the location, size and construction details must be provided to the City for review and approval prior to construction.

69. All new fire hydrants shall be covered with burlap sacks until the hydrants have been tested and found to be in conformance with City flow requirements. No storage of combustible materials or construction of building shall be permitted until all hydrants meet City flow requirements.

70. Prior to placing the final lift of asphalt, all public storm drains and sanitary sewer lines shall be video inspected at the Applicant's expense. All video media (CD, DVD, or portable hard drive) shall be submitted to the City. If any inadequacies are found, they shall be repaired prior to the placement of the final lift of asphalt.

71. All streets, curbs, gutters, sidewalks or other public facilities damaged in the course of construction associated with this Project shall be the responsibility of the Applicant and shall be repaired to the satisfaction of the City at the Applicant's expense.

72. After all of the new underground utilities within existing public streets have been installed, the entire affected areas shall be milled and repaved to present a neat finished pavement area. Multiple trench patches are not acceptable.

73. All construction stormwater pollution prevention best management practices (BMP's) shall be installed as the first order of work and in accordance with the *State Water Resources Control Board's General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, as amended)*, the Applicant's Storm Water Pollution Prevention Plan (SWPPP), and the City's Erosion and Sediment Control Plan in accordance with the City's MS4 Permit. All stormwater BMP's shall be maintained to the satisfaction of the Qualified SWPPP Developer (QSD), Qualified SWPPP Practitioner (QSP), and the City Engineer.

74. Construction activities associated with the grading/improvement plans shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. Work on weekends and holidays require written approval from the Public Works Director. If weekends and holiday work is approved, construction and grading activities shall be limited to between 8:00 a.m. to 6:00 p.m. on Saturdays, and between 10:00 a.m. and 6 p.m. on Sundays and holidays.

75. With the exception of water used for loading and testing of potable water lines, all construction water used for the project shall be obtained from a source other than American Canyon potable water sources. The Applicant shall provide verification that an outside source of construction water, e.g., recycled water, has been established and will be available for the duration of the project construction.

76. The development shall comply with the City's Zero Water Footprint policy.

77. All landscaping shall be designed to use recycled water for irrigation. Recycled water landscaping shall be designed to comply with California Code of Regulations Title 22 and shall include design details to prevent runoff of recycled water. The irrigation system shall include an ET/SMART controller.

Public Works Special Conditions of Approval

78. The Applicant shall submit Improvement Plans prepared by a registered Civil Engineer (Engineer of Record) in substantial conformance with the preliminary civil plans titled "Chicken Guy Restaurant" prepared by Milestone Associates Imagineering, Inc., dated August 22, 2022, except as modified by these conditions.

79. Improvement Plans shall be tied to the State of California coordinate system.

80. The Applicant shall design and construct all of the Public Improvements generally shown on the Preliminary Plans and more specifically described below.

    a. Underground Utility:

    Per the Broadway District Specific Plan, development of the site requires the project to have all existing overhead utilities on-site and along the frontage relocated underground. Developer shall

underground the on-site AT&T overhead lines, as shown in the Utility Underground Exhibit that was circulated, October 27, 2022. The undergrounding shall extend south crossing Broadway.

81. The Applicant shall construct all of the on-site private drive aisles, parking spaces, walks, water, recycled water, sanitary sewer, storm drainage and stormwater quality and landscaping "**Private Improvements"** generally shown on the Preliminary Plans and more specifically described below. All private drive aisles, parking spaces, walks, water, sewer, storm drainage and stormwater quality improvements shall be designed in accordance with the City of American Canyon Engineering Standard Plans and Specifications for Public Improvements (City Standards), except as specifically noted otherwise in these conditions.

    a. Revise the site plan so that if vehicle queuing entering the drive thru extends beyond the drive thru lane, it will not conflict with vehicles exiting the restaurant drive thru lane or the Walgreens drive thru.

    b. Revise the site plan to replace the pedestrian path of travel from Broadway to Walgreens.

    c. Locate any monument signs such that they do not create sight obstructions for vehicles exiting the site.

    d. Revise the site grading and drainage design so that all site runoff will pass through the existing Contech StormFilter vault.

    e. Provide a floor drain in the garbage enclosure that is connected to the sewer service upstream of the grease interceptor. Also provide a hose bib at the trash enclosure for wash down.

    f. Provide accessible crosswalk between the curb ramp northwest of the building and trash enclosure.

    g. Trash enclosures shall be design in accordance with the American Canyon Draft Trash Enclosure Standards. Trash enclosures shall also be coordinated with Recology.

    h. All other unresolved Public Works comments during the Conditional Use Permit review shall be addressed and incorporated in the Improvement Plans.

82. Prior to SUBMITTAL OF THE IMPROVEMENT PLANS, the Applicant shall:

    a. Submit a current preliminary title report with links to all record documents.

    b. Submit a copy of the current American Canyon Commercial Center shared maintenance agreement.

    c. Submit the City's "Improvement Plan Checklist".

    d. Pay an initial cash deposit for City plan check services in amount to be determined by the City prior to the time of submittal. The Project engineer shall contact City staff to discuss submittal details to determine initial deposit amount.

    e. Provide the following:
    (1) Public Street Repair Plan

(2) Utility Plan and Joint Trench Plan
(3) Construction Storm Water Pollution Prevention Plan (SWPPP) and a City Erosion and Sediment Control Plan (ESCP)
(4) Drainage Report
(5) Post-Construction Stormwater Control Plan (SWCP)
(6) Geotechnical Report
(7) Construction Traffic Control Plan.
(8) Traffic Impact Analysis that identifies net new trips generated by the new restaurant.
(9) Submit application for Water and Sewer Will Serve.
(10) Submit Vehicle Queuing Plan and Traffic Management Plan to address circulation conflict.

f. Pothole and physically determine (by way of a survey performed by the Engineer of record) the actual horizontal location and vertical depth of all existing underground utilities throughout the proposed area of work and provide the design of all new utility installations required to serve the project including a schedule for implementation of such work as to prevent disrupting of utility service to adjacent properties.

83. Prior to APPROVAL OF THE IMPROVEMENT PLANS, the Applicant shall:

a. Provide written acknowledgment by the Geotechnical Engineer of Record that the Plans incorporate all design and construction criteria specified in the Geotechnical Report.

b. Complete and submit the City's Erosion and Sediment Control Plan (ESCP) Template. Applicant may refer to a SWPPP, as appropriate, by referencing page number within the SWPPP that addresses the requirements of the ESCP.

c. Submit a copy of the Notice of Intent and WDID# for coverage under the State Water Resources Control Board' General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ).

84. Prior to COMMENCEMENT OF CONSTRUCTION ACTIVITIES, the Applicant shall:

a. Pay off all current account balances with the City of American Canyon.

b. Pay an inspection fee in amount to be determined at the time of commencement for the City's inspection of the Public Improvements.

c. Conduct a pre-construction meeting with representatives of the City whereby the Applicant, the Legally Responsible Party (LRP), Qualified SWPPP Practitioner (QSP), Qualified SWPPP Developer (QSD), cultural representatives, and/or the Contractor provides the following:

(1) Six (6) full-size bond copies of the approved Improvement Plans for the City's use.
(2) One (1) job-site copy of the latest edition of the City Standards for the Contractor use.
(3) One (1) job-site copy of the SWPPP for use by the LRP, QSP, QSD, and Contractor.
(4) Electronic copies of Improvement Plans and SWPPP

85. Prior to APPROVAL OF A BUILDING PERMIT, the Applicant shall:

a. Pay all account balances and current City and American Canyon Fire District fees (Mitigation & Capacity) based on the rates in effect at the time of permit issuance. These fees include, but may not be limited to the following: Traffic Mitigation, General Plan Update, Civic Facilities, Fire District, Water Capacity, Zero Water Footprint Mitigation and Wastewater Capacity.

86. Prior to ACCEPTANCE OF IMPROVEMENTS, the Applicant shall:

a. Restore all adjacent off-site road surfaces to pre-project conditions.

b. Submit a certification by the Geotechnical Engineer of Record that all the work has been completed in substantial conformance with the recommendations in Soils Investigation/Geotechnical Report.

c. Provide a mylar and digital copy of the Improvement Plans that include all as-built or field changes, in digital AutoCAD (.dwg) and (.pdf) format (void of any AutoCAD block formats preventing full editing capabilities of the drawings), compatible with the City's current version, and tied to the NAD83 (California Zone 2, feet) coordinate system.

d. Provide a letter stating that all of the Developer's Conditions of Approval have been met.

e. Provide a letter from the Civil Engineer of Record certifying that all the site improvements were constructed and inspected in substantial conformance with the approved plans and City Standards.

Mitigation Monitoring and Reporting Program

All applicable mitigations in the Mitigation Monitoring and Reporting Program for the Broadway District Specific Plan Project Environmental Impact Report (Resolution No. 2019-51, State Clearinghouse No. 2017042025) are incorporated as conditions of approval by reference as listed below.
Mitigation Measures

87. MM AIR-2: Prior to issuance of the first construction permit for projects that occur pursuant to the Specific Plan, the applicant shall submit construction plans to the City of American Canyon with the following notes on them. The dust abatement measures described in the notes shall be implemented during construction.
    a. During construction activities, the following air pollution control measures shall be implemented:
    b. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, or more as needed.
    c. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
    d. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
    e. All vehicle speeds on unpaved roads and surfaces shall be limited to 15 miles per hour.
    f. All roadways, driveways, and sidewalks shall be paved as soon as possible.
    g. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

h. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes (beyond the 5-minute limit required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
i. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
j. A publicly visible sign shall be posted with a name and telephone number of the person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District (BAAQMD) phone number shall also be visible to ensure compliance with applicable regulations.

88. MM AIR-3: Prior to issuance of the first construction permit for development projects that occur pursuant to the Specific Plan, the applicant shall provide documentation to the City of American Canyon demonstrating that all off-road by diesel equipment proposed for use is powered with Tier 3 or cleaner engines.

89. MM AIR-4b: Prior to issuance of building permits for any potential source of toxic air contaminants that would be developed pursuant to the Specific Plan, the applicant shall complete either of the following two options:
    a. Prepare and submit a toxic air contaminant risk screening assessment to the City of American Canyon that demonstrates the proposed development would not expose sensitive receptors to levels of risk that exceed the BAAQMD project level and cumulative risk threshold for toxic air contaminant impacts.
    b. Prepare and submit a Health Risk Analysis to the City of American Canyon consistent with BAAQMD recommended methodology, which demonstrates the proposed development would not expose sensitive receptors to levels of risk that would exceed the BAAQMD project level and cumulative risk threshold for toxic air contaminant impacts. If mitigation is required to reduce a potentially significant risk to less than the cumulative risk threshold, that mitigation shall be clearly identified and the associated risk reduction quantified. The mitigation must be incorporated into the project and implemented.

90. MM CUL-1: If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities associated with new development that occurs pursuant to the Specific Plan, all construction activities within 100 feet of the find shall halt and the City of American Canyon shall be notified. Prehistoric archaeological materials might include obsidian and chert flakedstone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to

avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the City of American Canyon. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

91. MM CUL-3: If potential fossils are discovered during project implementation, all earthwork or other types of ground disturbance within 100 feet of the find shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find. The paleontologist shall report his/her findings to the City of American Canyon. Based on the scientific value or uniqueness of the find, the paleontologist shall either record the find and recommend that the City of American Canyon allow work to continue, or recommend salvage and recovery of the fossil. The paleontologist shall, if required, propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations will be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice. If required, treatment for fossil remains shall include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and, if required, shall also include preparation of a report for publication describing the finds.

92. MM CUL-4: In the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease until the Napa County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American (PRC Section 5097.98), who in turn would make recommendations to the City of American Canyon for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5(d)).

93. MM GEO-1b: Prior to issuance of building permits for development projects that occur pursuant to the Specific Plan, the City of American Canyon shall verify that the applicant has commissioned a design-level geotechnical report. The report shall be prepared by a licensed geologist or geotechnical engineer and determine whether the geologic conditions of the site in question are suitable for development. All recommendations for grading, soil engineering, and construction shall be incorporated into the project plans.

94. MM HYD-1a: Prior to issuance of grading permits for development projects that occur pursuant to the Specific Plan, the City of American Canyon shall verify that the applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit. The SWPPP shall be designed to address the following objectives:

a. all pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity are controlled;
b. where not otherwise required to be under a Regional Water Quality Control Board permit, all non-stormwater discharges are identified and either eliminated, controlled, or treated;
c. site best management practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity; and
d. stabilization BMPs are installed to reduce or eliminate pollutants after construction are completed. The SWPPP shall be prepared by a qualified SWPPP developer. The SWPPP shall include the minimum BMPs required for the identified Risk Level. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook—Construction or the Caltrans Stormwater Quality Handbook Construction Site BMPs Manual.

95. MM HYD-1b: Prior to issuance of building permits for development projects that occur pursuant to the Specific Plan, the project applicant shall prepare a Stormwater Control Plan that includes post-construction stormwater controls in the site design to satisfy requirements of the Phase II Small MS4 Permit. This shall include a review of the final Stormwater Control Plan by the City of American Canyon to ensure that the required controls are in place.

    Provision E.12.h of the MS4 Permit requires that an operation and maintenance program be implemented for post-construction stormwater management features. Responsible parties and funding for long-term maintenance of all BMPs must be specified. This plan shall specify a regular inspection schedule of stormwater treatment facilities in accordance with the requirements of the MS4 Permit. Reports documenting inspections and any remedial action conducted shall be submitted regularly to the City for review and approval.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the Planning Commission of the City of American Canyon held on the 25th day of May, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Crystal Mallare, Chair

ATTEST:

_____
Nicolle Hall, Administrative Technician

APPROVED AS TO FORM:

_____
William D. Ross, City Attorney

EXHIBITS:

A. BDSP Program EIR Evaluation
B. Project Plans
C. Applicant confirmation of Conditions of Approval
D. “Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation”

City of American Canyon
Community Development Department
4381 Broadway, Suite 201
American Canyon, CA 94503

Environmental Evaluation for SUBSEQUENT ACTIVITY UNDER A PROGRAM EIR (This is not an Initial Study)

SECTION I. Project Information

Project Title and File No:	Chicken Guy Design Permit (PL 22-0021).
Program EIR Name: **EIR State Clearinghouse Number:**	Broadway District Specific Plan Program Environmental Impact Report. #2017042025
Project Location & APN(s):	Located at 200 American Canyon Road; APN 059-056-000
Project Applicant:	Chandi Hospitality, 537 4th Street, Suite A, Santa Rosa, CA 95401
General Plan Designation:	Neighborhood Commercial
Zoning:	Neighborhood Commercial
Description of Project:	A new 2,818 square foot drive thru quick serve restaurant within a developed shopping center
Surrounding Land Uses and Setting:	North: Walgreens Pharmacy South: Veterans Park and Open space East: Neighborhood Commercial center West: Broadway (SR-29)

Prepared by: **William He, Senior Planner** **Date:** **9/21/2022**
Name, Title

Approved by: **Brent Cooper, Community Dev. Director** **Date:** **9/21/2022**
Name, Title

SECTION II. Program EIR Checklist

In accordance with Section 15168c of the California Environmental Quality Act (CEQA) Guidelines, the following checklist ensures that all project-related impacts have been addressed in the Program EIR. Mitigation measures identified in the Program EIR are listed for each project-related impact.

Checklist Issues:	Project Related Impact (Bold and Underline)	Impact DOES NOT require mitigation through EIR analysis	Impact DOES require mitigation through EIR analysis**	Assigned Mitigation measures (Bold and Underline)
1. Aesthetics Would the project:				
a) Have a substantial adverse effect on a scenic vista?	Yes/**No**	X		
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	Yes/**No**	X		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Yes/**No**	X		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Yes/**No**	X		
2. Agricultural Resources In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Yes/**No**	X		
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Yes/**No**	X		
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	Yes/**No**	X		
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.* *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	**Yes**/No		X	**AIR-2, AIR-3,** AIR-4a, **AIR-4b**

Checklist Issues:	Project Related Impact (Bold and Underline)	Impact DOES NOT require mitigation through EIR analysis	Impact DOES require mitigation through EIR analysis**	Assigned Mitigation measures (Bold and Underline)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	**Yes**/No		X	**AIR-2**
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	**Yes**/No		X	**AIR-3**
d) Expose sensitive receptors to substantial pollutant concentrations?	**Yes**/No		X	AIR-4a, **AIR-4b**
e) Create objectionable odors affecting a substantial number of people?	Yes/**No**	X		
f) Generate direct and indirect GHG emissions?	Yes/**No**	X		
g) Conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of GHGs?	Yes/**No**	X		
4. Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Yes/**No**		X	BIO-1a, BIO-1b
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Yes/**No**		X	BIO-2
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Yes/**No**		X	BIO-2
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	Yes/**No**	X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Yes/**No**	X		

Checklist Issues:	Project Related Impact (Bold and Underline)	Impact DOES NOT require mitigation through EIR analysis	Impact DOES require mitigation through EIR analysis**	Assigned Mitigation measures (Bold and Underline)
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Yes/**No**	X		
5. Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	**Yes**/No		X	**CUL-1**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**Yes**/No		X	**CUL-1**
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**Yes**/No		X	**CUL-3**
d) Disturb any human remains, including those interred outside of formal cemeteries?	**Yes**/No		X	**CUL-4**
e) Will subsurface construction activities damage or destroy previously undiscovered tribal cultural resources?	**Yes**/No		X	**CUL-1**
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects associated with seismic hazards.	**Yes**/No		X	GEO-1a, **GEO-1b**
b) Result in substantial soil erosion or the loss of topsoil?	**Yes**/No		X	**HYD-1A**
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Yes/**No**	X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	**Yes**/No		X	**GEO-1b**
7. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Yes/**No**	X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Yes/**No**	X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Yes/**No**	X		

Checklist Issues:	Project Related Impact (Bold and Underline)	Impact DOES NOT require mitigation through EIR analysis	Impact DOES require mitigation through EIR analysis**	Assigned Mitigation measures (Bold and Underline)
d) Be located within one-quarter mile of a facility that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste?	Yes/**No**	X		
e) Be located on a site of a current or former hazardous waste disposal site or solid waste disposal site unless wastes have been removed from the former disposal site; or 2) that could release a hazardous substance as identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	Yes/**No**	X		
f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?	Yes/**No**	X		
g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Yes/**No**	X		
h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Yes/**No**	X		
i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Yes/**No**	X		
j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Yes/**No**	X		
k) Be located within 1500 feet of: (i) an above-ground water or fuel storage tank, or (ii) an easement of an above ground or underground pipeline that can pose a safety hazard to the proposed school?	Yes/**No**	X		
8. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	**Yes**/No		X	**HYD-1a, HYD-1b**

Checklist Issues:	Project Related Impact (Bold and Underline)	Impact DOES NOT require mitigation through EIR analysis	Impact DOES require mitigation through EIR analysis**	Assigned Mitigation measures (Bold and Underline)
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	Yes/**No**	X		
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Yes/**No**	X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	Yes/**No**	X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Yes/**No**	X		
f) Otherwise substantially degrade water quality?	Yes/**No**	X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Yes/**No**	X		
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Yes/**No**	X		
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Yes/**No**	X		
j) Inundation by seiche, tsunami, or mudflow?	Yes/**No**	X		
9. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	Yes/**No**	X		
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Yes/**No**	X		
c) Conflict with the Napa County Airport Land Use Compatibility Plan?	Yes/**No**	X		

Checklist Issues:	Project Related Impact (Bold and Underline)	Impact DOES NOT require mitigation through EIR analysis	Impact DOES require mitigation through EIR analysis**	Assigned Mitigation measures (Bold and Underline)
d) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	Yes/**No**	X		
10. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Yes/**No**	X		
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Yes/**No**	X		
11. Noise *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Yes/**No**	X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Yes/**No**	X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Yes/**No**	X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Yes/**No**	X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Yes/**No**	X		
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Yes/**No**	X		
12. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Yes/**No**	X		
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Yes/**No**	X		
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	Yes/**No**	X		

Checklist Issues:	Project Related Impact (Bold and Underline)	Impact DOES NOT require mitigation through EIR analysis	Impact DOES require mitigation through EIR analysis**	Assigned Mitigation measures (Bold and Underline)
13. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire Protection?	Yes/**No**	X		
b) Police Protection?	Yes/**No**	X		
c) Schools?	Yes/**No**	X		
d) Parks?	Yes/**No**	X		
e) Other public facilities?	Yes/**No**	X		
14. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Yes/**No**	X		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Yes/**No**	X		
15. Transportation/Traffic *Would the project:*				
a) Would the Project from an "Existing Plus Background Plus Proposed Specific Plan Traffic" perspective conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets ,highways and freeways, pedestrian and bicycle paths, and mass transit?	Yes/**No**	X		
b) Would the Project from a "Cumulative" Traffic perspective conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Yes/**No**	X		
c) Conflict with applicable congestion management program?	Yes/**No**	X		

Checklist Issues:	Project Related Impact (Bold and Underline)	Impact DOES NOT require mitigation through EIR analysis	Impact DOES require mitigation through EIR analysis**	Assigned Mitigation measures (Bold and Underline)
d) Alter air traffic patterns?	Yes/**No**	X		
e) Create hazards associated with design features or incompatible uses, or result in inadequate emergency access?	Yes/**No**	X		
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Yes/**No**	X		
16. Utilities and Service Systems *Would the project:*				
a) Require additional water supply entitlements?	Yes/**No**	X		
b) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Yes/**No**	X		
c) Create the need for new or expanded downstream storm drainage facilities?	Yes/**No**	X		
d) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Yes/**No**	X		
e) Result in the inefficient, wasteful or unnecessary consumption of energy?	Yes/**No**	X		

**The list of "Assigned Mitigation Measures" include *Project Design Features (PDF), Existing Plans, Programs, and Policies (PPP), and Mitigation Measures.* Similar to Mitigation Measures, PDFs and PPPs are project requirements that reduce potential significant impacts of the project

SECTION III. Applicability of CEQA Guidelines Sections 15162 and 15163

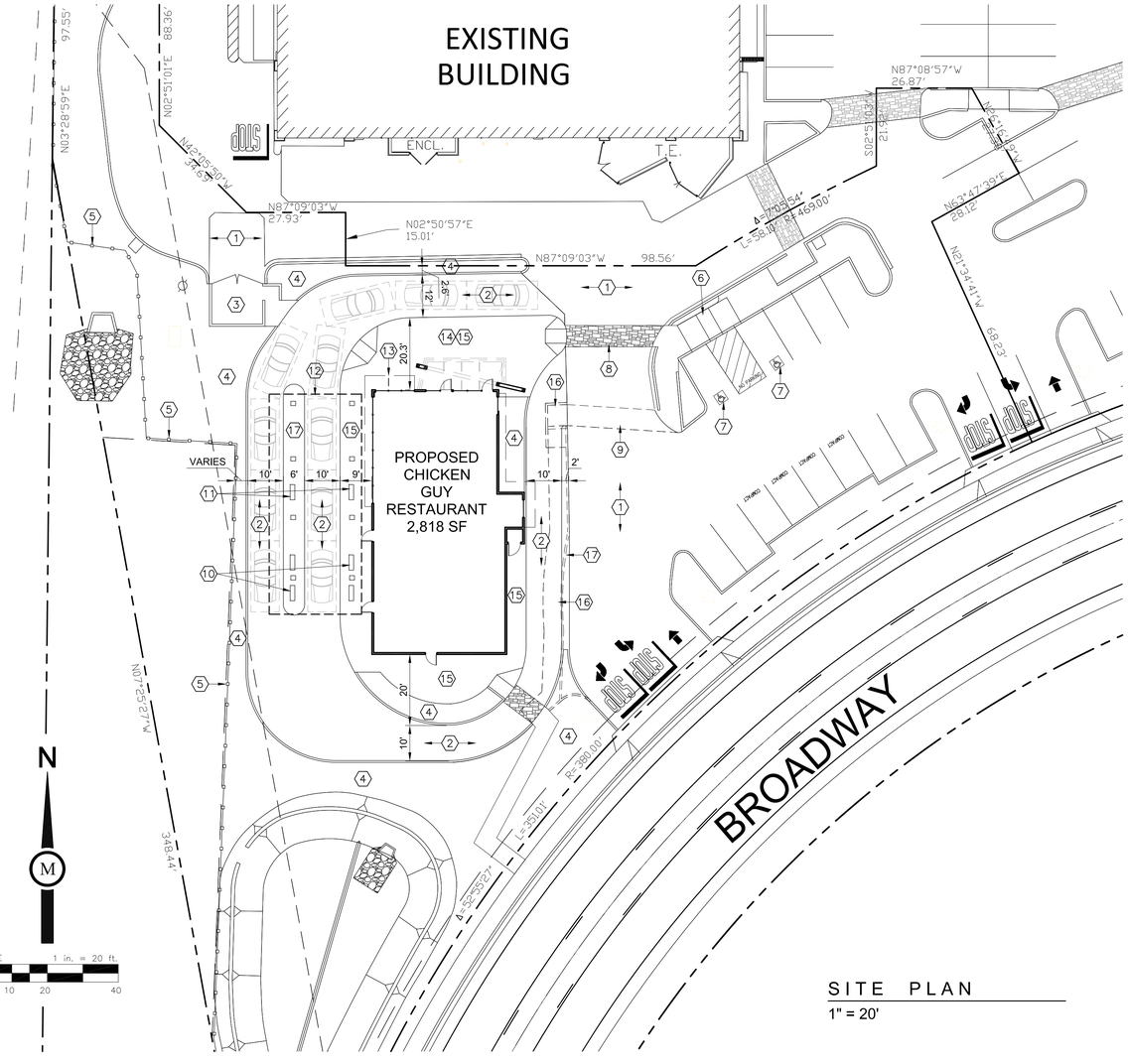
	YES	NO
1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.		X
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects of a substantial increase in the severity of previously identified significant effects; or		X
3. New information of substantial importance to the project becomes available; and		
A. The information was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete, shows any of the following:		X
(1) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;		X
(2) Significant effects previously examined will be substantially more severe than shown in the previous EIR;		X
(3) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or		X
(4) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.		X

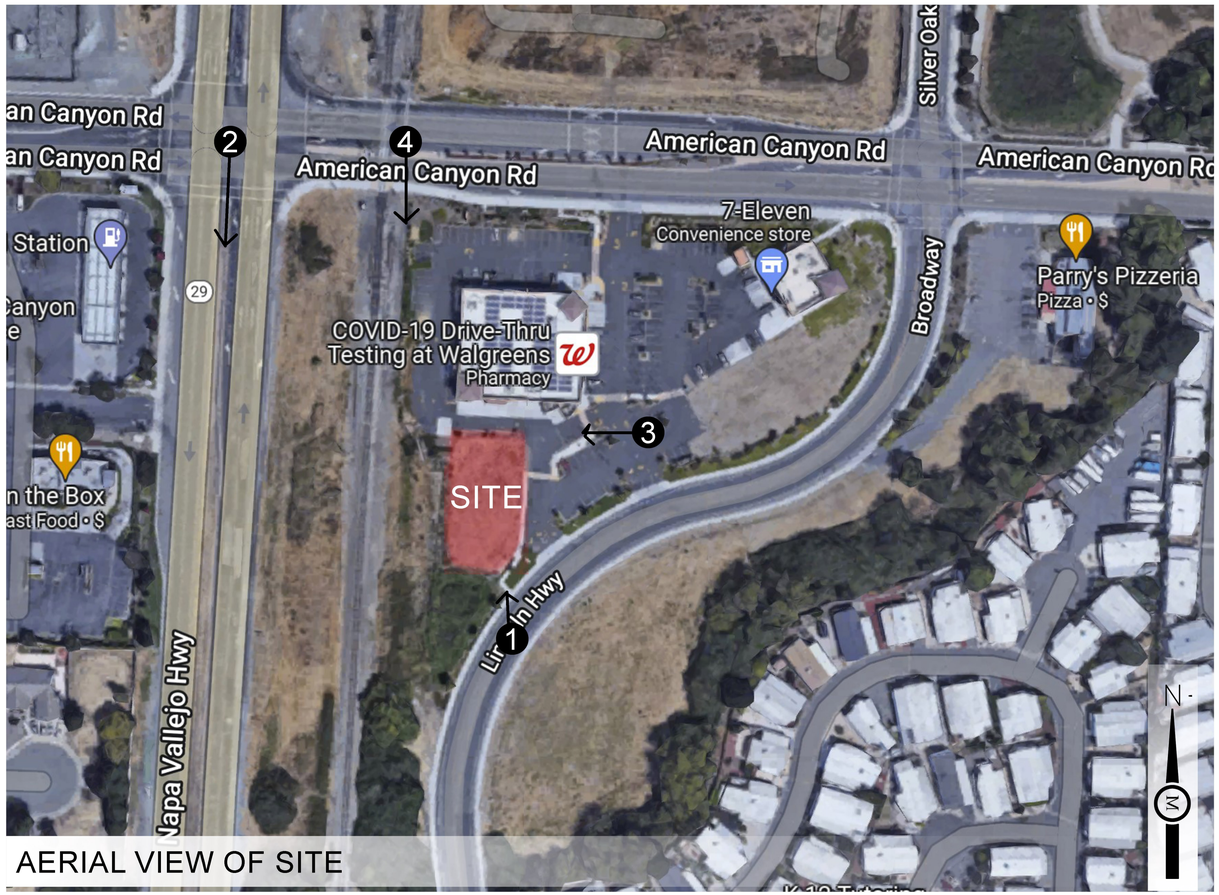
SECTION IV. Findings

	YES	NO
1. The project has effects that were not examined in the EIR; therefore, an Initial Study needs to be prepared leading to either an EIR or a negative Declaration.		X
2. The agency finds that pursuant to Section 15162, no new effects will occur or no new mitigation measures will be required. The agency can approve the project as being within the scope of the project covered by the EIR, and no new environmental document is required.	X	

CHICKEN GUY RESTAURANT

PARCEL 3 (26 PM 76)
AMERICAN CANYON, CA 94503
A.P.N. 059-110-056-000


EXISTING BUILDING
ENCL
T.E.
N87°08'57"W 26.87'
N02°51'03"E 21.92'
N87°09'03"W 27.93'
N02°50'57"E 15.01'
N87°09'03"W 98.56'
Δ=7°03'54" L=58.10' R=469.00'
N63°47'39"E 28.12'
N21°34'41"W 68.22'
S03°28'59"E 97.55'
N02°51'01"E 88.36'
N42°05'50"W 5.45'
N00°52'21"W 345.44'
S02°51'03"W 21.92'
PROPOSED CHICKEN GUY RESTAURANT 2,818 SF
VARIES
10'
6'
10'
9'
10'
2'
20'
10'
12'
28'
28.3
DN
DN
DN



AERIAL VIEW OF SITE

1 VIEW FROM BROADWAY LOOKING NORTH TOWARDS SITE

2 VIEW FROM INTERSECTION OF AMERICAN CANYON ROAD AND HWY 29

4 VIEW FROM AMERICAN CANYON ROAD LOOKING SOUTH

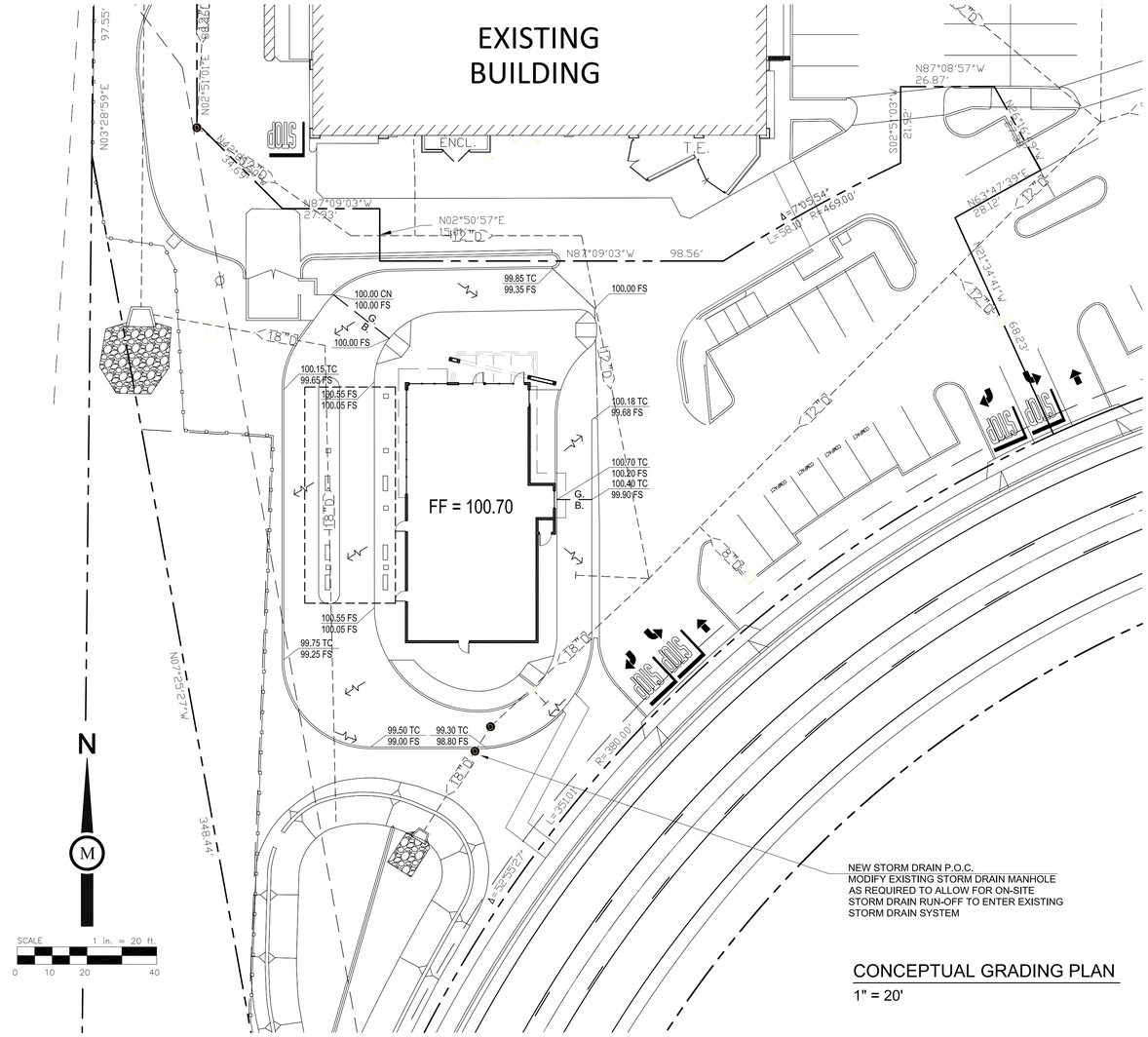
3 VIEW FROM PARKING LOT ON NEIGHBORING SITE

Milestone Associates Imagineering, Inc.
1000 Lincoln Road, Suite H202, Yuba City, CA 95991
(530) 755-4700

CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

SITE PHOTOGRAPHS 2

8-12-22



CONCEPTUAL GRADING PLAN

1" = 20'

Milestone Associates Imagineering, Inc.
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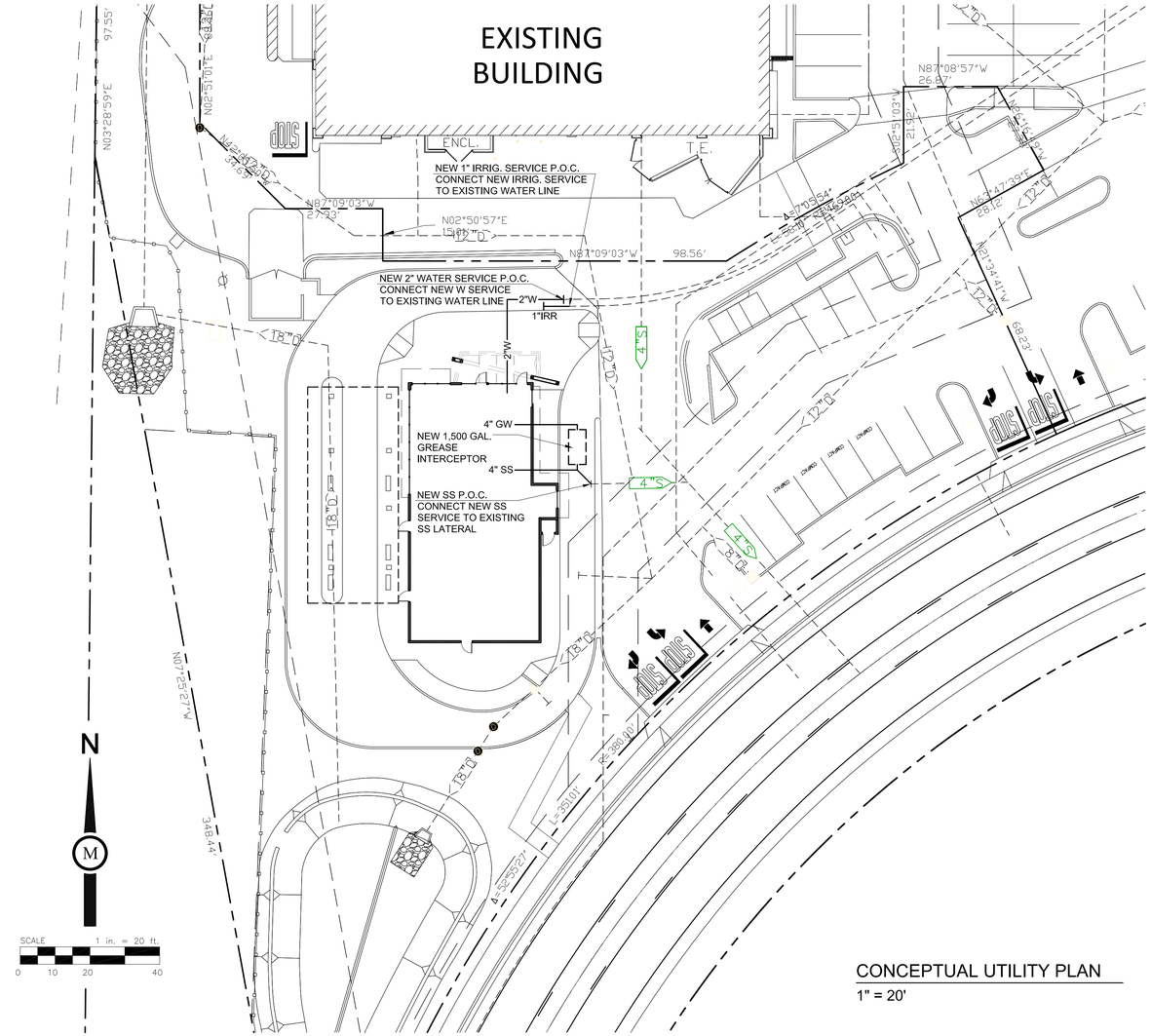
(530) 755-4700

CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

CONCEPTUAL
GRADING PLAN 3

08-22-22



CONCEPTUAL UTILITY PLAN
1" = 20'

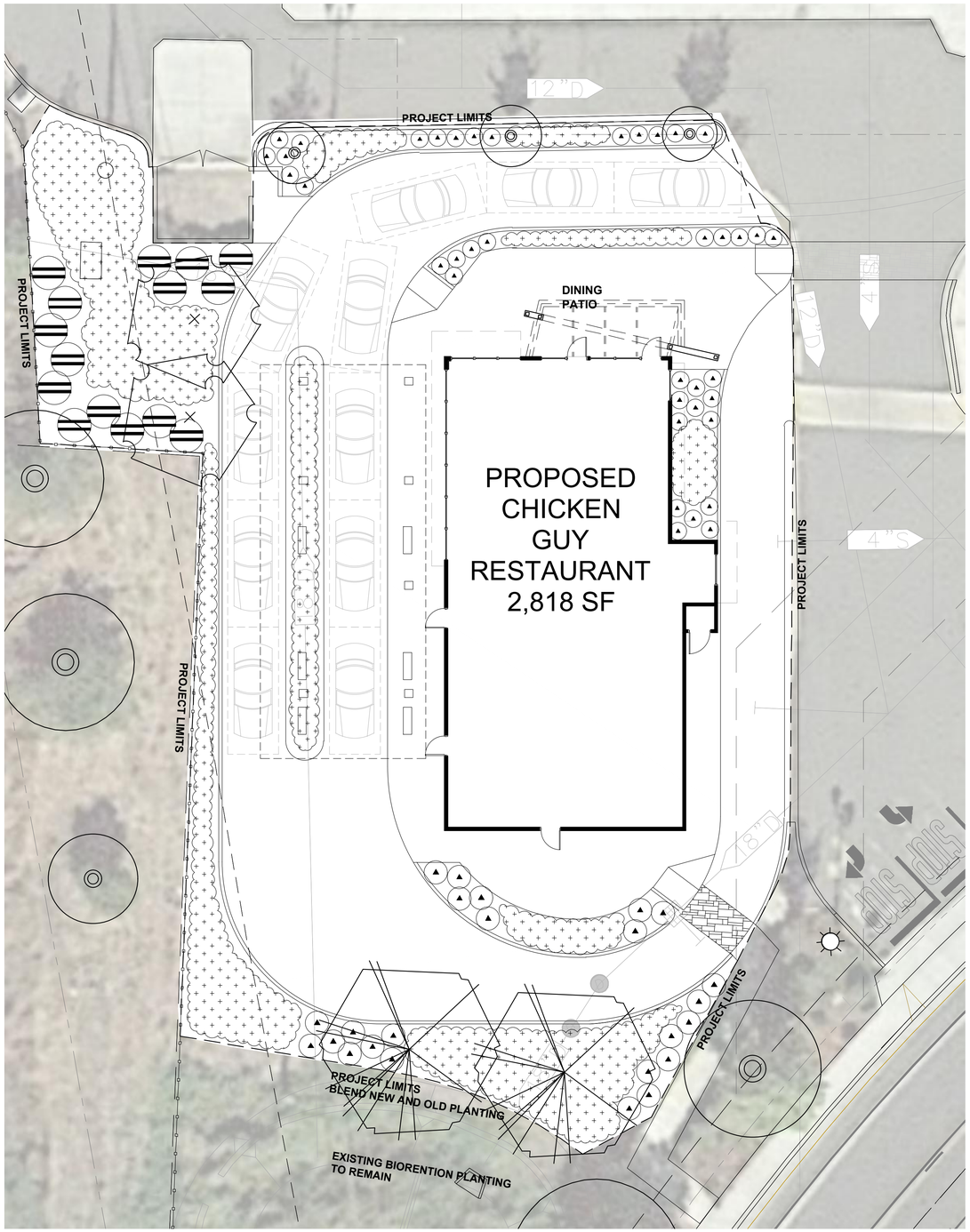
Milestone Associates Imagineering, Inc.
1000 Lincoln Road, Suite H202, Yuba City, CA 95991
(530) 755-4700

CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

CONCEPTUAL
UTILITY PLAN

4

08-22-22



PROPOSED PLANTING LEGEND

TREE SPECIES SYM	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USAGE
	ULMUS PARVIFOLIA	CHINESE EVERGREEN ELM	15 GAL	2	LOW
	LAGERSTROEMIA H. 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	15 GAL	2	LOW
	EXISTING TREES TO REMAIN				

SHRUB SPECIES ABRV.	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WATER USAGE
LARGE SCREENING SHRUBS					
	ARBUTUS 'MARINA'	MARINA STRAWBERRY BUSH	5 GAL		LOW
	FEIJOA SELLOWIANA	PINEAPPLE GUAVA	5 GAL		LOW
	LIGUSTRUM OVALIFOLIUM	CALIFORNIA PRIVET	5 GAL		LOW
	ARCTOSTAPHYLOS 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL		LOW
ACCENT SHRUBS					
	HESPERALOE PARVIFOLIA	RED YUCCA	5 GAL		LOW
	CEANOTHUS 'CONCHA'	CONCHA CEANOTHUS	5 GAL		LOW
	PHORMIUM TENAX & HYBRIDS	NEW ZEALAND FLAX	5 GAL		LOW
	PLUMBAGO AURICULATA	CAPE PLUMBAGO	5 GAL		LOW
LOW-SPREADING SHRUBS					
	ARCTOSTAPHYLOS HOOKERI 'MONTEREY CARPET'	MONTEREY CARPET MANZANITA	5 GAL		LOW
	EPILOBIUM CANUM	CALIFORNIA FUCHSIA	5 GAL		LOW

MAWA CALCULATIONS (2015 Update)

MAXIMUM APPLIED WATER ALLOWANCE CALCULATIONS FOR NEW AND REHABILITATED LANDSCAPES

CITY NAME:	Vallejo	(Vallejo Eto 40.3)
ETo of City:	40.3	ETo (Inches/Year)
Total Square Footage of Landscape (Including SLA):	3,994	
Special Landscape Area (SLA):	0	
MAWA Results		
MAWA = (ETo) x (.62) x [(.45 x LA) + (.55 x SLA)]	44,907	Gallons
	6,003.24	Cubic Feet
	60.03	HCF
	0.14	Acre-feet
	0.04	Millions of Gallons

WATER EFFICIENT LANDSCAPE WORKSHEET (2015 Update)

ESTIMATED TOTAL WATER USAGE (ETWU)

Reference Evapotranspiration (ETo): 40.3 Vallejo

ETWU = (ETo) x (.62) x [(ETAF x LA) + (1-ETAF x SLA)]

Hydrozone # / Planting Desc.	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency	ETAF (PF/IE)	Landscape Area (sq. ft)	ETAF x Area	Est. Total Water Use (ETWU)*
Regular Landscape Areas							
A 1 - Low	0.3	Drip	0.81	0.37	1,000	370.4	9,254.1
A 2 - Low	0.3	Bubbler	0.81	0.37	Incl. in Zone A	-	-
B 3 - Low	0.3	Drip	0.81	0.37	1,362	500.7	12,511.5
B 4 - Low	0.3	Bubbler	0.81	0.37	Incl. in Zone B	-	-
C 5 - Low	0.3	Drip	0.81	0.37	1,642	608.1	15,195.2
C 6 - Low	0.3	Bubbler	0.81	0.37	Incl. in Zone C	-	-
				TOTALS:	3,994	1479.3	
Special Landscape Areas							
				1			
				1			
				TOTALS:	0		
						ETWU Total:	36,961 Gal
					MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):		44,907 Gal
						ETWU complies with MAWA	

ETAF Calculations

Regular Landscape Areas		Plant Factors:	
Total ETAF x Area:	1479.3	Low	0.1 - 0.3
Total Area:	3994	Medium	0.4 - 0.6
Average ETAF:	0.37	High	0.7 - 1.0
All Landscape Areas		Irrigation Efficiency (IE):	
Total ETAF x Area:	1479.3	Spray Heads	0.75
Total Area:	3994	Drip Emitters	0.81
Average ETAF:	0.37		

STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO) NOTES:

Changes to the approved plans or field substitutions shall not be permitted without prior written approval from the Landscape Architect and the City of American Canyon. If the owner/contractor deviates from the approved plan without prior written approval they will be required to make any corrections, at their own expense, to bring the landscape and irrigation into complaince with the approved plans and the State Model Water Efficient Landscape Ordinance.

PRELIMINARY LANDSCAPE IRRIGATION CALCULATIONS

ZONING CODE NOTES:

§16.14 ET SEQ.: WATER-EFFICIENT LANDSCAPING:

§16.14.060 GENERAL REQS & STANDARDS:
1. LANDSCAPED AREAS SHALL BE PROTECTED BY SIX-INCH CONCRETE CURBING;
2. LANDSCAPING DESIGNED TO SEPARATE PARKING AND VEHICLE CIRCULATION AREAS FROM BUILDINGS, PROVIDING A VISUALLY PLEASING FOREGROUND FOR BUILDINGS, AND ENHANCING THE PERIMETER OF THE PROJECT;
3. PLAN PROPOSES LARGE-SCALE STREET TREES WITH BROAD CANOPIES ALONG MAJOR STREETS;
4. TREE PLANTING DESIGN CONSIDERS PASSIVE AND ACTIVE SOLAR HEATING OPPORTUNITIES; AND
5. PARKING LOT TREES ARE PROPOSED TO PROVIDE SHADING OF PARKED VEHICLES TO THE MAXIMUM EXTENT FEASIBLE.

§16.14.070 WATER EFFICIENT LANDSCAPE WORKSHEET:
1. LANDSCAPE CONSTRUCTION DOCUMENTS WILL BE PRODUCED AND SUBMITTED TO THE CITY OF AMERICAN CANYON;
2. LANDSCAPE CDs WILL INCLUDE WATER EFFICIENT LANDSCAPE WORKSHEET; AND
3. WATER BUDGET CALCULATIONS SHALL BE PURSUANT TO AB 1881, WUCOLS AND USE THE ANNUAL ETo 45.8.

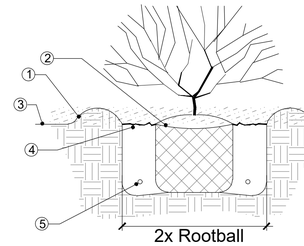
§16.14.080 IRRIGATION EFFICIENCY:
1. MAWA WILL BE CALCULATED ASSUMING 0.71 AS THE AVERAGE IRRIGATION EFFICIENCY;

§16.14.090 SOIL MANAGEMENT REPORT: (TO BE PROVIDED BY OTHERS)

§16.14.100 LANDSCAPE DESIGN PLAN:
1. ALL PROPOSED PLANTS ARE ADAPTED TO THE CLIMATE;
2. AT LEAST 75% OF THE TOTAL NUMBER OF PLANTS SHALL REQUIRE OCCASIONAL, LITTLE OR NO SUMMER WATER;
3. WATER CATEGORIZING CAN BE BASED ON THE FOLLOWING SOURCES: CALIFORNIA NATIVE PLANTS FOR THE GARDEN (OCCASIONAL, INFREQUENT, DROUGHT TOLERANT), EB MUD PLANTS & LANDSCAPES FOR SUMMER DRY CLIMATES (OCCASIONAL, INFREQUENT, NO SUMMER WATER), SUNSET WESTERN (LITTLE OR NO WATER), AND UC COOP EXTENSION'S GUIDE TO ESTIMATING IRRIGATION WATER NEEDS OF LANDSCAPE PLANTINGS IN CA (LOW, VERY LOW);
4. PROPOSED PLANTS EXCLUDE CALIFORNIA INVASIVE PLANT COUNCIL'S (CAL-IPC) PLANTS INVASIVE TO SAN FRANCISCO BAY AREA;
5. PLANT SPECIES WILL BE SELECTED AND SPACED TO ALLOW TO GROW TO NATURAL SIZE AND SHAPE; AND
6. PLANTS ARE SELECTED AND PLANTED APPROPRIATELY BASED UPON THEIR ADAPTABILITY TO THE CLIMACTIC, GEOLOGIC, AND TOPOGRAPHICAL CONDITIONS OF THE PROJECT SITE.

§19.21.030(K) ET SEQ. VEHICLE PARKING REQUIREMENTS (LANDSCAPING):
1. LANDSCAPED AREA MUST BE A MINIMUM 10% OF PARKING AND CIRCULATION SQUARE FOOTAGE;
2. LANDSCAPED AREAS HAVE A MINIMUM WIDTH OF 5';
3. ONE SHADE TREE FOR EVERY 6 (DOUBLE-LOADED) PARKING LAYOUT, OR ONE TREE FOR EVERY 3 (SINGLE-LOADED) PARKING LAYOUT; AND
4. LANDSCAPED PLANTERS WITHIN PARKING AREAS MAY BE DIAMOND-SHAPED.

TOTAL LANDSCAPE SQUARE FOOTAGE: 3,994 SF
TOTAL SITE AREA: 14,788 SF
SCOPE SQUARE FOOTAGES ARE APPROXIMATE. ALL NEW LANDSCAPE TO BE BLENDED INTO EXISTING LANDSCAPE, WHERE EXISTING LANDSCAPE IS REASONABLY AESTHETIC. NOTIFY LANDSCAPE ARCHITECT IF ESTIMATED PROJECT BOUNDARIES HEREIN DO NOT MEET ACTUAL SITE CONDITIONS.



1. Provide 3" berm around tree/shrub for water basin. Mulch plant well with 3" of 1/2" bark or recycled wood chips.
2. Plant shrub 1" above existing grade to allow for settlement.
3. Finish grade.
4. Backfill material - mix existing soil.
5. Place three (3) time release fertilizer tablets in each 15-gallon tree pit. (1) per 1-Gallon, (2) per 5-Gallon.

TYPICAL SHRUB PLANTING

ITEM	TOTAL (SF)	% OF SITE	% OF LANDSCAPE
SITE	14,788		
LANDSCAPE	3,994*	27.0%*	
LANDSCAPE ADJACENT TO/SURROUNDING PARKING AND CIRCULATION AREAS	3,994*	27.0%	100.0%
PARKING AND CIRCULATION AREAS	5,218	35.3%	
TURF	0	0%	0%

* DOES NOT INCLUDE BIORETENTION BASIN SF

SQUARE FOOTAGE TABLE

N

SCALE: 1" = 10'-0"
0' 2.5' 5' 10' 15' 20'

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Yuba City, CA 95991
(530) 755-4700

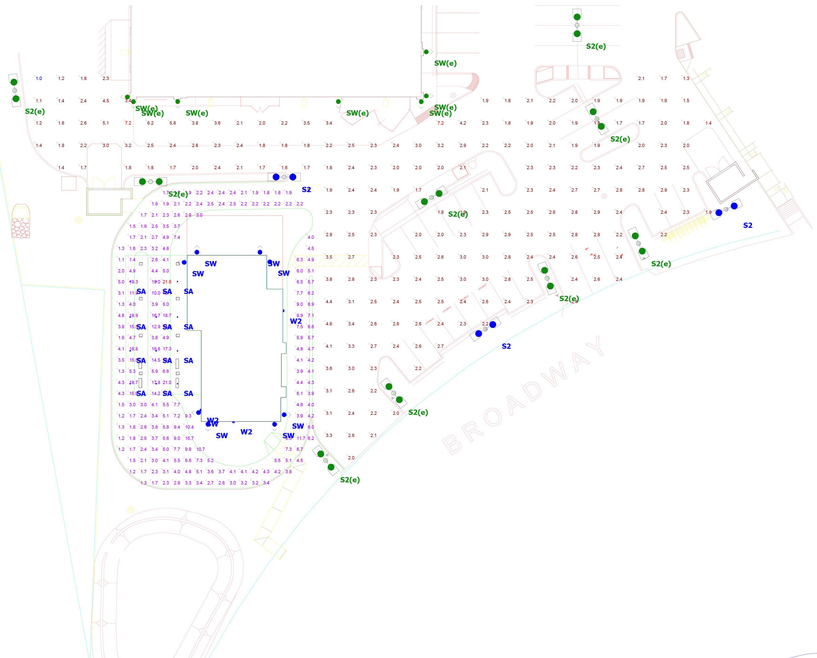
WPLA
WATKINS PLANNING & LANDSCAPE ARCHITECTURE, INC.
ERIK WATKINS, PLA
CA #5753
(707) 628-5326

CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

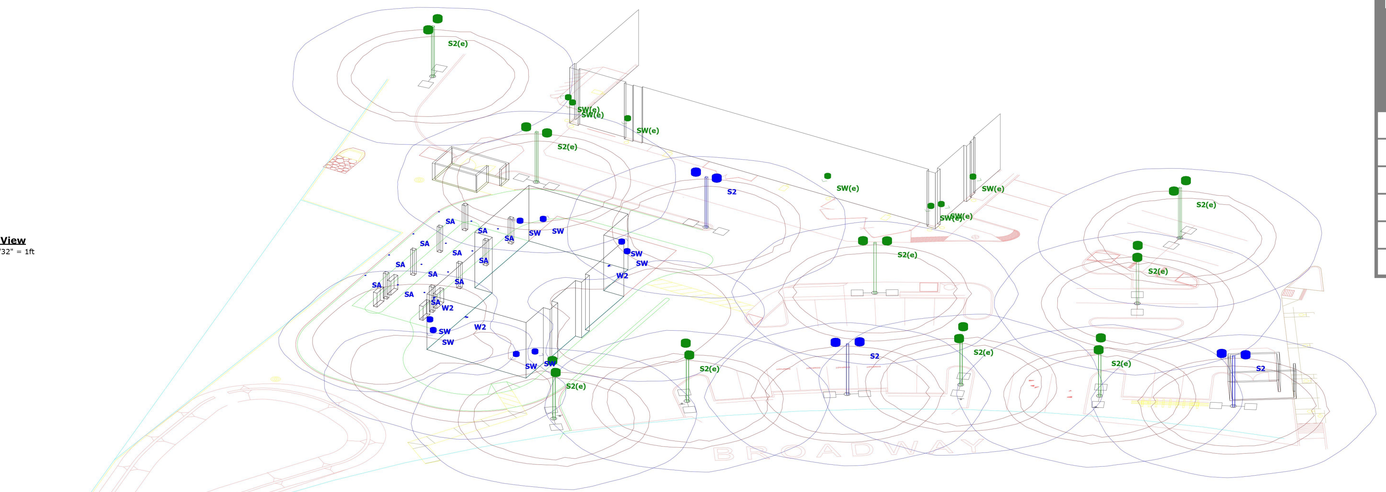
PRELIMINARY LANDSCAPE PLAN

5

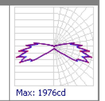
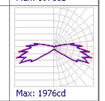
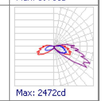
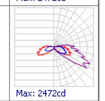
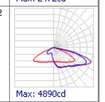
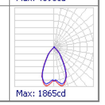
08-22-22



Plan View
Scale - 1/32" = 1ft



Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	S2		3	SUN VALLEY LIGHTING	LCGR-LED-VPA-V-64LED--525mA-NW	DECORATIVE POST TOP, LED MODULES EACH CONSISTING OF:	64	123	0.9	209.6	 Max: 1976cd
	S2(e)		9	SUN VALLEY LIGHTING	LCGR-LED-VPA-V-64LED--525mA-NW	DECORATIVE POST TOP, LED MODULES EACH CONSISTING OF: *** Existing fixture shown for light contribution***	64	123	0.9	209.6	 Max: 1976cd
	SW		8	SUN VALLEY LIGHTING	LCGR-LED-VPA-III-36LED-525mA-NW, WALL MOUNTED	DECORATIVE POST TOP, LED MODULES EACH CONSISTING OF: WALL MOUNTED	36	131	0.9	60.4	 Max: 2472cd
	SW(e)		7	SUN VALLEY LIGHTING	LCGR-LED-VPA-III-36LED-525mA-NW, WALL MOUNTED	DECORATIVE POST TOP, LED MODULES EACH CONSISTING OF: WALL MOUNTED *** Existing fixture shown for light contribution***	36	131	0.9	60.4	 Max: 2472cd
	W2		3	Lithonia Lighting	WDGE3 LED P3 70CRI RFT 40K	WDGE3 LED WITH P3 - PERFORMANCE PACKAGE, 4000K, 70CRI, FORWARD THROW OPTIC	1	10145	0.9	71.6952	 Max: 4890cd
	SA		12	Lithonia Lighting	LDN6 40/20 LO6AR LD	6IN LDN, 4000K, 2000LM, CLEAR, MATTE DIFFUSE REFLECTOR, CRI80	1	1798	0.9	22.52	 Max: 1865cd

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
DRIVE / PARKING	+	2.5 fc	2.5 fc	7.2 fc	1.0 fc	7.2:1
DRIVE-THRU	+	5.5 fc	5.5 fc	21.6 fc	1.1 fc	19.6:1

Luminaire Locations

Label	MH
S2(e)	18.00
S2	18.00
SA	9.00
SW	8.00
SW(e)	8.00
W2	16.00

Disclaimer
Photometric analyses performed by CJS Lighting are intended or informational and/or estimation purposes only. Using industry-recognized software, calculations correspond to the information provided to CJS Lighting, and are subject to the limitations of the software. Assumptions may be made for information that is not provided or available. It is the responsibility of the client to verify that the input data is consistent with actual field conditions.
Due to the above considerations, CJS Lighting does not guarantee that actual light levels measured in the field will match initial calculations, and recommend that drawings be submitted to a certified electrical engineer for verification.

CJS Lighting

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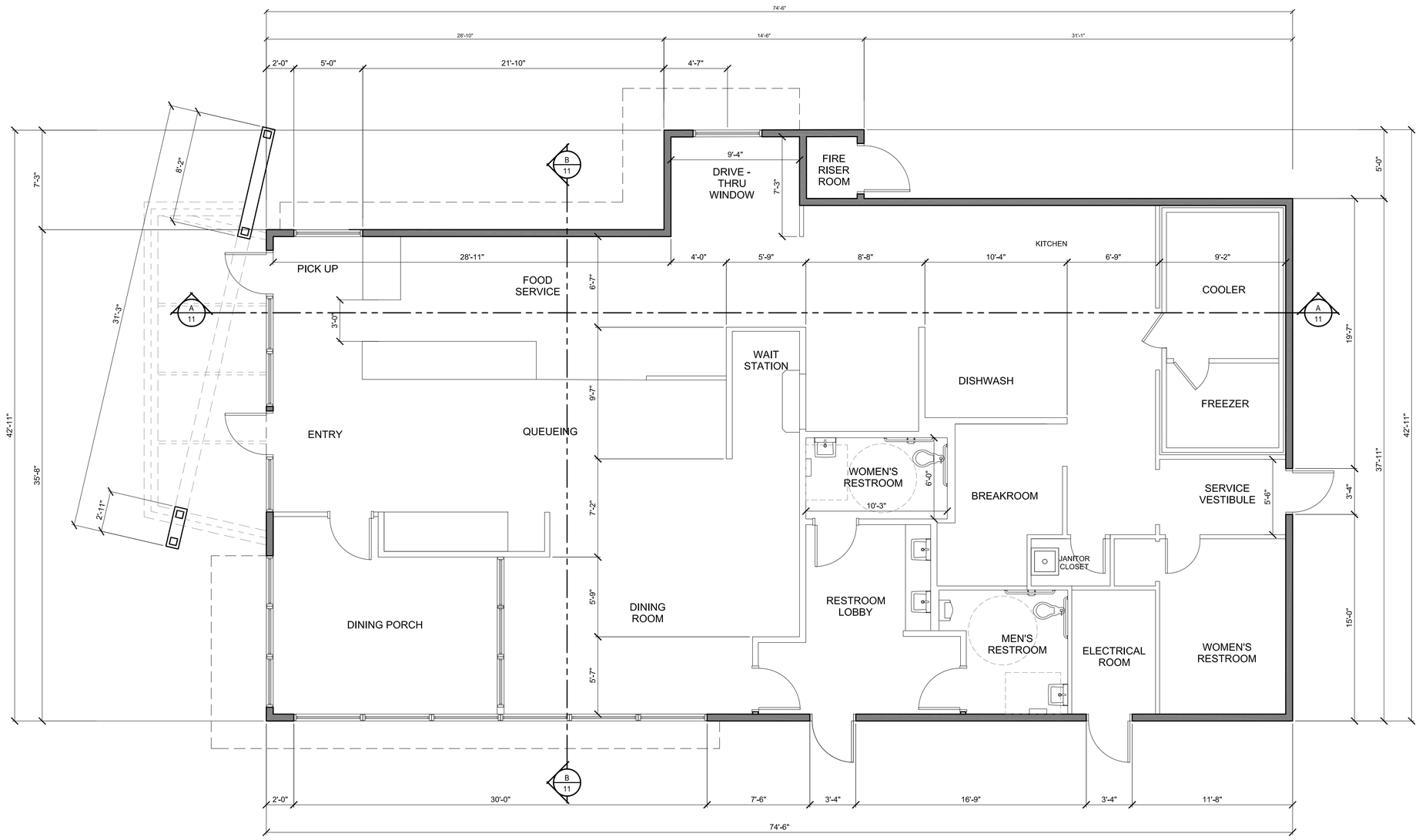
CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

PHOTOMETRIC PLAN

6

8-12-22



FLOOR PLAN

1/4" = 1'-0"

LEGEND:

NEW WALL

INTERIOR WALL

N

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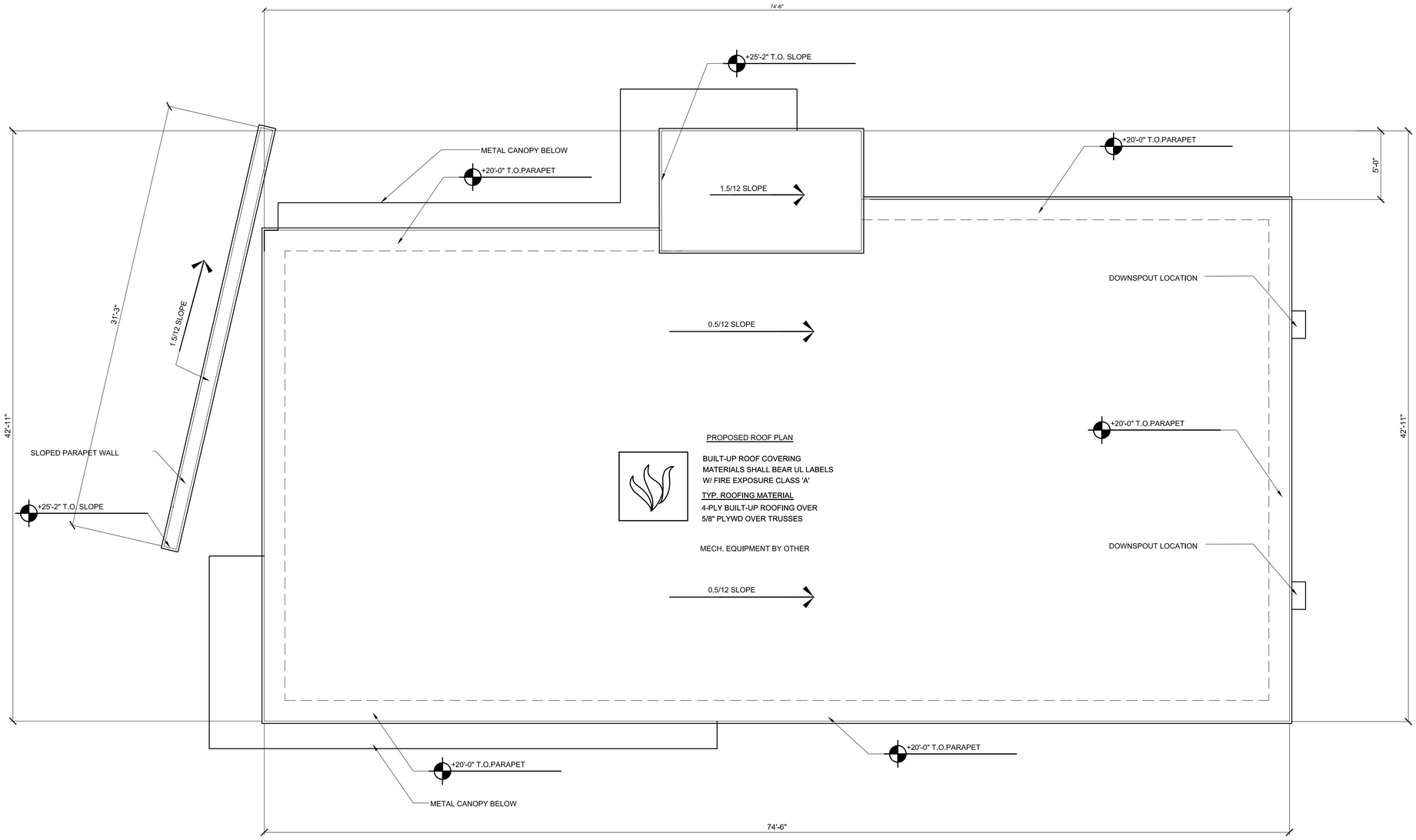
CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

FLOOR PLAN

7

8-12-22



ROOF PLAN

1/4" = 1'-0"

N

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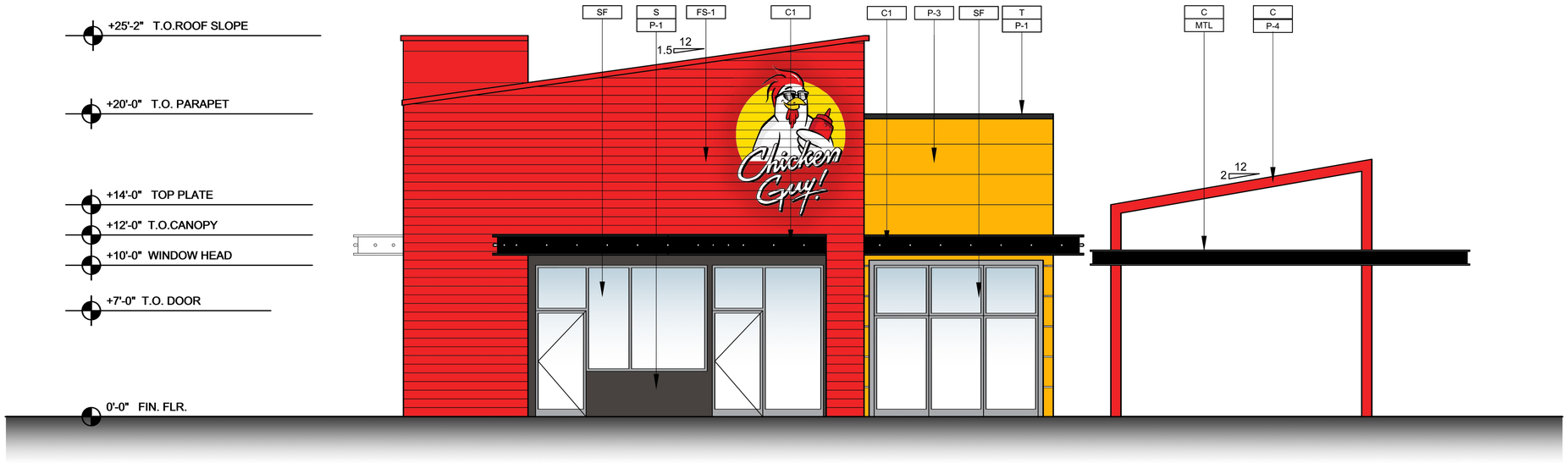
CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

ROOF PLAN

8

8-12-22



FRONT ELEVATION (NORTH)

1/4" = 1'-0"

GENERAL NOTES:

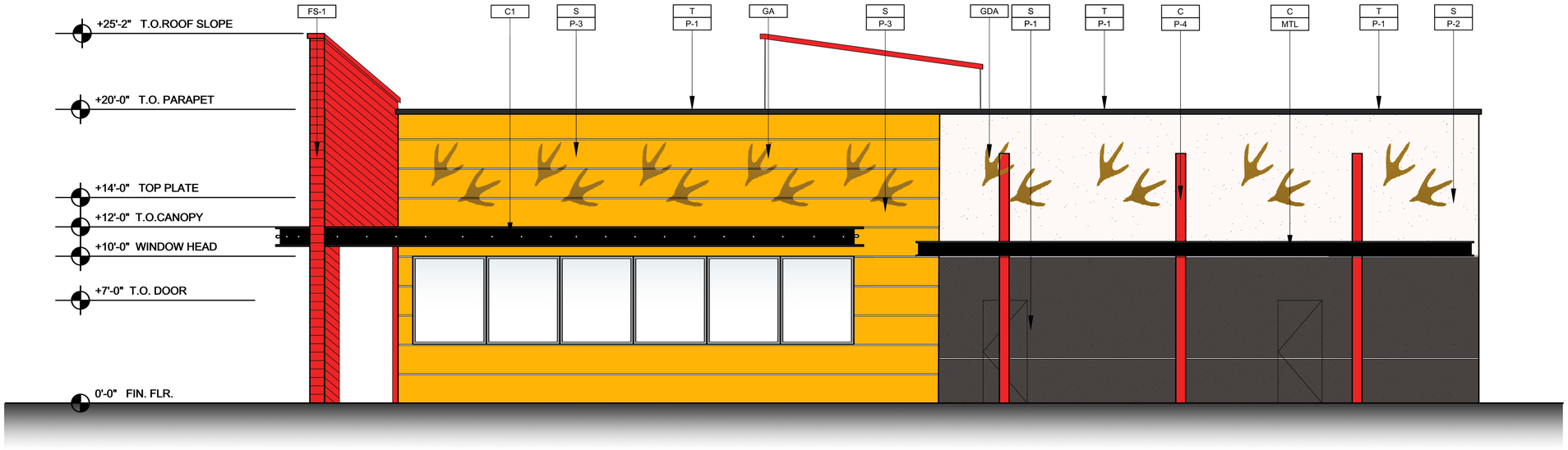
A. REAVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

COLOR LEGEND:

P-1	SHERWIN WILLIAMS COLOR: SW7020 BLACK FOX	FS-1	TRESPA PURA LAMINATE WALL CLADDING COLOR: PASSION RED
P-2	SHERWIN WILLIAMS COLOR: SW7006 EXTRA WHITE	MTL	TO MATCH BERRIDGE MATTE BLACK
P-3	SHERWIN WILLIAMS COLOR: SW6905 GOLDFINCH		
P-4	SHERWIN WILLIAMS COLOR: SW6869 STOP		

MATERIAL LEGEND:

C	PRE ENGINEERED METAL CANOPY
C1	PRE ENGINEERED METAL CANOPY IN BLACK WITH EDISON BULB STYLE LIGHTING ACCENT
S	STUCCO; 7/8" CEMENT PLASTER
T	TRIM AND CORNICE
SF	STOREFRONT
GDA	GOLD FCO ALUMINUM. (CHICKEN TRACKS)
GA	GREY FCO ALUMINUM. (CHICKEN TRACKS)



RIGHT SIDE ELEVATION (WEST)

1/4" = 1'-0"

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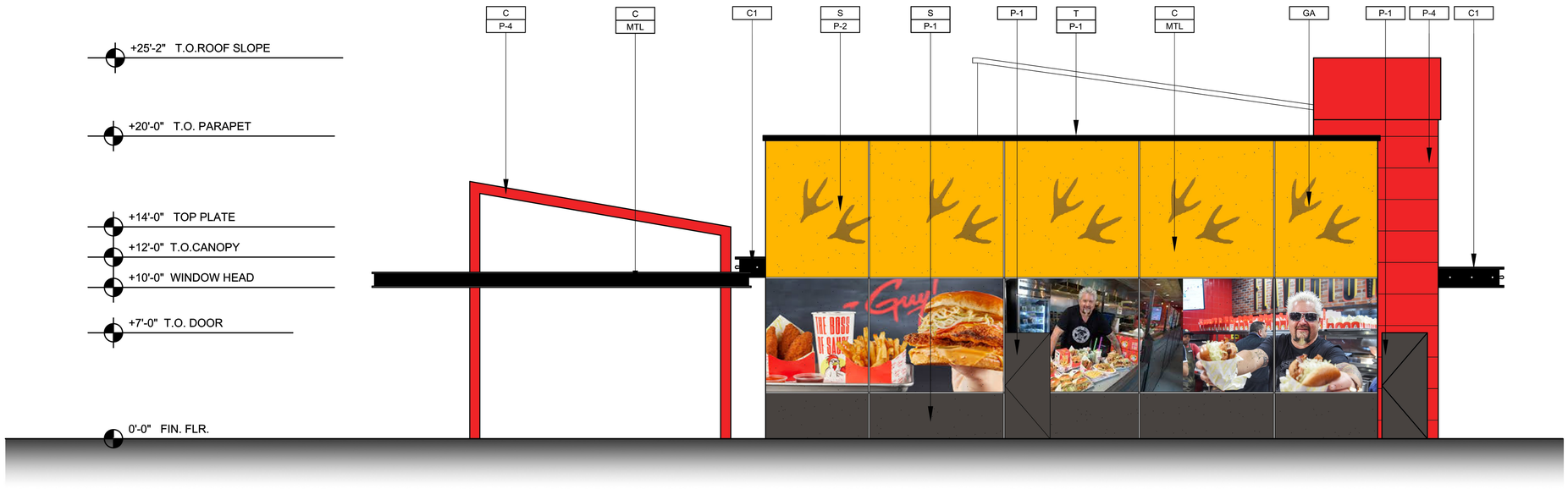
CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

COLORED
EXTERIOR ELEVATION

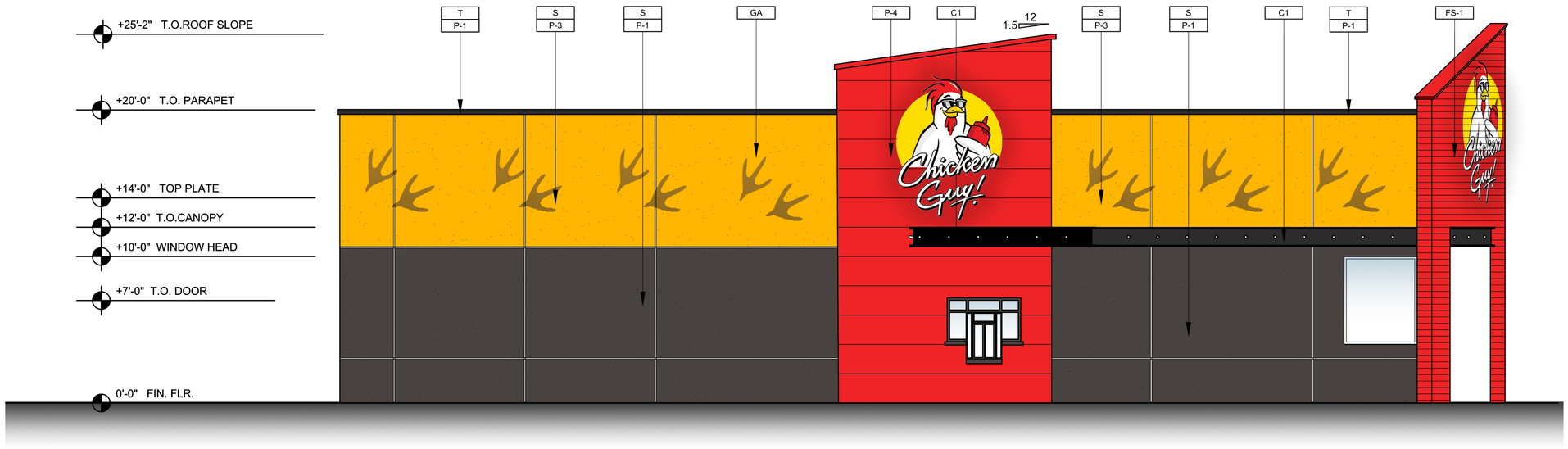
9

8-12-22



REAR ELEVATION (SOUTH)

1/4" = 1'-0"



LEFT SIDE ELEVATION (EAST)

1/4" = 1'-0"

GENERAL NOTES:

A. REAVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

COLOR LEGEND:

P-1	SHERWIN WILLIAMS COLOR: SW7020 BLACK FOX	FS-1	TRESPA PURA LAMINATE WALL CLADDING COLOR: PASSION RED
P-2	SHERWIN WILLIAMS COLOR: SW7006 EXTRA WHITE	MTL	TO MATCH BERRIDGE MATTE BLACK
P-3	SHERWIN WILLIAMS COLOR: SW6905 GOLDFINCH		
P-4	SHERWIN WILLIAMS COLOR: SW6869 STOP		

MATERIAL LEGEND:

C	PRE ENGINEERED METAL CANOPY
C1	PRE ENGINEERED METAL CANOPY IN BLACK WITH EDISON BULB STYLE LIGHTING ACCENT
S	STUCCO; 7/8" CEMENT PLASTER
T	TRIM AND CORNICE
SF	STOREFRONT
GDA	GOLD FCO ALUMINUM. (CHICKEN TRACKS)
GA	GREY FCO ALUMINUM. (CHICKEN TRACKS)

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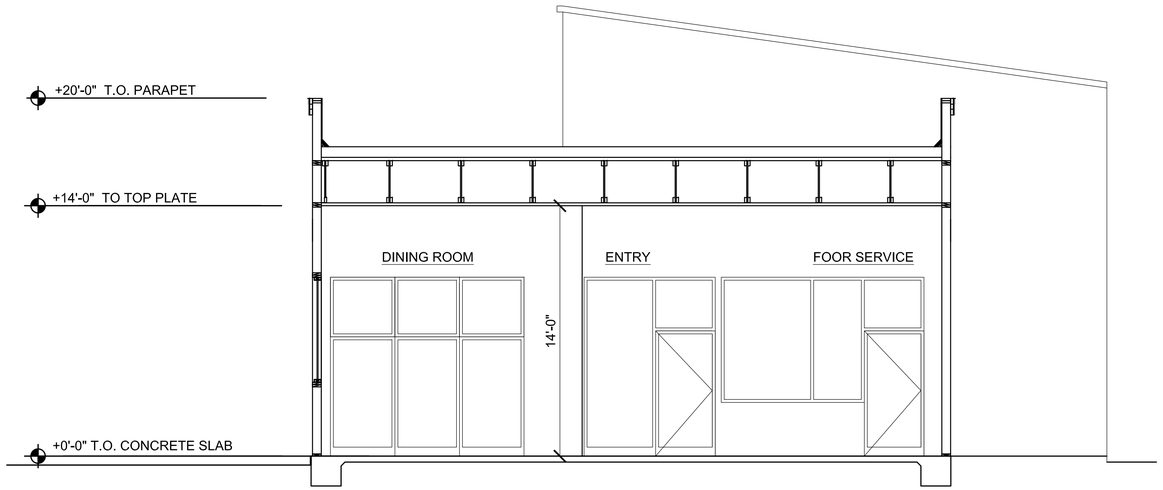
CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

COLORED EXTERIOR ELEVATION

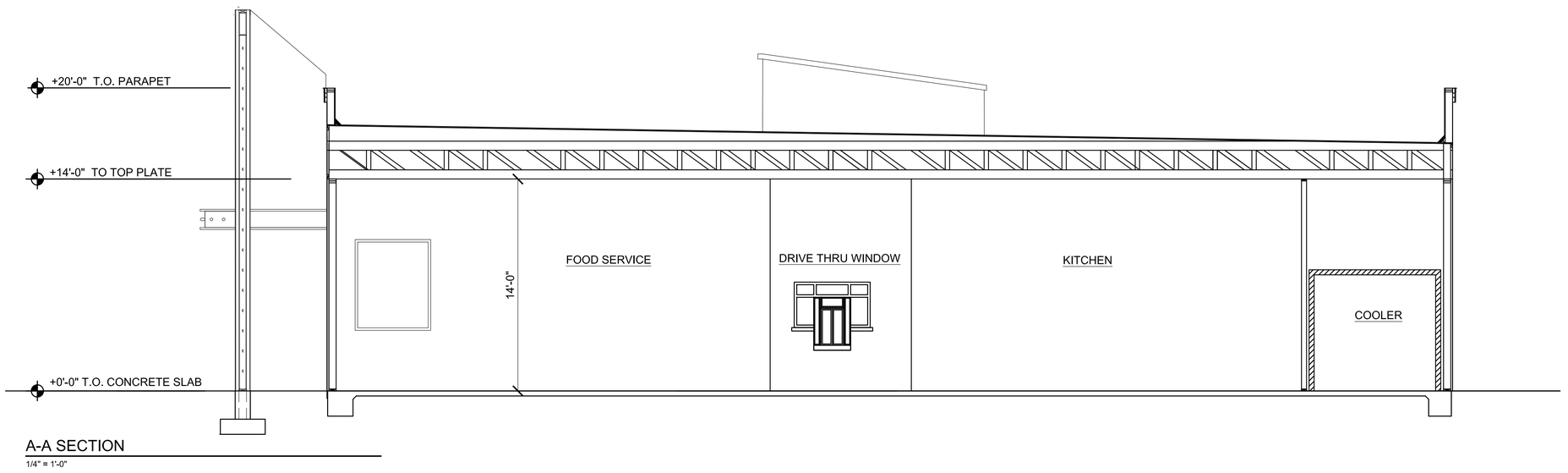
10

8-12-22



B-B SECTION

1/4" = 1'-0"



A-A SECTION

1/4" = 1'-0"

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CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

BUILDING SECTIONS

11

8-12-22

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CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

RENDERING 12

8-12-22

EXHIBIT C
Applicant Confirmation of Conditions of Approval
Chicken Guy Restaurant Conditional Use Permit
(FILE NO. PL22-0021)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Planning Commission Resolution dated May 25, 2023.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

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

DocuSign Envelope ID: 0D69CDD2-A513-4BF7-A2E6-01DD9D465223

YOCHA DEHE
CULTURAL RESOURCES

August 18, 2022

City of American Canyon
Attn: Nicolle Hall, Administrative Technician
4381 Broadway St., Suite 201
American Canyon, CA 94503

RE: American Canyon 6th Cycle Housing Element YD-03152022-04

Dear Ms. Hall:

Thank you for the consultation meeting on, August 08, 2022, regarding the proposed American Canyon 6th Cycle Housing Element. We appreciate you taking the time to discuss the project.

Based on the information provided during our consultation meeting, the Tribe has concerns that the project could impact known cultural resources. Therefore, we request that you incorporate Yocha Dehe Wintun Nation's Treatment Protocol into the mitigation measures for this project. Please submit the updated mitigation measures to the Cultural Resources Department once completed. We respectively decline any comment on the project at this time.

Should you have any questions, please feel free to contact:

CRD Administrative Staff
Yocha Dehe Wintun Nation
Office: (530) 796-3400
Email: THPO@yochadehe-nsn.gov

Please refer to identification number YD – 03152022-04 in any correspondence concerning this project.

Thank you for providing us with this notice and the opportunity to comment.

Sincerely,

DocuSigned by:
5ED632FDB9C34EA...
Tribal Historic Preservation Officer

DocuSign Envelope ID: 0D69CDD2-A513-4BF7-A2E6-01DD9D465223

YOCHA DEHE
CULTURAL RESOURCES

Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation

The purpose of this Protocol is to formalize procedures for the treatment of Native American human remains, grave goods, ceremonial items, and items of cultural patrimony, in the event that any are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. This Protocol also formalizes procedures for Tribal monitoring during archaeological studies, grading, and ground-disturbing activities.

I. Cultural Affiliation

The Yocha Dehe Wintun Nation ("Tribe") traditionally occupied lands in Yolo, Solano, Lake, Colusa and Napa Counties. The Tribe has designated its Cultural Resources Committee ("Committee") to act on the Tribe's behalf with respect to the provisions of this Protocol. Any human remains which are found in conjunction with Projects on lands culturally-affiliated with the Tribe shall be treated in accordance with Section III of this Protocol. Any other cultural resources shall be treated in accordance with Section IV of this Protocol.

II. Inadvertent Discovery of Native American Human Remains

Whenever Native American human remains are found during the course of a Project, the determination of Most Likely Descendant ("MLD") under California Public Resources Code Section 5097.98 will be made by the Native American Heritage Commission ("NAHC") upon notification to the NAHC of the discovery of said remains at a Project site. If the location of the site and the history and prehistory of the area is culturally-affiliated with the Tribe, the NAHC contacts the Tribe; a Tribal member will be designated by the Tribe to consult with the landowner and/or project proponents.

Should the NAHC determine that a member of an Indian tribe other than Yocha Dehe Wintun Nation is the MLD, and the Tribe is in agreement with this determination, the terms of this Protocol relating to the treatment of such Native American human remains shall not be applicable; however, that situation is very unlikely.

III. Treatment of Native American Remains

In the event that Native American human remains are found during development of a Project and the Tribe or a member of the Tribe is determined to be MLD pursuant to Section II of this Protocol, the following provisions shall apply. The Medical Examiner shall immediately be notified, ground disturbing activities in that location shall cease and the Tribe shall be allowed, pursuant to California Public Resources Code Section 5097.98(a), to (1) inspect the site

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of the discovery and (2) make determinations as to how the human remains and grave goods should be treated and disposed of with appropriate dignity.

The Tribe shall complete its inspection and make its MLD recommendation within forty-eight (48) hours of getting access to the site. The Tribe shall have the final determination as to the disposition and treatment of human remains and grave goods. Said determination may include avoidance of the human remains, reburial on-site, or reburial on tribal or other lands that will not be disturbed in the future.

The Tribe may wish to rebury said human remains and grave goods or ceremonial and cultural items on or near the site of their discovery, in an area which will not be subject to future disturbances over a prolonged period of time. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b).

The term "human remains" encompasses more than human bones because the Tribe's traditions call for the burial of associated cultural items with the deceased (funerary objects), and/or the ceremonial burning of Native American human remains, funerary objects, grave goods and animals. Ashes, soils and other remnants of these burning ceremonies, as well as associated funerary objects and unassociated funerary objects buried with or found near the Native American remains are to be treated in the same manner as bones or bone fragments that remain intact.

IV. Non-Disclosure of Location of Reburials

Unless otherwise required by law, the site of any reburial of Native American human remains shall not be disclosed and will not be governed by public disclosure requirements of the California Public Records Act, Cal. Govt. Code § 6250 et seq. The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r). The Tribe will require that the location for reburial is recorded with the California Historic Resources Inventory System ("CHRIS") on a form that is acceptable to the CHRIS center. The Tribe may also suggest that the landowner enter into an agreement regarding the confidentiality of site information that will run with title on the property.

V. Treatment of Cultural Resources

Treatment of all cultural items, including ceremonial items and archeological items will reflect the religious beliefs, customs, and practices of the Tribe. All cultural items, including ceremonial items and archeological items, which may be found at a Project site should be turned over to the Tribe for appropriate treatment, unless otherwise ordered by a court or agency of competent jurisdiction. The Project Proponent should waive any and all claims to ownership of

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Tribal ceremonial and cultural items, including archeological items, which may be found on a Project site in favor of the Tribe. If any intermediary, (for example, an archaeologist retained by the Project Proponent) is necessary, said entity or individual shall not possess those items for longer than is reasonably necessary, as determined solely by the Tribe.

VI. Inadvertent Discoveries

If additional significant sites or sites not identified as significant in a Project environmental review process, but later determined to be significant, are located within a Project impact area, such sites will be subjected to further archeological and cultural significance evaluation by the Project Proponent, the Lead Agency, and the Tribe to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with CEQA requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease for a period of up to 30 days in accordance with Federal Law.

VIII. Work Statement for Tribal Monitors

The description of work for Tribal monitors of the grading and ground disturbing operations at the development site is attached hereto as Addendum I and incorporated herein by reference.

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YOCHA DEHE
CULTURAL RESOURCES

ADDENDUM I

Yocha Dehe Wintun Nation
Tribal Monitors
Description of Work and Treatment Protocol

I. Preferred Treatment

The preferred protocol upon the discovery of Native American human remains is to (1) secure the area, (2) cover any exposed human remains or other cultural items, and (3) avoid further disturbances in the area.

II. Comportment

All parties to the action are strongly advised to treat the remains with appropriate dignity, as provided in Public Resource Code Section 5097.98. We further recommend that all parties to the action treat tribal representatives and the event itself with appropriate respect. For example, jokes and antics pertaining to the remains or other inappropriate behavior are ill advised.

III. Excavation Methods

If, after the Yocha Dehe Tribal representative has been granted access to the site and it is determined that avoidance is not feasible, an examination of the human remains will be conducted to confirm they are human and to determine the position, posture, and orientation of the remains. At this point, we recommend the following procedures:

(A) Tools. All excavation in the vicinity of the human remains will be conducted using fine hand tools and fine brushes to sweep loose dirt free from the exposure.

(B) Extent of Exposure. In order to determine the nature and extent of the grave and its contents, controlled excavation should extend to a full buffer zone around the perimeter of the remains.

(C) Perimeter Balk. To initiate the exposure, a perimeter balk (especially, a shallow trench) should be excavated, representing a reasonable buffer a minimum of 10 cm around the maximum extent of the known skeletal remains, with attention to counter-intuitive discoveries or unanticipated finds relating to this or other remains. The dirt from the perimeter balk should be bucketed, distinctly labeled, and screened for cultural materials.

(D) Exposure Methods. Excavation should then proceed inward from the walls of the balk as well as downward from the surface of the exposure. Loose dirt should be scooped out and brushed off into a dustpan or other collective device. Considerable care should be given to ensure that human remains are not further impacted by the process of excavation.

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(E) Provenience. Buckets, collection bags, notes, and tags should be fully labeled per provenience, and a distinction should be made between samples collected from: (1) **Perimeter Balk** (described above), (2) **Exposure** (dirt removed in exposing the exterior/burial plan and associations, and (3) **Matrix** (dirt from the interstices between bones or associations). Thus, each burial may have three bags, "Burial 1 Perimeter Balk," "Burial 1 Exposure Balk," "Burial 1 Matrix."

Please note the provisions below with respect to handling and conveyance of records and samples.

(F) Records. The following records should be compiled in the field: (1) a detailed scale drawing of the burial, including the provenience of and full for all human remains, associated artifacts, and the configuration of all associated phenomena such as burial pits, evidence for preinterment grave pit burning, soil variability, and intrusive disturbance, (2) complete a formal burial record using the consultants proprietary form or other standard form providing information on site #, unit or other proveniences, level depth, depth and location of the burial from a fixed datum, workers, date(s), artifact list, skeletal inventory, and other pertinent observations, (3) crew chief and worker field notes that may supplement or supercede information contained in the burial recording form, and (4) photographs, including either or standard photography or high-quality (400-500 DPI or 10 MP recommended) digital imaging.

(G) Stipulations for Acquisition and Use of Imagery. Photographs and images may be used only for showing location or configuration of questionable formation or for the position of the skeleton. They are not to be duplicated for publication unless a written release is obtained from the Tribe.

(H) Association. Association between the remains and other cultural materials should be determined in the field in consultation with an authorized Tribal representative, and may be amended per laboratory findings. Records of provenience and sample labels should be adequate to determine association or degree of likelihood of association of human remains and other cultural materials.

(I) Samples. For each burial, all **Perimeter Balk** soil is to be 1/8"-screened. All **Exposure** soil is to be 1/8"-screened, and a minimum of one 5-gallon bucket of excavated but unscreened Exposure soil is to be collected, placed in a plastic garbage bag in the bucket. All **Matrix** soil is to be carefully excavated, screened as appropriate, and then collected in plastic bags placed in 5-gallon buckets.

(J) Human remains are not to be cleaned in the field.

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(K) Blessings. Prior to any physical action related to human remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

IV. Lab Procedures

No laboratory studies are permitted without consultation with the tribe. Lab methods are determined on a project-specific basis in consultation with Yocha Dehe Wintun Nation representatives. The following procedures are recommended:

(A) Responsibility. The primary archaeological consultant will be responsible for insuring that all lab procedures follow stipulations made by the Tribe.

(B) Blessings. Prior to any laboratory activities related to the remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

(C) Physical Proximity of Associations. To the extent possible, all remains, associations, samples, and original records are to be kept together throughout the laboratory process. In particular, **Matrix** dirt is to be kept in buckets and will accompany the remains to the lab. The primary archaeological consultant will be responsible for copying all field records and images, and insuring that the original notes and records accompany the remains throughout the process.

(*E) Additional Lab Finds*. Laboratory study should be done making every effort to identify unanticipated finds or materials missed in the field, such as objects encased in dirt or human remains misidentified as faunal remains in the field. In the event of discovery of additional remains, materials, and other associations the tribal representatives are to be contacted immediately.

V. Re-internment without Further Disturbance

No laboratory studies are permitted on human remains and funerary objects. The preferred treatment preference for exhumed Native American human remains is reburial in an area not subject to further disturbance. Any objects associated with remains will be reinterred with the remains.

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YOCHA DEHE
CULTURAL RESOURCES

VI. Curation of Recovered Materials

Should all, or a sample, of any archaeological materials collected during the data recovery activities – with the exception of Human Remains – need to be curated, an inventory and location information of the curation facility shall be given to tribe for our records.

CITY OF AMERICAN CANYON

PLANNING COMMISSION AGENDA
MARCH 23, 2023

STAFF REPORT
PUBLIC HEARING
ITEM NUMBER: 2.

TITLE

Chicken Guy Restaurant Conditional Use Permit

RECOMMENDATION

Approve a Conditional Use Permit for development of a 2,818 square feet quick-serve restaurant with drive-thru lane at 200 American Canyon Road, APN 059-110-056 (File No. PL22-0021)

CONTACT

William He, AICP, Senior Planner

BACKGROUND & ANALYSIS

Site Information

General Plan Designation	Neighborhood Commercial (CN)
Zoning District	Neighborhood Commercial (CN)
Site Size	1.03-acres
Present Use	Undeveloped Lot
Surrounding Zoning and Uses	North: CN / Walgreens pharmacy South: Public (P) / Veterans Park East: Mobile Home Park (MHP) / Mobile Home Park residences West: CN / Vacant lot owned by Union Pacific Railroad
Access	Site access is provided off Broadway St and American Canyon Rd

Summary: The project site is located at a vacant parcel within the American Canyon Road and Broadway Commercial Project, south of the Walgreens Pharmacy at 200 American Canyon Road. Located within the Neighborhood Commercial (CN) zone of the Broadway District Specific Plan (BDSP), a quick serve restaurant requires a Conditional Use Permit (CUP) when it is adjacent to residential uses or residential zones. The site is vacant and is ready for dry and wet utility connections. A location map is included as Attachment 2. Site photographs are included as Exhibit 3.

History: On May 22, 2008, the Planning Commission approved the American Canyon Road and Broadway Commercial Project (the "Project"). The 2008 Project approvals included a tentative parcel map providing three parcels in conjunction with a Design Permit and two Minor Variations to initially authorize four buildings on the property, consisting of a Walgreens pharmacy, two multi-tenant "retail" buildings, and an "El Pollo Loco" drive-thru of approximately 2,974 square-feet. The Project was analyzed in a Mitigated Negative Declaration ("MND") consistent with the California Environmental Quality Act.

Upon approval of a Final Parcel Map and further Minor Variations in 2011, building permits were issued for two of the three parcels. These include the Walgreens Pharmacy and the 7-Eleven convenience store, respectively. No action was taken with respect to the third parcel for its prospective development until the City received the Chicken Guy Conditional Use Permit application in August 2022.

Proposed Development: Chandi Hospitality Group proposes to develop a 2,818 square foot quick-serve Chicken Guy restaurant with drive-thru service on a vacant retail parcel at 200 American Canyon Road. The shopping center located at the northwest corner of Broadway and American Canyon Drive includes a Walgreens Pharmacy, a 7-Eleven convenience store, and a second vacant retail pad.

The proposed Chicken Guy restaurant features seating capacity for 70 people with an indoor dining room an outdoor covered dining porch and will operate from 8:00 AM to 12:00 AM daily. The site includes 29 parking spaces supported with approximately 3,994 square feet of landscaping. The restaurant is a franchise developed by Food Network celebrity, Guy Fieri.

The architecture consists of modern industrial design consistent with BDSP architectural standards. The single-story restaurant includes large windows and a centralized entrance on the north side. The exterior includes a variety of colors and materials, including a horizontal metal canopy and angled red arches at the drive-thru that breaks up the mass of the building. The building uses durable materials, consisting of wood, metal, and glass. The top of the building is 20 feet high with a parapet that reaches 25 feet. A condition of approval requires the parapet to be at least equal in height to screen rooftop equipment. The restaurant also includes two tower features that show the business logo. A photorendering of the restaurant is included as Attachment 4.

The Project was scheduled for the agenda of the Planning Commission meeting of February 23, 2023. The staff report was published on February 17, 2023. On the same day, the applicant requested a continuance of 30 days to review the conditions of approval. At the February 23, 2023 Planning Commission meeting, the Planning Commission received staff's report and public comments for the project. The applicant and property owner were absent. The Planning Commission motioned to continue the project to the next available Public Hearing, which was March 23, 2023.

Site Specific Issues:

Drive-thru lanes: The Design Permit plans depict a single drive-thru lane entering the east side of the site, south of Walgreens. The single lane splits into two drive-thru lanes on the west side of the restaurant where food is ordered from a menu. The two drive-thru lanes merge into one lane on the east side of the restaurant where food orders are delivered. The drive-thru lane exits into the shopping center parking lot just south of the entrance drive-thru lane. A graphic depicting the site plan with the initial drive-thru lane proposal is included as Attachment 5.

Staff reviewed the proposed drive-thru lane configuration and noted that a parking lot drive aisle conflicts with the turning radius for vehicles exiting the drive-thru lane. A condition of approval requires the applicant to submit improvement plans (i.e.: construction documents) that demonstrate a safe and convenient vehicle pathway for the restaurant drive-thru exit lane.

Overhead Utility Undergrounding: BDSP Policy 3-4 requires all existing overhead utility poles on-site and along the property frontage to be placed underground in conjunction with development of the site or as a deferred requirement subject to approval of the City Engineer.

The Chicken Guy Restaurant parcel has approximately 370 linear feet of overhead utilities consisting of three overhead telecom utility poles. A condition of approval requires the applicant to underground the overhead utilities within the site and across Broadway to the first pole. A graphic depicting the undergrounding requirement is included as Attachment 6.

Public Outreach: Staff and the applicant conducted public outreach for the Project. On October 10, 2022, staff mailed a letter to all property owners within 300 feet of the project site and sent e-mails to all interested stakeholders in the City's Gov-Delivery mailing list. The project was also added to the Community Development Department's website for active planning projects.

On February 8, 2023, staff mailed out an official public hearing notice regarding project to the property owners within 300 feet and sent a second round of e-mails to City's Gov-Delivery mailing list. The mailings provided a link that allowed people to provide comments or questions regarding the project. The comment link remains open until 3:00 pm on the Planning Commission hearing day of March 23, 2023.

From the initial outreach from October of 2022 to the time of this writing, staff received fourteen responses. Eight responses were opposed the project, and six were in favor. A copy of the comments received is included as Attachment 7. Additionally, at the February 23 Planning Commission Meeting, five speakers provided public comments on the project, which were opposed to the drive-thru component of the project. A record of the meeting is available at this link.

On October 28, 2022, the Yocha Dehe Wintun Nation (Tribe) concluded they have a cultural interest and authority in the proposed project area because it is within the aboriginal territories of the Yocha Dehe Wintun Nation Tribe. For this reason, the Tribe has concerns that the project could impact

unknown cultural resources and requested a site visit to the project area to evaluate their cultural concerns.

The representative was concerned with the ditch to the west of the site and the depth of the grading. Staff explained that the scope of work will not impact the ditch, as the limit of construction is to the west of the wrought-iron fence and the ditch is approximately 25 feet beyond the wrought-iron fence. Regarding the depth of grading, the applicant is required to invite cultural authorities to their pre-construction meeting prior to any grading. The tribal representative was acceptable to the condition.

The draft Resolution includes BDSP Mitigation Measure MM-CUL-1 and MM CUL-4 which include protocols in the event prehistoric or historic-period human remains or archaeological resources are encountered during ground disturbing activities.

In addition, on January 31, 2023, the City adopted a General Plan Amendment Policy H-8.12 that requires the "Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation" to be implemented in the event any Native American human remains, grave goods, ceremonial items, and items of cultural patrimony are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and
any ground disturbing activity.

As a result, an additional condition of approval has been added to the resolution requiring the use of the Yocha Dehe Wintun Nation Treatment Protocol when any Native American human remains, grave goods, ceremonial items, and items of cultural patrimony are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. A copy of the "Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation" is included as Attachment 1.3. A condition of approval requires the applicant to include cultural representatives to the pre-construction meeting invitation prior to any grading activities.

Entitlement Processing: In November 2022, the property leasehold's attorney, Marcus J. LoDuca, submitted a letter stating that the proposed Chicken Guy restaurant Conditional Use Permit application is not required because a drive-thru restaurant and a subdivision was approved on this parcel in 2008, and the subdivision map was subsequently recorded. A copy of the Marcus J. LoDuca letter is included as Attachment 8.

On January 6, 2023, the City Attorney responded to the developer's claims of continual Project Permit Validity in a letter that explains the three standards for obtaining vested rights to develop has not been satisfied. For this reason, the proposed Chicken Guy Conditional Use Permit application must be approved by the Planning Commission. A copy of the City Attorney's vesting analysis letter is included as Attachment 9.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

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

FISCAL IMPACT

The Chicken Guy Restaurant Conditional Use Permit application required a developer's deposit for review and processing, so there is no fiscal impact for staff's time.

ENVIRONMENTAL REVIEW

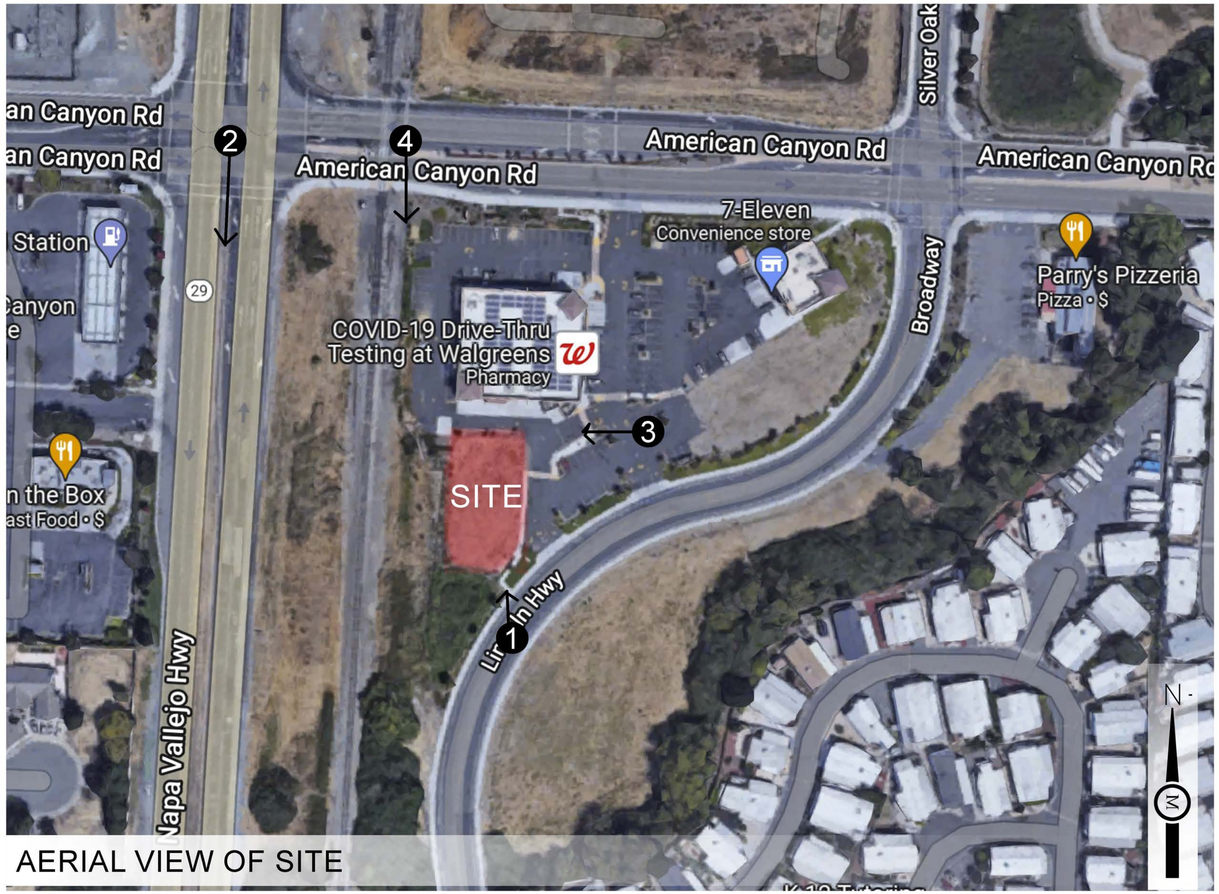
The 2019 Broadway District Specific Plan (BDSP) Final Environmental Impact Report (FEIR) evaluated the development of the 292-acre site area along the Broadway corridor. The City made findings of overriding consideration for significant and unavoidable impacts. The Chicken Guy Restaurant project site and the amount of development are consistent with the FEIR. In accordance with CEQA Section 15168 (c), staff reviewed the project with a written checklist, supplemental CEQA analysis submitted by applicant, and evaluated the site and operation. The checklist determined that, with the mitigation measures prescribed, the project's environmental effects were within the scope of the program FEIR and there is no substantial evidence that there are changed circumstances requiring further CEQA review. Additionally, the proposed conditional use permit is exempt from CEQA under Categorical Exemption, Class 32 (Section 15332) – In-fill Development Projects.

ATTACHMENTS:

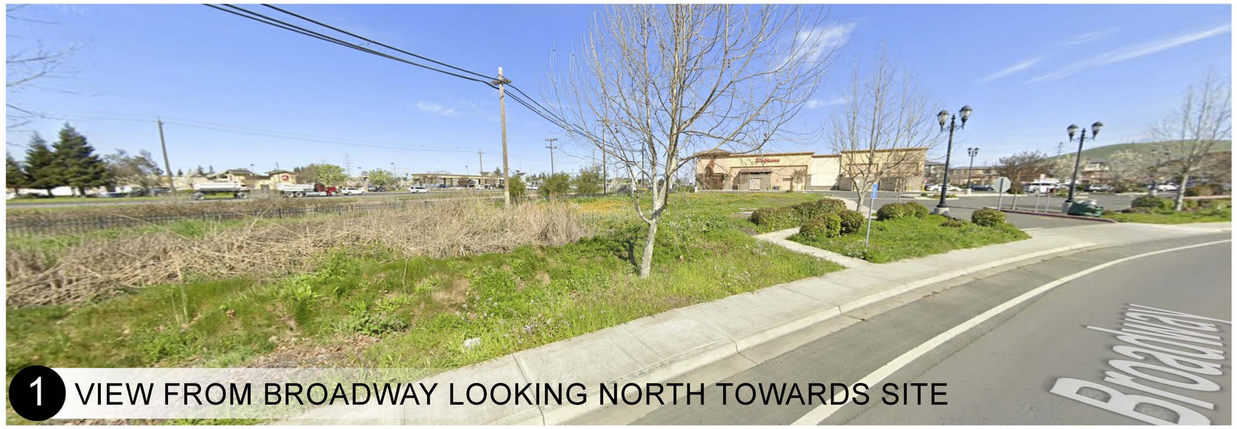
1.1 Exhibit A - BDSP Program EIR Evaluation - Chicken Guy
1.2. Exhibit B - Chicken Guy Plans
1.3. Exhibit C - Chicken Guy CUP - Confirmation of COA
1.4. Exhibit D - Yocha Dehe Protocols
2. Chicken Guy CUP Location Map
3. Site Photographs
4. Photo Renderings
5. Site Plan with Drive-Thru
6. Chicken Guy Restaurant Site - utility undergrounding exhibit
7. Public Comments
8. Do Luca Letter November 28 2022
9. City Attorney (Chicken Guy) 1.6.23
1. Chicken Guy CUP - Resolution

Chicken Guy Restaurant Vicinity Map

ATTACHMENT 2

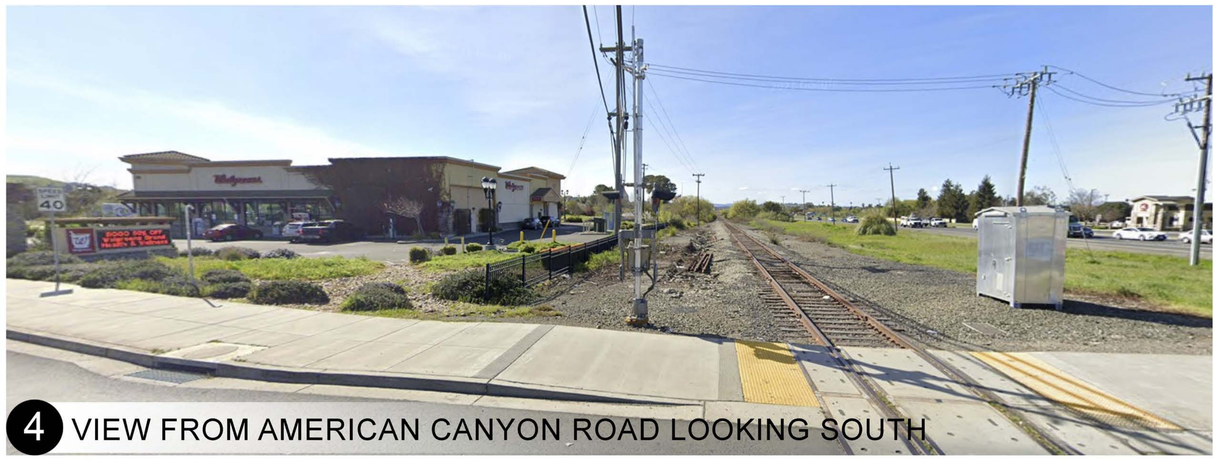


AERIAL VIEW OF SITE



1 VIEW FROM BROADWAY LOOKING NORTH TOWARDS SITE

2 VIEW FROM INTERSECTION OF AMERICAN CANYON ROAD AND HWY 29



4 VIEW FROM AMERICAN CANYON ROAD LOOKING SOUTH

3 VIEW FROM PARKING LOT ON NEIGHBORING SITE

Milestone Associates Imagineering, Inc.
1000 Lincoln Road, Suite H202, Yuba City, CA 95991
(530) 755-4700

CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

SITE PHOTOGRAPHS 2

8-12-22

ATTACHMENT 4

Milestone Associates Imagineering, Inc.
1000 Lincoln Road, Suite H202, Yuba City, CA 95991
(530) 755-4700

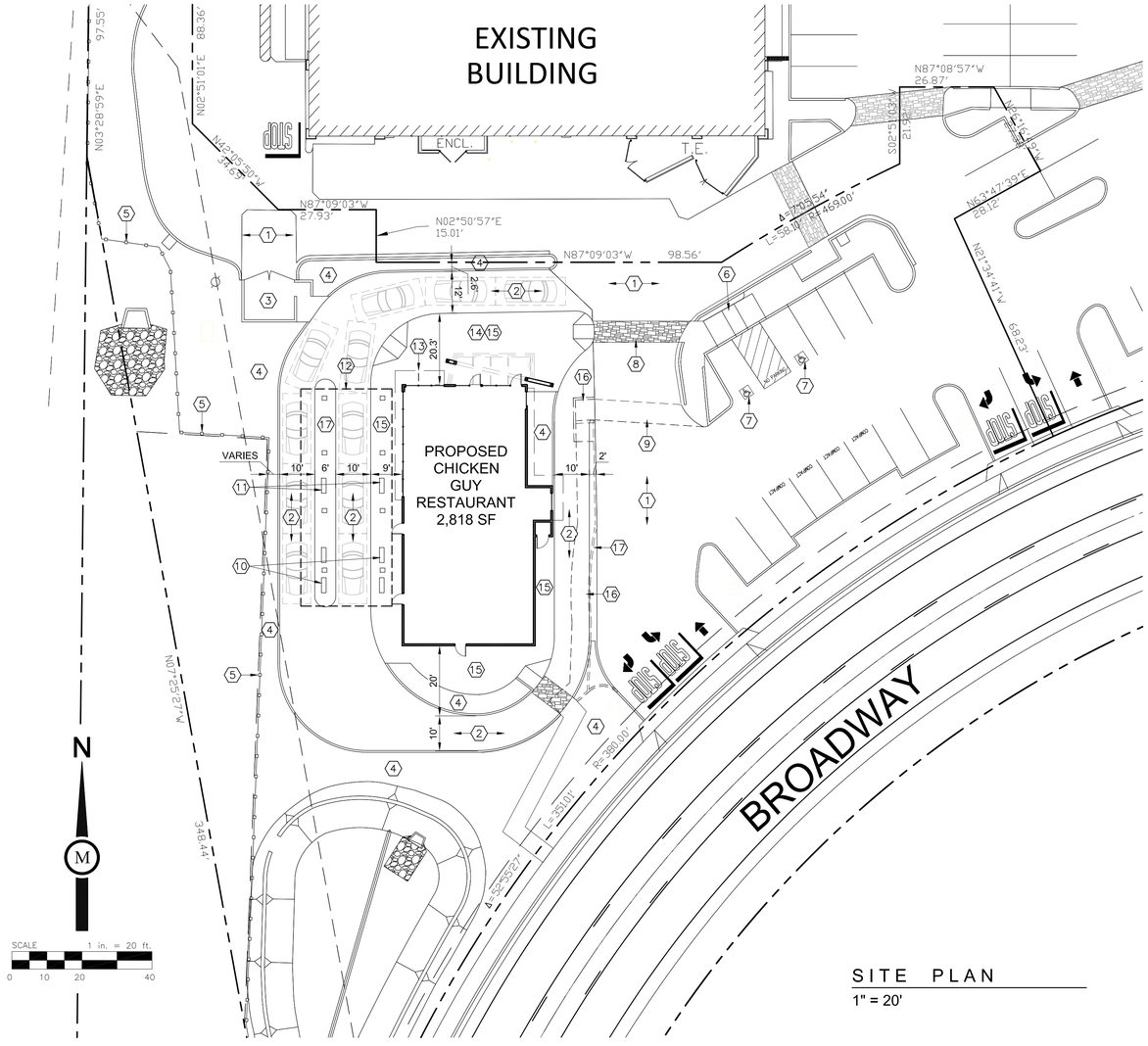
CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

RENDERING 12

8-12-22

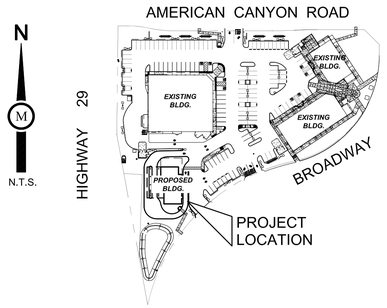
CHICKEN GUY RESTAURANT

PARCEL 3 (26 PM 76)
AMERICAN CANYON, CA 94503
A.P.N. 059-110-056-000

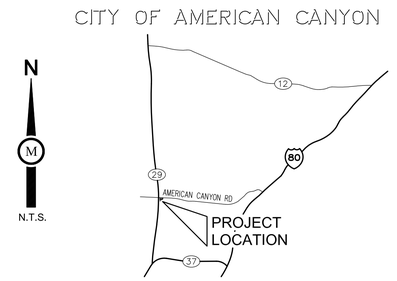


SITE PLAN
1" = 20'

ATTACHMENT 5



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

CONSTRUCTION NOTES

1. EXISTING PAVEMENT TO REMAIN
2. NEW PORTLAND CEMENT CONCRETE PAVEMENT
3. NEW 15' WIDE x 12' DEEP COVERED TRASH ENCLOSURE
4. NEW LANDSCAPE AREA
5. EXISTING DECORATIVE WROUGHT IRON FENCE TO REMAIN
6. REMOVE EXISTING SIDEWALK AS REQUIRED FOR NEW ACCESSIBLE RAMPS
7. NEW ACCESSIBLE PARKING SPACE PER ADA REQUIREMENTS
8. NEW STAMPED CONCRETE WALK (MATCH EXISTING)
9. REMOVE EXISTING STAMPED CONCRETE WALK, REPLACE WITH NEW ASPHALT PAVING (MATCH EXISTING)
10. NEW MENU BOARD (TYP. OF 2)
11. NEW PRE-ORDER MENU BOARD (TYP. OF 2)
12. NEW OVERHEAD CANOPY
13. NEW BICYCLE RACK PER CITY STDS.
14. NEW OUTDOOR SEATING AREA
15. NEW PORTLAND CEMENT CONCRETE SIDEWALK
16. REMOVE EXISTING SIDEWALK AS REQUIRED FOR NEW IMPROVEMENTS
17. NEW RAISED CURB MEDIAN

PROPERTY DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF AMERICAN CANYON, COUNTY OF NAPA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 3, AS SHOWN ON THE PARCEL MAP FILED OCTOBER 19, 2011, IN BOOK 26 OF PARCEL MAPS AT PAGES 75 AND 76, IN THE OFFICE OF THE COUNTY RECORDER OF NAPA COUNTY.

APN 059-110-056-000

SITE UTILITIES

SEWAGE DISPOSAL:	CITY
WATER SUPPLY:	CITY
DRAINAGE:	CITY

APPLICANT

JOTI SINGH CHANDI
CHANDI HOSPITALITY GROUP
537 4TH STREET, SUITE A
SANTA ROSA, CA 95401
PHONE: 925-348-2693

LOT DATA:

A.P.N.:	059-110-056-000
TOTAL ACREAGE:	44,853 SF (1.03 AC)
EXISTING PARCELS:	1
PROPOSED PARCELS:	1
EXISTING ZONE:	CN NEIGHBORHOOD COMMERCIAL
PROPOSED ZONE:	SAME
EXISTING USE:	VACANT-UNDEVELOPED
PROPOSED USE:	DRIVE THRU RESTAURANT

SITE COVERAGE

RESTAURANT:	2,818 SF (6.3%)
LANDSCAPE AREA:	4,540 SF (10.1%)
PAVED SURFACE AREA:	37,495 SF (83.6%)

PARKING DATA:

DRIVE THRU RESTAURANT (2,818 SF): (2,818 SF / 100 SF):	29
REQUIRED:	29 SPACES
STANDARD PARKING SPACE (9'x18')	13 SPACES
RECIPROCAL PARKING SPACE (9'x18')	14 SPACES
ACCESSIBLE PARKING SPACE (9'x18')	2 SPACES
PROVIDED:	29 SPACES

SHEET INDEX

1	SITE PLAN / PROJECT DATA
2	SITE PHOTOGRAPHS
3	CONCEPTUAL GRADING PLAN
4	CONCEPTUAL UTILITY PLAN
5	LANDSCAPE CONCEPT PLAN
6	PHOTOMETRIC PLAN
7	FLOOR PLAN
8	ROOF PLAN
9	EXTERIOR ELEVATIONS
10	EXTERIOR ELEVATIONS
11	BUILDING SECTION
12	RENDERINGS

Milestone Associates Imagineering, Inc.
1000 Lincoln Road, Suite H202, Yuba City, CA 95991
(530) 755-4700

CHICKEN GUY RESTAURANT
AMERICAN CANYON, CALIFORNIA

SITE PLAN / PROJECT DATA 1

08-22-22

Attachment 6

JOINT OVERHEAD POLE NO.1

PGE OVERHEAD POLE NO.6

JOINT OVERHEAD POLE NO.2

PGE OVERHEAD POLE NO.7

PGE OVERHEAD POLE NO.8

PGE OVERHEAD POLE NO.9

ATT OVERHEAD POLE NO.3, REQUIRED TO BE UNDERGROUNDED

ON-SITE OVERHEAD UTILITIES REQUIRED TO BE UNDERGROUNDED SHOWN IN YELLOW (APPROXIMATELY 360 LINEAR FEET)

ATT OVERHEAD POLE NO.4, REQUIRED TO BE UNDERGROUNDED

ATT OVERHEAD POLE NO. 10, REQUIRED TO BE UNDERGROUNDED

ATT OVERHEAD POLE NO.5

AMERICAN CANYON ROAD

BROADWAY

HWY 29

CALTRANS

SPRR

CITY A.C.

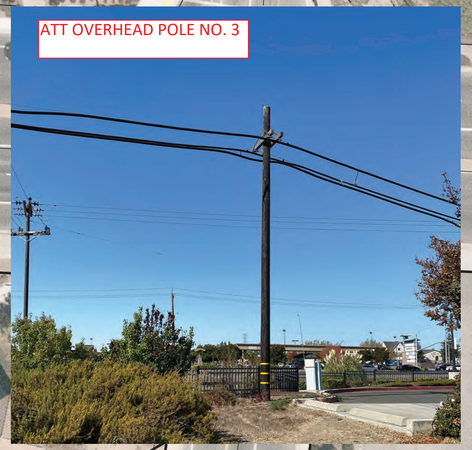
WALGREENS
PARCEL 1
26PM76

PARCEL 3
26PM76

7-11

(E) PL

ATT OVERHEAD POLE NO. 3



ATT OVERHEAD POLE NO. 4

ATT OVERHAD POLE NO. 10

Chicken Guy Restaurant Project Comments

Date * 03/07/2023

Name * Tom Gardner

Company

Email * [redacted]

Phone Number * [redacted]

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

I would like to see this move forward WITH the drive through as designed. We are moving to electric vehicles and better smog control all around us. there would still be some pollution as we park and then restart our vehicles after getting food. A well designed drive through that does not block traffic will be the best for American Canyon moving forward. thank you

File Upload

Chicken Guy Restaurant Project Comments

Date * 03/03/2023

Name * Renee

Company

Email * [redacted]

Phone Number * [redacted]

Address *

Street Address

[redacted]

Address Line 2

City	State / Province / Region
American Canyon	CA
Postal / Zip Code	**Country**
94503	USA

Comments *

If comments are being provided through the upload of a document, please indicate so.

Yes! More food options for Am Can.

File Upload

From: Donna Ryan
To: William He
Subject: Re: [External] Housing Element Annual Report Comments
Date: Friday, February 24, 2023 11:10:41 AM

Good morning William

I strongly oppose the project for a few reasons, I live in Entrada Circle, the housing estate behind the trailer park and I have big concerns that we will be smelling this fast-food restaurant 24/7 when it is open. I do not think that our area needs another fast-food restauant, we all ready have Jack In The Box across the road in the Safeway parking lot & Parrys Pizzeria right beside the proposed location. The proposed location is also on a bend on the road, this would pose to be a safety risk for our children as they walk to school or to the parks & shops close by.

Thanks
Donna

From: William He <whe@cityofamericancanyon.org>
Sent: Thursday, February 16, 2023 4:51 PM
To: [redacted]
Subject: FW: [External] Housing Element Annual Report Comments
Hi Donna,
Staff received your comment regarding Housing Element annual report. Can you provide some more detail about why you're in opposition to the project?
Thank you,

William He, AICP
Senior Planner, Community Development Department
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
707 647 4337 | whe@cityofamericancanyon.org
www.cityofamericancanyon.org

From: Laserfiche Notification <donotreply@laserfiche.com>
Sent: Friday, February 10, 2023 12:00 PM
To: Brent Cooper <bcooper@cityofamericancanyon.org>; William He <whe@cityofamericancanyon.org>; Nicolle Hall <nhall@cityofamericancanyon.org>
Subject: [External] Housing Element Annual Report Comments
A comment form has been submitted for the Housing Element Annual Report.

From:	Davet Mohammed
To:	William He
Subject:	Fwd: [External] No approval for Chicken Guy drive thru
Date:	Wednesday, February 22, 2023 3:18:42 PM
Attachments:	idling_personal_vehicles (1).pdf 022323 Chicken Guy comments AmCanPlanningCommission[79] (1).docx

I received this email.

Davet Mohammed
Commissioner - Planning, Planning Commission
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
707 315 3084 | dmohammed@cityofamericancanyon.org |
www.cityofamericancanyon.org | www.facebook.com/CityofAmericanCanyon

CONFIDENTIALITY NOTICE: This email is sent from an official account administered by the City of American Canyon. The information transmitted by this email is intended only for the person or entity to which it is addressed, and may contain proprietary, confidential and/or privileged material. If you are not the intended recipient of this message or received this in error, please contact the sender and delete the email and attachments from your computer.

From: Marilyn Knight-Mendelson <[redacted]com>
Sent: Wednesday, February 22, 2023 9:33:05 AM
To: dmohammed@cityofamericancanyon.org <dmohammed@cityofamericancanyon.org>
Subject: Fwd: [External] No approval for Chicken Guy drive thru

Subject: No approval for Chicken Guy drive-thru lane

Commissioner Mohammed,
Napa Climate Now! has a strong conviction that a drive-thru lane at the proposed Chicken Guy restaurant in American Canyon is detrimental to the environment because of idling vehicle engines. I plan to offer public comment about this issue at the Planning Commission meeting. As well as attaching the text of my comments, I have forwarded a fact sheet from the Dept. of Energy on the harmful effects of idling engines to people and the environment.
Marilyn Knight-Mendelson
Co-Chair, Napa Climate Now!

February 19, 2023

To: American Canyon Planning Commissioners

From: Napa Climate NOW! Steering Committee

Re: February 23 Planning Commission Meeting –
Item 3. Chicken Guy Restaurant Conditional Use Permit

Dear Planning Commissioners,

American Canyon has been making progress on providing a more cohesive, resident-focused commercial area. The Chicken Guy permit process gives you another opportunity. Instead of allowing this to become yet another chicken tenders fast-food drive-through, ask how this project can be altered to benefit the community.

Drive-through restaurants pose a serious environmental and climate hazard, as well a health risk to the community. Idling emissions include harmful chemicals, greenhouse gases, and particle pollution ("soot"). As summarized by the Department of Energy, "Idling for more than 10 seconds uses more fuel and produces more emissions that contribute to smog and climate change than stopping and restarting your engine." As a result, communities around California and the world are staking out "idle-free zones," and seven U.S. states already have regulations or laws limiting idling for all motor vehicles.

Now that American Canyon has officially declared a Climate Emergency Resolution, with the goal of having net zero climate pollution by 2030, it is time to rethink our options. Please ask yourselves:

Can the Chicken Guy be a successful walk-up, dine-in restaurant like the Chicken Guy locations in 8 other cities (Atlantic City, NJ, Pittsburgh, PA, Gatlinburg, TN, Nashville, TN, Disney Springs, FL, Fedex Field, MD, Santa Clara, CA, and Miami, FL)?

Can it provide an attractive outdoor meeting-and-eating area and serve as a de facto community center like the Starbucks next to Safeway?

Can it offer EV chargers to further serve the community?

Can it go one step further, becoming as an "Earth Friendly Eatery" by using reusable foodware in-house and compostable or recyclable ware for take-out to eliminate its contribution to American Canyon's landfill waste?

This restaurant will be located on a very visible, very desirable site. Be proud of American Canyon and our community. Ask this project, and all projects that come before you, how they can help the City meet its climate goals and be a true community asset.

Idling Reduction for Personal Vehicles

Idling your vehicle—running your engine when you're not driving it—truly gets you nowhere. Idling reduces your vehicle's fuel economy, costs you money, and creates pollution. Idling for more than 10 seconds uses more fuel and produces more emissions that contribute to smog and climate change than stopping and restarting your engine does.

Researchers estimate that idling from heavy-duty and light-duty vehicles combined wastes about 6 billion gallons of fuel annually. About half of that is attributable to personal vehicles, which generate around 30 million tons of CO_2 every year just by idling. While the impact of idling may be small on a per-car basis, the impact of the 250 million personal vehicles in the U.S. adds up. For saving fuel and reducing emissions, eliminating the unnecessary idling of personal vehicles would be the same as taking 5 million vehicles off the roads.

Modern Cars Don't Need To Idle

Advances in vehicle technology have made it easier than ever to avoid idling. Current vehicle owner's manuals, which contain information on how to get the best and most economical performance, often recommend avoiding idling.

In today's vehicles, driving the vehicle helps the engine reach its ideal operating temperature faster than idling it. The catalytic converter, which reduces emissions, operates much sooner if the car is driven. Even on the coldest days, most manufacturers recommend avoiding idling and driving off gently after running the vehicle for about 30 seconds. Not only will the engine warm up faster by being "at work," but the car's interior will warm up more quickly as well. Similarly, today's gasoline and diesel vehicles do not suffer damage by being turned on and off. Starters and batteries are much more durable now than they were in the past.

Consider Your Circumstances

Drive-through lines are a common place for vehicles to idle. If a line at a drive-through restaurant, pharmacy, or bank is long, consider turning off your car while you wait or parking and

Personal-vehicle idling wastes about 3 billion gallons of fuel—generating around 30 million tons of CO_2 annually in the U.S. *Photo from Shutterstock (12004621).*

going inside. Likewise, when waiting for passengers, consider the weather. If the temperature is moderate, turning off your engine makes sense. It's especially important for caregivers waiting to pick up schoolchildren to minimize idling, because vehicle emissions are more concentrated near the ground, where children breathe. Poor air quality can contribute to asthma and other ailments, and children's lungs are more susceptible to damage than adults' lungs are.

There are a few circumstances where idling is hard to avoid. When waiting in traffic, you must keep your car running for safety reasons. In winter, you may need to idle to defrost your windows. When bringing your car for vehicle emissions testing, your inspection station may require that you idle to keep your engine at operating temperature.

Drive-through windows are an opportunity to reduce idling. Idling for more than 10 seconds uses more fuel and creates more CO_2 than turning off and restarting your engine. *Photo from Shutterstock (38753656).*

Clean Cities
U.S. Department of Energy

Idling May Even Be Illegal

If money wasted and pollution don't provide enough reasons to avoid idling, some jurisdictions have laws against it. You could be subject to a fine if you idle unnecessarily in:

- New York City
- Massachusetts
- Maryland
- New Hampshire
- New Jersey
- Vermont
- Hawaii
- Parts of California, Colorado, New York, Ohio, Utah, and other states

Check Clean Cities' IdleBase for a list (cleancities.energy.gov/idlebase) of local and state regulations to see whether your area has laws that restrict idling.

Clean Cities supports idling reduction through its online toolkit, IdleBox (cleancities.energy.gov/idlebox).

Solutions To Minimize Idling

For everyday drivers, the best way to reduce idling is to simply turn the key when stopped for 10 seconds or more, except in traffic. Driving a hybrid-electric vehicle makes idle reduction even easier. Hybrids shut off the engine when they are not moving and even enable slow movement with the engine off. "Mild hybrid" or stop-start technology, which is increasingly available in a number of vehicles, also eliminates idling when the car is stopped.

Idling is not a problem restricted to personal vehicles. Reducing idling in a number of community vehicles, such as school buses, taxis, police cruisers, and ambulances, can bring even bigger benefits. While emergency vehicles are usually exempt from idling regulations, these vehicles can be equipped with devices that provide power and comfort in engine-off mode. For example, police cars can use automatic start-stop devices and school buses can be equipped with block heaters to warm the engines in the morning.

Reducing idling at schools is especially helpful for protecting the health of children. *Photo from Shutterstock (157939259).*

Schools Offer Unique Opportunities

As communities are often concerned about the effects of poor air quality on children, many anti-idling campaigns have targeted diesel-powered school buses. To protect public health, school districts nationwide have enacted policies and trained drivers on idle-reduction techniques. There are several sources of information on designing a campaign that works for your school, many of which teachers can use as environmental education teaching tools. The U.S. Environmental Protection Agency's Clean School Bus USA (epa.gov/cleandiesel/sector-programs/csb-overview.htm) program can help parents and school districts reduce idling. In addition to improving air quality, minimizing idling can save school districts money by reducing the vehicles' fuel cost and engine wear.

Everyone Can Contribute

Contact your local Clean Cities coalition (cleancities.energy.gov). These coalitions work to reduce petroleum use in transportation with the support of the U.S. Department of Energy.

- Talk to the principal of your child's school to ask that anti-idling signs be posted where school buses and parents' vehicles wait.
- Work with your school board on a district-wide anti-idling campaign.
- Talk to managers of local drive-through businesses about idling's air-quality impacts and suggest that signs be posted to remind patrons not to idle.

There are a number of ways drivers can reduce their own idling and encourage others to do the same.

U.S. DEPARTMENT OF ENERGY
Energy Efficiency & Renewable Energy

For more information, visit: cleancities.energy.gov

Prepared by Argonne National Laboratory,
a U.S. Department of Energy laboratory managed by UChicago Argonne, LLC.

DOE/CHO-AC-06CH11357-1502 • May 2015

Lori Stelling at February 22, 2023 at 12:11pm PST

Oppose

Dear City of American Canyon Planning Commissioners,

As the parent of a Napa teen and someone who's been involved in climate advocacy since my son was 9 and I began to understand the full extent of the climate emergency, I do my best to stay abreast of past and present decisions made by jurisdictions throughout our county on fossil fuel station and drive-thru development, with an eye on supporting pathways that help each jurisdiction meet their goal of net zero climate pollutants by 2030.

My family is deeply grateful for the City of American Canyon's decision to put a moratorium on future fossil fuel station development, paving the way for other cities and towns throughout the Bay Area and the US to do the same.

At this time, it's drive-thru development that's on the table. If new drive-thrus continue to be developed in 2023, such as the proposed Chicken Guy Restaurant Drive Thru, I am concerned that we adults will be sending the message to our youth that we value convenience today over their chance at a livable future tomorrow. For me, as a parent, it's not just about the carbon emissions that each new drive-thru will invite and produce, it's about the type of lifestyle that drive-thrus encourage (a lifestyle that we must begin to let go of if we're going to have a chance at healing this crisis and giving our children hope). It's also of concern to me that if the City of American Canyon, which has a gas station ban, allows new drive-thru development, this may actually discourage other jurisdictions from banning future drive-thru development that would support them in meeting their goal of net zero climate pollutants by 2030. To me, a ban on future gas stations and a ban on future drive-thrus go hand in hand.

For all of these reasons, I urge you to deny approval of this drive-thru application and consider the possibility of a walk-up, dine-in Chicken Guy Restaurant. We know that encouraging cars to idle is unacceptable practice at this point in the climate crisis (schools are already creating idle-free zones), and we must choose a pathway forward that encourages a sustainable lifestyle and brings our youth hope. If every city, town and county do their part, step-by-step, I do believe we can create the kind of active and engaged hope that must become mainstream for healing to be possible.

Thank you for your consideration of this important climate issue and for your care of your community.

Sincerely,

Lori Stelling

February 22, 2023

Planning Commission Members and Councilmembers,

I applaud a position that you took a while back when American Canyon was considering more gas stations. I believe you said, “We’ve got to believe in global warming today.” And I very much appreciate your aiming high for the City of American Canyon when you said, in the same meeting, “We have the potential to be more than gas stations and fast food stores.” I don’t need to tell you that another fast food restaurant is not the development that will bring living wage jobs to American Canyon.

Here’s some information for you to consider as you weigh this decision:

Cities across the country and abroad have adopted or are considering bans on drive-throughs to address air pollution and climate change. Following are some links that provide useful information about why this is becoming an increasingly common action for cities.

This article states that other cities within the state and across the country are already banning the construction of fast food drive through restaurants and establishing measures to reduce idling and explains why. Idling for more than 10 seconds uses more fuel and produces more emissions than restarting your engine.

- https://www.weforum.org/agenda/2019/10/fast-food-cities-ban-drive-throughs-restaurants-climate-change-air-pollution/

This article describes the health risks of drive through restaurants.

- https://theconversation.com/drive-throughs-are-busier-than-ever-during-the-pandemic-but-theyre-hotspots-for-air-pollution-148031

This article indicates that 70% of fast food sales in the US are made via drive-through restaurants.

- https://www.inverse.com/science/uk-drive-through

I wonder if you’re looking forward to how we will share the costs of reducing our climate foot print. Some communities are already acting to ban gas ranges, and, more recently, there is increasing discussion about the need to eliminate gas heaters for residences. If your homeowners are asked or required by state, county or city regulations to replace expensive appliances, how will they feel as they drive by the franchise drive-through? These drive-through franchises are not exactly small Mom & Pop businesses and, instead, may require seven figures funding to start up. Is it really fair to continue to permit new businesses to generate a disproportionate amount of pollutants with no financial impact and then ask your constituents to fund the projects needed to fight climate change? I don’t think so.

One other consideration - traffic flow: This Burbank video shows what happened when Raising Cane opened: https://www.nbclosangeles.com/on-air/new-raising-canes-causing-traffic-mess-in-burbank/2923773/. Lines of cars and no parking for neighboring businesses. I have read about other examples in other parts of Southern California where the line of traffic made it difficult to enter the freeway, but I thought this televised video best demonstrates the problem.

I urge you to keep your promise to your community and to move toward climate neutrality. Approving this permit would amount to digging the hole deeper, as opposed to climbing out.

Celeste Mirassou

Chicken Guy Restaurant Project Comments

Date * 02/16/2023

Name * Bayard Fox

Company BFS LLC

Email * [redacted]

Phone Number * [redacted]

Address *

Street Address

[redacted]

Address Line 2

City: Napa

State / Province / Region: CA

Postal / Zip Code: 94558

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

See attachment

File Upload American Canyon Drive Thru proposal 2023.docx 13.34KB

Dear Planning Commissioners and Planner He,

We are writing to you to bring your attention to a significant issue in conflict with the City of American Canyon's Climate Emergency Resolution. The Climate Emergency Resolution commits to evaluate all planning and policy decisions through the lens of the pledge of Net Zero Climate Pollution by or before 2030.

A drive-through window at the proposed Chicken Guy restaurant would increase greenhouse gas emissions from idling vehicles.

The Draft Napa Regional 2019 GHG Inventory prepared for the Countywide Climate Action Committee shows that on-road emissions due to vehicles make up 54% of American Canyon's total emissions. (Idling cars account for over 1.6% of total greenhouse gas emissions; see US Dept. of Energy citation). The proposed drive-through will increase emissions and result in unavoidable negative impacts on air quality.

According to Idle Free California, idling vehicles burn more than 300 million gallons of fuel annually, emitting more than 3 million tons of CO2 and other climate pollutants. The EPA states that idling for more than 10 seconds exceeds the emissions from stopping and restarting a vehicle. The restaurant industry publication QSR Magazine, stated that in 2019 wait times at a leading fast food chain average 5 minutes and 22 seconds per vehicle. It appears the site will have more than one lane, increasing the potential for more vehicles and more idling.

The pandemic has revealed the solution: expand curbside and walk-up service. The chain has several outlets (Gatlinburg, TN, Nashville, TN, Landover, MD, Santa Clara, CA) that don't have a drive-through window, indicating that other methods of food delivery work well for this restaurant.

Thank you for your time and consideration.

Bayard Fox

Napa Climate Now

Chicken Guy Restaurant Project Comments

Date * 02/13/2023

Name * Yvonne Baginski

Company

Email * [redacted]

Phone Number * [redacted]

Address *

Street Address

[redacted]

Address Line 2

City: Napa

State / Province / Region: CA

Postal / Zip Code: 94558

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

We have a problem with idling engines. They needlessly contribute to CO2 emissions, wasted energy and an adverse impact on air quality. American Canyon already has a problem with the air pollution caused by the diesel trucks. In 2019, Napa County estimated that 67 percent of greenhouse gas emissions were caused by diesel trucks. Much of this truck traffic is concentrated in American Canyon. While the City brags of its family friendly standards, and good schools, there is some discrepancy with the allowance of air quality diminishment due to idling traffic and traffic, in general. California recognized this issue in 2016 when the state legislature adopted ACR-160. This resolution addresses the issue of vehicular air pollution, specifically motor vehicle idling and children. It encourages motorists not to idle their motor vehicles where children are present. However, it is a resolution, not an ordinance. I would ask that the planning commission consider banning all new drive thru's in the City of American Canyon. This is a movement gaining momentum throughout the nation. But, just so the drive-thru's don't feel "picked on," I would also recommend considering limiting idling engines throughout the city, on city streets and especially in the caravan lines waiting to pick up children from schools. Many cities are enacting the "no idle" ordinance, including Santa Cruz, Palo Alto and Santa Barbara. With drive-thrus, we are seeing bans in Minneapolis, Long Beach, and many other cities. This is one way that a planning commission/city council can work together to reduce GHG emissions...which is especially crucial in these times of reduction mandates. Another thing to consider is to limit idling (to 90 seconds), in already established drive-thrus. But, let's start with a ban on new drive-thrus. Drive-thrus are most definitely an American convenience, not seen in other countries. Please consider a rejection of this drive-thru with a request to the City Council to ban all future drive-thrus.

File Upload

Brent Cooper

From: Cathelyn Atajar [redacted]
Sent: Friday, October 21, 2022 10:09 AM
To: William He
Subject: [External] Another fast food

Can we have a decent sit down restaurant instead of drive through. Jack in the Box is just across the street from where this is going to be! Too many drive through fast food! We have too many "Gas Station" and not enough family restaurants that we can be proud of. I hope you have other vendor (s) that would like to do business in American Canyon.

Cathelyn

Brent Cooper

From: Shana Ellis [redacted]
Sent: Friday, October 21, 2022 1:22 PM
To: William He
Subject: [External] WHY ANOTHER FAST FOOD RESTAURANT???????

Ughhh

Sent from my iPhone

Chicken Guy Restaurant Project Comments

Date * 01/27/2023

Name * Brian Jew

Company

Email * [redacted]

Phone Number * [redacted]

Address *

Street Address

[redacted]

Address Line 2

City: AMERICAN CANYON

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

I fully support this project and hope to see more restaurants and dining options come to our city.

File Upload

Chicken Guy Restaurant Project Comments

Date * 01/06/2023

Name * Mignon Benedict

Company

Email * [redacted]

Phone Number * [redacted]

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

American Canyon needs more food places to feed all the people who live here and especially those who are passing through. A great place like The Chicken Guy would only give us a better choice of food and more revenue.

File Upload

Chicken Guy Restaurant Project Comments

Date * 10/22/2022

Name * Jeff Servente

Company

Email * [redacted]

Phone Number * [redacted]

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

All for this. For those who have complained of AC's lack of food diversity, here's a chance to not blow the door open but, at least give it a good kick. With Watson Ranch around the corner, this franchise could be a win-win-win for AmCan

File Upload

Chicken Guy Restaurant Project Comments

Date * 10/21/2022

Name * James W Dickieson

Company

Email * [redacted]

Phone Number * [redacted]

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

That would be sooooooooo cooo!!!!!!!!!!!!!!!

File Upload

LAW OFFICE OF
MARCUS J. LO DUCA
A Professional Corporation

MARCUS J. LO DUCA

November 28, 2022

Mr. Brent Cooper
Community Development Director
City of American Canyon
4381 Broadway Street, Suite 201
American Canyon, CA 94503

Re: American Canyon Road and Broadway Commercial Center (DR 07-06, MV 07-01, & TM 07-04)

Dear Mr. Cooper:

This office represents Best/American Canyon Partners, owner/developer of the American Canyon Road and Broadway Commercial Center project (the "Project") in American Canyon. As I am sure you are aware, the Project was approved as a phased project on May 22, 2008 with the above-listed entitlements, with the tentative parcel map subsequently recorded. The Project was "inaugurated" with the buildout of all site work for the entire property (the "Property"), with the first building, the Walgreens on Lot 1, completed in 2011. On October 4, 2011, a parcel map dividing Lot 2 into Lots 2A and 2B was approved by the American Canyon City Council. That parcel map was then recorded, and my client constructed in 2012 the 7-11 on what is Lot 2A. Lot 3 on the original parcel map was not changed by the subsequent parcel map on Lot 2.

My client wishes to develop the final pad building in the Project with a drive-up restaurant on Lot 3, pursuant to the above-referenced approved entitlements. However, City Planning staff recently informed my client that staff is of the opinion that the project entitlements for Lot 3 have expired. Based on both the Project's conditions of approval and relevant sections of the City Code, including the City Code section cited by staff, not to mention constitutionally protected vested development rights, we believe that staff's position is not supported, and the previously approved entitlements

3300 DOUGLAS BOULEVARD, SUITE 280 • ROSEVILLE, CA 95661
TEL (916) 774-1636 • FAX (916) 774-1646
www.loducalaw.com

remain in place relative to Lot 3. Our analysis of both those conditions of approval and the relevant City Code provisions follows.

A. Conditions of Approval

The Project conditions of approval clearly state that "This approval shall become null and void and of no effect if the project has not been inaugurated within two years of the approval date" (Condition 6). The Project, as defined in the conditions of approval, is not development of a building on a single parcel, but "the construction of a 29,270 square foot shopping center, including a drive-through pharmacy and a drive-up restaurant…" (Condition 1). That the shopping center project so described is comprised of multiple buildings as part of the whole project and not a single building is clearly acknowledged by the City in Condition 8, which begins with the wording "The shopping center may be constructed in phases….." Condition 8 goes on to state that such phasing is approved "provided that all site work is completed with the first building to be constructed. Site work includes all the improvements, including landscaping, except the buildings and landscaping associated with individual building pads." (Emphasis added). It is beyond dispute that the all the site improvements, including landscaping, involved with the site work for the entire site were constructed in the timeframe set forth in Condition 6, except for the buildings and landscaping associated with individual building pads. Thus, the required improvements to allow the phasing of the development of each of the lots in the Project were completed consistent with the requirements of the conditions of approval.

The life of the entitlements as noted in Condition 6 required that the Project be "inaugurated within two years of the approval date." "Project inauguration" is defined in 19.04.030 of the City Code as follows:

> ""Project inauguration" means a project has been inaugurated if applicable grading and building permits have been issued, necessary infrastructure installed, foundations installed and aboveground construction initiated and ongoing without any cessations of construction activity for more than one hundred eighty days."

The site work and first building permit in the Project (for Walgreens), including the site grading and installation of infrastructure, and initiation and construction of

aboveground construction, were completed with the initial construction on the Property. Therefore, under Condition 6, the Project---the approved shopping center to be built in phases--was "inaugurated" in the timeframe called for in the conditions of approval, vesting the approved land use entitlements for the entire Project, and not just for the initial site development and construction of the Walgreens on Lot 1. It is also critical to note that the building permit for the 7-11 constructed on Lot 2A was issued by the City in 2012, four years after approval of the phased Project on May 22, 2008, and two years past the two year deadline for project inauguration set forth in Condition 6, yet the City had no issue with issuance of that building permit and construction of that building on Lot 2A pursuant to the approved entitlements for the Project, including the Design Review approved for the Project.

B. City Code

The November 17, 2022 email to my client from William He (on which you were copied) cites City Code Section 19.41.060 for support of the position that the Project entitlements for the shopping center have expired as to Lot 3. The first sentence of Section 19.41.060 simply mirrors the exact wording of Condition 6, i.e., the project approval becomes null and void and of no effect if the project for which a design permit has been approved has not been inaugurated within two year of the granting of the design permit. There is no factual dispute possible that the Project (i.e., the shopping center) was inaugurated for purposes of Section 19.41.060 and Condition 6. Interestingly, the next sentence of Section 19.41.060 states that the provision just noted above "shall not apply to applications approved in conjunction with another discretionary permit." Here, the Project had two other land use entitlements approved together with design review approval DR 07-06: a Minor Variation (MV 07-01) and a Tentative Parcel Map (TM 07-04). The provision cited in Mr. He's email is therefore inapplicable to the design review approval for the development of Lot 3 that was part and parcel of the application for land use entitlements for the Project.

Just as importantly, if staff's position that the inauguration of the Project, the site development, and the construction of buildings on two of the four parcels (with the subsequent parcel map creating Lots 2A and 2B) were not enough to effectuate, i.e., vest, the land use entitlements for the entire center, then the staff position renders the phasing provisions of Condition 9 meaningless. There is nothing in the conditions of approval or City Code that requires that all buildings in a phased project must be

constructed, i.e., inaugurated, within the first two years after a project's approval. That position would mean that a phasing condition placed on a project in the City of American Canyon has no practical force and effect at all.

Moreover, the City's own rules for the construction of language in the City's Municipal Code undermine any such position that the approved entitlements are not still in place for the development of Lot 3. As noted above, Condition 1 states what the approved project is: the construction of a 29,270 square foot shopping center, including a drive-through pharmacy and a drive-up restaurant. In other words, the singular project is defined to contain multiple buildings. Section 19.04.020.H. of the City Code states that, in interpreting the Municipal Code, "The singular number includes the plural, and the plural, the singular." Here, the singular Project includes the plural number of buildings approved with the 2008 approved entitlements. Those 2008 approved entitlements for the entirety of the phased Project as defined in the conditions were fully vested as a matter of Federal and State constitutional law, not to mention by the wording of the conditions and City Code provisions themselves, via the development of the site improvements for the entire site and the construction of the Walgreens building. Therefore, on the basis of the foregoing analysis, my client intends to proceed forward with the construction of the building on Lot 3 pursuant to the existing approved entitlements. We would request that you confirm the City's acknowledgement of this position so that the development of Lot 3 can proceed without further delay.

Very truly yours,

LAW OFFICE OF MARCUS J. LO DUCA
A Professional Corporation

Marcus J. Lo Duca

Cc: Client

January 6, 2023

VIA E-MAIL
Brent Cooper, AICP
Community Development Director
City of American Canyon
4381 Broadway Street
American Canyon, CA 94503

Re: American Canyon Road and Broadway Commercial Center Project; Communication Dated November 28, 2022

Dear Mr. Cooper:

This communication analyzes issues presented in a November 28, 2022 communication from Mr. Marcus J. Lo Duca, Attorney for Best/American Canyon Partners, the present owner/developer of partially improved real property located at the Southwest corner of the intersection of American Canyon Road and State Highway 29 (the "Property"), which was the subject of City of American Canyon ("City") land-use approvals on May 22, 2008 for the American Canyon Road and Broadway Commercial Project (the "Project").

The 2008 Project approvals included a tentative parcel map providing for three parcels in conjunction with Design Review and two Minor Variations to authorize initially four buildings on the Property which were analyzed in a Mitigated Negative Declaration ("MND") under the California Environmental Quality Act (Public Resources Code Section 21000 *et seq*., "CEQA"), as described in further detail *infra*.

Upon approval of the Final Parcel Map and further Minor Variations in 2011, building permits were issued for two of the three parcels resulting in those two parcels being improved with a Walgreens and the 7-11 store, respectively. No action was taken with respect to the third parcel for its prospective development until August of 2022.

Upon plan check review of the 2022 Application by Staff, it was determined that the original Project approvals not already developed had expired, a Staff position which Mr. Lo Duca's letter refutes.

Brent Cooper, AICP
Community Development Director
City of American Canyon
January 6, 2023

Detailed Factual Background

The Final Initial Study/Mitigated Negative Declaration ("IS/MND") prepared for the Project which analyzed a neighborhood serving-commercial center providing 29,270 square-feet of tenant space in four buildings. A Walgreens drug store, a drive-thru restaurant, and two multi-tenant "retail" buildings were analyzed for the site. The drive-thru restaurant analyzed in the environmental review is a "El Pollo Loco" restaurant of approximately 2,974 square-feet. On May 22, 2008, the Planning Commission approved the IS/MND.

On May 22, 2008, the Planning Commission approved a Project Tentative Parcel Map (TM07-04), a Design Review (07-08) and two minor variations (MV 07-04).

On December 4, 2008 a sign program was developed for the Project. Two grading permits were issued for the Walgreens parcel on September 23, 2009, and November 30, 2010. A building permit was issued for the Walgreens parcel on February 10, 2011, followed by an August 31, 2011 Certificate of Occupancy. Subsequently on October 4, 2011, the City Council approved a Project Final Map. The Final Map delineated square footage on each Building depicted (1-4) but did not note any specified use.

Subsequently, on October 26, 2011, the Final Map was amended through a Minor Modification Approval for the Project by the City Community Development Director, reducing the Project Building 2 square-footage to accommodate a 7-11 convenience store, and by increasing the Project Building 3 square-footage to equalize the approved overall Project square-footage

Later, on May 31, 2012 a building permit was issued for the 7-11, followed by the issuance of a June 6, 2012 grading permit, and an October 12, 2012 Certificate of Occupancy.

The City has no record of an issued grading or building permit for the drive-thru restaurant or any other use on Lot 3 of the Project (depicted as Building 4 on the Final Map).

Developer's Claims of Continual Project Permit Validity

Mr. Lo Duca claims that the remaining undeveloped lot of the Project can be developed ministerially due to constitutionally protected Project "vested development rights," therefore claiming that the Staff position that the undeveloped portion of the Project approval has expired is not correct.

Mr. Lo Duca's communication references the Design Review Conditions of Approval 6, 1, and 8 contending:

> … the required improvements to allow the phasing of the development of each of the lots in the Project were completed consistent with the requirements of the Conditions of Approval.

Mr. Lo Duca contends that the Project has been initiated with the completion of both the 7-11 facility on Lot 2 and the Walgreens facility on Lot 1.

Mr. Lo Duca also objects to the November 17, 2022 City Staff email to Best/American Canyon Partners, stating the City position that the drive-thru restaurant approval Design Review permit had expired. Mr. Lo Duca contends that the Project has been "inaugurated," and that the Staff position is inapplicable to the Design Review Approval of Lot 3.

More specifically, Mr. Lo Duca concludes:

> There is nothing in the Conditions of Approval or City Code that requires that all buildings in the phase Project must be constructed, i.e., inaugurated within the first 2 years after a Project's approval. That position would mean that a phasing condition placed on a project in the City of American Canyon has no practical force and effect at all.

The communication concludes:

> Those 2008 approved entitlements for the entirety of the phased Project as defined in the conditions were fully vested as a matter of Federal, State and Constitutional law, not to mention by the wording of the conditions and City Code provisions themselves via the development of site improvements for the entire site and the construction of the Walgreens building. Therefore, on the basis of the foregoing analysis, my client intends to proceed forward with the construction of the building on Lot 3, pursuant to existing approved entitlements.

Standards for Obtaining Vested Rights to Develop

The issue presented by Applicant's Counsel involves what rights have vested, if any, resulting from the Project Approvals and subsequent construction of improvements on two of the Project's three parcels.

There are three (3) ways to vest development rights in California.

First, is common-law vesting based on the seminal case of *Avco Community Developers, Inc. v. South Coast Regional Commission* (1976) 17 Cal. 3rd. 785, 793 ("*Avco*"). The *Avco* Court confirmed a vested right if a developer had obtained a validly issued building permit, completed substantial work and incurred substantial liabilities in good faith reliance on the building permit at the finished the project. Costs incurred based on a validly issued building permit, must be *hard costs* such as foundation permits for structural work and not *soft costs* such as further engineering or grading.[1]

The developers' rights that vest through reliance on the building permit, *or* a building permit in combination with other permits, *cannot be greater* than those specifically granted or approved by the involved permit. *See, Russ Bldg. Partnership v. City & County of San Francisco* (1988) 44 Cal. 3rd 839, 846, 853; *Avco*, supra 17 Cal. 3rd. at 91 (perfection of a vested right for one phase of a multi-phased project does not create a vested right to build subsequent phases).

The second method of vesting is a vesting subdivision map under the provisions of Government Code Section 66498 *et seq.* Upon approval of a vesting tentative map, then the development standards, rules and regulations that are applicable to the project involved, are those that are in effect *at the time of a vesting map application.*

The third method of vesting is a development agreement as authorized by Government Code Section 65866. In the case of a development agreement, the development standards that are applicable to the Project, are those which are "frozen" at the time of execution of the development agreement. *See, Santa Margarita Area Residents Together v. San Luis Obispo County Board of Supervisors*, 2000 (84) Cal. App. 4th. 421.

Analysis

Under the City Code,[2] a Project for which Design Review has been granted must be "inaugurated" within two years of the Design Review grant, or that permit expires:

> If the project for which a design permit has been approved pursuant to this chapter has not been inaugurated within two years of the granting of the design permit, the approval shall become null and void and of no effect. This provision shall not apply to applications approved in conjunction with another discretionary permit. In such cases, the expiration period shall coincide with that of the associated permit.

[1] *See, Hermosa Beach Stop Oil Coalition v. the City of Hermosa Beach* (2001), 86 Cal. App. 4th. 534.
[2] Municipal Code Sections are subject to the same construction as statutes. *See, C.Y. Development Co. v. City of Redlands* (1982) 137 Cal.App.3d 926, 929.

Municipal Code Section 19.41.060.A. As set forth in the Municipal Code, if another approval is approved along with another discretionary permit, the other permit's expiration period applies.

A Project is "inaugurated" when certain *applicable* ministerial permits are granted along with associated development beginning; however, inauguration can be lost if construction activity ceases for more than 180 days at a time:

> "Project inauguration" means a project has been inaugurated if ***applicable*** grading and building permits have been issued, necessary infrastructure installed, foundations installed and aboveground construction initiated and ongoing ***without any cessations of construction activity for more than one hundred eighty days***.

Municipal Code Section 19.10.030 (*emphasis added*).

Here the permit accompanying the Project Design Permit approval was a tentative parcel map (also approved May 22, 2008), which also expired in two years, unless extended by the City Council or legislation. Municipal Code Section 18.22.060; Tentative Map Condition of Approval 12.

Legislation does extend the tentative parcel map for two years, but the October 11, 2011 Final Map approval terminated that extension. Accordingly, any portion of the Project had to be inaugurated no later than October 11, 2011.

No Project "inauguration" was achieved with respect to Lot 3, the originally intended location for the El Pollo Loco (and that of the 2022 Application) within the extended time period of Project approval and thus the Project approvals expired in 2011.

The Applicant's assertions indicating that the Project was phased (due to Project Condition 6 regarding phasing) precluding application of a two-year limit, are incorrect. Design Review Condition of Approval 9 states:

> The shopping center *may be* constructed in phases, provided that all the site work is completed with the first building to be constructed. Site work includes all site improvements, including landscaping, except the buildings and landscaping associated with individual building pads *(emphasis added).*[3]

[3] Use of the term "may" in the Conditions contemplates a permissive, rather than a "mandatory" notion. *See,* Government Code Section 14.

The City routinely allows for Project phasing with respect to processing potential future discretionary applications (like Modifications) without having to bring the Project back for Planning Commission approval. This phasing does not overrule the Municipal Code admonition that the Project must have been inaugurated within two years.

In addition, the Applicant submitted no phasing plan, or any other agreement with the City that would extend inauguration beyond the two year expiration date. Nor did the Applicant timely request any permit extension under the Municipal Code.

It is emphasized that no inauguration (grading/building permits) was, or has been, sought for Lot 3 prior to August 2022 and accordingly the Lot 3 portion of the Project was not inaugurated within the expiration date of the Project approvals.

Even if the inauguration of the Walgreens and 7-11 is considered to have inaugurated *all* development on the Project, no grading or building permit or construction *had been* authorized or commenced within 180 days of the August 2022 Application for Lot 3. Stated differently, there has been no construction activity related to Lot 3 since 2012 prior to August 2022, well beyond the 180-day period referenced. Accordingly, even if development of Lot 3 was "inaugurated" in 2008, it has lost that status more than ten (10) years after the Final Map approval.

A review of the Project record shows no evidence or substantial evidence to support the conclusion that construction had been inaugurated on Lot 3 and must be vested under the previously described *Avco* standard for the entire Project, including Lot 3.

The Project approvals did not include a development agreement or a vesting subdivision map. Under common-law vesting, the *Avco* case, although building/occupancy permits were issued for other portions of the Project, none were issued for Lot 3.

Conclusion

No grading or building permit has been issued for Lot 3. Since 2012 there has been no construction activities on the overall Project. Accordingly, under the City Municipal Code, the Design Review granted for Lot 3 become null and void 180 days after Final Map approval date, or at the latest 180 days after the last construction on the 7-11.

There have been no vested rights to maintain any such permit as: 1) there is no building permit and construction on Lot 3 to vest any common law rights; 2) the Project does not include a *vesting* map; and, 3) there is no Development Agreement extending Project entitlements. Also, the Project Condition of Approval referencing phasing does not overcome the Municipal Code mandate of Project inauguration within two years (without any construction gap greater than

180 days), which is evidenced by the lack of any phasing plan indicating timing or order of development.

Accordingly, the Applicant must submit a new application for Design Review.

If upon review of this communication you have questions, please contact me.

Very truly yours,

William D. Ross
City Attorney

Enclosure: November 28, 2022 Communication from Mr. Lo Duca

cc: Marcus J. Lo Duca, Esq.
Law Offices of Marcus J. Lo Duca, P.C.
mloduca@loducalaw.com

William He, AICP, Associate Planner
City of American Canyon
whe@cityofamericancanyon.org

ENVIRONMENTAL PERMITTING SPECIALISTS
Air Quality • Permitting • OHSA • RMP/PSM

TECHNICAL MEMORANDUM

To: Mr. Jatinder (Joti) Chandi
Chandi Hospitality Group

Date: March 20, 2023

From: Ray Kapahi RK
Tel: 916-687-8352
E-Mail: ray.kapahi@gmail.com

Subject: Impacts to Air Quality and Public Health from Operation of Proposed Quick Serve Restaurant, American Canyon (Napa County), California

1.0 INTRODUCTION AND SUMMARY

EPS has completed an analysis of impacts to air quality associated with the proposed quick service restaurant near the intersection of Highway 29 and American Canyon Drive, in American Canyon, CA. The 2,818 square foot free-standing restaurant is proposed at the Southeast corner of the intersection of American Canyon Drive and Highway 29. The restaurant (Chicken Guy) includes a drive-thru as well as 70 fixed seats. The restaurant would operate between 8 am and 12:00 am daily.

Our analysis focused on three main issues:

1. What is the maximum number of cars per day that would visit the restaurant and what percent of the cars are likely to use the drive-thru?

2. What are the emission rates of air pollutants, such as carbon monoxide, oxides of nitrogen and particulate from vehicle idling at the drive-thru.

3. Would these emissions violate applicable air quality standards or pose a health risk to the public?

The results of our analysis indicates that emissions from cars visiting the restaurant would not violate air quality standards for carbon monoxide, oxides of nitrogen or fine particulate. These air quality standards were promulgated by the California Air Resources Board (CARB) and the federal

Environmental Protection Agency (EPA) are designed to protect public health. A comparison of project impacts for commonly released air pollutants from cars is shown Table 1.

Table 1
Comparison of Project Air Quality Impacts in Micrograms per Cubic Meter (uh/m3) with Air Quality Standards

Pollutant	Averaging Time	Maximum Project Impact	Air Quality Standard
Carbon Monoxide (CO)	1 hour	271.5	23,000
Oxides of Nitrogen (NOX)	1 hour	5.54	339
Fine Particulate Matter (PM-10)	1 hour 24 hours	3.18 (1 hour) 1.27 (24 hour)	50 There are no 1 hour standards for PM-10
ug/m3 – micrograms per cubic meter			

These results demonstrate the auto exhaust emissions from cars visiting the restaurant do not pose any health risks from exposure to carbon monoxide, oxides of nitrogen or fine particulate matter.

2.0 METHODOLOGY

The following methodology was used to calculate air quality impacts.

- Estimate number of cars
- Calculate exhaust emissions for selected air pollutants
- Calculate concentration of selected air pollutants
- Compare project impact with air quality standards

2.1 Estimate Maximum Daily Volume of Cars at the Drive Thru

EPS reviewed trip generation data compiled by the Institute of Traffic Engineers (ITE)[1] for various types of commercial establishments, including quick serve restaurants. These include sit-down restaurants with drive-thru. The ITE data indicates an average of 467.48 trips are generated per 1,000 square feet of restaurant space. Since the proposed restaurant is 2,818 square feet, an average of 1,317 trips would be generated per day. We assumed majority (75%) of this trips will use the drive-through window. This equates to 988 trips per day.

2.2 Estimate the Emission Rates of Common Air Pollutants from Idling Cars

EPS calculated the maximum hourly and daily emission rates of the following air pollutants from idling of cars:

- Carbon monoxide (CO)
- Oxides of Nitrogen (NOx)
- Fine particulate matter (PM-10)

[1] Institute of Traffic Engineers (ITE) 11th Edition Trip Generation Manual for Land use: 934 "Fast-Food Restaurants with Drive Through Window". Available at: https://www.ite.org/

Emission rates were calculated using data reported by the Environmental Protection Agency (EPA)[2].

Table 2 Summary of Idle Emission Rates in Grams per Hour Summer Conditions for Light Duty Vehicles	
Pollutant	Emission Rate
CO	229
NOx	4.72
PM-10	2.62

Task 3 - Calculate Impacts to Air Quality and Public Health

The emission rates of CO, NOx and PM-10 will be used along with an air dispersion model[3] to calculate the concentration of these pollutants at nearby homes. The nearest homes are located 300 feet east of Broadway (Figure 1). The concentrations are be compared with California's Air Quality Standards. Air quality standards are designed to protect public health. These standards are attached and summarized below.

Table 3 Comparison of Project Air Quality Impacts in Micrograms per Cubic Meter (uh/m3) with Air Quality Standards			
Pollutant	**Averaging Time**	**Maximum Project Impact at Nearest Home**	**Standard**
Carbon Monoxide (CO)	1 hour	271.5	23,000
Oxides of Nitrogen (NOX)	1 hour	5.54	339
Fine Particulate Matter (PM-10)	1 hour 24 hours	3.11 (1 hour) 1.24 (24 hour)	50 There are no 1 hour standards for PM-10
ug/m3 – micrograms per cubic meter 24 hour PM-10 = 40% of maximum 1 hour concentration			

CONCLUSION

Based on estimated daily volume of vehicles and expected emissions, this analysis demonstrated that air quality impacts associated with the proposed project would be negligible. An air dispersion model was used to translate expected emissions of CO, NOx and PM-10 into concentration of each pollutant. The concentrations were compared with current air quality standard. The results of the analysis shows that air quality impacts at nearby homes would be well below the air quality limits established by California and the federal EPA.

[2] EPA (1998) "Idling Vehicle Emissions" US Environmental Protection Agency, Air and Radiation Division. Document EPA 420-F-98-014 April 1998. Copy attached.

[3] EPA's SCREEN3 Dispersion Model. Version 13403. Available at: https://www.epa.gov/scram/air-quality-dispersion-modeling-screening-models

In 2011, Edmunds car company evaluated emissions from new cars with emissions from garden equipment such as leaf blowers[4].

Table 3
Comparison of Emissions from Cars and Leaf Blowers
Emissions in Grams per Minute for Non-Methane Hydrocarbons, NOx and CO

	NMHC	NOx	CO
2011 Ford Raptor	0.005	0.005	0.276
2012 Fiat 500	0.016	0.010	0.192
Ryobi 4-stroke leaf blower	0.182	0.031	3.714
Echo 2-stroke leaf blower	1.495	0.010	6.445

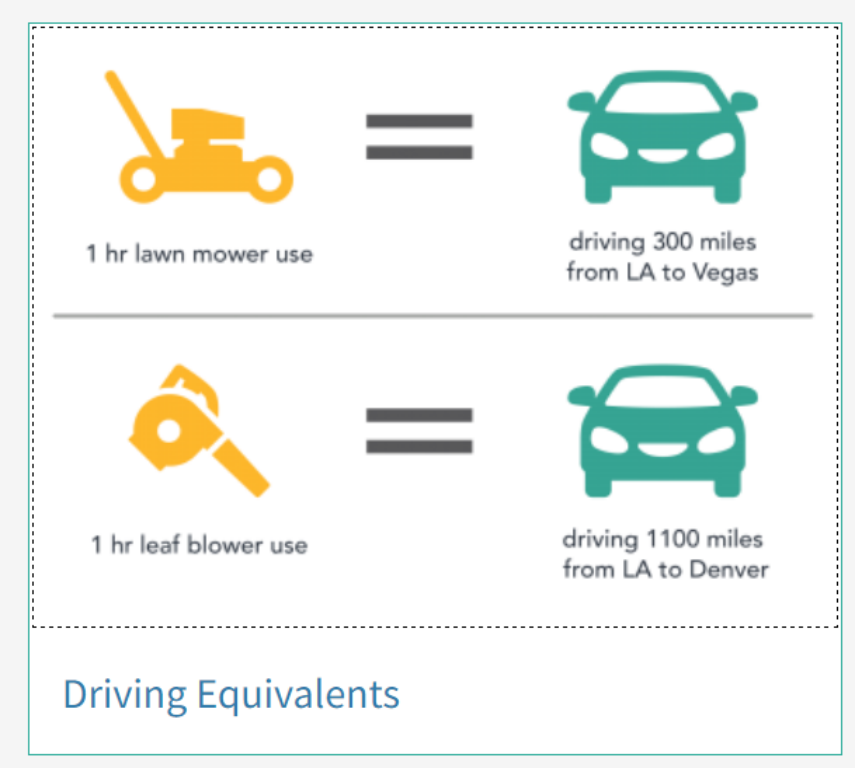
The results show that carbon monoxide emissions were 6.8 times higher and hydrocarbons emissions were 36 times from a 2-stroke engine in a leaf blower than a truck. Hydrocarbons are a key pollutant in the formation of smog.

California Air Resources Board[5] recently compared emissions from a newer model car with those from a lawnmower. See excerpt shown on the next page.

These results show that modern cars emit very small quantities of emissions that do not pose a risk to nearby residents or workers.

[4] Kavanagh, Jason: "Emissions Test: Car vs Truck vs. Leaf Blower". Dec 5, 2011. Available at: https://www.edmunds.com/car-reviews/features/emissions-test-car-vs-truck-vs-leaf-blower.html

[5] CARB (2020) Information available at: https://ww2.arb.ca.gov/our-work/topics/lawn-garden-landscape-equipment



Source: California Air Resources Board. Information available at: https://ww2.arb.ca.gov/our-work/topics/lawn-garden-landscape-equipment

Figure 1
Project Location Nearby Homes

ATTACHMENTS

Calculation of Emissions

EPA Data on Vehicle Emissions Idling

EPS Qualifications

Chandi American Canyon Quick Serve Restaurant
Calculation of CO, NOx and PM-10 Emissions

Cars per day	998.80	*cars per day*
Idle Time per Car	10	min
Idle time All Cars	9987.98	min
	166.47	hrs

Emissions	Per day		Per hour		Per Sec		Per/m2-sec	
NOx	785.72	grams	49.11	grams	0.0136	grams	9.09E-05	grams
CO	38120.78	grams	2382.55	grams	0.6618	grams	4.41E-03	grams
PM-10	436.14	grams	27.26	grams	0.007572	grams	5.05E-05	grams

Hours/day	16.0	
Drive Thru Area	150.0	m2

	NOx *(grams/hr)*	CO *(grams/hr)*	PM-10 *(grams/hr)*
Emission Factor From EPA	4.72	229	2.62

```
03/19/23

03:20:36
  ***  SCREEN3 MODEL RUN  ***
  *** VERSION DATED 13043 ***

 C:\Users\Dell\Documents\2023 Projects\Chandi Hospitality Group\Chandi
QSR.scr

 SIMPLE TERRAIN INPUTS:
    SOURCE TYPE                =          AREA
    EMISSION RATE (G/(S-M**2)) =     0.900000E-04
    SOURCE HEIGHT (M)          =        1.0000
    LENGTH OF LARGER SIDE (M)  =        4.5720
    LENGTH OF SMALLER SIDE (M) =        3.0480
    RECEPTOR HEIGHT (M)        =        1.2000
    URBAN/RURAL OPTION         =         URBAN
 THE REGULATORY (DEFAULT) MIXING HEIGHT OPTION WAS SELECTED.
 THE REGULATORY (DEFAULT) ANEMOMETER HEIGHT OF 10.0 METERS WAS ENTERED.

    MODEL ESTIMATES DIRECTION TO MAX CONCENTRATION


 BUOY. FLUX =    0.000 M**4/S**3;  MOM. FLUX =    0.000 M**4/S**2.

 *** FULL METEOROLOGY ***

 **********************************
 *** SCREEN AUTOMATED DISTANCES ***
 **********************************

 *** TERRAIN HEIGHT OF    0. M ABOVE STACK BASE USED FOR FOLLOWING
DISTANCES ***

   DIST     CONC              U10M   USTK  MIX HT   PLUME  MAX DIR
    (M)   (UG/M**3)   STAB  (M/S)  (M/S)    (M)    HT (M)   (DEG)
 -------  ----------  ----  -----  -----  ------  ------  -------
     10.    175.2        6     1.0    1.0 10000.0    1.00      0.
    100.    4.835        6     1.0    1.0 10000.0    1.00      0.
    200.    1.333        6     1.0    1.0 10000.0    1.00      2.
    300.   0.6389        6     1.0    1.0 10000.0    1.00      0.
    400.   0.3846        6     1.0    1.0 10000.0    1.00      0.
    500.   0.2620        6     1.0    1.0 10000.0    1.00      0.
    600.   0.1928        6     1.0    1.0 10000.0    1.00      0.
    700.   0.1495        6     1.0    1.0 10000.0    1.00      0.
    800.   0.1204        6     1.0    1.0 10000.0    1.00      0.
    900.   0.9984E-01    6     1.0    1.0 10000.0    1.00      0.
   1000.   0.8463E-01    6     1.0    1.0 10000.0    1.00      0.

 MAXIMUM 1-HR CONCENTRATION AT OR BEYOND    10. M:
     10.    175.2        6     1.0    1.0 10000.0    1.00      0.

 **********************************
```

SCREEN3 Modeling Report for NOx

```
 *** SCREEN DISCRETE DISTANCES ***
 *********************************

 *** TERRAIN HEIGHT OF    0. M ABOVE STACK BASE USED FOR FOLLOWING
DISTANCES ***

   DIST      CONC              U10M    USTK  MIX HT    PLUME   MAX DIR
    (M)    (UG/M**3)    STAB  (M/S)   (M/S)    (M)    HT (M)    (DEG)
 -------  ----------   ----  -----   -----  -------  ------   -------
     93.     5.538         6     1.0     1.0 10000.0     1.00       0.
(Nearest Home)

      ***************************************
      *** SUMMARY OF SCREEN MODEL RESULTS ***
      ***************************************

  CALCULATION         MAX CONC     DIST TO   TERRAIN
   PROCEDURE         (UG/M**3)     MAX (M)    HT (M)
 --------------     -----------   ---------   -------
 SIMPLE TERRAIN       175.2           10.         0.


 ************************************************
 ** REMEMBER TO INCLUDE BACKGROUND CONCENTRATIONS **
 ************************************************
```

United States
Environmental Protection
Agency

Air and Radiation

EPA420-F-98-014
April 1998

Office of Mobile Sources

Emission Facts

Idling Vehicle Emissions

There are situations in which estimates of emissions from idling vehicles are needed. As with driving emissions, idle emissions are affected by a number of parameters. For analyses not requiring detailed specific emission estimates tailored to local conditions, this summary of idle emission factors can be used to obtain first-order approximations of emissions under idle conditions (e.g., drive-thru lanes).

Introduction

The following tables present idle emission factors, in grams per hour (g/hr) and grams per minute (g/min) of idle time, for volatile organic compounds (VOC), carbon monoxide (CO), and oxides of nitrogen (NOx). Idle emissions of particulate matter (PM_{10}) are provided for heavy-duty diesel vehicles only; PM_{10} emissions from gasoline-fueled vehicles are negligible, especially when the elimination of lead in gasoline and reductions of sulfur content are accounted for. Emission factors are provided for both summer and winter conditions for VOC, CO, and NOx. These idle emission factors are from the MOBILE5b highway vehicle emission factor model (VOC, CO, NOx) and the PART5 model (PM_{10} for heavy-duty diesel vehicles only). These emission factors are national averages for all vehicles in the in-use fleet as of January 1, 1998 (winter) or July 1, 1998 (summer). PM_{10} idle emission factors for heavy-duty diesels are as of January 1, 1998.

Printed on Recycled Paper

Acronyms:

CO: Carbon monoxide

GVW: Gross vehicle weight

NOx: Oxides of Nitrogen (mostly NO and NO_2)

PM_{10}: Particulate matter, diameter ≤ 10 microns

psi: Pounds per square inch

RVP: Reid vapor pressure, a common method of expressing the volatility (tendency to evaporate) of gasoline; RVP is vapor pressure measured at 100°F (38°C).

VOC: Volatile organic compounds (for vehicles, this refers to exhaust emissions from incomplete combustion of gasoline, which is composed of a blend of hydrocarbon compounds)

Definitions of Vehicle Types:

LDGV: Light-duty gasoline-fueled vehicles, up to 6000 lb Gross Vehicle Weight (GVW) (gasoline-fueled passenger cars)

LDGT: Light-duty gasoline-fueled trucks, up to 8500 lb GVW (includes pick-up trucks, minivans, passenger vans, sport-utility vehicles, etc.)

HDGV: Heavy-duty gasoline-fueled vehicles, 8501+ lb GVW (gas heavy-duty trucks)

LDDV: Light-duty diesel vehicles, up to 6000 lb GVW (passenger cars with diesel engines)

LDDT: Light-duty diesel trucks, up to 8500 lb GVW (light trucks with diesel engines)

HDDV: Heavy-duty diesel vehicles, 8501+ lb GVW (diesel heavy-duty trucks)

MC: Motorcycles (only those certified for highway use; all gasoline-fueled)

Winter Conditions (30°F, 13.0 psi RVP gasoline)

Pollutant	Units	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
VOC	g/hr	21.1	30.7	44.6	3.63	4.79	12.6	20.1
	g/min	0.352	0.512	0.734	0.061	0.080	0.211	0.335
CO	g/hr	371	487	682	10.1	11.5	94.6	388
	g/min	6.19	8.12	11.4	0.168	0.191	1.58	6.47
NOx	g/hr	6.16	7.47	11.8	6.66	6.89	56.7	2.51
	g/min	0.103	0.125	0.196	0.111	0.115	0.945	0.042

Summer Conditions (75°F, 9.0 psi RVP Gasoline)

Pollutant	Units	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
VOC	g/hr	16.1	24.1	35.8	3.53	4.63	12.5	19.4
	g/min	0.269	0.401	0.597	0.059	0.077	0.208	0.324
CO	g/hr	229	339	738	9.97	11.2	94.0	435
	g/min	3.82	5.65	12.3	0.166	0.187	1.57	7.26
NOx	g/hr	4.72	5.71	10.2	6.50	6.67	55.0	1.69
	g/min	0.079	0.095	0.170	0.108	0.111	0.917	0.028

Particulate Matter Emissions

The only vehicle category for which EPA has idle PM_{10} emission factors is heavy-duty diesels. Particulate emissions are also observed to be relatively insensitive to temperature, and so “winter” and “summer” emission factors for idle PM_{10} are the same.

Engine Size	Emissions
Light/Medium HDDVs (8501-33,000 lb GVW)	2.62 g/hr (0.044 g/min)
Heavy HDDVs (33,001+ lb GVW)	2.57 g/hr (0.043 g/min)
HDD buses (all buses, urban and inter-city travel)	2.52 g/hr (0.042 g/min)
Average of all heavy-duty diesel engines	2.59 g/hr (0.043 g/min)

For More Information

Additional documents on emissions from mobile sources are available electronically from the EPA Internet server at:

http://www.epa.gov/OMSWWW

Document information is also available by writing to:

U.S. Environmental Protection Agency
Office of Mobile Sources
2565 Plymouth Road
Ann Arbor, MI 48105

EPS
ENVIRONMENTAL PERMITTING SPECIALISTS
Air Quality • Permitting • OHSA • RMP/PSM

Statement of Qualifications
Environmental Permitting Specialists (EPS)

EPS is a specialized consulting firm focusing on air quality impact analysis, health risk assessments, odor analysis, CEQA Support, air quality monitoring, risk management plans and air permits. The firm is headquartered in Sacramento, California and has been providing these services since 1995. Firms such as Sunsweet Growers, Amazon, Teichert Construction, Sacramento City Unified School District. Blue Diamond Growers and many others have used our services. These firms they recognize the complexity of ever changing environmental regulations and prefer to have a specialized firm handle these issues on their behalf.

Practice Areas

- Construction Industries
- Biomass to Energy Plants
- Food Industries
- Cannabis Cultivation and Processing

In addition to providing services to private sector, EPS routinely provides technical support services to various air pollution control districts. These include:

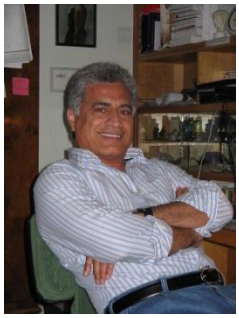
- Feather River Air Quality Management District
- Amador Air District
- Calaveras Air Pollution Control District
- Placer County Air Pollution Control District
- Great Basic Air Quality Management District

Contact:

Ray Kapahi
E-Mail: ray.kapahi@gmail.com
Phone: 916-806-8333
Web-Site: https://www.epsconsulting.org/

Resume and list of recent assignments are attached.

Ray Kapahi
Senior Air Quality
Consulting Engineer



Ray.Kapahi@gmail.com

Office: 916.687.8352
Mobile: 916.806.8333

Practice Areas

- Air Quality Permitting
- Odor Investigation and Control
- Health Risk Assessment
- Computational Fluid Dynamics
- Greenhouse Gas Analysis
- Atmospheric Dispersion Modeling

Industries

- Solid Waste
- Energy Production
- Construction and Mining
- Cannabis Cultivation
- Oil and Gas Production
- Food Industries

Education and Training

- BSc. Physics (1972)
- MEng. Chemical Engineering (1975)
- CARB Accredited Green House Gas (GHG) Lead Verifier with Specialization in Process Emissions and Electricity Transactions (2009)

News

- Presentation "Numerical Modeling of Landfill Gas and Odors" 33rd International Conference on Solid Waste Technology and Management. March 11 to 14, 2018, Annapolis, MD.

- Presentation "Integrated Approach to Effective Odor Control at Landfills and Composting Facilities" Wastecon 2016, Indianapolis, IN.

EXPERIENCE

Over 30 years of experience in analyzing air quality, odor analysis and impacts, permitting of stationary sources, and preparation of environmental impact documents. Mr. Kapahi assists a broad range of clients and assists them to identify and meet their regulatory obligations.

The scope of his experience includes siting of new landfills, indoor and outdoor cannabis cultivation facilities, waste to energy plants and County Governments for new projects or expansion of existing projects. Specific experience and skills include preparation of emission inventories, controlling, analysis and measurements of odors (using Nasal Ranger), dispersion modeling, oversight of air quality monitoring, analysis of impacts to public health, responding to public comments, and appearing before City and County Planning Boards and Commissions as an expert witness on behalf of clients.

Following approvals for new facilities or expansion of existing facilities, Mr. Kapahi continues to work with clients to ensure on-going compliance.

REPRESENTATIVE PROJECTS

Air Quality Modeling and Permitting

- **Permitting of a Powdered Milk Plant (Turlock, CA)**

Evaluate emissions of various air pollutants from the proposed 30 million gallons per year mild processing/drying facility. Demonstrate compliance with local and state air quality regulations, including regulation of toxic air pollutants.

- **Permitting of Proposed Outdoor Cannabis Cultivation Facilities (El Dorado County)**

Quantify odor emissions to determine compliance with County's Odor Control Ordinance 5110 that limits odor intensity to 7 D/T. If odor intensity exceeds 7 D/T EPS staff identified odor control systems to abate odors and demonstrate compliance with the County Ordinance.

- **Permit Revisions for an Existing Fruit Dehydration Facility (Yuba City, CA)**

Assisted a major food processor in revising their operating permits to allow for additional steam production. Worked cooperatively with the local air district to ensure timely issuance of the revised permits.

- **Permitting of a CBD Oil Extraction Facility (Mendota, CA)**

Quantify emissions from a proposed solvent extraction process. Assist in design of an RTO VOC control system. The facility was permitting in 2019 and is currently operating.

Publications and Presentations

Presentation "Use of Advanced Models to Control Fugitive Odors from Composting Sites". US Compost Council Annual Meeting, January 2015, Austin, TX.

"Air Emissions from Landfills and Transfer Stations – Do they Increase Public Health Risks?" Presented at Quad State Environmental Conference, Pigeon Forge TN, Sept 2015.

"Risks of Carbon Credit Invalidation Under California's Cap-and-Trade Program", Presented at the 2014 Air and Waste Management Association Annual Conference. June 24-27, 2014. Long Beach, CA

"Estimate of VOC Emissions from Sludge Drying", Presented at the 1995 SWANA Conference. November 1995, Baltimore, MD.

"Use of Biofilters to Control VOCs", Biocycle, February 1995.

"Impacts of the 1990 Clean Air Act Amendments", San Jose Business Journal, March 24, 1994.

"Modeling Fine Particulates" in Municipal Waste Incineration Risk Assessment, Edited by Curtis Travis, Plenum Press, 1990.

Specialized Training

Nasal Ranger Inspector On-Line Training and Webinar. St. Croix Sensory Inc. July 2021.

Calculating Tank Emissions. Trinity Consultants. Los Angeles, CA February 1-2, 2020.

Accidental Release Modeling Workshop. Trinity Consultants. Dallas, TX November 1-2, 2018.

HARP2 (Risk Assessment Model) Training at California Air Resources Board. Redding, CA

Air Emissions and Odors from Wastewater – University of Texas, Austin (1994)

Professional Affiliations

Air and Waste Management Association (Member and Board Member)

American Institute of Chemical Engineers. (Member)

Member Technical Advisory Committee (TAC) for the California Energy Commission

Odor Analysis and Mitigation

- **Ventilation System for Odor Control (Anaheim, CA)**

Advanced computational fluid mechanics (CFD) models were used to predict the air flow and building pressure to identify the location, size and number of exhaust fans required to remove odors from the transfer station building.

- **Analysis of Potential Odors from Outdoor and Indoor Cannabis Cultivation (Georgetown and Somerset, Eldorado County, CA)**

EPS is working cooperatively with growers and El Dorado County Planning Department to evaluate odors associated with indoor and outdoor cannabis cultivation. Through use of on-site odor measurements and dispersion models, EPS has been able to project intensity of future odors from new cannabis operations and demonstrate compliance with the County's Ordinance limiting odors at the property lines and at nearby homes.

- **Analysis and Control of Fugitive Dust and Odors from a Soil Blending Facility (Stockton, CA)**

Advanced computational fluid mechanics (CFD) models were used to predict the air flow and movement of fugitive dust at a soil blending facility. With this information, the client was able to install? appropriate mitigation services to mitigate off-site migration of fugitive dust. View how the movement of odors and dust occurs at: https://www.youtube.com/watch?v=wXEX6IT-54U

- **Review of Odor Control Systems for Cannabis Cultivation and Distribution Facilities (Palm Springs, CA)**

EPS evaluated the *odor* control system for over 15 different odor cultivation and distribution facilities in Palm Springs. The effectiveness of the proposed system was evaluated to determine if odors would likely impact nearby homes and businesses. EPS provided recommendations if a given facility should be issued or denied operating permits.

Analysis of Public Health Risks

- **Analysis of Public Health Risks Associated with Composting Operations (Napa County, CA)**

Estimate the types and amounts of toxic air contaminants (TAC) released from green waste and food waste composting. An air dispersion model was used with local wind data to determine the concentration of each TAC. The concentration estimates were supplemented with toxicity data to quantify public health risks from exposure to the various toxic pollutants.

Planning Commission

Meeting Time: 03-23-23 18:30

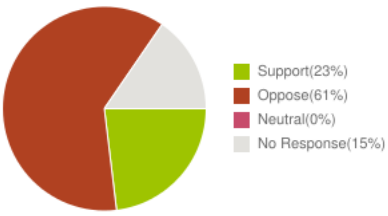
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Planning Commission	03-23-23 18:30	15	13	3	8	0

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



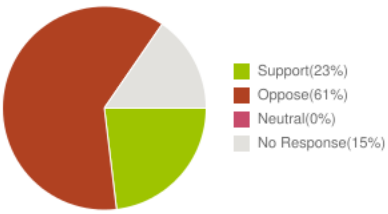
Planning Commission
03-23-23 18:30

Agenda Name	Comments	Support	Oppose	Neutral
2.) Chicken Guy Restaurant Conditional Use Permit	13	3	8	0

Sentiments for All Agenda Items

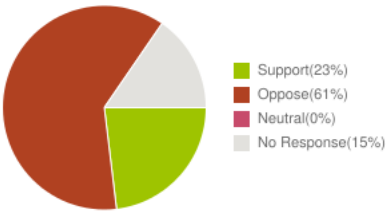
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Agenda Item: eComments for 2.) Chicken Guy Restaurant Conditional Use Permit

Overall Sentiment



Valerie Zizak-Morais
Location:
Submitted At: 11:27am 03-23-23

March 23, 2023

Re: American Canyon Chamber of Commerce Endorses Chicken Guy Restaurant
The American Canyon Chamber of Commerce endorses the Chicken Guy Restaurant project and we urge you to approve the applications before you tonight that will move this project forward.

The American Canyon Chamber of Commerce understands the value of bringing in more affordable food options for our residents and workers here in American Canyon. We know that this restaurant will have a following of its own and we believe it will be extremely successful. We also like the location of the restaurant and know that is will be a benefit to the American Canyon High School students and gives them another food option without having to cross over HWY29.

As the Chamber, we represent our members, and the business community of American Canyon. We believe that

the Chicken Guy
Restaurant will be a great asset to the community. We appreciate your consideration and look forward to having this project in American Canyon.

Sincerely,

Valerie Zizak-Morais Tom Phillips
President/CEO 2023 Chairman of the Board
American Canyon Chamber of Commerce Chamber Board of Directors

Yvonne Baginski
Location:
Submitted At: 10:30am 03-23-23

I hope you paid attention to the news this week. Climate scientists, representing 200 nations, warns that the planet is on track for catastrophic warming. At this point in time, it is unstoppable. We aren't going to be able to avoid the catastrophic effects of global warming.

However, you, each of you...as the planning commission for the City of American Canyon, can play a role in softening the impact. There is a template that was presented to the City Council on actions that need to be taken. It is a plan from which all decisions need to be made.

There is no doubt that fossil fuels are the driver of climate change. Each time a decision is placed before this planning commission, are you considering whether this is increasing or decreasing the fossil fuel emissions in your community?
You have a responsibility, as appointed by the politicians, that any path forward on any action taken must include reliance on fossil fuels.

Right now, you are considering allowing another drive-thru restaurant in American Canyon. It you refuse to allow another drive thru, you will be sending a clear message to future developers. That message will be one of consideration for the future of the children and families of this community. No more drive thrus is a start, a very small step. But it could initiate change. Change must starts somewhere.

The UN report stresses that the change has to happen now. Not next year. Now. This is the time to start. Please recommend that Chicken Guys remove the drive thru plans from their design. It will be a message of hope in the otherwise dark days that we are promised, are ahead of us.

Jason Kishineff
Location:
Submitted At: 10:17am 03-22-23

It is known that idling cars produce pools of carbon monoxide and other toxic pollutants, many of which are contributing to the destabilization of our atmosphere. It seems to me that a city that is trying to reduce carbon emissions ought not to be endorsing more drive thru restaurants. I've never heard of Chicken Guy, but I stand with Napa Climate Now in opposing the addition of more drive thru restaurants. Yes, other restaurants have them. That doesn't mean that we shouldn't start looking forward at NOT having them. If you always go by the status quo, you'll never change anything. Additionally, I wonder if there was a traffic study done, and if so where is it?

Chris James
Location:
Submitted At: 5:15pm 03-21-23

This comment is specific to the drive-thru portion of the project and related car idling. I oppose cars idling on any new project in the city. The associated air pollution is bad for the environment. The air pollution is also unhealthy for 1 out of 5 people in Napa County who suffer from asthma, per the California Department of Public Health.

Please ask the developer to remove the drive-thru portion of the project.

Celeste Mirassou
Location:
Submitted At: 11:52am 03-21-23

I oppose the permit for the Chicken Guy drive-thru restaurant. Drive-thru restaurants add to air pollution and set back the fight against global climate disruption.

This is an opportunity for the City of American Canyon to be a leader in the climate fight just as you were when you banned new gas stations. In addition, you may be saving yourselves a lot of future traffic congestion as experienced by other communities that approved permits for Raising Cane.

In the words of UN Secretary-General António Guterres, we need too do "Everything, everywhere all at once." We can't afford to create new opportunities that accelerate climate disruption.

Thank you.
Celeste Mirassou

Jose Rangel
Location:
Submitted At: 6:57am 03-21-23

I live in American Canyon and oppose the car idling created by drive-thru; please remove the drive thru. There is already enough smog created by cars just passing through! We need more environmental conscious law makers on the council. Seriously.

SG P.
Location:
Submitted At: 4:31pm 03-19-23

While it's a bonus if the drive-thru option can be eliminated, if it boils down to all-or-nothing,
I support having the Chicken Guy restaurant in American Canyon for the following reasons:

1. It's not the type of restaurant that influences the behavior of a driver. It's up to the drivers if they want to keep their cars idling while waiting.
A drive-thru restaurant does not necessarily equate to more emissions esp now that more and more EV / hybrid vehicles are on the road. From my experience, when I go to Starbucks or Dunkin Donuts and the line is long, I turn off my engine or use the Auto Stop/Start engine option (available in newer cars).

2. Having a drive-thru is convenient for certain situations (e.g. if you are on the go and it's pouring rain and you have small kids/disabled passengers with you and you just want to get food in a safe manner)

3. We don't have many Chicken options in American Canyon. Most are in Vallejo and we all know how bad the road conditions are on Sonoma Blvd. Having another option which is near for most residents is a welcome addition.

4. The key to reducing air pollution is to reduce the gas emissions at a large scale level.

Jeannette Goyetche
Location:
Submitted At: 2:55pm 03-19-23

I am an American Canyon resident. I oppose the drive thru portion of the Chicken Guy's restaurant, not construction of the restaurant itself. The idling of cars causing increased air pollution, traffic congestion and wasting of gas are my concerns. We are in a climate emergency and if we can limit some air pollution, why not? Please remove the drive-thru aspect of the restaurant. Drive-thru restaurants are a convenience, but clean breathable air is a necessity. A.C has a number of drive thru restaurants. Adding one more may not seem like a big deal, but air pollution has a cumulative effect that we might not notice till it is too late. Please remove the drive-thru. Thank you.

Chris Benz

Location:
Submitted At: 12:47pm 03-19-23

I oppose the drive-through part of the restaurant because it will result in more localized air pollution from idling cars.
This is in direct conflict with the City of American Canyon's adoption of a Climate Emergency Resolution with a goal of net zero climate pollutants by 2030.
I think the restaurant can be a benefit to the community, if it does not include the drive-through, but instead has an open-air dining area that can serve as a community meeting place.
Eight other Chicken Guy locations DO NOT have drive-throughs. Let the restaurant use curb-side service.

Jeanne Hillyard
Location:
Submitted At: 12:45pm 03-19-23

I oppose another drive-through for American Canyon. I work in American Canyon and don't feel that a drive-through that will cause the idling of cars is in keeping with the climate emergency resolution that should guide all planning decisions.

T L Wong
Location:
Submitted At: 10:26am 03-19-23

As a resident of American Canyon,
--I oppose the drive thru
--I oppose more traffic with a side of air pollution simply for convenience
--I oppose the lack of clarity about how much new traffic will be generated. Why no traffic study?
--I oppose projects that put their profit over a livable planet for the next generation

Why I am specifically against the drive thru and associated car idling:
- Wastes gas
- Drive thru increases car idling and the amount of air pollution in our environment.
1) The California Air Resources Board recognizes that reducing idling is important "to help protect our community's health and our environment"

2) 22% of Napa County diagnosed with asthma (2019-2020 data), versus average of 15% in California. Napa County ranks 10th highest for populations with asthma out of 58 county groups per California Department of Public Health

3) "In 2011, Napa County had an average of 7.5 micrograms per cubic meter of particulate matter compared to 8.0 in California overall. The only places within the county that exceed the county average are American Canyon and a part of Napa, mainly because of transportation and traffic." per Breathe California, nonprofit fighting lung disease and promoting lung health, citing information from the California Department of Public Health

Thank you for considering my input before making this important decision.

Bill Kramer
Location:
Submitted At: 10:04am 03-19-23

I support the new restaurant. More business means more taxable income to the city. If you think it's to unhealthy for you to eat, don't go.

marion sullivan
Location:
Submitted At: 7:32am 03-19-23

I oppose the Chicken Guy Restaurant for 2 reasons:-
1 Air pollution
2 Unhealthy fast food.

CITY OF AMERICAN CANYON
COMMUNITY DEVELOPMENT DEPARTMENT

Sent by Email to:
Joti Chandi, joti@chandihospitality.com
Sonu Singh Chandi (sonu@chandihospitality.com
Julio Tinajero, julio@milestone-ae.com
Terry Johnson, terry@bestprop.net

April 6, 2023

Joti Chandi
Chandi Hospitality Group
537 4th Street
Santa Rosa, CA 95401

Subject: Planning Commission Hearing Follow-Up Chicken Guy Restaurant CUP (PL22-0021), APN 059-110-056

Dear Joti Chandi,

Thank you for your participation in the March 23, 2023 Chicken Guy Restaurant Conditional Use Permit Planning Commission hearing. The Planning Commission continued the hearing to April 27, 2023, and requested the applicant submit two studies:

1. A net new daily trip calculation prepared by a registered traffic engineer as described in Condition 78 (E)(8); and
2. A proposal that would contribute "cap-and-trade" credits for greenhouse gas emissions linked to the project's drive-thru lanes.

The net new trip calculation is used to determine the project's traffic impact fee, which is a one-time fee that is currently assessed at $711 Per Net New Daily Trip. A net new trip calculation typically requires one page to convey needed information. It is our understanding that a registered traffic engineer could produce this estimate in a comparatively short amount of time. I have attached a sample net new trip calculation from the Copart auto storage project as an example.

The "cap-and-trade" credit information request is not feasible because the city has not adopted standards to require cap and trade credits. Staff will inform the Planning Commission that this request is not feasible, given the imperative for the Commission to make its decisions based on adopted policy and standards. For this reason, the applicant is not required to submit a cap-and-trade credit proposal.

Apart from the hearing continuation, the Planning Commission received several letters and oral testimony on February 23 and March 23 that suggests the City Council Climate Emergency Resolution (Resolution 2022-07) prohibits quick serve restaurant drive-thru lanes. The City Council discussed this specific issue at a Strategic Planning Session on March 24, 2023, and concluded that the 2022 Climate Emergency Resolution did not change the Zoning Code and was not intended to prohibit new drive-thrus or other auto oriented uses. The City Council directed the City Attorney to inform the Planning Commission of the

Council determinations on this matter. A copy of the City Council Strategic Plan session notes, with reference to the Climate Emergency Resolution is available in the April 4, 2023 City Council agenda at this link: https://bit.ly/40KcAqk. A copy of the City Attorney's communication to the Planning Commission regarding this issue is enclosed.

We look forward to receiving a net new trip calculation by Wednesday, April 17, 2023 so that we can bring this agenda item to the Planning Commission on April 27, 2023.

If you have any questions, please contact me by e-mail at bcooper@cityofamericancanyon.org, or by phone at 707-647-4335.

Sincerely,

Brent Cooper, AICP
Community Development Department Director

Enclosures: Copart Net New Trip Calculation
City Attorney Communication to Planning Commission (Council Direction on Climate Resolution)

CC: American Canyon Planning Commission
Jason B. Holley, City Manager
William D. Ross, City Attorney
Erica Ahmann Smithies, Public Works Director
Edison Bisnar, Engineer III
File

PROJECT TRANSPORTATION CHARACTERISTICS

This chapter presents the method used to estimate the amount of traffic generated by the proposed development and how it will be distributed to the roadway system. The amount of vehicle traffic added to the roadway system is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second step estimates the directions of travel to and from the Project site. The net trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process are described in the following sections.

TRIP GENERATION

Since trip generation data is not available for temporary vehicle storage lots, travel data at two existing Copart facilities located in Northern California was observed and analyzed in the *Copart Preliminary Traffic Investigation Memo*. From the preliminary assessment, trip generation rates were developed for the AM and PM peak hours. Project trip generation values are shown in **Table 4**.

TABLE 4 PROJECT TRIP GENERATION

Description	Units	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out	Total
Temporary Vehicle Storage Lot	3000 vehicles*	303	29	1	30	4	23	27
Net New Project Trips		**303**	**29**	**1**	**30**	**4**	**23**	**27**

Notes:
1. Trip rates generated in the *Copart Preliminary Traffic Investigation Memo*.
2. AM Peak Hour Trip Rate = .01/unit, In % = 96%, Out % = 4%
3. PM Peak Hour Trip Rate = .009/unit, In % = 16%, Out % = 84%

Number of vehicles estimated to fit the lot is 3070 vehicles.

Source: Fehr & Peers, 2019.

April 6, 2023

VIA E-MAIL

The Honorable Crystal Mallare, Chair
and Members of the Planning Commission
City of American Canyon
4381 Broadway, Suite 201
American Canyon, CA 94503

Re: City of American Canyon Resolution No. 2022-07; Recommendation to Declare Climate Emergency

Dear Chair Mallare and Members of the Planning Commission:

On March 24, 2023 at a properly noticed City of American Canyon ("City") Council Environmental Sustainability Workshop, a quorum of the City Council specifically reviewed Resolution No. 2022-07 "A Resolution of the City Council of the City of American Canyon Adopting the Ad-Hoc Climate Action Committee to Declare a Climate Emergency (the "Resolution"), as it may relate to matters that come before the City Planning Commission for resolution or approval.

In reviewing the Resolution, the Council found that the Resolution did not change provisions of the City Municipal Code and was not intended to prohibit new drive-thru restaurants or other auto oriented uses.

This Office was directed to communicate the described determination to the Planning Commission as the issue had arisen with respect to the Application of Chicken Guy for a restaurant facility within the City.

If upon review you have questions, please contact me or City Manager Jason Holley for further elaboration.

Sincerely,

William D. Ross
City Attorney

cc: Jason B. Holley, City Manager
Brent Cooper, Director of Community Development
City of American Canyon

April 6, 2023

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and Members of the Planning Commission
City of American Canyon
4381 Broadway, Suite 201
American Canyon, CA 94503

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If upon review you have questions, please contact me or City Manager Jason Holley for further elaboration.

Sincerely,

William D. Ross
City Attorney

cc: Jason B. Holley, City Manager
Brent Cooper, Director of Community Development
City of American Canyon

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RESOLUTION NO. 2022-07

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON ADOPTING THE AD-HOC CLIMATE ACTION COMMITTEE'S RECOMMENDATION TO DECLARE A CLIMATE EMERGENCY

WHEREAS, there is broad scientific consensus that climate change caused by human activity represents a growing danger to human health, safety, and economic prosperity, and the window of opportunity for long term climate preservation is rapidly closing; and

WHEREAS, 195 countries signed the "Paris Agreement" acknowledging the threat of climate change and urgent need to combat it, agreeing to keep global mean temperature "well below 2 degrees Celsius above pre-industrial levels" and to "pursue efforts to limit temperature increase to 1.5 degrees Celsius;" and

WHEREAS, the 2018 Intergovernmental Panel on Climate Change (IPCC) report, "Global Warming of 1.5 degrees Celsius," affirmed that "Limiting global warming to 1.5 degrees Celsius would require rapid, far-reaching and unprecedented changes in all aspects of society," and further projected the earth could reach and exceed this temperature threshold as soon as 2030, far earlier than previously anticipated; and

WHEREAS, the 2018 US government report, "Fourth National Climate Assessment," detailed the massive threat to the American economy posed by climate change and underscored the need for immediate climate emergency action at all levels of government; and

WHEREAS, California, Napa County and their residents, economy, and environment have already experienced dramatic adverse effects from climate change, including prolonged wildfire seasons, firestorms, rising temperatures, mudslides, severe droughts, property destruction, damage to infrastructure, and loss of life; and

WHEREAS, climate breakdown, while endangering all people, disproportionately impacts young and older residents and the most vulnerable, exacerbating existing social justice and other inequities; and

WHEREAS, today's children represent a particularly vulnerable group because increasing greenhouse gases and trapped heat will almost certainly have a profound negative impact throughout their lives, as well as the lives of future generations; and

WHEREAS, on June 18, 2019, the City Council issued a Proclamation to join with Napa County Jurisdictions 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; and

WHEREAS, as used above, the term "Climate Emergency" does not refer to an "Emergency", a "Local Emergency", or a "State of Emergency" as defined in American Canyon Municipal Code Chapter 2.48 "Civil Defense and Disaster Relief, Article I "Organization of City for Emergency Response" and the City Council does not confer any emergency powers to the City Manager/Director of Emergency Services as it relates to this Proclamation.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of American Canyon hereby declares the following:

1. That a Climate Emergency exists, and that it threatens our city, state, country, and the planet;

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2. That the City of American Canyon joins a growing list of communities committed to a goal of Net Zero Climate Pollution, measured in terms of net contribution to excess trapped heat, by or before 2030, and further commits to evaluate all planning and policy decisions through the lens of this pledge, and to implement both immediate and sustained actions in support of its achievement; and

3. That the City Council recognizing the need for full community participation and support, commits to providing leadership and services in working 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 to achieve its goal of net zero climate pollution by or before 2030; and

4. That the City Council will consider amendments to its General Plan and its 2012 Energy Efficiency/Climate Action Plan, consistent with its commitment to net zero climate pollution by or before 2030.

BE IT FURTHER RESOLVED that the City Council directs its Ad Hoc Climate Action Committee to complete the following:

1. Develop specific recommendations and measurable outcomes to achieve the goal of Net Zero Climate Pollutants by 2030 in the following areas:

a. Transportation

b. Buildings

c. Renewable Energy and Storage

d. Other Environmental issues, including but not limited to, water conservation, urban agriculture and food composting, and recycling

e. Carbon Sequestration

f. Public Awareness and Education regarding individual actions, including individual lifestyles and business operations

g. Climate Resiliency Efforts

2. Work with City staff, stakeholders and community leaders and organizations and the public at large.

3. Identify funding sources and grant opportunities.

4. Present its findings and recommendations within six months.

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PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 1st day of February, 2022, by the following vote:

AYES:	Councilmembers Joseph, Oro, Washington, Vice Mayor Aboudamous, and Mayor Garcia
NOES:	None
ABSTAIN:	None
ABSENT:	None

DocuSigned by:
Leon Garcia
BA1BB3340DAC47C...
Leon Garcia, Mayor

ATTEST:
DocuSigned by:
Taresa Geilfuss
669347683BC94DC...
Taresa Geilfuss, City Clerk

APPROVED AS TO FORM:
DocuSigned by:
William Ross
285D50133D93421...
William D. Ross, City Attorney

CITY OF AMERICAN CANYON

PLANNING COMMISSION AGENDA
APRIL 27, 2023

STAFF REPORT
PUBLIC HEARING
ITEM NUMBER: 3.

TITLE

Chicken Guy Restaurant Conditional Use Permit

RECOMMENDATION

Continue the Chicken Guy Restaurant Conditional Use Permit public hearing to May 25, 2023 (File No. PL22-0021)

CONTACT

William He, AICP, Senior Planner

BACKGROUND & ANALYSIS

Site Information

General Plan Designation	Neighborhood Commercial (CN)
Zoning District	Neighborhood Commercial (CN)
Site Size	1.03-acres
Present Use	Undeveloped Lot
Surrounding Zoning and Uses	North: CN / Walgreens pharmacy South: Public (P) / Veterans Park East: Mobile Home Park (MHP) / Mobile Home Park residences West: CN / Vacant Lot owned by Union Pacific Railroad
Access	Site access is provided off Broadway St and American Canyon Rd

Proposed Development: Chandi Hospitality Group proposes to develop a 2,818 square foot quick-serve Chicken Guy restaurant with drive-thru service on a vacant retail parcel at 200 American Canyon Road. The shopping center located at the northwest corner of Broadway and American Canyon Drive includes a Walgreens Pharmacy, a 7-Eleven convenience store, and a second vacant retail pad.

The proposed Chicken Guy restaurant features seating capacity for 70 people with an indoor dining room an outdoor covered dining porch and will operate from 8:00 AM to 12:00 AM daily. The site

includes 29 parking spaces and approximately 3,994 square feet of landscaping. The restaurant is a franchise developed by Food Network celebrity, Guy Fieri.

The Project was scheduled for the agenda of the Planning Commission meeting of February 23, 2023 and continued upon the property-owner's request to the meeting of March 23, 2023. A record of the February meeting is available at this link.

On March 23, 2023, the Planning Commission received staff's presentation and public comments. One of the major concerns of the public was the drive thru component, which may contribute to an increase to greenhouse gas emissions. The Planning Commission continued the hearing to April 27, 2023, and requested the applicant to submit a calculation prepared by a registered traffic engineer that estimates the project's daily generation of net new trips as described in the conditions of approval. A record of the March meeting is available at this link.

On April 14, the applicant informed staff that they will not complete the traffic trip generation report in time for the April public hearing. A continuance of the Chicken Guy project to the next available public hearing will provide more time for the applicant to complete their traffic report. A copy of the applicant's request for more time is available as Attachment 1.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

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

FISCAL IMPACT

The Chicken Guy Restaurant Conditional Use Permit application required a developer's deposit for review and processing, so there is no fiscal impact for staff's time.

ENVIRONMENTAL REVIEW

The Broadway District Specific Plan (BDSP) Final Environmental Impact Report (FEIR) evaluated the development of the 292-acre site area along the Broadway corridor. The City made findings of overriding consideration for significant and unavoidable impacts. The Chicken Guy Restaurant project site and the amount of development are consistent with the FEIR. In accordance with CEQA Section 15168 (c), staff reviewed the project with a written checklist, supplemental CEQA analysis submitted by applicant, and evaluated the site and operation. The checklist determined that, with the mitigation measures prescribed, the project's environmental effects were within the scope of the program FEIR and there is no substantial evidence that there are changed circumstances requiring further CEQA review. Additionally, the proposed conditional use permit is exempt from CEQA under Categorical Exemption, Class 32 (Section 15332) – In-fill Development Projects.

ATTACHMENTS:

1. Applicant request for continuance
2. Planning Commission (Resolution) 4.6.23.pdf

From: Joti Chandi <joti@chandihospitality.com>
Sent: Friday, April 14, 2023 10:46 AM
To: William He <whe@cityofamericancanyon.org>
Cc: Sonu Chandi <sonu@chandihospitality.com>; Brent Cooper <bcooper@cityofamericancanyon.org>; Julio Tinajero <julio@milestone-ae.com>; Jason Holley <jholley@cityofamericancanyon.org>; Nicolle Hall <nhall@cityofamericancanyon.org>
Subject: Re: [External] Possible Housing at Chicken Guy Restaurant

William,
The traffic trip generation report will be ready after 4/19. We need to move our planning commission meeting to the next meeting.
Thanks

On Fri, Apr 14, 2023 at 10:36 AM William He <whe@cityofamericancanyon.org> wrote:

Hi Joti and Sonu,

I wanted to check in with you on the progress of the traffic trip generation report. The staff report must be published next week, and the traffic report is required for it to proceed. Please provide the report by **Wednesday (4/19)** so that staff can review and attach it to the report.

Many thanks!

William He, AICP

Senior Planner, Community Development Department

City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503

707 647 4337 | whe@cityofamericancanyon.org

www.cityofamericancanyon.org

TITLE

Bell Products Design Permit

RECOMMENDATION

Approve a Resolution of the Planning Commission of the City of American Canyon, California, approving a Design Permit for a 30,544 square foot two-story warehouse in the General Industrial zoning district at 130 Dodd Court, APN 057-160-014 (File No. PL22-0037)

CONTACT

William He, AICP, Senior Planner

BACKGROUND & ANALYSIS

Table 1: Site Information

General Plan Designation	General Industrial (GI)
Zoning District	General Industrial (GI)
Site Size	2.28 acres
Present Use	Undeveloped Lot
Surrounding Zoning and Uses	North: GI / Industrial Warehouse South: GI / Industrial Warehouse East: GI / Industrial Warehouse West: GI / Industrial Warehouse
Access	Site Access is provided off Dodd Ct from Paoli Loop Rd

History: The project site is part of the Dodd Ct cluster of industrial warehouses developed in the 1990's. Dodd Ct is in the General Industrial (GI) zoning district and divided into five parcels. Warehouses are a permitted use classification in the GI zone. 130 Dodd Court would be the last parcel to be developed.

Proposed Development: Bell Products proposes to develop a new 30,544 square-foot two-story warehouse at 130 Dodd Ct. The project includes 10,347 SF of office space, 68 parking spaces, a 5,961 SF outdoor covered area, and approximately 15,300 SF of landscaping. The applicant proposes to

use the new warehouse as a mechanical, plumbing, and sheet metal fabrication facility. Along with the warehouse, offices will be developed for administrative tasks and dispatching. The project site is accessible from Dodd Ct by Paoli Loop Rd.

According to the project description, the owner stated that the hours of operation will be Monday through Friday from 7:00 AM to 4:00 PM. The owner also explained that the warehouse will employ 25 fulltime office employees and 10 fulltime shop employees. Another 20 employees will stop by the site at random times for work assignments staying only a short time. The draft resolution and Design Permit plans are shown in Attachment 1. The location map of the site is shown in Attachment 2.

According to the project narrative, the architecture is a Modern Steel architectural style incorporating workshop, warehouse, and administrative office areas. The exterior covered area is located to the rear (west) of the building for staging deliveries and receiving equipment, along with materials to be disposed or recycled. The main entrance faces east, and the building consists of three colors: charcoal, slate, and ash gray. The lot is relatively flat and dry and wet utilities are available to the site. The building elevations and photo rendering is available in Attachment 3.

Site Specific Issues:

Parking. The project consists of 10,347 SF of office space (on two floors) and 20,197 SF of warehousing space on the first floor. According to ACMC Section 19.21.030, office space requires one parking space per 300 SF of office space and one parking space per 1,000 SF of warehouse space. Therefore, the project would require 66 parking spaces. The project provides 68 parking spaces, which includes two accessible spaces. According to Table 2, the project complies with the parking requirements.

Table 2: Parking Compliance

	Parking Rate	Required	Provided
10,347 SF office space	1/300 SF	35	35
20,197 SF warehouse	1/1,100 SF	21	23
	Total	**66**	**68**

Public Comment: Staff conducted an initial round of public outreach with neighborhood letters on February 13, 2023. The project was also added onto the City's development projects website. Staff mailed the official public hearing notice on May 11, 2023. The project was announced through the City's Gov-Delivery system on May 19, 2023, when the staff agenda was published.

Throughout the public review period, Staff received one comment, which came from a tenant in the neighboring building. The comment and the applicant's response are included as Attachment 7.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

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

FISCAL IMPACT

The Bell Products 2023 Design Permit application required a developer deposit for review and processing, so there is no fiscal impact for staff time. The addition of a new warehouse facility and business would provide additional tax revenue to the City.

ENVIRONMENTAL REVIEW

15332 - The Project is exempt from review under the California Environmental Quality Act ("CEQA") under the Class 32 exemption of infill development projects of Section 15332 of Title 14 of the California Code of Regulations and said exemption is not negated by any exception under Section 15300.2 of said Regulations.

ATTACHMENTS:

1.0 Bell Products - Resolution
1.1 Exhibit A - Bell Products Design Permit Plans
1.2 Exhibit B - Bell Products Confirmation of COA
1.3 Exhibit C - Yocha Dehe Cultural Protocols
2. Bell Products - Location Map
3. Bell Products - Rendering and Elevations
4. Bell Products - Project Description
5. Bell Products - Geotech Report
6. Bell Products - Traffic Trip Generation Report
7. Bell Products - Public Comment

PC RESOLUTION NO. 2023-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AMERICAN CANYON, CALIFORNIA, APPROVING A DESIGN PERMIT FOR DEVELOPMENT OF A 30,544 SQUARE FOOT TWO-STORY WAREHOUSE ON A 2.28-ACRE LOT IN THE GENERAL INDUSTRIAL ZONING DISTRICT AT 130 DODD COURT, APN 057-160-014 (FILE NO. PL22-0037)

WHEREAS, Bell Products (Applicant) submitted a Design Permit application for the Bell Products Warehouse (Project), consisting of a 30,544 square-foot two-story warehouse on a 2.28-acre lot at 130 Dodd Ct (File no. PL22-0037); and

WHEREAS, the Design Permit is located within the General Industrial (GI) zoning district and warehouses are a permitted use; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the proposed development is exempt under Categorical Exemption, Class 32 (Section 15332) – Infill development projects; and

WHEREAS, a duly-noticed public hearing was held by the City of American Canyon Planning Commission on April 27, 2023 on the subject application, at which time all those in attendance were given the opportunity to speak on this proposal, and all comments were reviewed and considered.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of American Canyon hereby approves the Bell Products Design Permit (File No. PL22-0037).

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

The City of American Canyon makes the following findings and determinations based on substantial evidence in the record as a whole pursuant to the California Environmental Quality Act (Pub. Res. Code §§ 21000 *et seq*.) and its Guidelines (California Code of Regulations, Title 14 §§ 15000, *et seq*.), as each is amended from time to time ("CEQA"). The Bell Products Project complies with categorical exemption class 32 (Section 15332, infill development projects) because of the following findings:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The development meets the height and bulk requirements of the General Industrial zoning district. Warehouses are a permitted use class in the zone. The project complies with the general plan policies and applicable zoning designation and regulations.

2. The proposed development occurs within the city limits on a project site of no more than 5 acres substantially surrounded by urban uses.

The site is 2.28-acres and surrounded by existing industrial warehouses.

3. The project site has no value as habitat for endangered, rare or threatened species.

The project site is part of an industrial park and graded previously. There is no evidence to suggest the site has value for endangered, rare or threatened species.

4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The project is of similar use and size to the existing warehouses at Dodd Court. The project would not result in significant impacts to traffic, noise, air quality, or water quality.

5. The site can be adequately served by all required utilities and public services.

The site has available wet and dry utility connections.

In sum, the City finds and determines that the categorical exemption provides the appropriate CEQA compliance documentation for the City's consideration and approval of the proposed Bell Products Design Permit.

SECTION 2. DESIGN PERMIT FINDINGS

Approval of the Bell Products Design Permit requires that all of the following findings be made, pursuant to American Canyon Municipal Code Section 19.41.050:

A. The project complies with all applicable provisions of this title and any applicable approvals granted for the project by any decision-making authority.

This project complies with the Zoning Ordinance, as explained in item-B.

B. The project and its design comply with any applicable design guidelines.

The project complies with General Industrial zoning district development standards as follows:

General Industrial Zone Development Stds	*Required*	*Proposed*	*Compliance*
Minimum area	*40,000 SF*	*2.28 acres*	*Yes*
Minimum width	*150 ft*	*244 ft*	*Yes*
Minimum depth	*150 ft*	*294 ft*	*Yes*
Minimum front yard building setback	*20 ft*	*70 ft plus*	*Yes*
Minimum side yard	*10 ft*	*30 ft*	*Yes*
Minimum rear yard	*10 ft*	*53 ft*	*Yes*
Maximum floor area ratio (low-labor uses)	*70%*	*36%*	*Yes*
Maximum number of stories	*3*	*2*	*Yes*
Maximum building height	*40 ft*	*29 ft*	*Yes*

C. The project and its design complies with all applicable general plan policies.

As discussed in Section B above, the project complies with the General Industrial Zoning District Development Standards. In accordance with General Plan design and development principles, section 1.22.4 and 1.22.5, the project provides high quality treatment of building elevations, incorporation of extensive landscaping in parking areas, and defined pedestrian paths of travel.

D. The project complies with applicable policies of the Napa County Airport land use compatibility plan.

The project is within Zone D of the Airport Land Use compatibility plan and warehouses are permitted within the zone.

E. The project's quality and character are compatible with the surrounding area, unless physically deteriorated or blighted, and will not be materially detrimental to existing development.

The new warehouse is proposed with high quality materials and designed with a modern industrial aesthetic. The building has a defined main entrance and large windows facing the east.

F. The proposed design is compatible with existing development in the area in terms of scale, height, bulk, proportion, materials, cohesiveness, color, and the preservation of privacy.

The proposed warehouse is 29 feet tall and would take up 36% of the parcel, which complies with the height and bulk proportion of the General Industrial zone standards. The warehouse exterior colors will be three shades of gray: charcoal, slate, and ash. The colors are consistent with the warehouses in the General Industrial zone.

G. The design improves the community's appearance by avoiding both excessive variety and monotonous repetition.

The warehouse features large bay windows and earthtone colors, which avoids excessive variety. The metal hip roof and second story balcony provide some differentiation to the nearby warehouses and avoids repetition. The design improves the appearance of the industrial area at Dodd Court.

H. The proposed design promotes a harmonious transition in terms of scale and character between areas of different general plan land use designations and zoning districts.

The proposed warehouse is similar in height and bulk to the neighboring uses, which are also warehouses. There is no transition necessary.

I. The proposed design provides for adequate and safe on-site vehicular and pedestrian circulation.

The project is designed with adequate on-site vehicular and pedestrian circulation. The warehouse is located on a flag lot that is accessible from Dodd Court. The entry is wide enough for vehicular and pedestrian connections. Dodd Court is accessible from Paoli Loop Road.

SECTION 3. CONDITIONS OF APPROVAL

General

1. The Design Permit approval is granted for a new 30,544-square foot two-story Warehouse on a 2.28-acre site with parking, landscaping, and stormwater detention features at 130 Dodd Ct, APN 057-160-014 (file no. PL22-0037), which shall be substantially as shown on file in the Community Development Department, except as modified by conditions contained in this approval. Exhibit A includes the following:
    a. Architectural Plans prepared by Napa Design Partners, consisting of 6 sheets showing the proposed site plans, building elevations, roof plans, and photometric plans, submitted on March 27, 2023.
    b. Civil plans prepared by RSA+, consisting of 6 sheets showing the grading, utilities, and site layout plans submitted on March 27, 2023.
    c. Landscaping plans prepared by Studio 1515, consisting of one sheet showing the preliminary landscaping plans submitted on March 27, 2023.

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

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

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

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

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

3. The approval shall become effective on the expiration of the appeal period, ten calendar days following the decision, unless an appeal to the City Council is filed. An appeal may be filed with the Community Development Director by filling out an Appeal Form accompanied by a fee of $751. Should an appeal period end on a Saturday, Sunday or holiday, the final day for filing an appeal shall be the following Monday, or the next business day following a holiday. If there is no appeal, this approval will be final on June 5, 2023.

4. This approval is also subject to return of the "Applicant Confirmation of Conditions of Approval" form signed by the property owner.

5. The applicant is responsible for paying all charges related to the processing of this discretionary case application within 30 days of the issuance of the final invoice or prior to the issuance of building

permits for this project, whichever occurs first. Failure to pay all charges shall result in delays in the issuance of required permits or the revocation of the approval of this application.

6. The date upon which the approval is final shall be considered the day of the imposition of the fees, dedications, reservations and exactions required by these conditions approval for the purposes of protesting the imposition pursuant to California Government Code Section 66020.

7. Expiration of this Approval. If no construction permits have been issued and construction commenced within two years of the date upon which this approval is final, the approval shall become null and void and of no effect. An extension of time may be granted by the Community Development Director upon the written request by a responsible party before the expiration of the two-year period, provided that the Director can make the findings that there have been no substantial changes in the approved plans, and that there has been no change of circumstances which would prevent any of the required findings of approval being made.

8. All plans submitted for review and approval and all development shall be in substantial conformance with the approved exhibits, except where modified by a condition of approval. The Community Development Director or designee may approve minor changes to the project as approved by the Planning Commission on the plans submitted for the construction permits with a determination that the changes are in substantial compliance with the representation of the project as reviewed by the Planning Commission and City Council, that the proposed change will be in compliance with the required development standards, and the change will not materially affect adjacent private or public property.

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

10. The Property Owner is responsible for removing any graffiti that occurs on the site within 24 hours.

11. The Property Owner is responsible to maintain the site free of all litter and debris and ensure that all facilities and grounds are properly maintained.

Planning

12. The conditions of this Permit shall be printed on the first sheet of each plan set submitted for a building permit pursuant to this Conditional Use Permit, under the title “Conditional Use Permit Conditions”. The second sheet may also be used if the first sheet is not of sufficient size to list all of the conditions. The sheet(s) containing the conditions shall be of the same size as those sheets containing the construction drawings; 8-1/2” by 11” sheets are not acceptable.

13. All new rooftop equipment is required to be screened with one or more opaque roof screens equal in height to the top of the rooftop mechanical equipment subject to approval by the Community Development Director.

14. Signs for the project shall require a sign permit approval from the Community Development Department. This requirement does not apply to traffic signs, building addressing or directional signs for wayfinding.

15. According to ACMC Section 19.21.030(I)(3), the use of parking space tire stops is prohibited.

16. Consistent with General Plan Policy H-8.12, the “Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation” shall be implemented in the event any Native American human remains, grave goods, ceremonial items, and

items of cultural patrimony are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. A copy of the "Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation" is included in this Resolution as Exhibit C.

Landscape and Irrigation Plans

17. The landscape plan shall comply with the requirements of the California Government Code 65591 et. seq. known as the Water Conservation in Landscaping Act as set out in the model water efficient landscape ordinance adopted by the California Department of Water Resources and amended in 2015. All plant material shall be served by a city-approved automatic irrigation system.

18. All trees shall be 15 gallons in size or larger.

19. Prior to the issuance of a certificate of occupancy, all landscaping shall be completed and the project's landscape architect shall provide a written certification that all plant materials have been installed in accordance with the approved landscape plan.

20. All planting shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning of debris and trash, fertilizing and regular watering. Whenever necessary, planting shall be replaced with other plant materials to ensure continued compliance with applicable landscaping requirements. Required irrigation systems shall be fully maintained in sound operating condition with heads periodically cleaned and replaced when missing to insure continued regular watering of landscape areas, and health and vitality of landscape materials.

21. All tree stakes and ties shall be removed within one year following installation or as soon as trees are able to stand erect without support.

22. Clear sight triangles shall be maintained at all driveways. Low-lying plantings and other site fixtures, including signs, shall be no taller than 30 inches within the site's vision triangles.

Building and Safety

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

24. Prior to the final inspection, a Certified Access Specialist (CASp) shall submit a letter certifying that all improvements have been constructed in compliance with applicable state and federal accessibility standards. Determination of consistency shall be subject to the review and approval of the Building Official.

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

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

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

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

Fire District

28. In accordance with the standard mitigation measures and conditions of approval set forth by the City of American Canyon, the developer shall pay the Fire Impact Fees (see current Standard Fees and Charges adopted by resolution), prior to the issuance of any building permits.

29. New buildings and additions to existing buildings shall conform to requirements set forth in the currently adopted editions of the California Building Code, California Fire Code, City of American Canyon standards and Nationally Recognized Standards.

30. There shall be no deferred submittals for fire protection equipment and related utilities. Fire protection plans shall not be attached to or bound with the building plan submittal package. This includes but is not limited to Automatic Fire Sprinkler, Fire Alarm, Fixed Fire Protection and Civil plans.

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

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

33. Fire Department plan review shall be based on the information submitted at the time of permit application. Any changes to the approved/permitted scope of work including additions, alterations, demolition, repair or a change in occupancy/use may impact the project requirements, including but not limited to the installation of additional fire protection systems or components.

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

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

INFORMATION BELOW IS A SAMPLE AND FOR REFERENCE ONLY

Table B105.1(2) – Building size = 129, 600 square feet

Construction type = Type IIA
FF = 5,250 gpm at 20 psi
Duration = 4 hours

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

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

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

36. The fire protection equipment shall be located within an interior room having an approved exterior access door or in an exterior enclosure attached to the building, specifically, for the purpose of housing such equipment.

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

38. Fire apparatus access roads shall have an unobstructed minimum width of 20 feet (curb to curb) and a minimum unobstructed vertical clearance of 13’ 6”. They shall have an all-weather paved surface capable of supporting a GVW of 71,000 pounds. Where hydrants are provided – the width shall be a minimum of 26-feet.

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

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

41. When required by the Fire Chief, fire apparatus access roads shall be designated as Fire Lanes and appropriate signs and/or markings installed in accordance with the California Vehicle Code and approved City standards.

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

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

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

Public Works General Conditions of Approval

45. The Applicant shall be responsible for all City plan check and inspection costs. The Applicant shall establish a Developer Deposit Account with the City upon the initiation of plan check services. The amount of the initial deposit shall be determined by the City Engineer. Additional funds may be required based upon actual costs.

46. All improvements shall be designed in accordance with the American Canyon Municipal Code (ACMC), City of American Canyon Engineering Standard Plans and Specifications for Public Improvements (City Standards), except as specifically noted otherwise in these conditions.

47. All existing overhead utilities, both on-site and along project frontages, and new utilities to serve the project, shall be placed underground. Exceptions may be allowed for surface mounted transformers, pedestal mounted terminal boxes and meter cabinets.

48. Unless otherwise explicitly permitted, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Napa County Department of Environmental Services or other designated agency. If there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.

49. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

50. A drainage report prepared by a California Registered Civil Engineer shall be submitted for review with the initial submittal of the Improvement Plans. The report shall include detailed hydrologic and hydraulic calculations to support the design and sizing of all public and private drainage facilities including storm drains and detention facilities. The report shall address existing downstream storm drain facilities and hydraulic conditions which may impact the design of proposed facilities and improvements.

51. A final detailed post-construction Stormwater Control Plan (SWCP) that identifies and sizes all permanent post-construction stormwater treatment BMPs shall be prepared and submitted for review and approval. The SWCP shall be prepared in accordance with the latest edition of the Bay Area Stormwater Management Agencies Association (BASMAA) Post-Construction Manual and the requirements of the State Water Resources Control Board Phase II Municipal Separate Storm Water System (MS4) General Permit (Order 2013-0001 DWQ). It is the City's discretion whether to accept alternative treatment facilities other than bioretention.

52. A Post Construction Stormwater Operations and Maintenance Plan that includes a plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner(s) shall enter into an agreement with the City that provides the terms, conditions, and security associated with the ongoing requirements of the post-construction Stormwater Best Management Practices.

53. The Applicant shall secure all necessary rights-of-way and public and private easements for both onsite and offsite improvements. The Applicant shall prepare all necessary legal descriptions and deeds.

54. To the extent any offsite public improvements require the acquisition of property not currently owned by the Applicant or the City, the Applicant shall first make a good-faith effort to acquire the necessary property rights, however if the Applicant makes such an effort and is unable to acquire such rights, then the Applicant may request the City acquire the necessary property rights through the exercise of eminent domain provided that the Applicant enters first into an agreement with the City to pay for all costs incurred by the City to acquire such rights and if the City does not acquire the rights necessary to allow the offsite public improvements to be completed by the Applicant within statutory timeline provided by law, then the Applicant shall be relieved of the obligation to construct those off-site improvements only to the extent they require property not currently owned by the Applicant or the City. The Applicant shall make a good-faith effort to identify and acquire the necessary property rights at the earliest opportunity.

55. The Applicant shall submit site Improvement Plans, prepared by a registered Civil Engineer, for review and approval of the City's Public Works Department. **Please be aware that this is separate submittal from the building permit application.** The final plan set shall include all civil, landscape and joint trench drawings under a single cover sheet. No final grading or other construction shall be performed until the Improvement Plans have been approved. The Applicant shall not begin clearing, grubbing, or rough grading at the site prior to approval of the Improvement Plans, unless explicitly approved by the City of American Canyon through the standard grading and utilities only permit process. An Encroachment Permit is required for any work within City right of way. Encroachment Permits will not be issued prior to the approval of the Improvement Plans.

56. All public water service laterals or services (domestic, recycled and fire water) shall include approved backflow prevention devices.

57. Cathodic protection shall be provided for all water valves, fittings, hydrants, meters, backflow devices, ductile iron pipe, and other metal appurtenances, regardless of the findings of any soils corrosivity analysis.

58. The Applicant shall keep adjoining public and private streets free and clean of project dirt, mud, materials, and debris during the construction period in accordance with an approved SWPPP and Erosion and Sediment Control Plan using appropriate BMPs and as is found necessary by the City Engineer.

59. If any hazardous material is encountered during the construction of this project, all work shall be immediately stopped and the Fire Department, Napa County Department of Environmental Services or other designated agency, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

60. Prior to final preparation of the subgrade and placement of base materials, all underground utilities shall be installed, and service connections stubbed out behind the sidewalk. Public utilities, Cable TV, sanitary sewers, and water lines shall be installed in a manner that will not disturb the street pavement, curb, gutter and sidewalk, when future service connections or extensions are made.

61. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. Additionally, if field conditions warrant

installation of any subdrains, the location, size and construction details must be provided to the City for review and approval prior to construction.

62. All new fire hydrants shall be covered with burlap sacks until the hydrants have been tested and found to be in conformance with City flow requirements. No storage of combustible materials or construction of buildings shall be permitted until all hydrants meet City flow requirements.

63. Prior to placing the final lift of asphalt, all public storm drains and sanitary sewer lines shall be video inspected at the Applicant's expense. All video media (CD, DVD, or portable hard drive) shall be submitted to the City. If any inadequacies are found, they shall be repaired prior to the placement of the final lift of asphalt.

64. All streets, curbs, gutters, sidewalks or other public facilities damaged in the course of construction associated with this Project shall be the responsibility of the Applicant and shall be repaired to the satisfaction of the City at the Applicant's expense.

65. After all of the new underground utilities within existing public streets have been installed, the entire affected areas shall be milled and repaved to present a neat, finished pavement area. Multiple trench patches are not acceptable.

66. All construction stormwater pollution prevention best management practices (BMP's) shall be installed as the first order of work and in accordance with *the State Water Resources Control Board's General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, as amended)*, the Applicant's Storm Water Pollution Prevention Plan (SWPPP), and the City's Erosion and Sediment Control Plan in accordance with the City's MS4 Permit. All stormwater BMP's shall be maintained to the satisfaction of the Qualified SWPPP Developer (QSD), Qualified SWPPP Practitioner (QSP), and the City Engineer.

67. With the exception of water used for loading and testing of potable water lines, all construction water used for the project shall be obtained from a source other than American Canyon potable water sources. The Applicant shall provide verification that an outside source of construction water, e.g., recycled water, has been established and will be available for the duration of the project construction.

68. The development shall comply with the City's Zero Water Footprint policy.

69. All landscaping shall be designed to use recycled water for irrigation. Recycled water landscaping shall be designed to comply with California Code of Regulations Title 22 and shall include design details to prevent runoff of recycled water. The irrigation system shall include an ET/SMART controller.

Public Works Special Conditions of Approval

70. The Applicant shall submit Improvement Plans prepared by a registered Civil Engineer (Engineer of Record) in substantial conformance with the preliminary Bell Products – Dodd Court Design Review civil plans prepared by RSA+, dated March 15, 2023, except as modified by these conditions.

71. Improvement Plans shall be tied to the State of California coordinate system.

72. The Applicant shall design and construct all of the Public Improvements generally shown on the Preliminary Plans and more specifically described below.

    a. Extend the existing 8" recycled water main from Paoli Loop Road up to the frontage of the property.

73. The Applicant shall construct all of the on-site private drive aisles, parking spaces, walks, water, recycled water, sanitary sewer, storm drainage and stormwater quality and landscaping **"Private Improvements"** generally shown on the Preliminary Plans and more specifically described below. All private drive isles, parking spaces, walks, water, sewer, storm drainage and stormwater quality improvements shall be designed in accordance with the City of American Canyon Engineering Standard Plans and Specifications for Public Improvements (City Standards), except as specifically noted otherwise in these conditions.

    a. Storm Drain Facilities: Construct private on-site drainage facilities, detention facilities, and other appurtenances to collect and convey all surface drainage to an approved private storm drain facility or outfall. Onsite drainage facilities shall provide for the positive drainage of all adjacent upstream or upgrade properties to prevent ponding. Existing run-on from adjacent properties shall not be obstructed and shall be conveyed onsite. Off-site peak storm water discharge shall not exceed 90% of the undeveloped peak flow from the 24-hour, 100-year event. The sizing of all storm drains and detention facilities shall be determined by the approved final drainage report.

    b. Stormwater Quality Facilities: Permanent on-site private post-construction stormwater treatment BMPs shall be designed and constructed in accordance with the approved final SWCP. Runoff from all roof drains shall be conveyed to the onsite stormwater treatment facilities.

    c. Recycled Water: All buildings shall be dual plumbed and utilize recycled water for non-potable uses. Provide separate recycled water services for buildings and landscape irrigation.

    d. Locate any monument signs such that they do not create sight obstructions for vehicles exiting the site.

    e. Trash enclosures shall be designed in accordance with the American Canyon Draft Trash Enclosure Standards. Trash enclosures shall also be coordinated with Recology. Trash Enclosure shall have a floor drain connected to the on-site sewer.

74. Prior to SUBMITTAL OF THE IMPROVEMENT PLANS, the Applicant shall:

    a. Submit the City's "Improvement Plan Checklist".

    b. Pay an initial cash deposit for City plan check services in amount to be determined by the City prior to the time of submittal. The Project engineer shall contact City staff to discuss submittal details to determine the initial deposit amount.

    c. Provide the following:

        (1) Public Street Repair Plan
        (2) Utility Plan and Joint Trench Plan
        (3) Construction Storm Water Pollution Prevention Plan (SWPPP) and a City Erosion and Sediment Control Plan (ESCP)
        (4) Drainage Report
        (5) Post-Construction Stormwater Control Plan (SWCP)
        (6) Geotechnical Report
        (7) Construction Traffic Control Plan
        (8) Traffic Impact Analysis

(9) Submit application for Water and Sewer Will Serve.

d. Pothole and physically determine (by way of a survey performed by the Engineer of record) the actual horizontal location and vertical depth of all existing underground utilities throughout the proposed area of work and provide the design of all new utility installations required to serve the project including a schedule for implementation of such work as to prevent disrupting of utility service to adjacent properties.

75. Prior to APPROVAL OF THE IMPROVEMENT PLANS, the Applicant shall:

a. Provide written acknowledgment by the Geotechnical Engineer of Record that the Plans incorporate all design and construction criteria specified in the Geotechnical Report.

b. Complete and submit the City's Erosion and Sediment Control Plan (ESCP) Template. Applicant may refer to a SWPPP, as appropriate, by referencing page number within the SWPPP that addresses the requirements of the ESCP.

c. Submit a copy of the Notice of Intent and WDID# for coverage under the State Water Resources Control Board' General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ).

76. Prior to COMMENCEMENT OF CONSTRUCTION ACTIVITIES, the Applicant shall:

a. Pay off all current account balances with the City of American Canyon.

b. Pay an inspection fee in amount to be determined at the time of commencement for the City's inspection of the Public Improvements.

c. Conduct a pre-construction meeting with representatives of the City whereby the Applicant, the Legally Responsible Party (LRP), Qualified SWPPP Practitioner (QSP), Qualified SWPPP Developer (QSD), and/or the Contractor provides the following:

(1) Six (6) full-size bond copies of the approved Improvement Plans for the City's use.
(2) One (1) job-site copy of the latest edition of the City Standards for the Contractor use.
(3) One (1) job-site copy of the SWPPP for use by the LRP, QSP, QSD, and Contractor.
(4) Electronic copies of Improvement Plans and SWPPP

77. Prior to APPROVAL OF A BUILDING PERMIT, the Applicant shall:

a. Pay all account balances and current City and American Canyon Fire District fees (Mitigation & Capacity) based on the rates in effect at the time of permit issuance. These fees include but may not be limited to the following: Traffic Mitigation, General Plan Update, Civic Facilities, Fire District, Water Capacity, Affordable Housing Nexus Fees, Zero Water Footprint Mitigation and Wastewater Capacity.

78. Prior to ACCEPTANCE OF IMPROVEMENTS, the Applicant shall:

a. Restore all adjacent off-site road surfaces to pre-project conditions.

b. Submit a certification by the Geotechnical Engineer of Record that all the work has been completed in substantial conformance with the recommendations in Soils Investigation/Geotechnical Report.

c. Provide a mylar and digital copy of the Improvement Plans that include all as-built or field changes, in digital AutoCAD (.dwg) and (.pdf) format (void of any AutoCAD block formats preventing full editing capabilities of the drawings), compatible with the City's current version, and tied to the NAD83 (California Zone 2, feet) coordinate system.

d. Provide a letter stating that all of the Developer's Conditions of Approval have been met.

e. Provide a letter from the Civil Engineer of Record certifying that all the site improvements were constructed and inspected in substantial conformance with the approved plans and City Standards.

f. Enter into and record a post-construction Stormwater Operations and Maintenance Agreement with the City.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the Planning Commission of the City of American Canyon held on the May 25th day of May, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Crystal Mallare, Chair

ATTEST:

_____
Nicolle Hall, Administrative Technician

APPROVED AS TO FORM:

_____
William D. Ross, City Attorney

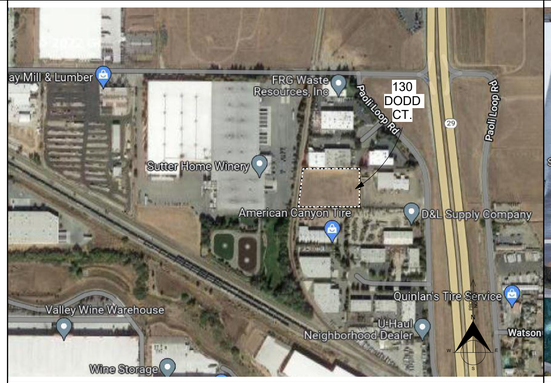
EXHIBITS:
A. Bell Products Design Permit Plans
B. Applicant confirmation of Conditions of Approval
C. Yocha Dehe Wintun Tribe cultural protocols

BELL PRODUCTS INC. | PLANNING SUBMITTAL

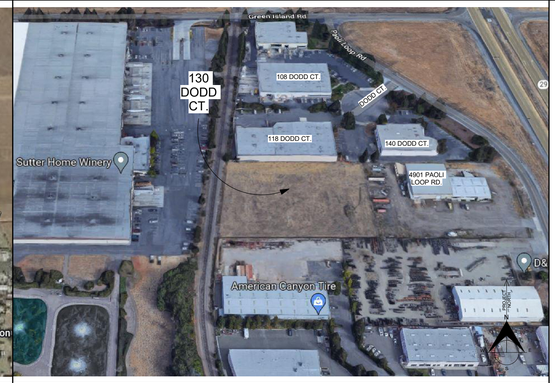
ABBREVIATION LIST

AB	ANCHOR BOLT	FOB	FACE OF BRICK, BLOCK	PL	PLATE
ACOUS	ACOUSTICAL	FOC	FACE OF CONCRETE	PREFAB	PREFABRICATED
AC	ASPHALT CONCRETE	FOF	FACE OF FINISH	PREFIN	PREFINISHED
ACC	ACCESSIBLE	FOM	FACE OF MASONRY	PJF	PREFORMED JOINT FILLER
A/C	AIR CONDITIONING	FOS	FACE OF STUD	PLAM	PLASTIC LAMINATE
ADH	ADHESIVE	FPRF	FIREPROOF	PLAS	PLASTER
ADJ	ADJACENT, ADJUSTABLE	FRP	FBGL REINF PANEL	PM	PRESSED METAL
AFF	ABOVE FIN FLR	FRTD	FIRETREATED	PNL	PANEL
AGGR	AGGREGATE	FS	FULL SCALE	PNT	PAINT
AL	ALUMINUM	FT	FOOT, FEET	POL	POLISH
ALT	ALTERNATE	FTG	FOOTING	PSI	POUNDS / SQUARE INCH
ANOD	ANODIZED	FUR	FURRING	PRF	PREFORMED
AP	ACCESS PANEL	FURN	FURNISH(ING)	PROP	PROPERTY
APPRX	APPROXIMATE	FUT	FUTURE	PNT	POINT
ARCH	ARCHITECTURAL	FN	FIELD NAIL	PT	PRESSURE TREATED
ASSY	ASSEMBLY			PTN	PARTITION
		GA	GAUGE	PVC	POLYVINYL CHLORIDE PAVEMENT
BBD	BACKERBOARD	GALV	GALVANIZED	PVMT	PAVEMENT
BD	BOARD	GB	GYPSUM BOARD	PLYWD	PLYWOOD
BEL	BELOW	GC	GENERAL CONTRACTOR	QT	QUARRY TILE
B/T	BETWEEN	GD	GRADE		
BL	BUILDING LINE	GL	GLASS	S	SOUTH
BLDG	BUILDING	GOVT	GOVERNMENT	SA	SUPPLY AIR GRILL
BLK	BLOCK	GS	GALVANIZED STEEL	SC	SOLID CORE
BLKG	BLOCKING	GYP	GYPSUM	SCHED	SCHEDULE
BM	BEAM, BENCH MARK			SD	STORM DRAIN
BOT	BOTTOM	H	HORIZONTAL	SECT	SECTION
BRG	BEARING	(H)	HANDICAP	SF	SQUARE FOOT
BRK	BRICK	HB	HOSE BIBB	SH	SHELF
BRKT	BRACKET	HC	HOLLOWCORE	SHT	SHEET
BRZ	BRONZE	HDBD	HARDBOARD	SIM	SIMILAR
BACKSP	BACKSPLASH	HDWR	HARDWARE	SJ	STEEL JOIST
BUR	BUILT-UP ROOF	HM	HOLLOW METAL	SK	SINK
BVL	BEVEL	HORIZ	HORIZONTAL	SL	SOFFIT LEVEL
		HT	HEIGHT	SLNT	SEALANT
CAB	CABINET	HR	HOUR	SMD	SEE MECHANICAL DWG'S
CB	CATCH BASIN	HRU	HEAT RECOVERY UNIT	SMS	SHEET METAL SCREW
CEM	CEMENT			SOG	SLAB ON GRADE
CHAM	CHAMFER	ID	INSIDE DIAMETER	SOW	SCOPE OF WORK
CBD	CHALK BOARD	IN	INCH	SP	STRUCTURAL PLYWOOD
CJ	CONTROL JOINT	INCL	INCLUDED	SPEC	SPECIFICATION
CL	CENTERLINE	INST	INSTALL	SPD	SEE PLUMBING DWG'S
CLG	CEILING	INSUL	INSULATION	SQ	SQUARE
CLO	CLOSET	INT	INTERIOR	S&R	SHELF & ROD(OR POLE)
CLR	CLEAR	INV	INVERT	SS	SERVICE SK, STNLESS STL
CM	CONST MANAGER	IP	IRON PIPE	SSD	SEE STRUCTURAL DWG'S
CMU	CONC MASONRY BLOCK			STD	STANDARD
CO	CLEANOUT	LF	LINEAL FOOT	STL	STEEL
COL	COLUMN	LKR	LOCKER	STN	STAIN
CONC	CONCRETE	LL	LIVELOAD	STOR	STORAGE
CONST	CONSTRUCTION	LVR	LOUVER	STRUCT	STRUCTURAL
CONT	CONTINUOUS	LTWT	LIGHTWEIGHT	SUSP	SUSPENDED
CTR	CONTRACTOR				
CPT	CARPET	MACH	MACHINE	T & TR	TREAD
CNSK	COUNTERSINK	MN PFM	MAIN PLATFORM	T&B	TOP & BOTTOM
CT	CERAMIC TILE	MAT	MATERIAL	TCK BD	TACKBOARD
CY	CUBIC YARD	MAX	MAXIMUM	TEL	TELEPHONE
		MB	MACHINE BOLT	TEMP	TEMPERATURE
DTL	DETAIL	MECH	MECHANICAL	TG	TEMPERED GLASS
DF	DRINKING FOUNTAIN	MED	MEDIUM	THOLD	THRESHOLD
DI	DRAIN INLET	MEM	MEMBRANE	T&G	TONGUE & GROOVE
DIA	DIAMETER	MET	METAL	TH	THICK(NESS)
DIM	DIMENSION	MEZZ	MEZZANINE	TOIL	TOILET
DIV	DIVIDER	MFR	MANUFACTURER	TOC	TOP OF CURB OR CONC
DL	DEAD LOAD	MH	MANHOLE	TOD	TOP OF DECK
DN	DOWN	MI	MALLEABLE IRON	TOF	TOP OF FOOTING OR TOP OF FRAMING
DP	DEEP	MIN	MINIMUM	TOJ	TOP OF JOIST
DS	DOWNSPOUT	MIR	MIRROR	TOP	TOP OF PAVEMENT
DWG	DRAWING	MISC	MISCELLANEOUS	TOS	TOP OF STEEL
DWR	DRAWER	ML	METAL LATH	TOW	TOP OF WALL
		MO	MASONRY OPENING	TRTD	TREATED
EQ	EQUAL	MR	MOISTURE RESISTANT	TRZO	TERRAZZO
EQUIP	EQUIPMENT	MTD	MOUNTED	TYP	TYPICAL
ESMT	EASEMENT	MUL	MULLION		
EW	EACH WAY			UC	UNDER CABINET
EXP	EXPANSION, EXPOSURE	(N)	NEW	UL	UNDERWRITERS LAB
EXT	EXTERIOR	N	NORTH	UON	UNLESS OTHERWISE NOTED
EN	EDGE NAIL	NAT	NATURAL		
		NIC	NOT IN CONTRACT	VAR	VARIABLE
FA	FIRE ALARM	NO	NUMBER	VERT	VERTICAL
FBGL	FIBERGLASS	NOM	NOMINAL	VAR	VARIABLE
FD	FLOOR DRAIN	NTS	NOT TO SCALE	VAT	VINYL ASBESTOS TILE
FDN	FOUNDATION			VB	VAPOR BARRIER
FE	FIRE EXTINGUISHER	O/	OVER	VCT	VINYL COMPOSITION TILE
FEC	F.E. CABINET	OBS	OBSCURE	VERT	VERTICAL
FF	FINISH FLOOR	OC	ON CENTER	VEST	VESTIBULE
FG	FIXED GLASS	OD	OUTSIDE DIAMETER	VG	VERTICAL GRAIN
FH	FIRE HOSE	OH	OVERHANG	VWC	VINYL WALL COVERING
FHC	FIRE HOSE CABINET	OPNG	OPENING		
FIN	FINISH	OP	OPPOSITE	WC	WALL COVERING
FIXT	FIXTURE			W	WEST
FL'G	FLASHING	PBD	PARTICLEBOARD	W/	WITH
FLR	FLOOR	PCC	PRECAST CONCRETE	WB	WOOD BASE
FLUOR	FLUORESCENT	PCPL	PORTLAND CEM PLAS	WD	WOOD
FO	FACE OF	PERF	PERFORATED	WIN	WINDOW
				WG	WIRE GLASS

VICINITY MAP



AERIAL MAP



PROJECT ADDRESS

LOT 4 DODD CT. AMERICAN CANYON CA. 94503

SCOPE OF WORK

NEW OFFICE, SERVICE, SHOP, AND WAREHOUSE FACILITY FOR BELL PRODUCTS, INC., AMERICAN CANYON.

PROJECT DATA

- OCCUPANCY TYPE: F-2
- CONSTRUCTION TYPE: ..... III-B
- SPRINKLER: ..... 100%, AUTOMATIC
- PARCEL NUMBER: 057-160-014
- ZONING: ..... GI - GENERAL INDUSTRIAL
- NUMBER OF STORIES: 2
- BUILDING HEIGHT: ..... 29' - 1"
  - a. EXISTING ..... N/A
  - b. REMODELED ..... N/A
  - c. PROPOSED ..... 45,565.78 SF
- FIRST FLOOR PROPOSED AREA : ..... 5,961.38SF (UNCVR'D) + 30,597 (COVERED)
- SECOND FLOOR PROPOSED AREA: ..... 9,007.13 SF

- OCCUPANT LOAD PER AREA:
  - BUSINESS: .....
  - ASSEMBLY (T&C): .....
  - F-2: .....
  - H-2: .....
- OCCUPANCY TOTAL: .....

- FIRE HAZARD SEVERITY ZONE: ..... NONE
- (E) LOT SIZE: ..... 2.2855 ACRES (99,556.38 SF)
- FAR: 0.37
- CLIMATE ZONE: 2

SEPARATE PERMITS REQUIRED FOR

APPLICABLE CODES

2022 CALIFORNIA BUILDING CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA ENERGY CODE
2022 CALIFORNIA GREEN BUILDING STANDARDS

PROJECT TEAM

OWNER:
CAMPANA LLC.
722 SOSCOL AVE.
NAPA CA, 94558
PAUL IRWIN

LANDSCAPE:
STUDIO 1515
1426 FOURTH STREET,
NAPA, CA 94559
SUSAN HEIKEN
TEL: 707-227-6295

ARCHITECTURAL:
NAPA DESIGN PARTNERS
855 BORDEAUX WAY, SUITE 250
NAPA, CA. 94558
STEPHEN CUDDY, AIA
TEL: (707) 324-4420

CIVIL:
RSA+
1515 FOURTH ST,
NAPA, CA
PAUL WARNOCK
TEL: (707) 252-3301

STRUCTURAL:
CBC STEEL BUILDINGS
1700 E. LOUISE AVE.
LATHROP, CA 95330
RON MUNOZ
TEL: 209.983.0910

GEOTECHNICAL:
GEOCON CONSULTANTS, INC.
2480 HILBORN ROAD, SUITE 240
FAIRFIELD, CALIFORNIA 94534
ANDRE E. ASHOUR, PE
TEL: 925.961.5355

MECHANICAL:
TBD

ELECTRICAL:
TBD

DRAWING SHEET INDEX

T1 TITLE SHEET

CIVIL
DR1.0 COVER SHEET
DR2.0 LAYOUT, DIMENSION & PAVING PLAN
DR3.0 GRADING PLAN
DR3.1 GRADING SECTIONS
DR4.0 UTILITY PLAN
DR5.0 STORMWATER CONTROL PLAN

ARCHITECTURAL
A1.0 PROPOSED SITE PLAN
A1.3 PARKING & PHOTOMETRIC EXHIBIT - PROPOSED
A2.1 PROPOSED FLOOR PLANS
A2.3 PROPOSED ROOF PLAN
A3.0 PROPOSED EXTERIOR ELEVATIONS & MATERIALS
A4.0 BUILDING SECTIONS

STRUCTURAL
S 1.0 PLACEHOLDER - TBD FOR CD SUBMITTAL

MECHANICAL
M 1.0 PLACEHOLDER - TBD FOR CD SUBMITTAL

PLUMBING
P 1.0 PLACEHOLDER - TBD FOR CD SUBMITTAL

PHOTOMETRICS
EX-01 PHOTOMETRIC EXHIBIT

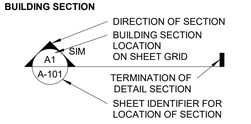
ELECTRICAL
E 1.0 PLACEHOLDER - TBD FOR CD SUBMITTAL

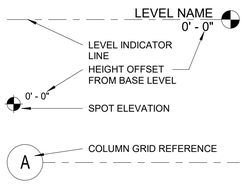
LANDSCAPE
L-1.0 PRELIMINARY SITE PLAN

ARCHITECTURAL SYMBOL LEGEND

SECTION SYMBOLS

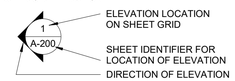
BUILDING SECTION



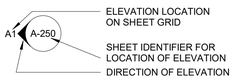


ELEVATION SYMBOLS & INDICATORS

EXTERIOR ELEVATION

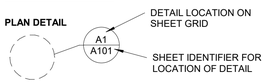


INTERIOR ELEVATION

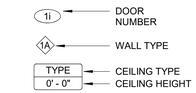


DETAIL SYMBOLS

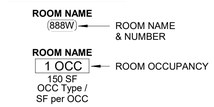
PLAN DETAIL



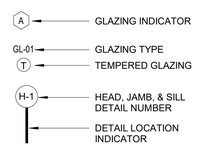
PLAN SYMBOLS



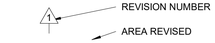
ROOM INDICATORS



GLAZING SYMBOLS



REVISION INDICATOR



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Planning Preservation
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AIA, LEED AP, CHRIS
Sarah A. Marshall
AIA, SARA
Jill N. Andrews
ASID, NCIDQ, CID
855 Bordeaux Way, Suite 250
Napa, CA 94558
707-275-5000
NapaDesignPartners.com

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OWNER:

PAUL IRWIN
CAMPANA, LLC
722 SOSCOL AVE.

PROJECT NAME:

BELL PRODUCTS INC.
(LOT 4) 130 DODD CT.

SHEET NAME:

TITLE SHEET

ARCHITECT'S STAMP:

PRINT DATE: 2022-12-26

SUBMIT DATE: 2022-12-26

REVISION SCHEDULE:

#	DESCRIPTION	DATE
1	Pc1 PL22-0037	2023-03-23

PLANNING

FOR COUNTY USE:

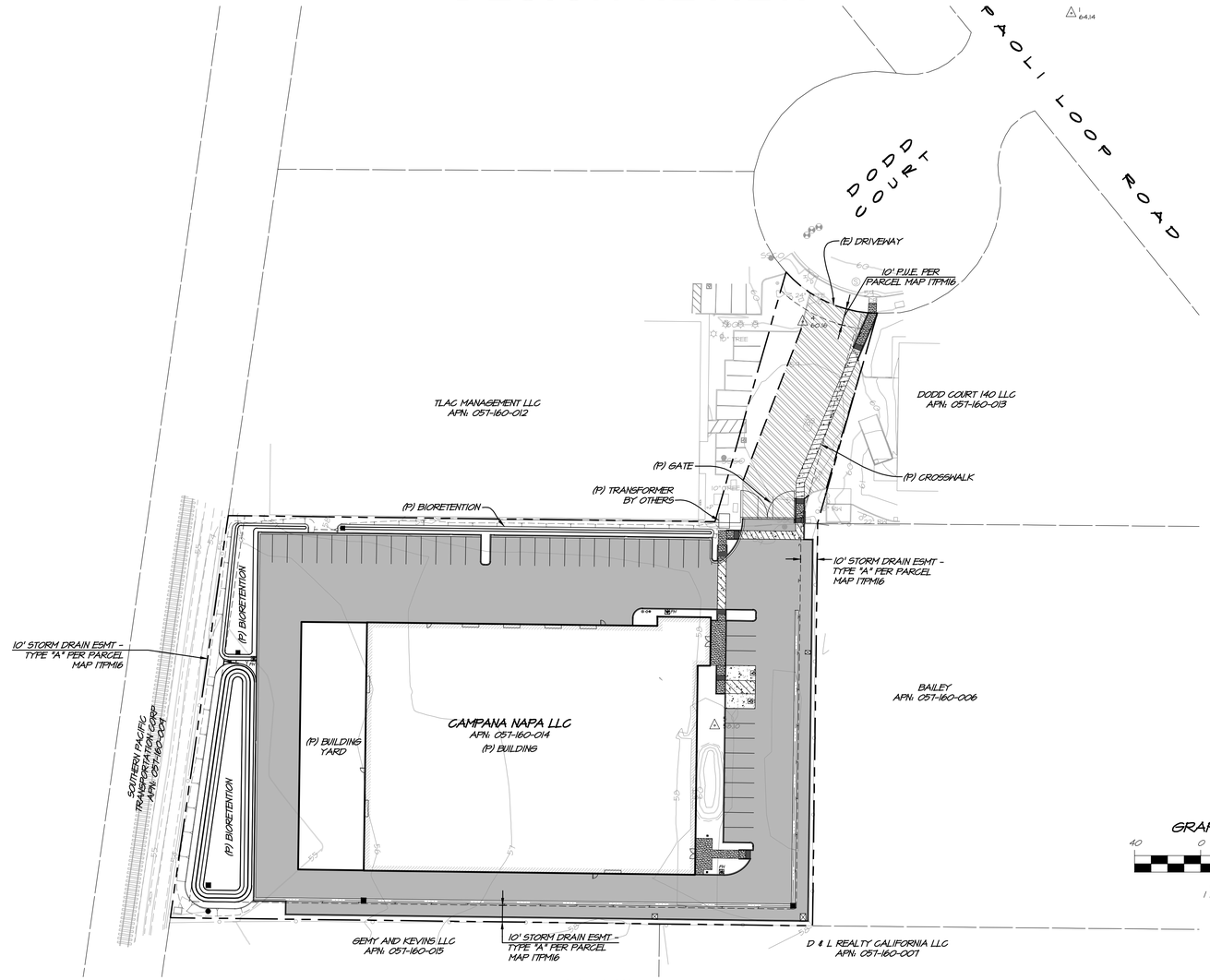
SHEET:

T1

Autodesk Docs://21-040 Bell Products CAMPANA LLC/21-040 Bell Prod_R22-Pc1-120201.rvt

BELL PRODUCTS - DODD COURT

DESIGN REVIEW



SITE PLAN

SCALE: 1" = 40'

VICINITY MAP

SCALE: 1" = 2000'

GRAPHIC SCALE

40 0 40 80

(IN FEET)
1 inch = 40 FT

PROJECT INFORMATION

CLIENT:	COMPANA-NAPA LLC C/O: BELL PRODUCTS ATTN: PAUL IRWIN P.O. BOX 398 NAPA, CA 94559
SITE ADDRESS:	DODD COURT AMERICAN CANYON, CA 94503
CIVIL ENGINEER/SURVEYOR:	RSA+ 1515 FOURTH STREET NAPA, CA 94559
ARCHITECT:	NAPA DESIGN PARTNERS 855 BORDEAUX WAY NAPA, CA 94558
LANDSCAPE ARCHITECT:	STUDIO 1515 1426 FOURTH STREET NAPA, CA 94559
APN & AREA:	057-160-014 (2.29 ACRES)
TOTAL DISTURBED AREA:	2.29 ACRES
ZONING:	GENERAL INDUSTRIAL (GI)
USE:	INDUSTRIAL (I)

SURVEY NOTES

1. TOPOGRAPHY BASED ON A FIELD SURVEY PERFORMED BY RSA+ IN FEBRUARY, 2022. CONTOURS ARE SHOWN EVERY ONE FOOT (1'), HIGHLIGHTED EVERY FIVE FEET (5').
2. HORIZONTAL DATUM. NORTH AMERICAN DATUM OF 1983 (NAD83) 2011 EPOCH BASED UPON G.P.S. OBSERVATIONS ON NETWORK UTILIZING CONTINUALLY OPERATING REFERENCE STATION (C.O.R.S.) INFORMATION FROM THE CALIFORNIA SPATIAL REFERENCE CENTER (C.S.R.C.).

   VERTICAL DATUM. NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
3. BOUNDARY SHOWN IS RECORD INFORMATION PER BOOK 17 OF PARCEL MAPS AT PAGE 16, NAPA COUNTY RECORDS.

SHEET INDEX

DR1.0	COVER SHEET
DR2.0	LAYOUT, DIMENSION & PAVING PLAN
DR3.0	GRADING PLAN
DR3.1	GRADING SECTIONS
DR4.0	UTILITY PLAN
DR5.0	STORMWATER CONTROL PLAN

SYMBOL LEGEND

EXISTING		PROPOSED			
	SURVEY CONTROL STATION	SD	STORM DRAIN PIPE		CURB INLET
	FOUND		STORM DRAIN FORCED MAIN	SS	SANITARY SEWER
	BRASS PIN		DRAIN INLET	SSCO	CLEANOUT
	FLOW LINE	DS	DOWNSPOUT	DW	DOMESTIC WATER
X	FENCE		T-SPREADER	FW	FIRE WATER
TREE	TREE (AS NOTED)		TOP / TOE DAYLIGHT	RW	RECYCLED WATER
W	WELL		RETAINING WALL	FH	FIRE HYDRANT
	ADJOINING PROPERTY LINE		VERTICAL CURB		GATE VALVE
SD	STORM DRAIN PIPE		FLUSH CURB		PIV & FDC
SS	SANITARY SEWER		CURB & GUTTER		
SSCO	CLEANOUT		PROPERTY LINE		
W	WATER PIPE				
GAS	GAS PIPE				
FH	FIRE HYDRANT				
	GATE VALVE				

ABBREVIATIONS

BO	BLOW OFF VALVE	MS	METERING STRUCTURE
BOT	BOTTOM	OC	ON CENTER
BRB	BIO-RETENTION BASIN	OR	OFFICIAL RECORD
℄	CENTERLINE	P.O.C.	POINT OF CONNECTION
CO	CLEANOUT	ℙ	PROPERTY LINE
DDCV	DOUBLE DETECTOR CHECK VALVE	(P)	PROPOSED NEW WORK
DW	DOMESTIC WATER	PIV	PRESSURE INDICATOR VALVE
EP	EDGE OF PAVEMENT	P.U.E.	PUBLIC UTILITY EASEMENT
EV	ELECTRIC VEHICLE	PW	PROCESS WATER
EX / (E)	EXISTING	PWW	PROCESS WASTE WATER
(F)	FUTURE	R	RADIUS
FD	FOUND	RPBP	REDUCED PRESSURE BACKFLOW PREVENTER
FDC	FIRE DEPARTMENT CONNECTION	ROW	RIGHT OF WAY
FF	FINISH FLOOR	RW	RECYCLED WATER
FG	FINISH GRADE	S	SLOPE (FEET/FOOT)
FH	FIRE HYDRANT	S.A.D.	SEE ARCHITECTS DRAWINGS
℉	FLOW LINE	S.E.D.	SEE ELECTRICAL DRAWINGS
FW	FIRE WATER	S.L.A.D.	SEE LANDSCAPE ARCHITECTS DRAWINGS
GB	GRADE BREAK	S.M.D.	SEE MECHANICAL DRAWINGS
GV	GATE VALVE	S.P.D.	SEE PLUMBING DRAWINGS
HP	HIGH POINT	SD	STORM DRAIN
INV	INVERT	SDCO	STORM DRAIN CLEANOUT
IP	IRON PIPE	SDFM	STORM DRAIN FORCED MAIN
IW	IRRIGATION WATER	SS	SANITARY SEWER
LF	LINEAL FEET/FOOT	SSCO	SANITARY SEWER CLEANOUT
LLA	LOT LINE ADJUSTMENT	STA	STATION
LP	LOW POINT	WM	WATER METER
MH	MANHOLE		

LOCAL SITE CONTROL

#	GROUND NORTHING	GROUND EASTING	ELEVATION	DESCRIPTION
1	1832724.88	6487116.02	64.14'	SET MAG SE. 3.3 SSMH
2*	1832345.83	6487184.76	66.41'	SET MAG N. 20.0+/- SSMH
3	1832150.06	6487114.72	62.45'	SET X SW, CNC WTR VLT PAD
4	1832538.05	6487553.46	60.16'	SET X E. TC D/W ENTR
5	1832293.35	6487500.09	58.10'	SET RBR MID AC PAD

* POINT #2 USED AS ORIGIN FOR GRID TO GROUND CONVERSION. SCALE = 1.0000342713

PRELIMINARY - NOT FOR CONSTRUCTION

NO.	DATE	REVISIONS	BY	APP'D

RSA+ CONSULTING CIVIL ENGINEERS + SURVEYORS +
1515 FOURTH STREET
NAPA, CALIFORNIA 94559
OFFICE | 707.252.3301
+ www.RSAcivil.com +

BELL PRODUCTS - DODD COURT
COVER SHEET
AMERICAN CANYON CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER PAUL SARGENT MARCH No. 82758 Exp. 9-30-24 CIVIL ENGINEER STATE OF CALIFORNIA

DATE	MAR. 15, 2023
DRAWN	LMM
DESIGNED	EP
CHECKED	PSW
JOB NO.	4122054.0

SHEET NO.
DR1.0
1 OF 6 SHEETS

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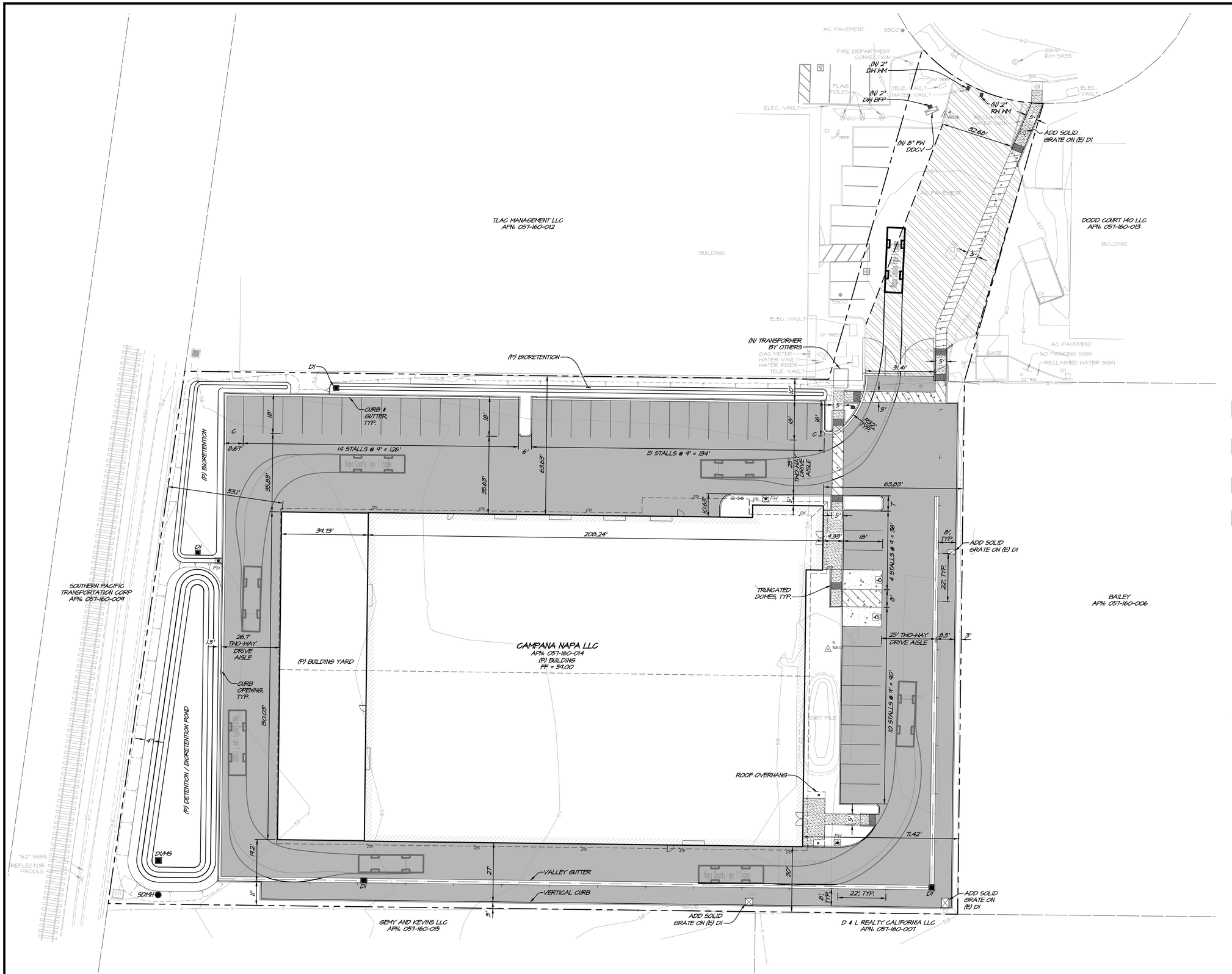
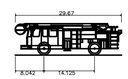


PARKING SUMMARY	
STALL TYPE	NO. OF STALLS
STANDARD	40
COMPACT	2
PARALLEL SUPPLEMENTAL	24
ADA - STANDARD	1
ADA - VAN	1
TOTAL	68

PAVING LEGENDS

- AC PAVEMENT IN PARKING & DRIVE AISLE - TI = 6.0, R=5, 3.5" AC OVER 12.5" CLASS II AB OR 3.5" AC OVER 4" AB OVER 12" LIME-TREATED BASE PER GEOTECHNICAL REPORT.
- VEHICLE LOADED CONCRETE - 6" THICK, 3,500 PSI PCC WITH #4 REBAR AT 18" EACH WAY WITH THICKENED EDGES PER GEOTECHNICAL REPORT, OVER 12" CLASS II AB OR PER STRUCTURAL ENGINEER'S SPEC.
- WALKWAY CONCRETE - 4" THICK, 3,500 PSI PCC WITH #4 REBAR AT 18" EACH WAY OVER 12" CLASS II AB OR PER STRUCTURAL ENGINEER'S SPEC.
- AC OVERLAY - 2" GRIND & OVERLAY WITH MINOR GRADE ADJUSTMENTS AS NECESSARY TO CONFORM TO ADJACENT GRADES AND PROVIDE A SMOOTH TRANSITION AT ALL ADJACENT PAVED AREAS, WITH DIGOUTS AND FULL-DEPTH REPLACEMENT PER AC SPEC ABOVE IN AREAS WITH COMPROMISED SUB-BASE.



Napa County Type 1 Engine	
Overall Length	29.670ft
Overall Width	8.000ft
Overall Body Height	8.767ft
Min Body Ground Clearance	1.221ft
Track Width	8.000ft
Lock-to-lock time	7.00s
Curb to Curb Turning Radius	26.500ft

TYPE I ENGINE

SCALE: 1" = 20'

GRAPHIC SCALE

20 0 20 40

(IN FEET)
1 inch = 20 FT

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BELL PRODUCTS - DODD COURT
LAYOUT, DIMENSION & PAVING PLAN
AMERICAN CANYON
CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
ROBERT SARGENT WARREN
No. 82758
Exp. 9-30-24
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE	MAR. 15, 2023
DRAWN	LMM
DESIGNED	EP
CHECKED	PSW
JOB NO.	4122054.0

SHEET NO.
DR2.0
2 OF 6 SHEETS

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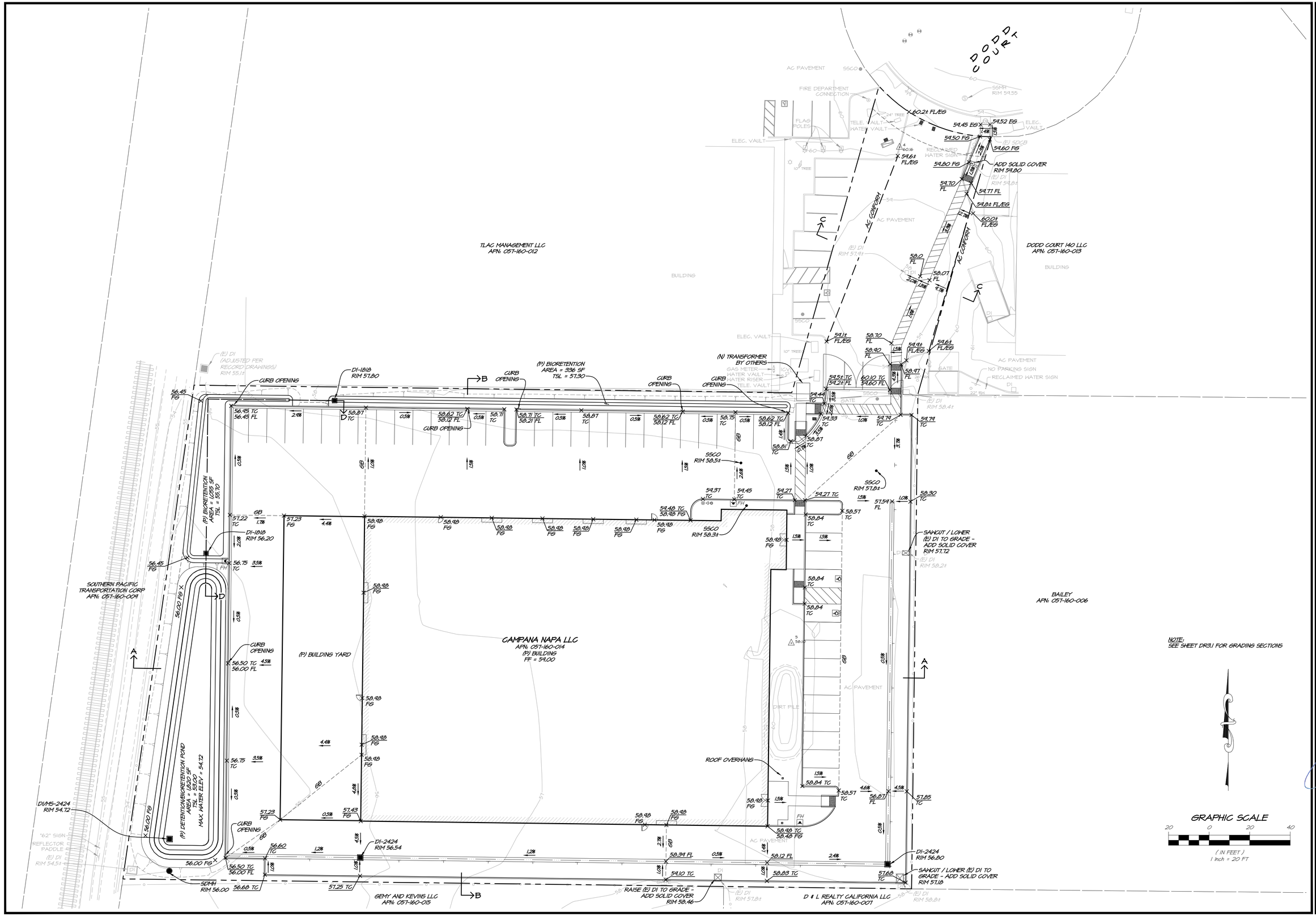

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BELL PRODUCTS - DODD COURT
GRADING PLAN
AMERICAN CANYON CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
PAUL SARGENT WARNOCK
No. 82758
Exp. 9-30-24
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE	MAR. 15, 2023
DRAWN	LMM
DESIGNED	EP
CHECKED	PSW
JOB NO.	4122054.0

SHEET NO.
DR3.0
3 OF 6 SHEETS

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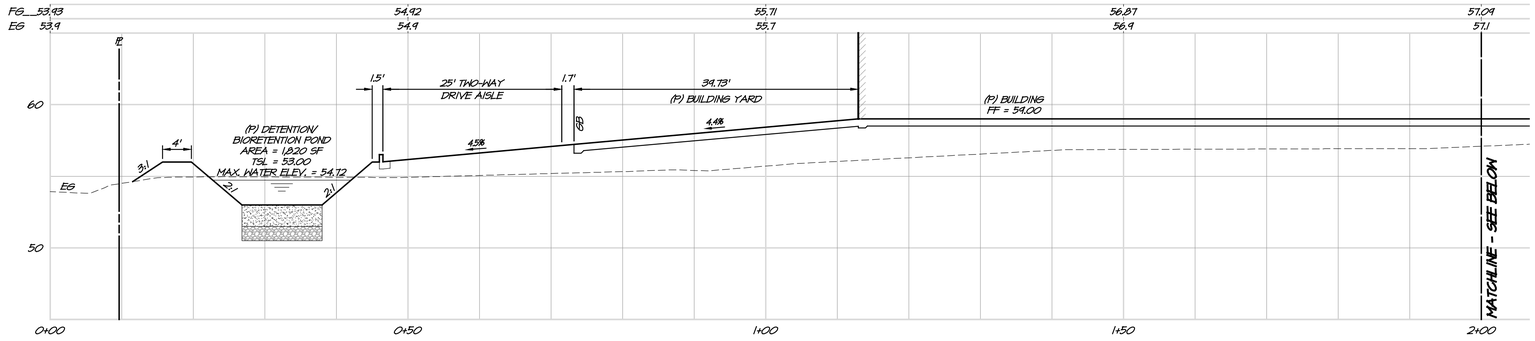
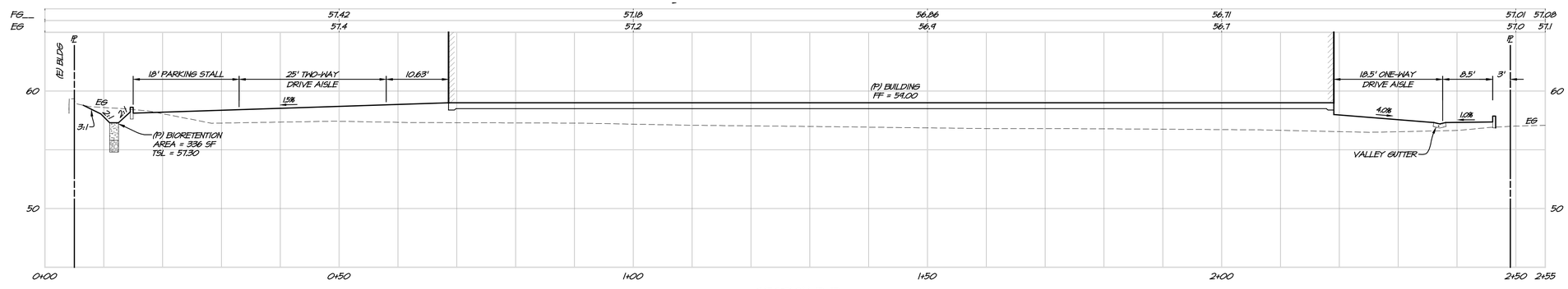


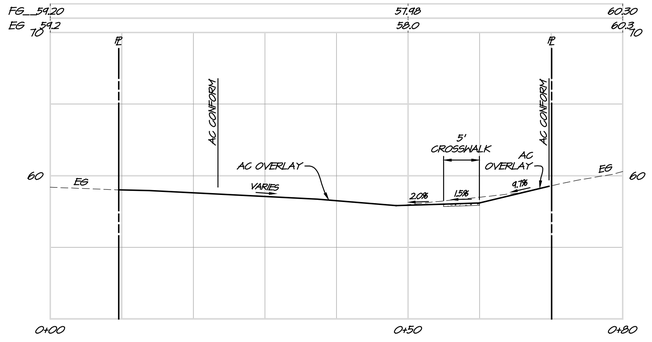
SECTION A-A

HORIZ. SCALE: 1" = 10'
VERT. SCALE: 1" = 5'



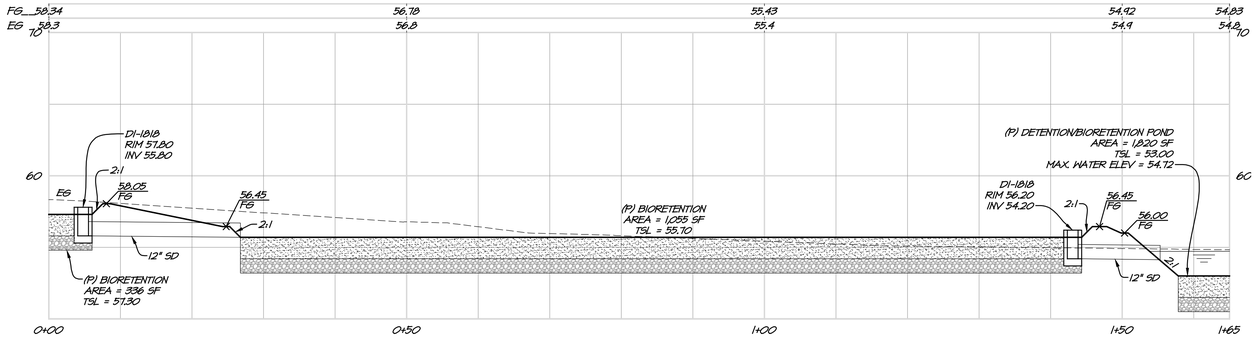
SECTION B-B

HORIZ. SCALE: 1" = 10'
VERT. SCALE: 1" = 5'



SECTION C-C

HORIZ. SCALE: 1" = 10'
VERT. SCALE: 1" = 5'



SECTION D-D

HORIZ. SCALE: 1" = 10'
VERT. SCALE: 1" = 5'

GRAPHIC SCALE

10 0 10 20

(IN FEET)
1 inch = 10 FT

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BELL PRODUCTS - DODD COURT
GRADING SECTIONS
AMERICAN CANYON CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER PAUL SARGENT WARNOCK No. 82758 Exp. 9-30-24 CIVIL ENGINEER STATE OF CALIFORNIA

DATE	MAR. 15, 2023
DRAWN	LMM
DESIGNED	EP
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JOB NO.	4122054.0

SHEET NO.
DR3.1
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FIRE FLOW REQUIREMENT - CFC TABLE B105.1(2), B105.2 & C102.1

TABLE B105.1(2) - BUILDING SIZE = 30,000 SF
CONSTRUCTION TYPE = TYPE II-B
BASE FIRE FLOW = 3,750 GPM AT 20 PSI
DURATION = 3 HOURS

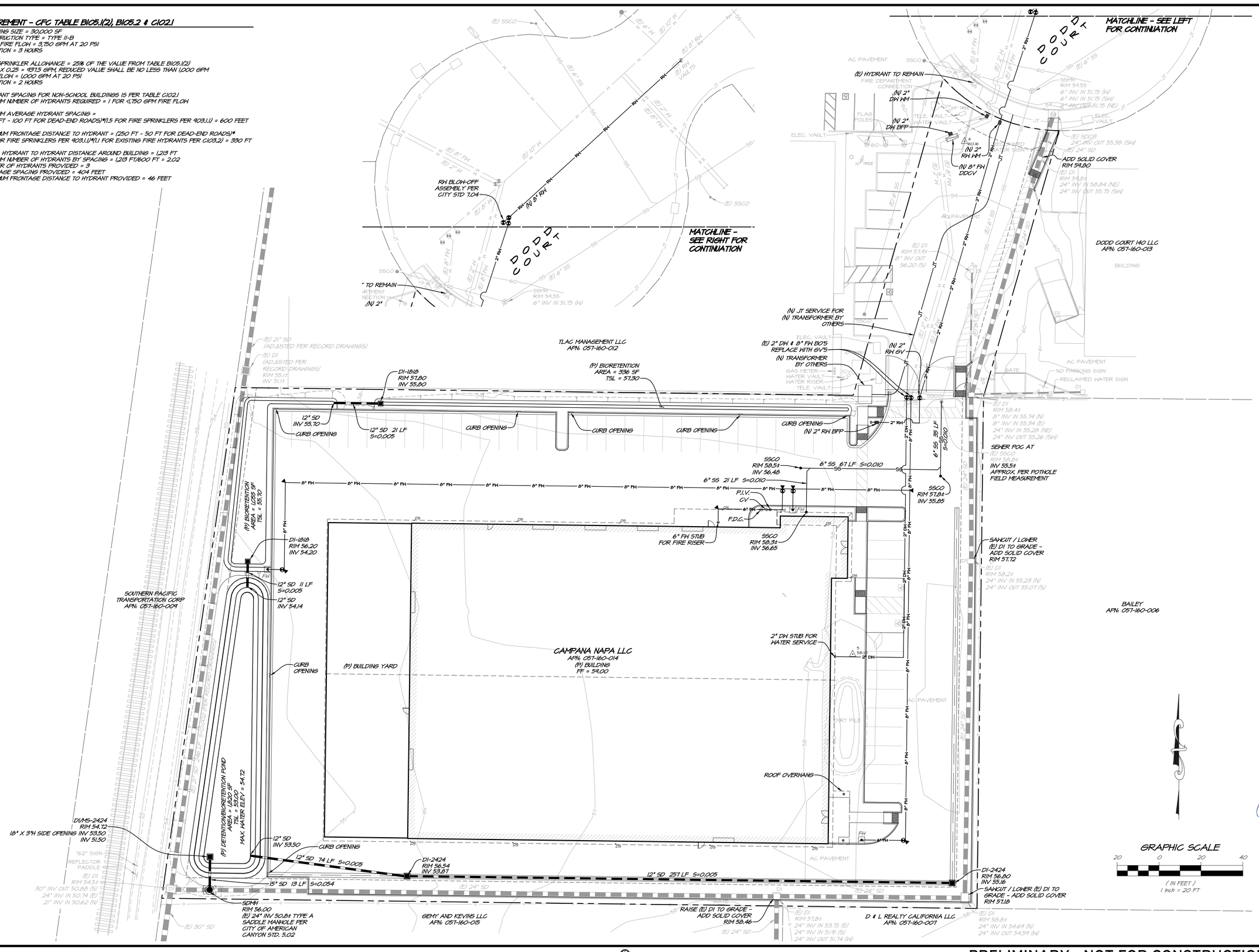
TABLE B105.2 - FIRE SPRINKLER ALLOWANCE = 25% OF THE VALUE FROM TABLE B105.1(2)
3,750 X 0.25 = 937.5 GPM, REDUCED VALUE SHALL BE NO LESS THAN 1,000 GPM
FIRE FLOW = 1,000 GPM AT 20 PSI
DURATION = 2 HOURS

TABLE C102.1 - HYDRANT SPACING FOR NON-SCHOOL BUILDINGS IS PER TABLE C102.1
MINIMUM NUMBER OF HYDRANTS REQUIRED = 1 FOR 1,1750 GPM FIRE FLOW

MINIMUM AVERAGE HYDRANT SPACING =
(500 FT - 100 FT FOR DEAD-END ROADS)*(1.5 FOR FIRE SPRINKLERS PER 903.1.1) = 600 FEET

MAXIMUM FRONTAGE DISTANCE TO HYDRANT = (250 FT - 50 FT FOR DEAD-END ROADS)*
(1.5 FOR FIRE SPRINKLERS PER 903.1.1)*(1.1 FOR EXISTING FIRE HYDRANTS PER C103.2) = 330 FT

TOTAL HYDRANT TO HYDRANT DISTANCE AROUND BUILDING = 1,213 FT
MINIMUM NUMBER OF HYDRANTS BY SPACING = 1,213 FT/600 FT = 2.02
NUMBER OF HYDRANTS PROVIDED = 3
AVERAGE SPACING PROVIDED = 404 FEET
MAXIMUM FRONTAGE DISTANCE TO HYDRANT PROVIDED = 46 FEET



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BELL PRODUCTS - DODD COURT
UTILITY PLAN
AMERICAN CANYON CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER PAUL SARGENT MARNOCHA No. 82758 Exp. 9-30-24 CIVIL ENGINEER STATE OF CALIFORNIA

DATE	MAR. 15, 2023
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SHEET NO.
DR4.0
5 OF 6 SHEETS

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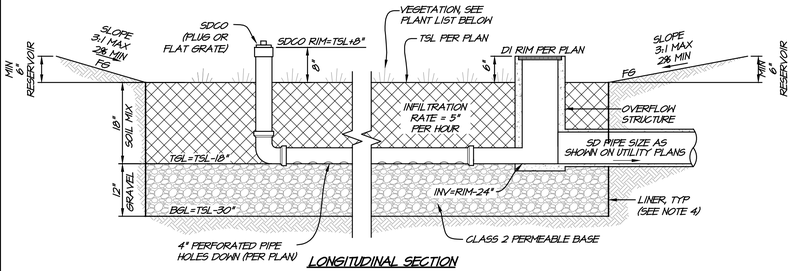


LONGITUDINAL SECTION

NOTES:
1. NO COMPACTION OF SOILS BENEATH THE FACILITY, RIP SOILS TO DEPTH OF 6" IF COMPACTED.
2. NO LINERS OR OTHER BARRIERS INTERFERING WITH INFILTRATION.
3. APPROPRIATE PLANT PALETTE FOR THE SPECIFIED SOIL MIX & MAXIMUM AVAILABLE WATER USE.
4. LINER SHALL BE 30 MIL WATERPROOF LINER, TO BE PLACED WHEN ADJACENT TO CURB OR PAVEMENT SECTION. NO LINER SHALL BE INSTALLED AT THE BOTTOM OF THE BIORETENTION AREA.

BIORETENTION PLANT LIST: REFER TO BASMAA PLANT MATRIX IN APPENDIX E (SEE LANDSCAPE PLANS)

SOIL MIX NOTE: A MIXTURE OF SAND (60%-70%) MEETING THE SPECIFICATIONS OF ASTM C33 AND COMPOST (30%-40%) PER BASMAA PHASE II SOIL MIX. ENGINEER TO CERTIFY SOIL MIX PRIOR TO INSTALLATION.

GRAVEL NOTE: "CLASS 2 PERMEABLE," CALTRANS SPECIFICATION 68-2.02F(3)

1 BIORETENTION DETAIL

NOT TO SCALE

DMA	PROPOSED IMPERVIOUS AREA (SF)	PROPOSED PERVIOUS AREA (SF)	TOTAL AREA (SF)	TREATMENT TYPE	REQUIRED BIORETENTION AREA (SF)	PROVIDED BIORETENTION AREA (SF)
DMA-1	76,342	2,036	78,428	BRF-1	3,064	3,211

PROPOSED POST CONSTRUCTION BMP's	
BMP (BEST MANAGEMENT PRACTICES)	TREATMENT AREA
1. BIORETENTION AREA (SEE DETAIL 1/DR5.0, THIS SHEET)	SEE SCP REPORT
2. NO DUMPING, DRAINS TO RIVER' STAMPING ON ANY NEW INLETS (SEE DETAIL 2/DR5.0, THIS SHEET)	ENTIRE PROJECT

NOTES

1. STAGES OF CONSTRUCTION AT WHICH CONTACTOR SHALL NOTIFY CITY AND ENGINEER FOR INSPECTION:
   - BOTTOM EXCAVATION
   - AFTER INSTALLATION OF GRAVEL LAYER AND SUBDRAINS
   - AFTER THE INSTALLATION OF SOIL MEDIA
   - AFTER FINAL LANDSCAPING AND STABILIZATION
2. CONTRACTOR SHALL SUBMIT A COPY OF ENGINEER'S LETTER STATING THAT THE EXCAVATED BIORETENTION'S HAVE BEEN VERIFIED.
3. CONTRACTOR SHALL SUBMIT A COPY OF ENGINEER'S LETTER STATING THAT THE DRAIN ROCK AND SUBDRAINS INSTALLED HAVE BEEN VERIFIED.
4. CONTRACTOR SHALL SUBMIT A COPY OF ENGINEER'S LETTER STATING THAT THE SOIL MEDIA INSTALLED HAS BEEN VERIFIED.
5. CONTRACTOR SHALL SUBMIT A COPY OF SOIL MIX CERTIFICATION PACKAGE FOR EACH BIORETENTION FACILITY.
6. CONTRACTOR SHALL SUBMIT A COPY OF APPENDIX B FROM THE BASMAA POST CONSTRUCTION MANUAL FOR EACH BIORETENTION FACILITY.
7. CONTRACTOR SHALL SUBMIT A COPY OF ENGINEER'S LETTER STATING THAT BIORETENTION'S AND/OR POST BMP STORMWATER TREATMENT DEVICES ARE CONSTRUCTED PER APPROVED PLANS AND FUNCTIONING AS DESIGNED.

2 CATCH BASIN MARKER

NOT TO SCALE

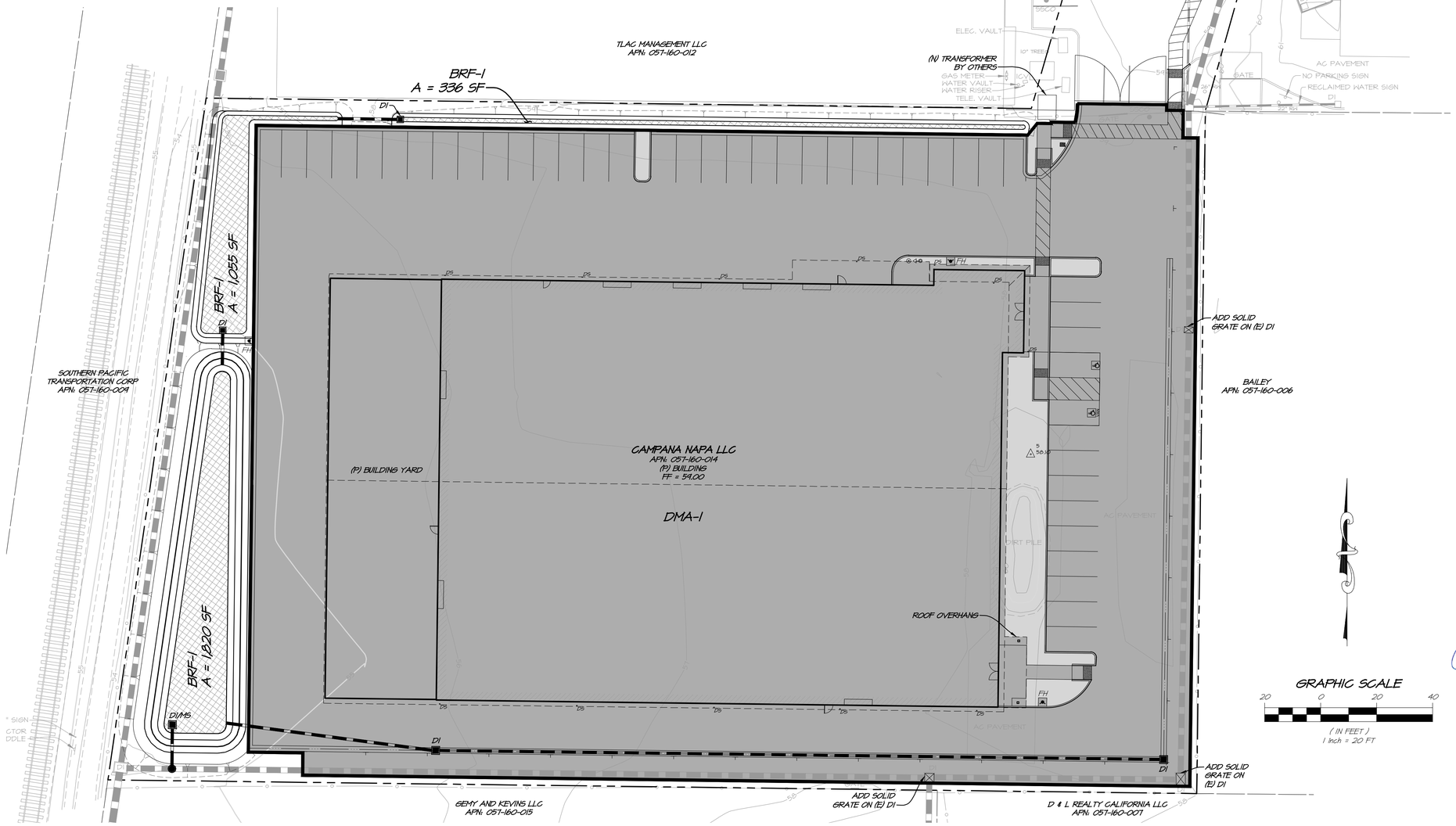
3 NOT USED

NOT TO SCALE

LEGEND

- DMA BOUNDARY
- IMPERVIOUS AREA
- PERVIOUS AREA
- BIORETENTION
- STORM DRAIN PIPE

HYDROLOGIC SOIL GROUP FOR THE SITE:
MAP UNIT SYMBOL: 116
MAP UNIT NAME: CLEAR LAKE CLAY
RATING: GROUP D



GRAPHIC SCALE
20 0 20 40
(IN FEET)
1 inch = 20 FT

NO.	DATE	REVISIONS	BY	APP'D

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BELL PRODUCTS - DODD COURT
STORMWATER CONTROL PLAN
AMERICAN CANYON CALIFORNIA

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REGISTERED PROFESSIONAL ENGINEER
PAUL SARGENT WARNER
No. 82758
Exp. 9-30-24
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE	MAR. 15, 2023
DRAWN	LMM
DESIGNED	EP
CHECKED	PSW
JOB NO.	4122054.0

SHEET NO.
DR5.0
6 OF 6 SHEETS

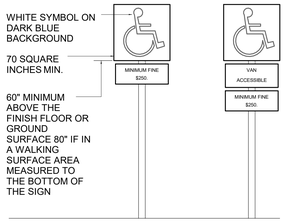
PRELIMINARY - NOT FOR CONSTRUCTION

GENERAL NOTES

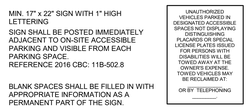
1. CONTRACTOR SHALL NOTIFY ARCHITECT/ENGINEER OF ALL DISCREPANCIES AND EXCEPTIONS BEFORE PROCEEDING WITH ANY WORK.
2. 68 PARKING SPACES PROVIDED:
   A. PER AMERICAN CANYON MUNICIPAL CODE, TABLE 19.21.030(A)
      - BUSINESS TOTAL: 12,437 /300 = 41 PARKING SPACES
      - WAREHOUSE TOTAL: 23,842 / 1000 = 24 PARKING SPACES
      = 65 TOTAL PARKING REQUIRED
   A. TWO (2) REQUIRED EV CHARGING SPACES PER CALGREEN TABLE 5.106.5.3.3.
   B. TWO (2) ACCESSIBLE PARKING STALL SPACES REQUIRED, INCLUDING ONE (1) VAN ACCESSIBLE SPACE PER CBC 11B-208.
   C. ALLOWABLE COMPACT PARKING SPACES PER AMERICAN CANYON MUNICIPAL CODE TABLE 19.21.030 (D), 20% ALLOWED WHERE:
      - COMPACT = 8' X 16' (2 PROVIDED)
      - STANDARD = 9' X 18' (40 PROVIDED)
      - PARALLEL = 9' x 22' (24 PROVIDED)
3. REQUIRED NUMBER OF BICYCLE PARKING SPACES
   - = 5 PER AMERICAN CANYON MUNICIPAL CODE 19.21.050
4. 3 PARKING STALLS TO BE DESIGNATED PARKING FOR CLEAN AIR VEHICLES PER CALGREEN TABLE 5.106.5.2. SPACE MUST BE MARKED WITH "CLEAN AIR/ VANPOOL/EV" PER CALGREEN 5.106.5.2.1
5. OUTDOOR LIGHTING DARK SKY AND BUG RATING COMPLIANT PER CALGREEN 5.106.8.1.
6. ALL LOT SETBACKS PER AMERICAN CANYON MUNICIPAL CODE § 19.14.060.
   - FRONT YARD: MIN 45' = N/A NO SIDES ADJACENT TO A STREET
   - SIDE/REAR REQ.: NONE
7. CONCRETE SLABS-ON-GRADE FOR STRUCTURES, NOT SUBJECT TO VEHICLE LOADING, SHOULD BE A MINIMUM OF 5 INCHES THICK PER GEOTECHNICAL REPORT, SEE § 6.10.2 (GEOCON CONSULTANTS, INC.) STRUCTURAL TO BE COORDINATED PER GEOTECHNICAL REPORT.
8. INTERIOR SLABS SHOULD ALSO BE UNDERLAIN BY 3 INCHES OF ½-INCH OR ¾-INCH CRUSHED ROCK WITH NO MORE THAN 5 PERCENT PASSING THE NO. 200 SIEVE TO SERVE AS A CAPILLARY BREAK. SEE GEOTECHNICAL REPORT, § 6.10.3.
9. CRACK CONTROL JOINTS FOR SLABS-ON-GRADE SHOULD BE SPACED AT INTERVALS NOT GREATER THAN 10 FEET FOR 5-INCH SLABS AND SHOULD BE CONSTRUCTED USING SAW-CUTS OR OTHER METHODS AS SOON AS PRACTICAL FOLLOWING CONCRETE PLACEMENT. CRACK CONTROL JOINTS SHOULD EXTEND A MINIMUM DEPTH OF ONE-FOURTH THE SLAB THICKNESS. CONSTRUCTION JOINTS SHOULD BE DESIGNED BY THE PROJECT STRUCTURAL ENGINEER. SEE GEOTECHNICAL REPORT, § 6.10.5.
10. A VAPOR BARRIER MEETING ASTM E 1745-09 CLASS C REQUIREMENTS MAY BE PLACED DIRECTLY BELOW THE SLAB, WITHOUT A SAND CUSHION. TO REDUCE THE POTENTIAL FOR PUNCTURES, A HIGHER QUALITY VAPOR BARRIER (15 MIL, CLASS A OR B) SHOULD BE USED. THE VAPOR BARRIER, IF USED, SHOULD EXTEND TO THE EDGES OF THE SLAB, AND SHOULD BE SEALED AT ALL SEAMS AND PENETRATIONS. SEE GEOTECHNICAL REPORT, § 6.11.2.
11. THE CONCRETE WATER/CEMENT RATIO SHOULD BE AS LOW AS POSSIBLE. THE WATER/CEMENT RATIO SHOULD NOT EXCEED 0.45 FOR CONCRETE PLACED DIRECTLY ON THE VAPOR BARRIER. MIDRANGE PLASTICIZERS COULD BE USED TO FACILITATE CONCRETE PLACEMENT AND WORKABILITY. SEE GEOTECHNICAL REPORT, § 6.11.3.
12. PROPER FINISHING, CURING, AND MOISTURE VAPOR EMISSION TESTING SHOULD BE PERFORMED IN ACCORDANCE WITH THE LATEST GUIDELINES PROVIDED BY THE AMERICAN CONCRETE INSTITUTE, PORTLAND CEMENT ASSOCIATION, AND ASTM. SEE GEOTECHNICAL REPORT, § 6.11.4.
13. EXTERIOR SLABS, NOT SUBJECT TO TRAFFIC LOADS, SHOULD BE AT LEAST 4 INCHES THICK AND REINFORCED WITH NO. 3 STEEL REINFORCING BARS PLACED 18 INCHES ON CENTER IN BOTH HORIZONTAL DIRECTIONS, POSITIONED NEAR THE SLAB MIDPOINT. RECOMMENDED AT LEAST 12 INCHES OF CLASS 2 AGGREGATE BASE (AB) COMPACTED TO AT LEAST 95% RELATIVE COMPACTION BE USED BELOW EXTERIOR SLABS. PRIOR TO PLACING AB, THE SUBGRADE SHOULD BE MOISTURE CONDITIONED TO AT LEAST 2 PERCENT ABOVE OPTIMUM MOISTURE AND PROPERLY COMPACTED TO AT LEAST 88% RELATIVE COMPACTION (MINIMUM 90 PERCENT COMPACTION AT NEAR OPTIMUM MOISTURE WHERE FILL MATERIALS ARE PREDOMINANTLY SANDS OR GRAVELS). SEE GEOTECHNICAL REPORT, § 6.14.1.
14. SIDEWALK, CURB, GUTTER, AND DRIVEWAY ENCROACHMENTS SHOULD BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE LATEST CITY OF AMERICAN CANYON STANDARDS, AND SHOULD ALSO INCORPORATE THE RECOMMENDATIONS PRESENTED HEREIN, WHERE APPLICABLE. SEE GEOTECHNICAL REPORT, § 6.14.2.
15. CRACK CONTROL JOINTS FOR SLABS-ON-GRADE SHOULD BE SPACED AT INTERVALS NOT GREATER THAN 8 FEET FOR 4-INCH SLABS AND SHOULD BE CONSTRUCTED USING SAW-CUTS OR OTHER METHODS AS SOON AS PRACTICAL FOLLOWING CONCRETE PLACEMENT. CRACK CONTROL JOINTS SHOULD EXTENA MINIMUM DEPTH OF ONE-FOURTH THE SLAB THICKNESS. CONSTRUCTION JOINTS SHOULD BE DESIGNED BY THE PROJECT STRUCTURAL ENGINEER. SEE GEOTECHNICAL REPORT, § 6.14.4.

KEYNOTES

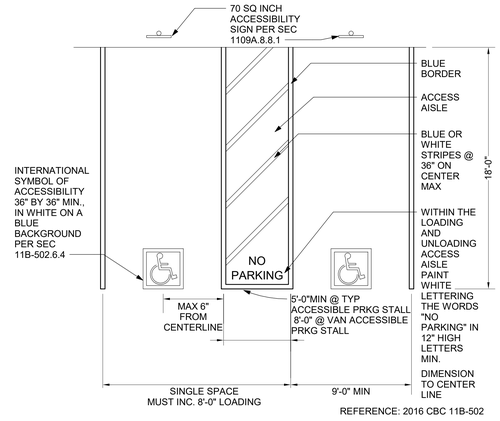
1 (N) TRANSFORMER BY OTHERS. SEE CIVIL.
2 (E) DRAIN INLET. SEE CIVIL.
3 EXISTING TREE AT CURBED ISLAND
4 EXISTING LOADING DOCK AT ADJACENT PARCEL (SHARED EASEMENT OVER PROPERTY LINE)
5 EXISTING TRASH ENCLOSURE FROM ADJACENT LOT
6 ACCESS TO PUBLIC RIGHT OF WAY: PEDESTRIAN WALKING PATH WITH PAINTED OUTLINE ALONG PROPERTY LINE AND EXITING SHARED EASEMENT. SEE CIVIL FOR EXISTING DRAINAGE AND REPAVING AREA EXTENTS.
7 PROPOSED DETENTION/BIORETENTION POND, SEE CIVIL.
8 PROPOSED BIORETENTION, SEE CIVIL.
9 EXISTING ELECTRICAL VAULT
10 EXISTING TELE VAULT
11 BIKE RACK
12 (N) CONDENSER PAD (4'X5'), 2'-3' FROM EXTERIOR WALL. 30" APART. AVOID WINDOW LOCATIONS. CONDENSER BY OTHERS.



3 ACCESSIBLE PARKING SIGNS DETAIL
1 1/2" = 1'-0"

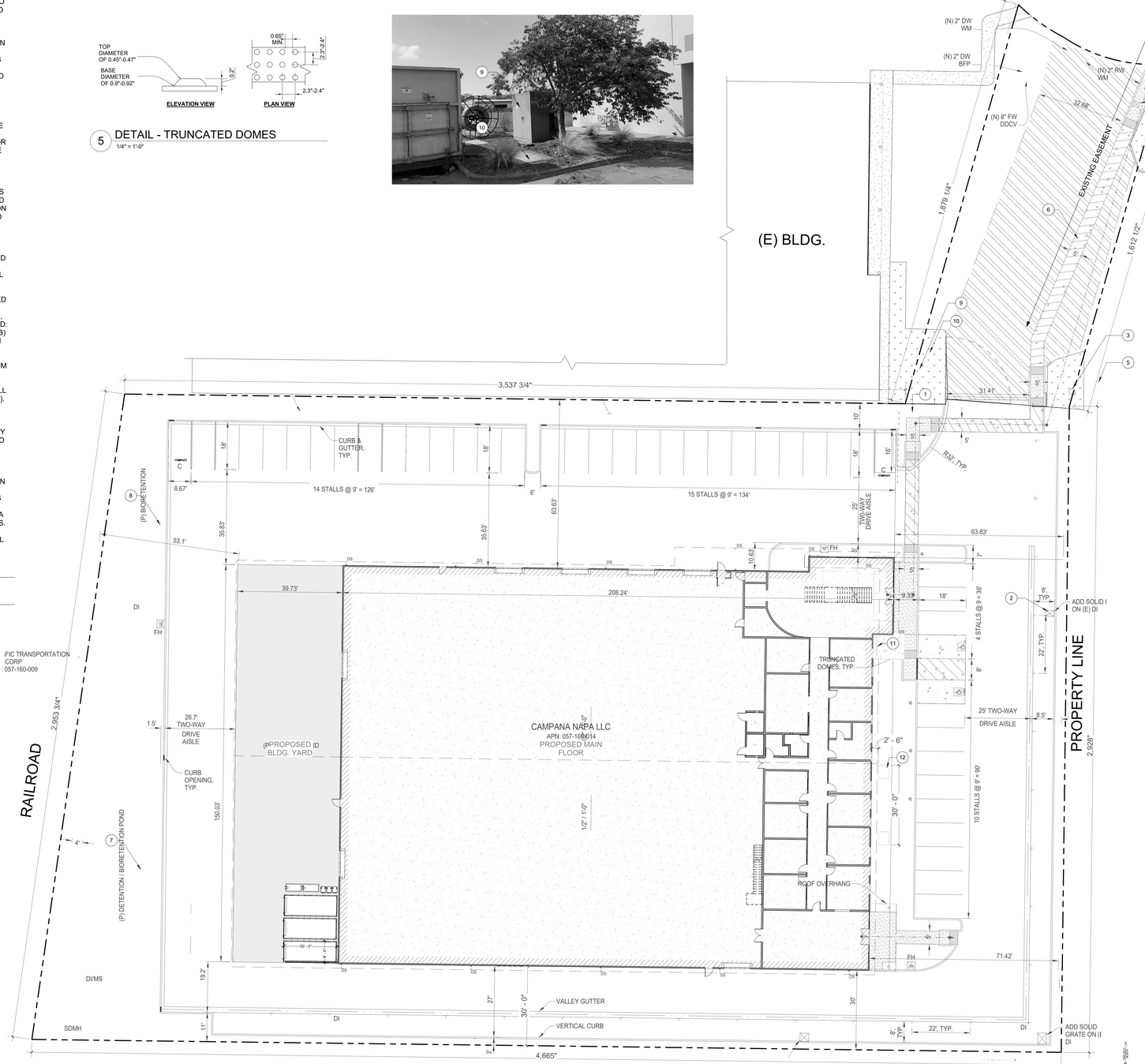


4 ACCESSIBLE PARKING SIGN
NTS



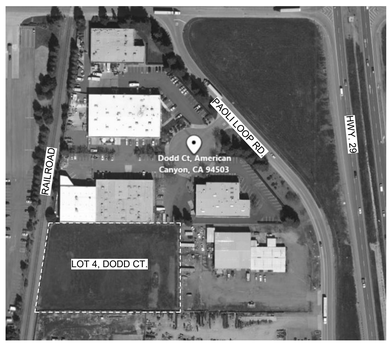
2 TYPICAL ACCESSIBLE PARKING DETAILS
1/4" = 1'-0"

5 DETAIL - TRUNCATED DOMES
1/4" = 1'-0"



1 PROPOSED SITE PLAN
1/16" = 1'-0"

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



00 LOT 4, DODD CT. - VICINITY MAP
NTS

Napa Design Partners
Architecture Interiors Planning Preservation
Stephen R. Cuddy
AIA, LEED AP, CHRIS
Sarah A. Marshall
AIA, SARA
Jill N. Andrews
ASID, NCIDQ, CID
855 Bordeaux Way, Suite 250
Napa, CA 94558
707-275-5000
NapaDesignPartners.com

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722 SOSCOL AVE.
NAPA CA 94558
CAMPANA LLC.

PROJECT NAME:

BELL PRODUCTS INC.
(LOT 4) 130 DODD CT.
AMERICAN CANYON, CA
94503

APN#: 057-160-014

ARCHITECT'S STAMP:

REVISION SCHEDULE:

#	DESCRIPTION	DATE

PLANNING

BELL PRODUCTS INC. | PLANNING SUBMITTAL

PROJECT NUMBER: 21-040
SUBMITTAL DATE: 2022-12-26
PRINT DATE: 2023-03-24

PROPOSED SITE PLAN

A1.0

BELL PRODUCTS INC.
APN:057-160-014

CAMPANA LLC.

(LOT 4) 130 DODD CT.

NOTICE: ORIGINAL SHEET SIZE E (36" X 48")
DO NOT SCALE DRAWINGS, USE DIMENSIONS SHOWN.

PLAN NOTES

A. CONTRACTOR SHALL NOTIFY THE ARCHITECT/ ENGINEER OF ALL DISCREPANCIES AND EXCEPTIONS BEFORE PROCEEDING WITH ANY WORK.

B. PER CBC 11B-502.6 PARKING SPACE IDENTIFICATION SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH SECTION 11B-703.7.2.1 IN WHITE ON A BLUE BACKGROUND. SIGNS IDENTIFYING VAN PARKING SPACES SHALL CONTAIN ADDITIONAL LANGUAGE OR AN ADDITIONAL SIGN WITH THE DESIGNATION "VAN ACCESSIBLE". SIGNS SHALL BE 60 INCHES (1524 MM) MINIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE MEASURED TO THE BOTTOM OF THE SIGN.

C. PARKING IDENTIFICATION SIGNS SHALL BE REFLECTORIZED WITH A MINIMUM AREA OF 70 SQUARE INCHES PER CBC 11B-502.6.1

D. ADDITIONAL LANGUAGE OR AN ADDITIONAL SIGN BELOW
THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL STATE "MINIMUM FINE $250" PER CBC 11B-502.6.2

E. THE ADDITIONAL SIGN SHALL NOT BE LESS THAN 17 INCHES WIDE BY 22 INCHES HIGH.

TABLE 11B-228.3.2.1
ELECTRIC VEHICLE CHARGING STATIONS FOR PUBLIC USE AND COMMON USE

TOTAL NUMBER OF EVCS AT A FACILITY[1]	MINIMUM NUMBER (by type) OF EVCS REQUIRED TO COMPLY WITH SECTION 11B-812[2]		
	Van Accessible	Standard Accessible	Ambulatory
1 to 4	1	0	0
5 to 25	1	1	0
26 to 50	1	1	1
51 to 75	1	2	2
76 to 100	1	3	3
101 and over	1, plus 1 for each 300, or fraction thereof, over 100	3, plus 1 for each 60, or fraction thereof, over 100	3, plus 1 for each 50, or fraction thereof, over 100

1. Where an EV charger can simultaneously charge more than one vehicle, the number of EVCS provided shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

Type Mark	PARKING STALL TYPE
S	STANDARD PARKING STALL

Grand total: 40

Type Mark	PARKING STALL TYPE
A	ACCESSIBLE

Grand total: 2

Type Mark	PARKING STALL TYPE
C	STANDARD PARKING STALL

Grand total: 2

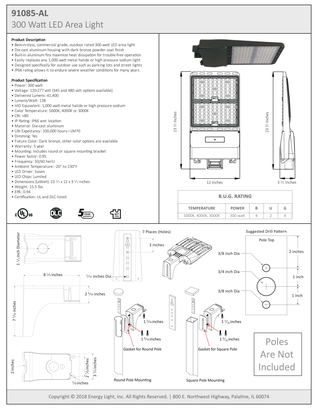
Type Mark	PARKING STALL TYPE
P	PARALLEL PARKING

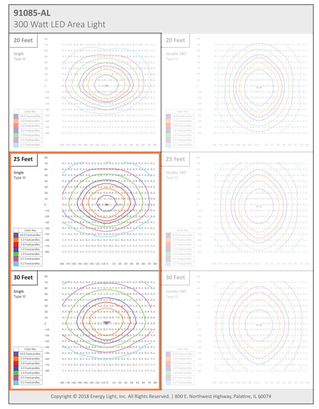
Grand total: 24

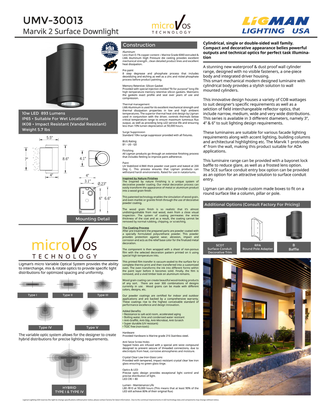
EXTERIOR LIGHTING SCHEDULE.

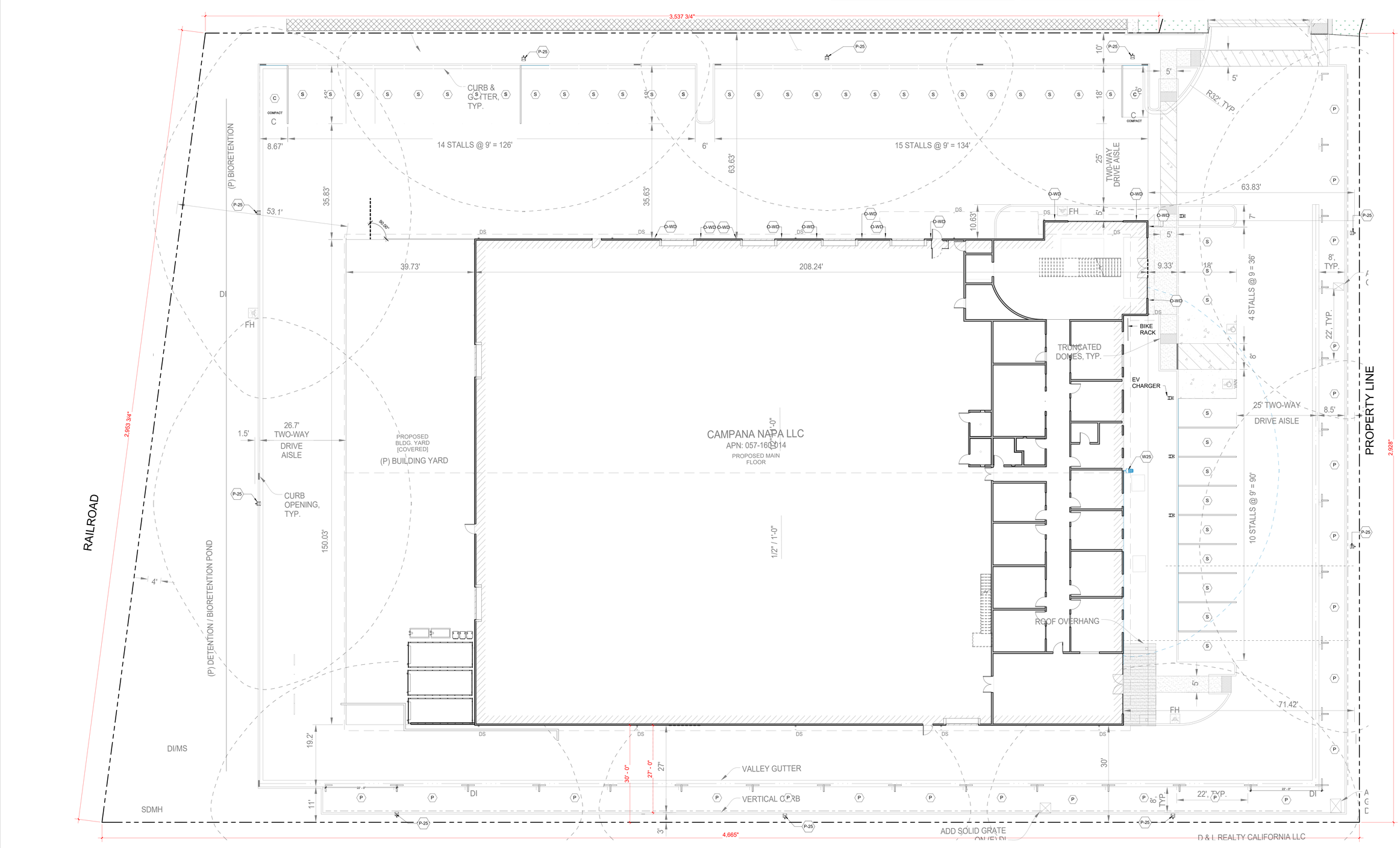
TYPE	MODEL	COUNT	MOUNT	MFR.	HEIGHT	FINISH	LUMENS	WATT'G	COLOR TEMP	BUG RATING
O-WD	UMV-30013	21	FACADE WALL MOUNT	LIGMAN	7' - 0"	BLACK		10W		1-0- 0
P-25	91085-AL	10	POLE MOUNT	ENERGY LIGHT, INC.	25' - 0"	DARK BRONZE	5770LM	300W	3000 K	4-2-4
W25	91085-AL	1	WALL MOUNT	ENERGY LIGHT INC.	25' - 0"	DARK BRONZE	5770LM	300W		4-2-4

Grand total: 32









2 PROPOSED PARKING & OUTDOOR LIGHTING EXHIBIT
1" = 10'-0"

NOTICE: ORIGINAL SHEET SIZE E (36" X 48")
DO NOT SCALE DRAWINGS, USE DIMENSIONS SHOWN.

161

Napa Design Partners
Architecture Interiors
Planning Preservation
Stephen R. Cuddy
AIA, LEED AP, CHRIS
Sarah A. Marshall
AIA, SARA
Jill N. Andrews
ASID, NCIDQ, CID
855 Bordeaux Way, Suite 250
Napa, CA 94558
707-275-5000
NapaDesignPartners.com

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AMERICAN CANYON, CA
94503

APN#: 057-160-014

ARCHITECT'S STAMP:

REVISION SCHEDULE:

#	DESCRIPTION	DATE
1	Pc1 PL22-0037	2023-03-23

PLANNING

BELL PRODUCTS INC. | PLANNING SUBMITTAL
PROJECT NUMBER: 21-040
SUBMITTAL DATE: 2022-12-26
PRINT DATE: 2023-03-24

PARKING & PHOTOMETRIC EXHIBIT - PROPOSED

A1.3

BELL PRODUCTS INC.
APN:057-160-014

CAMPANA LLC.

(LOT 4) 130 DODD CT.

PLAN NOTES

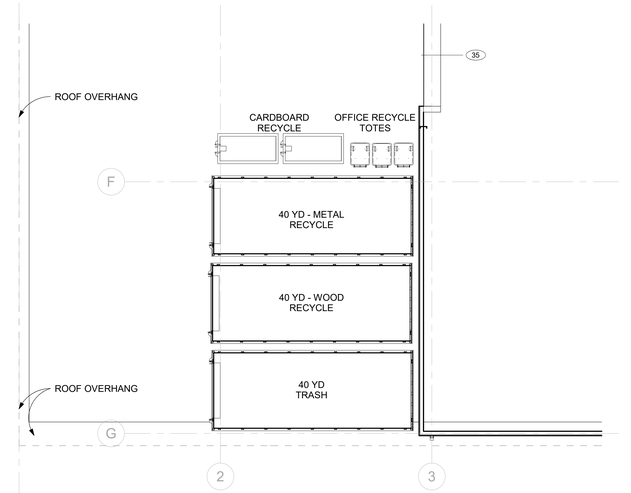
1. U.O.N., DIMENSIONS ARE TO BE TO COLUMN ℄, FACE OF CMU, OUTSIDE FACE OF STUDS AT EXT. WALLS, AND ℄ OF STUDS AT INT. WALLS.
2. ALL FIRE AND/OR SMOKE RATED PARTITIONS SHALL EXTEND FROM FINISH FLOOR TO WHERE THEY MAY BE SEALED -SUCH AS THE UNDERSIDE OF THE STRUCTURE OR DECK- AND BE ENTIRELY SEALED OFF WITH SAFING MATERIALS. THEY SHALL BE LABELED ACCORDINGLY IN COMPLIANCE WITH ALL CODES AND REGULATIONS IN ORDER TO PROTECT ALL OPENINGS IN FIRE AND SMOKE BARRIERS. STENCIL EVERY 10'-0" MAX.
3. WALL ACCESSORIES SUCH AS FIRE EXTINGUISHER, CABINETS, PAPER TOWEL DISPENSER, ETC., SHALL BE INSTALLED IN SUCH A MANNER THAT SHALL NOT REDUCE THE FIRE RATING OF THE WALL.
4. GC SHALL COORD. VERIFICATION OF (E) ELEVATIONS AND ADVISE THE ARCHITECT OF ANY DISCREPANCIES.
5. ALL SOUND RATED (STC) WALLS OR PARTITIONS SHALL HAVE A CLOSURE GASKET AT TOP, BOTTOM, AND SIDES WHERE A SOUND LEAK WOULD OTHERWISE EXIST. ALL PENETRATIONS THROUGH SUCH PARTITIONS SHALL IN THEMSELVES BE GASKETED AND SEALED ALONG THE PENETRATION PERIMETER.
6. GC AND ALL TRADE CONTRACTORS SHALL BE ADVISED THAT ALL CAMPUS AREAS OTHER THAN THE AREAS DESIGNATED FOR REQUIRING WORK SHALL BE "OFF LIMITS". THE CONTRACTOR SHALL COORDINATE THE PROVISION OF TOILET FACILITIES, ETC. FOR USE BY TRADE CONTRACTORS.
7. PROVIDE 2X8 BLOCKING AS REQUIRED BEHIND WALL-HUNG ITEMS TO SUPPORT ALL FASTENERS AND ANCHORING DEVICES. REFER TO PLANS FOR MILLWORK AND EQUIPMENT. COORDINATE BLOCKING LOCATIONS W/ OWNER FOR FUTURE WALL HUNG ELEMENTS.
8. AREAS OF EXISTING CONSTRUCTION THAT ARE AFFECTED BY RENOVATIONS SHALL BE THOROUGHLY CLEANED PRIOR TO SUBSTANTIAL COMPLETION.
9. CONTRACTOR SHALL COORDINATE THE PROVISION OF "KNOX BOX" AS REQUIRED BY LOCAL FIRE MARSHAL. COORDINATE LOCATION WITH FIRE MARSHAL AND ARCHITECT. BOX TO BE RECESSED IN WALL.
10. GC SHALL PROVIDE BLOCKING IN WALL FOR TV. PROVIDE "T" BOX, "B" BOX & EXTEND ASSOCIATED CONDUIT TO A POINT ABOVE CEILING (SEE ELECT FOR RACEWAY SIZE & CONFIG).
11. PROVIDE TACTILE SIGNAGE FOR OCCUPANCY IN ROOMS WITH AN O.L. ≥ 50 OCC.
12. WALL TYPES THAT ARE NOT FIRE RATED AND ARE IN OR ADJACENT TO ROOMS WITH ACOUSTICAL CEILINGS, THE DRYWALL AND INSULATION CAN STOP 6-INCHES ABOVE THE CEILING.
13. WALL TYPES THAT ARE NOT FIRE RATED AND ARE IN ROOMS WITH DRYWALL CEILINGS, CAN BE FRAMED TO THE BOTTOM OF THE GYPSUM BOARD CEILING.
14. SEE DETAIL 8/A5.2 FOR ALL INTERSECTIONS AT RATED PARTITIONS.
15. WALL MOUNTED AC UNITS AT ROOMS AV-113, EQUIP-115 & IT-158. SUSPENDED MOUNT AC UNIT AT: AV-112. INSTALL PER MFR SPECS. COORDINATE WITH ACE HEATING & COOLING.
16. FIRE RESISTIVE CONSTRUCTION THROUGHOUT: (I.E. WALL TYPE C) PER CBC 2016: REFERS TO THAT PROPERTY OF MATERIALS OR THEIR ASSEMBLIES THAT PREVENTS OR RETARDS THE PASSAGE OF EXCESSIVE HEAT, HOT GASES OR FLAMES UNDER CONDITIONS OF USE. | JOINTS OF MATERIALS TO BE FIRE TAPED (MINIMUM) AS TO NOT LEAVE GAPS BETWEEN MATERIALS. ADD INSULATION TO WALL CAVITY AS TO BLOCKS VERTICAL CHASES TO SLOW DOWN THE SPREAD OF A FIRE & PREVENT "CHIMNEY EFFECT".
17. FIRE PARTITION: (I.E. WALL TYPE A) PER CBC 2016: A VERTICAL ASSEMBLY OF MATERIALS DESIGNED TO RESTRICT THE SPREAD OF FIRE IN WHICH OPENINGS ARE PROTECTED. | USE FIRE RETARDANT MATERIALS OR MATERIALS THAT DO NOT REPRESENT FUEL TO A FIRE (I.E. METAL STUDS, TYPE 'X' DRYWALL, INSULATION, ETC.) ANY PENETRATIONS MUST BE SEALED (FIRE CAULKING OR GASKETS) AND/OR PROTECTED (FIRE DAMPERS).

PARTITION LEGEND

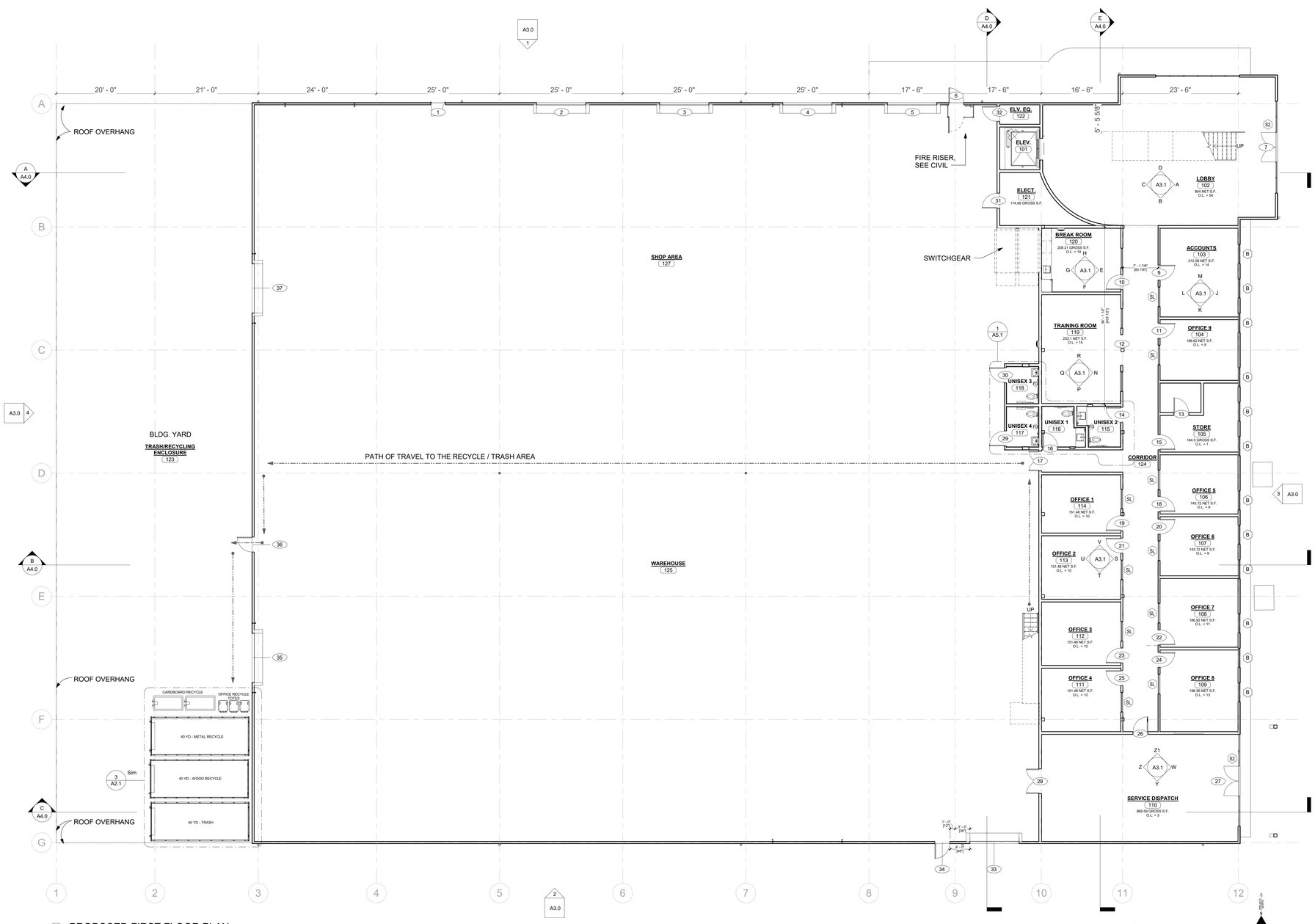
LEGEND NOTES:

- GRAPHICS ARE FOR VISUAL REFERENCE ONLY, SEE STRUCTURAL 1/S1.2 FOR MEMBER SIZING.
- FIRE RESISTANT CONSTRUCTION THROUGHOUT
- FIRE SEPARATION, 1 HR RATED.
- SEE A5.2 SERIES SHEETS FOR WALL TYPES & DETAILS.
- CONSULT DISCREPANCIES WITH ENGINEER AND/OR ARCHITECT.

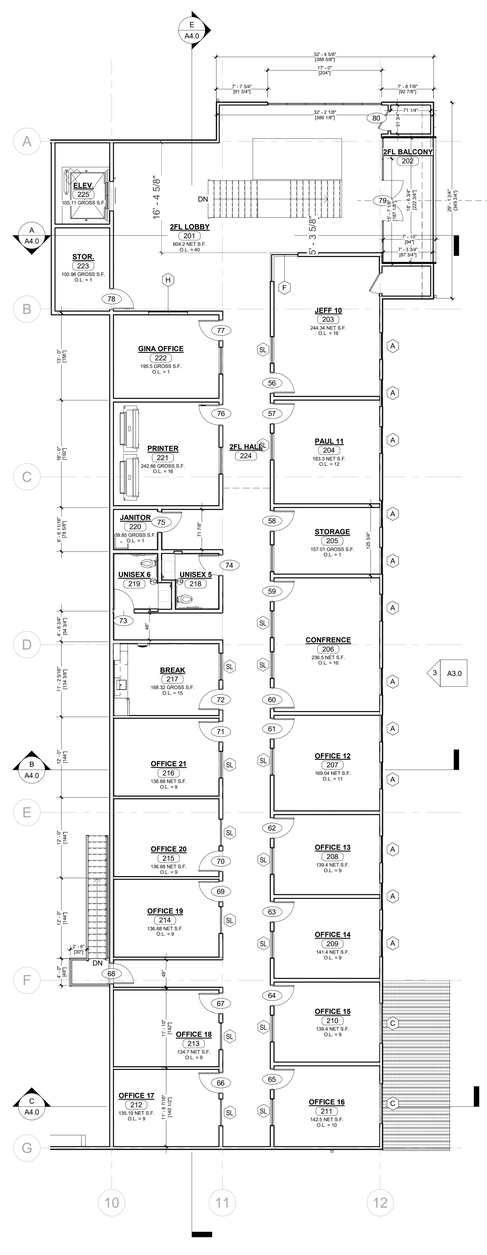
KEYNOTES



1 3 ENLARGED VIEW - TRASH BIN AREA
3/16" = 1'-0"



1 PROPOSED FIRST FLOOR PLAN
1/8" = 1'-0"



2 MEZZANINE
1/8" = 1'-0"

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

Napa Design Partners
Architecture Interiors
Planning Preservation
Stephen R. Cuddy
AIA, LEED AP, CHRIS
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Jill N. Andrews
ASID, NCIDQ, CID
855 Bordeaux Way, Suite 250
Napa, CA 94558
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NapaDesignPartners.com

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PLANNING

REVISION SCHEDULE:

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1	Pc1 PL22-0037	2023-03-23

BELL PRODUCTS INC. | PLANNING SUBMITTAL

PROJECT NUMBER: 21-040
SUBMITTAL DATE: 2022-12-26
PRINT DATE: 2023-03-24

PROPOSED FLOOR PLANS

A2.1

NOTICE: ORIGINAL SHEET SIZE E (36" X 48")
DO NOT SCALE DRAWINGS, USE DIMENSIONS SHOWN.

PLAN NOTES

RAINFALL INTENSITY (IN/HR): 3.9
BASED ON RAINFALL AVERAGES IN SACRAMENTO, CALIFORNIA (100 YEARS)

ROOF RAINFALL DESIGN AREA (FT²): 39,610.00
* AREA OF LARGEST ROOF SERVING A SINGLE GUTTER SYSTEM
DESIGN AREA MANUALLY ENTERED BY USE

GUTTER IN LINEAL FT: 243
* LENGTH AT LARGEST ROOF SERVING A SINGLE GUTTER SYSTEM

GUTTER LENGTH SERVING SINGLE DS (FT.): 49
*ASSUMPTION: DOWNSPOUTS ARE EQUALLY SPACED
*MAXIMUM GUTTER LENGTH TO BE SERVED BY A DOWNSPOUT IS 50FT PER SMACNA ASMM
*M (DEPTH TO WIDTH RATIO): 0.75

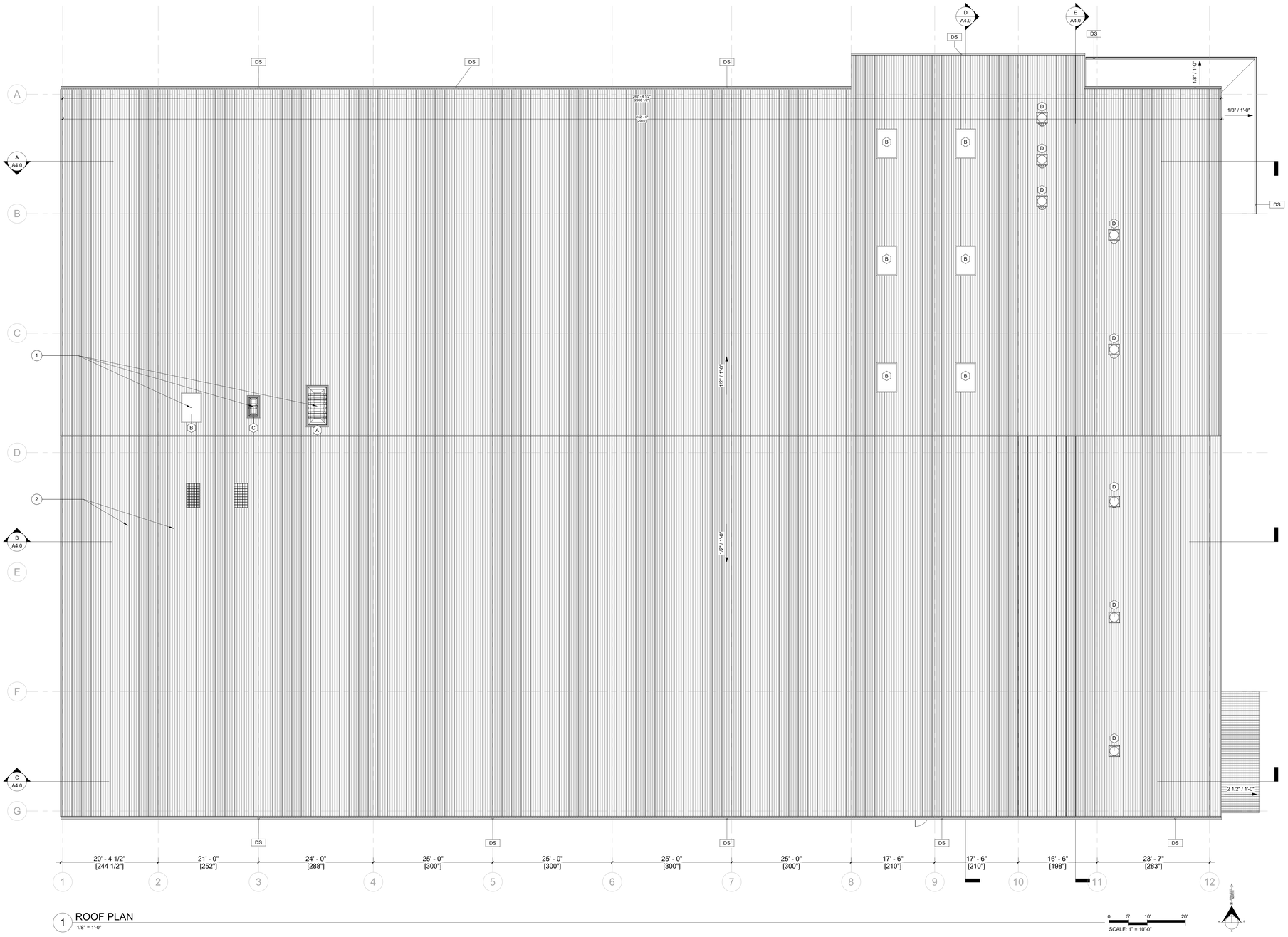
SLOPED GUTTERS:
*PER TABLE 1-4 ON PAGE 1.6 OF SMACNA ASMM
*HALF ROUND SIZED ONLY - CAPACITY OF A SLOPED RECTANGULAR GUTTER MAY BE APPROXIMATED BY USING A GUTTER CROSS SECTION AREA NOT LESS THAN THAT OF A SEMICIRCULAR GUTTER AND A DEPTH TO WIDTH RATIO OF AT LEAST 0.75.

MIN. GUTTER WIDTH (IN.): 9.5
MIN. GUTTER DEPTH (IN.): 7.5
OF DOWNSPOUTS: 5

ADDITIONAL DOWNSPOUTS:
*TO REDUCE SIZE OF GUTTER AND DOWNSPOUTS ADDITIONAL DOWNSPOUTS CAN BE ADDED
MIN. AREA PER DS (IN²): 25.55
MIN. DS SIZE (IN): 6
*PER TABLE 1-3 ON PAGE 1.4 OF SMACNA ASMM

KEY NOTES

1 COORDINATE NATURAL DAYLIGHT NEEDS WITHIN MANUFACTURING AREAS WITH CLIENT. SKYLIGHT LOCATIONS AND TYPE TBD
2 SOLAR TBD.



1 ROOF PLAN
1/8" = 1'-0"

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Planning Preservation
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Sarah A. Marshall
AIA, SARA
Jill N. Andrews
ASID, NCIDQ, CID
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OWNER:

CAMPANA, LLC
722 SOSCOL AVE.
NAPA CA 94558
CAMPANA LLC.

PROJECT NAME:

BELL PRODUCTS INC.
(LOT 4) 130 DODD CT.
AMERICAN CANYON, CA
94503

APN#: 057-160-014

ARCHITECT'S STAMP:

BELL PRODUCTS INC.
APN:057-160-014

CAMPANA LLC.

(LOT 4) 130 DODD CT.

REVISION SCHEDULE:

#	DESCRIPTION	DATE

PLANNING

BELL PRODUCTS INC. | PLANNING SUBMITTAL

PROJECT NUMBER: 21-040
SUBMITTAL DATE: 2022-12-26
PRINT DATE: 2022-12-26

PROPOSED ROOF PLAN

A2.3

NOTICE: ORIGINAL SHEET SIZE E (30" X 42")
DO NOT SCALE DRAWINGS. USE DIMENSIONS SHOWN.

GENERAL NOTES

1. MAX. BUILDING HEIGHT 40' PER AMGYN MUNI CODE (G.I) TABLE 19.14.060
2. BUILDING ADDRESS IDENTIFICATION TO BE PROVIDED PER CBC SECTION 502.1 (BY OTHERS).

PROPOSED MATERIAL SCHEDULE	
MARK	DESCRIPTION
M1	VERTICAL MTL SIDING - ASH GRAY
M2	HORIZONTAL MTL SIDING - SLATE GRAY
M3	HORIZONTAL MTL SIDING - CHARCOAL GRAY
P6	PAC-CLAD MATTE BLACK
R7	MTL ROOF - SLATE GRAY
S8	MATTE BLACK STOREFRONT
W4	WD SIDING CLASS-A MATAVERDE

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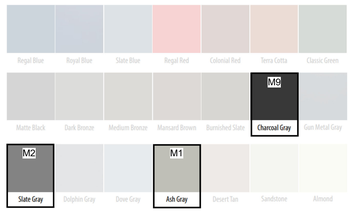
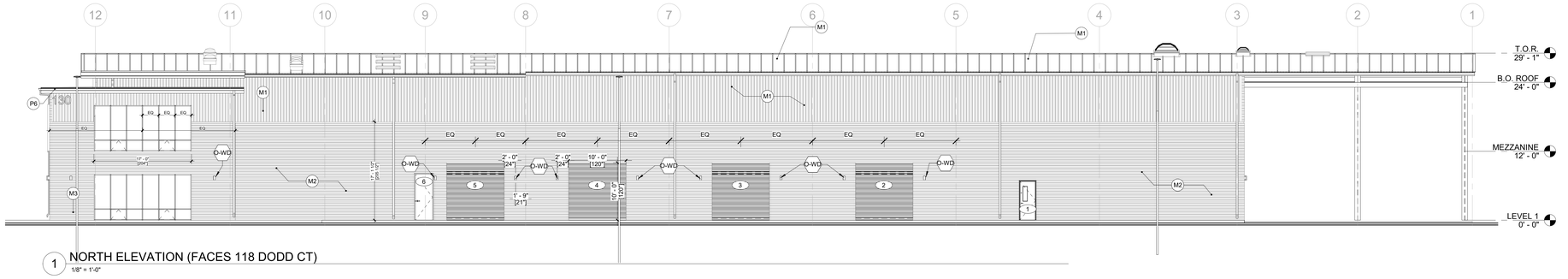
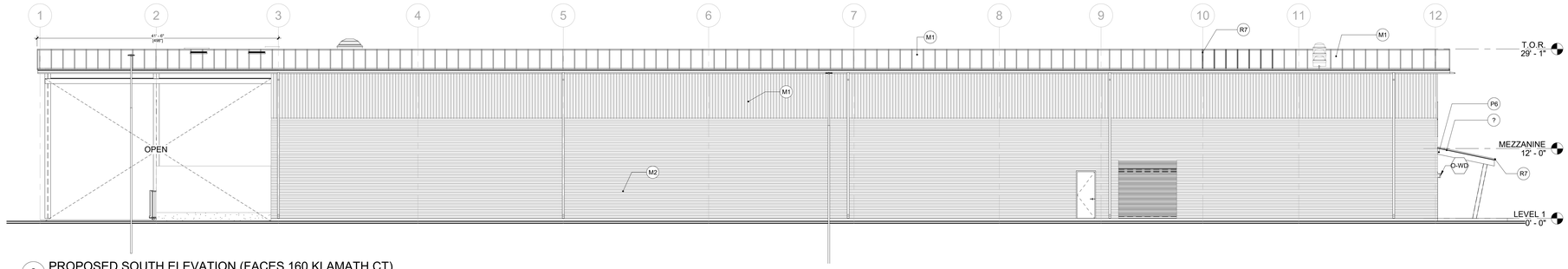
COLOR SELECTION CHART
STANDARD COLORS (PVDF)
Finishes You've Never Seen Before®
Colors represented on this chart may not exactly match actual material. All colors should be verified using actual metal samples.

STANDARD COLORS:

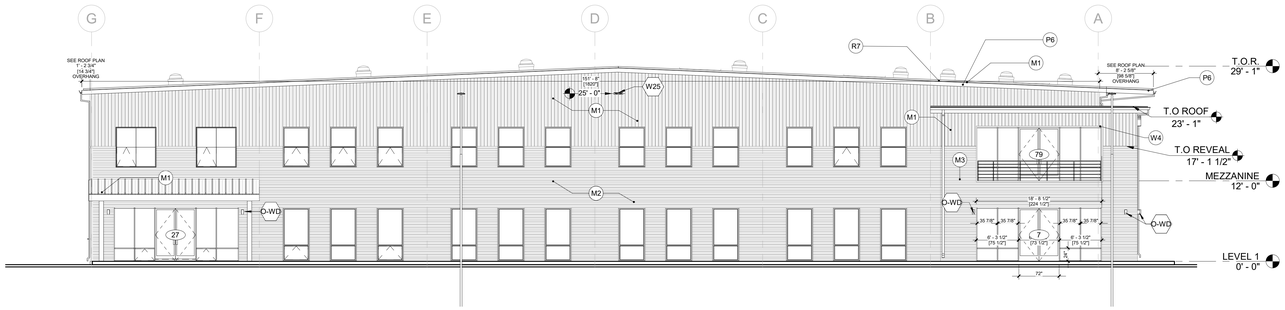




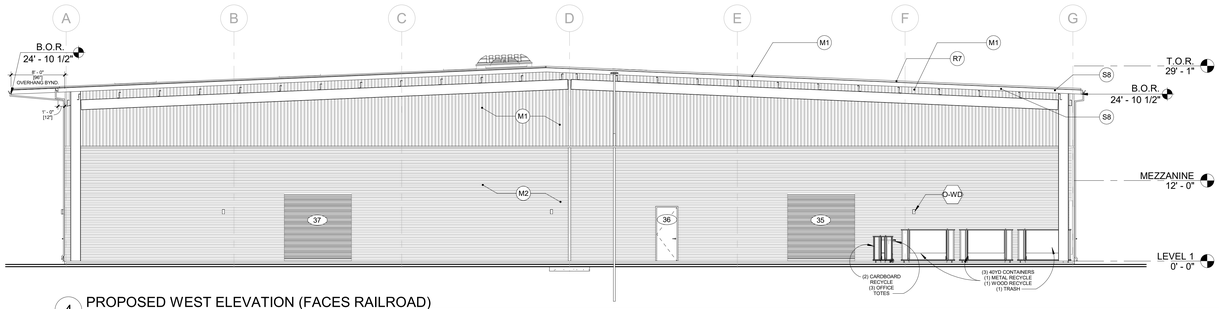
1 NORTH ELEVATION (FACES 118 DODD CT)
1/8" = 1'-0"



2 PROPOSED SOUTH ELEVATION (FACES 160 KLAMATH CT)
1/8" = 1'-0"



3 PROPOSED EAST ELEVATION (FACES 4911 PAOLI LOOP RD)
1/8" = 1'-0"



4 PROPOSED WEST ELEVATION (FACES RAILROAD)
1/8" = 1'-0"

5 TRASH ENCLOSURE - SCHEMATIC 3D VIEW
NTS

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Stephen R. Cuddy
AIA, LEED AP, CHRIS
Sarah A. Marshall
AIA, SARA
Jill N. Andrews
ASID, NCIDQ, CID
855 Bordeaux Way, Suite 250
Napa, CA 94558
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722 SOSCOL AVE.
NAPA CA 94558
CAMPANA LLC.

PROJECT NAME:

BELL PRODUCTS INC.
(LOT 4) 130 DODD CT.
AMERICAN CANYON, CA
94503

APN#: 057-160-014

ARCHITECT'S STAMP:

BELL PRODUCTS INC.
APN:057-160-014

CAMPANA LLC.

(LOT 4) 130 DODD CT.

REVISION SCHEDULE:

#	DESCRIPTION	DATE
△		

PLANNING

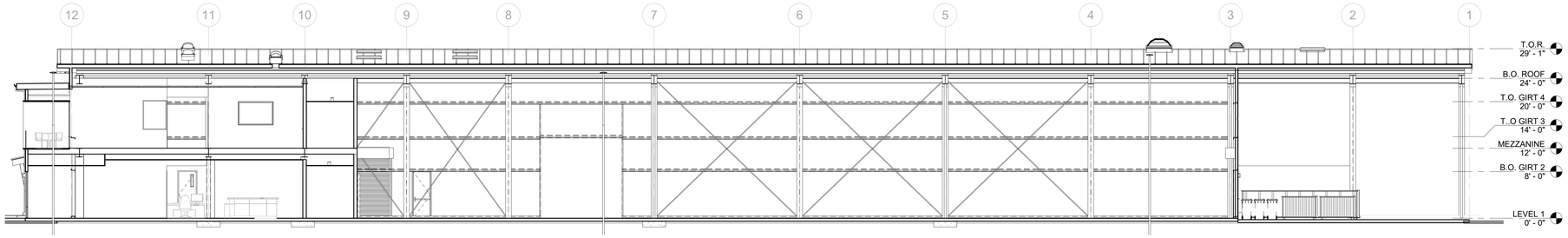
BELL PRODUCTS INC. | PLANNING SUBMITTAL

PROJECT NUMBER: 21-040
SUBMITTAL DATE: 2022-12-26
PRINT DATE: 2023-03-24

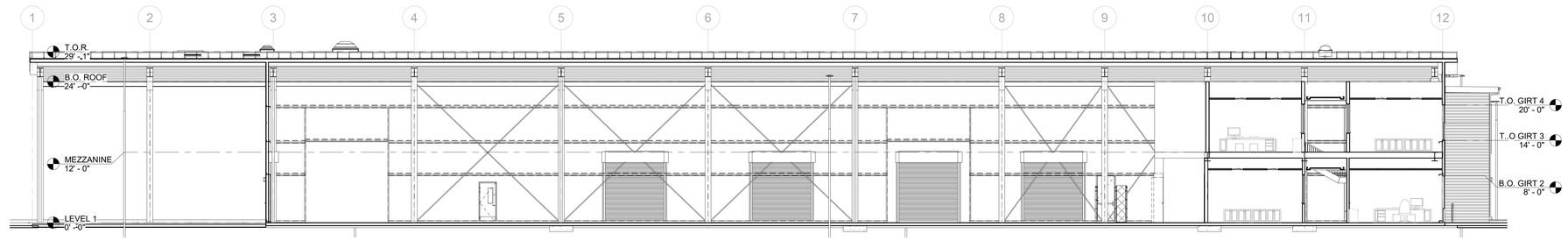
PROPOSED EXTERIOR ELEVATIONS & MATERIALS

A3.0

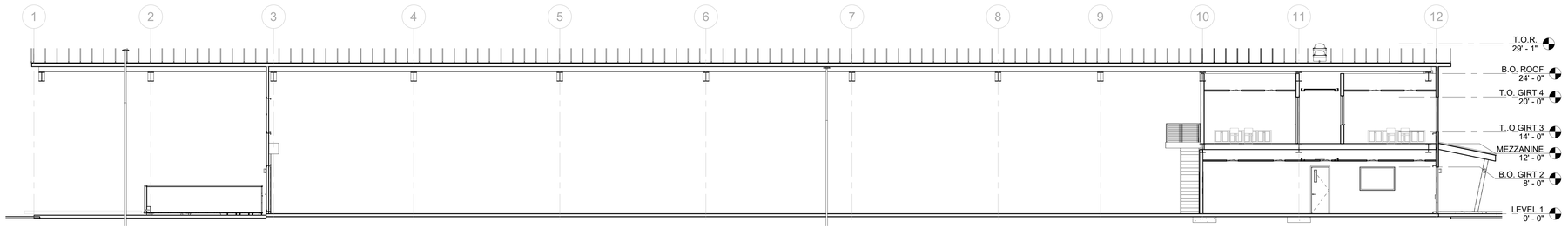
NOTICE: ORIGINAL SHEET SIZE E (36" X 48")
DO NOT SCALE DRAWINGS, USE DIMENSIONS SHOWN.



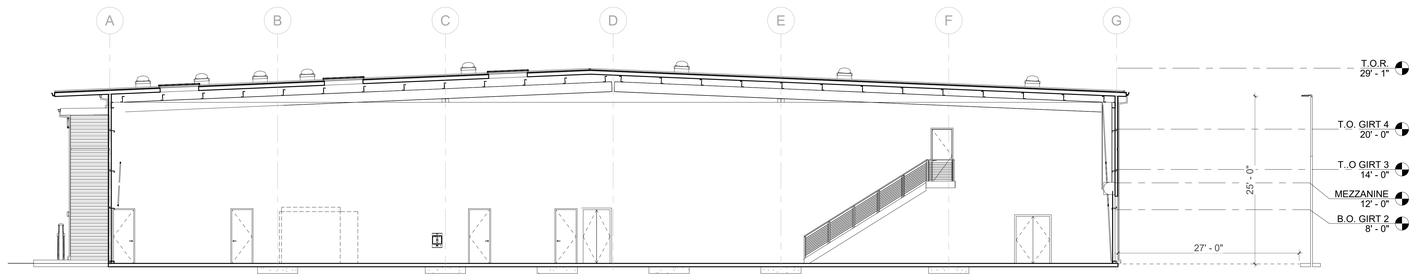
A BUILDING SECTION
1/8" = 1'-0"



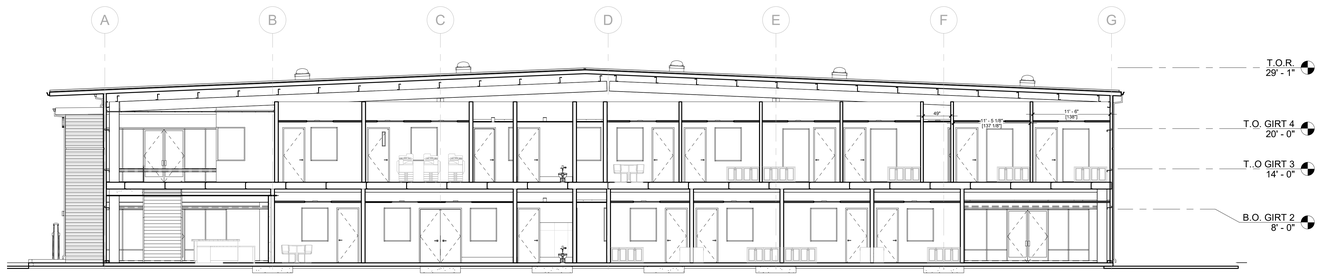
B BUILDING SECTION
1/8" = 1'-0"



C BUILDING SECTION
1/8" = 1'-0"



D BUILDING SECTION
1/8" = 1'-0"



E BUILDING SECTION
1/8" = 1'-0"

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Planning Preservation
Stephen R. Cuddy
AIA, LEED AP, CHRIS
Sarah A. Marshall
AIA, SARA
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ASID, NCIDQ, CID
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OWNER:

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PROJECT NAME:

BELL PRODUCTS INC.
(LOT 4) 130 DODD CT.
AMERICAN CANYON, CA
94503

APN#: 057-160-014

ARCHITECT'S STAMP:

BELL PRODUCTS INC.
APN:057-160-014

CAMPANA LLC.

(LOT 4) 130 DODD CT.

REVISION SCHEDULE:

#	DESCRIPTION	DATE
1	Pc1 PL22-0037	2023-03-23

PLANNING

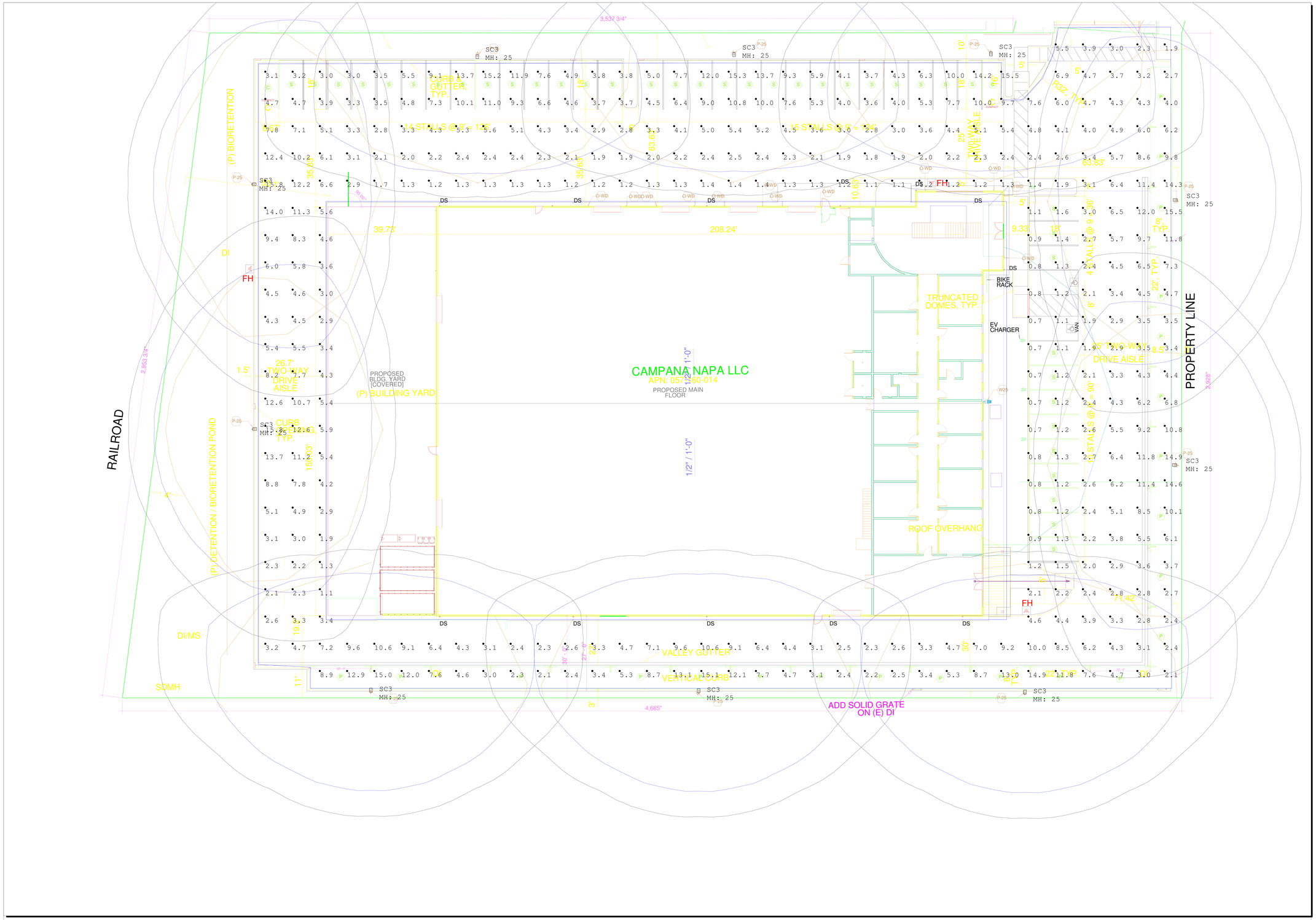
BELL PRODUCTS INC. | PLANNING SUBMITTAL

PROJECT NUMBER: 21-040
SUBMITTAL DATE: 2022-12-26
PRINT DATE: 2023-03-24

BUILDING SECTIONS

A4.0

NOTICE: ORIGINAL SHEET SIZE E (30" X 48")
DO NOT SCALE DRAWINGS, USE DIMENSIONS SHOWN.



Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
	10	SC3	SINGLE	41011.7	0.950	SBOX300

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PARKING	Illumina	Fc	5.00	15.8	0.7	7.14	22.57

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ARCHITECT'S STAMP:

BELL PRODUCTS INC.
APN:057-160-014

CAMPANA LLC.

(LOT 4) 130 DODD CT.

#	Date	Comments

Revisions

Drawn By:R RACEY, MIES
Checked By:
Date:3/24/2023
Scale:

CAMPANA NAPA

PARKING LOT CALC

Page 1 of 1

REVISION SCHEDULE:

#	DESCRIPTION	DATE
1	Pc1 PL22-0037	2023-03-23

PLANNING

BELL PRODUCTS INC. | PLANNING SUBMITTAL
PROJECT NUMBER: 21-040
SUBMITTAL DATE: 2022-12-26
PRINT DATE: 03/27/23

PHOTOMETRIC EXHIBIT

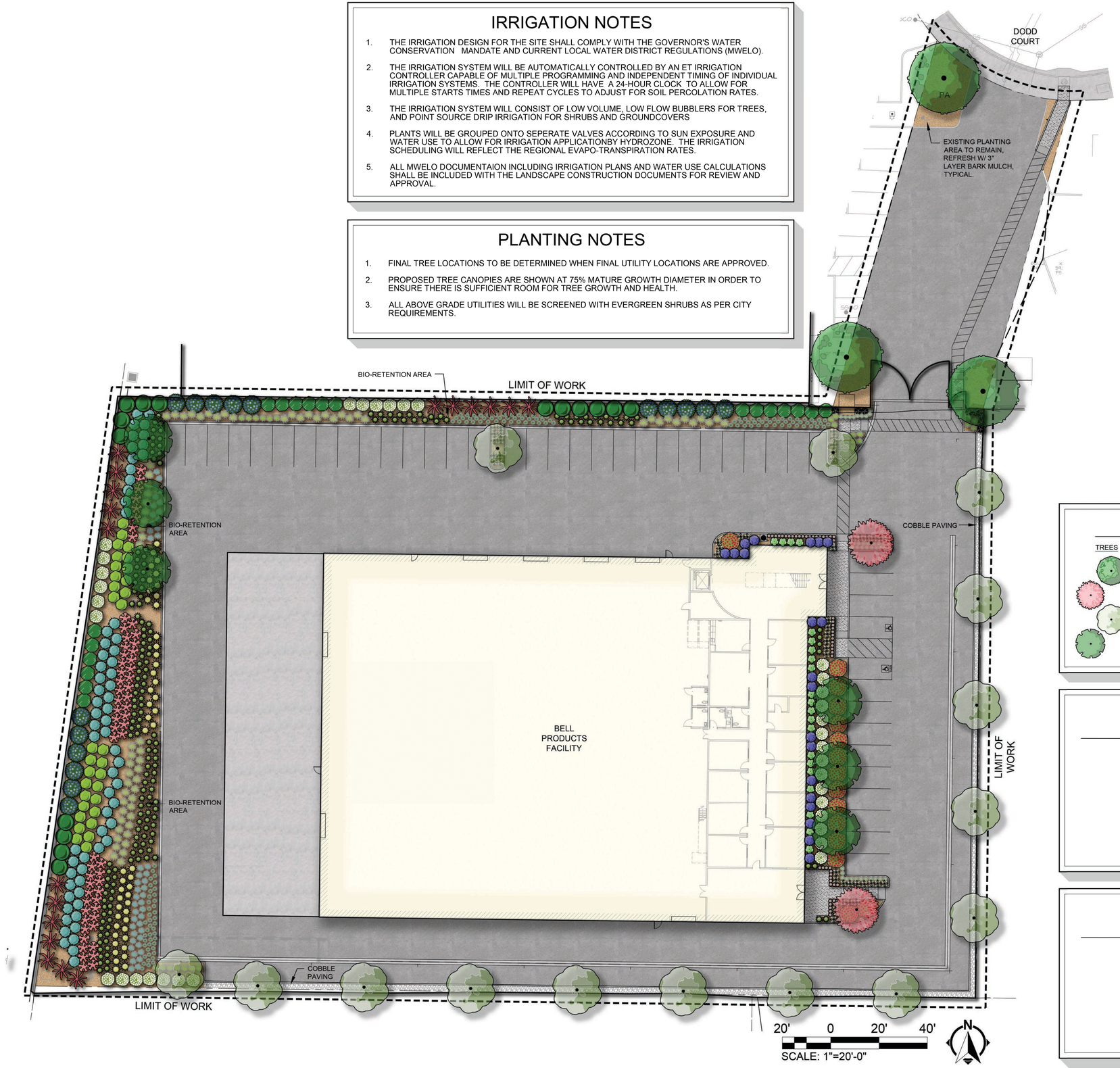
EX-01

IRRIGATION NOTES

1. THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE GOVERNOR'S WATER CONSERVATION MANDATE AND CURRENT LOCAL WATER DISTRICT REGULATIONS (MWELO).
2. THE IRRIGATION SYSTEM WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW FOR MULTIPLE STARTS TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.
3. THE IRRIGATION SYSTEM WILL CONSIST OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, AND POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS
4. PLANTS WILL BE GROUPED ONTO SEPERATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATIONBY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO-TRANSPIRATION RATES.
5. ALL MWELO DOCUMENTAION INCLUDING IRRIGATION PLANS AND WATER USE CALCULATIONS SHALL BE INCLUDED WITH THE LANDSCAPE CONSTRUCTION DOCUMENTS FOR REVIEW AND APPROVAL.

PLANTING NOTES

1. FINAL TREE LOCATIONS TO BE DETERMINED WHEN FINAL UTILITY LOCATIONS ARE APPROVED.
2. PROPOSED TREE CANOPIES ARE SHOWN AT 75% MATURE GROWTH DIAMETER IN ORDER TO ENSURE THERE IS SUFFICIENT ROOM FOR TREE GROWTH AND HEALTH.
3. ALL ABOVE GRADE UTILITIES WILL BE SCREENED WITH EVERGREEN SHRUBS AS PER CITY REQUIREMENTS.



Water Efficient Landscape Worksheet

Adapted from California Coce of Regulations Title 23, Division 2, Chapter 2.7. Model Water Efficient Landscape Ordinance

Use drop down menus or type in values in white cells only. Results appear in Yellow or Red highlighted cells below.

Site Information

Site Name → BELL PRODUCTS - DODD COURT
Site Type → Commercial — Allowed ETAF: 0.45
Annual Eto (inches/yr) → 45.8

Hydrozone or Panting Description (a)	Plant Factor (PF)	Irrigation Method (b)	Irrigation Efficiency (IE) (c)	ETAF (PF/IE)	Landscape Area (sqft.)	ETAF x Area	*Estimated Total Water Use (gal./yr.)
Regular Landscape Areas							
				SUBTOTAL →	0	0	0
Special Landscape Areas							
1				1	15,304	15,304	434,572
2				1	0	0	0
3				1	0	0	0
				SUBTOTAL →	15,304	15,304	434,572
				**Estimated Total Water Use (ETWU) →			434,572
				Maximum Allowed Water Allowance (MAWA) →			434,572

(a) Hydrozone #/Panting Description
1.) Front Lawn
2.) low water use planting
3.) medium water use

(b) Irrigation Method
Overhead Spray
Drip
Bubbler

(c) Irrigation Efficiency
0.75 for spray head
0.81 for drip

(*) ETWU (Annual Gallons Required)=
Eto x 0.62 x ETAF x Area where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year

(**) MAWA (Annual Gallons Allowed)=
(Eto) x (0.62) x [(ETAF x LA) + ((1-ETAF) x SLA)]
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, and ETAF is 0.55 for residential areas and 0.45 for non-residential areas.

ETAF Calculations

Regular Landscape Areas		
	Total ETAF x Area	0
	Total Area	0
	Average ETAF	
All Landscape Areas		
	Total ETAF x Area	15,304
	Total Area	15,304
	Sitewide ETAF	1.00

Notes:

Average ETAF (ET adjustment Factor) for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

Calculator developed to meet code effective Dec. 1, 2015
This calculator is for estimating purposes only.

MWELO CALCULATIONS

PROPOSED TREE PALETTE

TREES	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY	
	EXISTING TREE TO REMAIN		---		3	
	LAGERSTROEMIA X `MUSKOGEE`	MUSKOGEE CRAPE MYRTLE	15 GAL.	LOW	2	23 TOTAL
	LAURUS X `SARATOGA`	SARATOGA HYBRID LAUREL	15 GAL.	LOW	15	
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	15 GAL.	MOD	6	

PROPOSED PLANTING PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
SHRUBS			
ARCTOSTAPHYLOS D. `HOWARD MCMINN`	HOWARD MCMINN VINE HILL MANZANITA	5 GAL.	LOW
CEANOTHUS THYRSIFLORUS `EL DORADO`	EL DORADO BLUEBLOSSOM	5 GAL.	LOW
CORREA PULCHELLA `CARMINE BELLS`	CARMINE BELLS AUSTRALIAN FUCHSIA	1 GAL.	LOW
COTONEASTER DAMMERI 'CORAL BEAUTY'	CORAL BEAUTY COTONEASTER	1 GAL.	LOW
HETEROMELES ARBUTIFOLIA `DAVIS GOLD`	DAVIS GOLD TOYON	5 GAL.	LOW
HEUCHERA X 'SILVER SCROLLS'	SILVER SCROLLS CORAL BELLS	1 GAL.	MOD
LAVATERA THURINGIACA 'BARNSLEY'	TREE MALLOW	1 GAL.	MOD
LOMANDRA LONGIFOLIA `ROMA 13` TM	PLATINUM BEAUTY VARIEGATED MAT RUSH	1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE™ MAT RUSH	1 GAL.	LOW
LOROPETALUM C. `PURPLE DIAMOND`	FRINGE FLOWER	5 GAL.	LOW
PITTOSPORUM TOBIRA 'DWARF VARIEGATA'	DWARF VARIEGATED PITTOSPORUM	5 GAL.	LOW
RHAMNUS CALIFORNICA 'EVE CASE'	EVE CASE COFFEEBERRY	5 GAL.	LOW
TEUCRIUM FRUTICANS 'COMPACTUM'	COMPACT BUSH GERMANDER	1 GAL.	LOW

PROPOSED BIO-RETENTION PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
BASMAA			
CAREX DIVULSA	BERKELEY SEDGE	1 GAL.	LOW
CHONDROPETALUM TECTORUM	CAPE RUSH	1 GAL.	LOW
FESTUCA IDAHOENSIS `TOMALES BAY`	TOMALES BAY IDAHO FESCUE	1 GAL.	LOW
JUNCUS EFFUSUS P. `QUARTZ CREEK`	PACIFIC RUSH	1 GAL.	MOD
MAHONIA PINNATA	CALIFORNIA HOLLY GRAPE	1 GAL.	LOW
MUHLENBERGIA RIGENS	DEER GRASS	1 GAL.	LOW
PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK	5 GAL.	LOW
RIBES SANGUINEUM	RED FLOWERING CURRANT	5 GAL.	LOW
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	2 GAL.	LOW

PLANT SPECIES IN BIORETENTION AREAS PER APPENDIX 'E' OF THE BASMAA POST-CONSTRUCTION MANUAL

BELL PRODUCTS - DODD COURT

NO.	DATE	REVISIONS	BY	APPD

STUDIO 1515
LANDSCAPE ARCHITECTURE
1426 FOURTH STREET, NAPA, CA 94559
(707) 252.8115

BELL PRODUCTS - DODD COURT
PRELIMINARY SITE PLAN
AMERICAN CANYON, CALIFORNIA

PRELIMINARY SET
NOT FOR CONSTRUCTION

DATE	DEC. 15, 2022	
DRAWN	MN	
DESIGNED	RB	
CHECKED	SH	

JOB NO. 8122019.2

SHEET NO.
L-1.0

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EXHIBIT B
Applicant Confirmation of Conditions of Approval
Bell Products Design Permit
(FILE NO. PL22-0037)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Planning Commission Resolution dated May 25, 2023.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

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

DocuSign Envelope ID: 0D69CDD2-A513-4BF7-A2E6-01DD9D465223

YOCHA DEHE
CULTURAL RESOURCES

August 18, 2022

City of American Canyon
Attn: Nicolle Hall, Administrative Technician
4381 Broadway St., Suite 201
American Canyon, CA 94503

RE: American Canyon 6th Cycle Housing Element YD-03152022-04

Dear Ms. Hall:

Thank you for the consultation meeting on, August 08, 2022, regarding the proposed American Canyon 6th Cycle Housing Element. We appreciate you taking the time to discuss the project.

Based on the information provided during our consultation meeting, the Tribe has concerns that the project could impact known cultural resources. Therefore, we request that you incorporate Yocha Dehe Wintun Nation's Treatment Protocol into the mitigation measures for this project. Please submit the updated mitigation measures to the Cultural Resources Department once completed. We respectively decline any comment on the project at this time.

Should you have any questions, please feel free to contact:

CRD Administrative Staff
Yocha Dehe Wintun Nation
Office: (530) 796-3400
Email: THPO@yochadehe-nsn.gov

Please refer to identification number YD – 03152022-04 in any correspondence concerning this project.

Thank you for providing us with this notice and the opportunity to comment.

Sincerely,

DocuSigned by:
5ED632FDB9C34EA...
Tribal Historic Preservation Officer

DocuSign Envelope ID: 0D69CDD2-A513-4BF7-A2E6-01DD9D465223

YOCHA DEHE
CULTURAL RESOURCES

Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation

The purpose of this Protocol is to formalize procedures for the treatment of Native American human remains, grave goods, ceremonial items, and items of cultural patrimony, in the event that any are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. This Protocol also formalizes procedures for Tribal monitoring during archaeological studies, grading, and ground-disturbing activities.

I. Cultural Affiliation

The Yocha Dehe Wintun Nation ("Tribe") traditionally occupied lands in Yolo, Solano, Lake, Colusa and Napa Counties. The Tribe has designated its Cultural Resources Committee ("Committee") to act on the Tribe's behalf with respect to the provisions of this Protocol. Any human remains which are found in conjunction with Projects on lands culturally-affiliated with the Tribe shall be treated in accordance with Section III of this Protocol. Any other cultural resources shall be treated in accordance with Section IV of this Protocol.

II. Inadvertent Discovery of Native American Human Remains

Whenever Native American human remains are found during the course of a Project, the determination of Most Likely Descendant ("MLD") under California Public Resources Code Section 5097.98 will be made by the Native American Heritage Commission ("NAHC") upon notification to the NAHC of the discovery of said remains at a Project site. If the location of the site and the history and prehistory of the area is culturally-affiliated with the Tribe, the NAHC contacts the Tribe; a Tribal member will be designated by the Tribe to consult with the landowner and/or project proponents.

Should the NAHC determine that a member of an Indian tribe other than Yocha Dehe Wintun Nation is the MLD, and the Tribe is in agreement with this determination, the terms of this Protocol relating to the treatment of such Native American human remains shall not be applicable; however, that situation is very unlikely.

III. Treatment of Native American Remains

In the event that Native American human remains are found during development of a Project and the Tribe or a member of the Tribe is determined to be MLD pursuant to Section II of this Protocol, the following provisions shall apply. The Medical Examiner shall immediately be notified, ground disturbing activities in that location shall cease and the Tribe shall be allowed, pursuant to California Public Resources Code Section 5097.98(a), to (1) inspect the site

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of the discovery and (2) make determinations as to how the human remains and grave goods should be treated and disposed of with appropriate dignity.

The Tribe shall complete its inspection and make its MLD recommendation within forty-eight (48) hours of getting access to the site. The Tribe shall have the final determination as to the disposition and treatment of human remains and grave goods. Said determination may include avoidance of the human remains, reburial on-site, or reburial on tribal or other lands that will not be disturbed in the future.

The Tribe may wish to rebury said human remains and grave goods or ceremonial and cultural items on or near the site of their discovery, in an area which will not be subject to future disturbances over a prolonged period of time. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b).

The term "human remains" encompasses more than human bones because the Tribe's traditions call for the burial of associated cultural items with the deceased (funerary objects), and/or the ceremonial burning of Native American human remains, funerary objects, grave goods and animals. Ashes, soils and other remnants of these burning ceremonies, as well as associated funerary objects and unassociated funerary objects buried with or found near the Native American remains are to be treated in the same manner as bones or bone fragments that remain intact.

IV. Non-Disclosure of Location of Reburials

Unless otherwise required by law, the site of any reburial of Native American human remains shall not be disclosed and will not be governed by public disclosure requirements of the California Public Records Act, Cal. Govt. Code § 6250 et seq. The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r). The Tribe will require that the location for reburial is recorded with the California Historic Resources Inventory System ("CHRIS") on a form that is acceptable to the CHRIS center. The Tribe may also suggest that the landowner enter into an agreement regarding the confidentiality of site information that will run with title on the property.

V. Treatment of Cultural Resources

Treatment of all cultural items, including ceremonial items and archeological items will reflect the religious beliefs, customs, and practices of the Tribe. All cultural items, including ceremonial items and archeological items, which may be found at a Project site should be turned over to the Tribe for appropriate treatment, unless otherwise ordered by a court or agency of competent jurisdiction. The Project Proponent should waive any and all claims to ownership of

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Tribal ceremonial and cultural items, including archeological items, which may be found on a Project site in favor of the Tribe. If any intermediary, (for example, an archaeologist retained by the Project Proponent) is necessary, said entity or individual shall not possess those items for longer than is reasonably necessary, as determined solely by the Tribe.

VI. Inadvertent Discoveries

If additional significant sites or sites not identified as significant in a Project environmental review process, but later determined to be significant, are located within a Project impact area, such sites will be subjected to further archeological and cultural significance evaluation by the Project Proponent, the Lead Agency, and the Tribe to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with CEQA requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease for a period of up to 30 days in accordance with Federal Law.

VIII. Work Statement for Tribal Monitors

The description of work for Tribal monitors of the grading and ground disturbing operations at the development site is attached hereto as Addendum I and incorporated herein by reference.

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YOCHA DEHE
CULTURAL RESOURCES

ADDENDUM I

Yocha Dehe Wintun Nation
Tribal Monitors
Description of Work and Treatment Protocol

I. Preferred Treatment

The preferred protocol upon the discovery of Native American human remains is to (1) secure the area, (2) cover any exposed human remains or other cultural items, and (3) avoid further disturbances in the area.

II. Comportment

All parties to the action are strongly advised to treat the remains with appropriate dignity, as provided in Public Resource Code Section 5097.98. We further recommend that all parties to the action treat tribal representatives and the event itself with appropriate respect. For example, jokes and antics pertaining to the remains or other inappropriate behavior are ill advised.

III. Excavation Methods

If, after the Yocha Dehe Tribal representative has been granted access to the site and it is determined that avoidance is not feasible, an examination of the human remains will be conducted to confirm they are human and to determine the position, posture, and orientation of the remains. At this point, we recommend the following procedures:

(A) Tools. All excavation in the vicinity of the human remains will be conducted using fine hand tools and fine brushes to sweep loose dirt free from the exposure.

(B) Extent of Exposure. In order to determine the nature and extent of the grave and its contents, controlled excavation should extend to a full buffer zone around the perimeter of the remains.

(C) Perimeter Balk. To initiate the exposure, a perimeter balk (especially, a shallow trench) should be excavated, representing a reasonable buffer a minimum of 10 cm around the maximum extent of the known skeletal remains, with attention to counter-intuitive discoveries or unanticipated finds relating to this or other remains. The dirt from the perimeter balk should be bucketed, distinctly labeled, and screened for cultural materials.

(D) Exposure Methods. Excavation should then proceed inward from the walls of the balk as well as downward from the surface of the exposure. Loose dirt should be scooped out and brushed off into a dustpan or other collective device. Considerable care should be given to ensure that human remains are not further impacted by the process of excavation.

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(E) Provenience. Buckets, collection bags, notes, and tags should be fully labeled per provenience, and a distinction should be made between samples collected from: (1) **Perimeter Balk** (described above), (2) **Exposure** (dirt removed in exposing the exterior/burial plan and associations, and (3) **Matrix** (dirt from the interstices between bones or associations). Thus, each burial may have three bags, "Burial 1 Perimeter Balk," "Burial 1 Exposure Balk," "Burial 1 Matrix."

Please note the provisions below with respect to handling and conveyance of records and samples.

(F) Records. The following records should be compiled in the field: (1) a detailed scale drawing of the burial, including the provenience of and full for all human remains, associated artifacts, and the configuration of all associated phenomena such as burial pits, evidence for preinterment grave pit burning, soil variability, and intrusive disturbance, (2) complete a formal burial record using the consultants proprietary form or other standard form providing information on site #, unit or other proveniences, level depth, depth and location of the burial from a fixed datum, workers, date(s), artifact list, skeletal inventory, and other pertinent observations, (3) crew chief and worker field notes that may supplement or supercede information contained in the burial recording form, and (4) photographs, including either or standard photography or high-quality (400-500 DPI or 10 MP recommended) digital imaging.

(G) Stipulations for Acquisition and Use of Imagery. Photographs and images may be used only for showing location or configuration of questionable formation or for the position of the skeleton. They are not to be duplicated for publication unless a written release is obtained from the Tribe.

(H) Association. Association between the remains and other cultural materials should be determined in the field in consultation with an authorized Tribal representative, and may be amended per laboratory findings. Records of provenience and sample labels should be adequate to determine association or degree of likelihood of association of human remains and other cultural materials.

(I) Samples. For each burial, all **Perimeter Balk** soil is to be 1/8"-screened. All **Exposure** soil is to be 1/8"-screened, and a minimum of one 5-gallon bucket of excavated but unscreened Exposure soil is to be collected, placed in a plastic garbage bag in the bucket. All **Matrix** soil is to be carefully excavated, screened as appropriate, and then collected in plastic bags placed in 5-gallon buckets.

(J) Human remains are not to be cleaned in the field.

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(K) Blessings. Prior to any physical action related to human remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

IV. Lab Procedures

No laboratory studies are permitted without consultation with the tribe. Lab methods are determined on a project-specific basis in consultation with Yocha Dehe Wintun Nation representatives. The following procedures are recommended:

(A) Responsibility. The primary archaeological consultant will be responsible for insuring that all lab procedures follow stipulations made by the Tribe.

(B) Blessings. Prior to any laboratory activities related to the remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

(C) Physical Proximity of Associations. To the extent possible, all remains, associations, samples, and original records are to be kept together throughout the laboratory process. In particular, **Matrix** dirt is to be kept in buckets and will accompany the remains to the lab. The primary archaeological consultant will be responsible for copying all field records and images, and insuring that the original notes and records accompany the remains throughout the process.

(*E) Additional Lab Finds*. Laboratory study should be done making every effort to identify unanticipated finds or materials missed in the field, such as objects encased in dirt or human remains misidentified as faunal remains in the field. In the event of discovery of additional remains, materials, and other associations the tribal representatives are to be contacted immediately.

V. Re-internment without Further Disturbance

No laboratory studies are permitted on human remains and funerary objects. The preferred treatment preference for exhumed Native American human remains is reburial in an area not subject to further disturbance. Any objects associated with remains will be reinterred with the remains.

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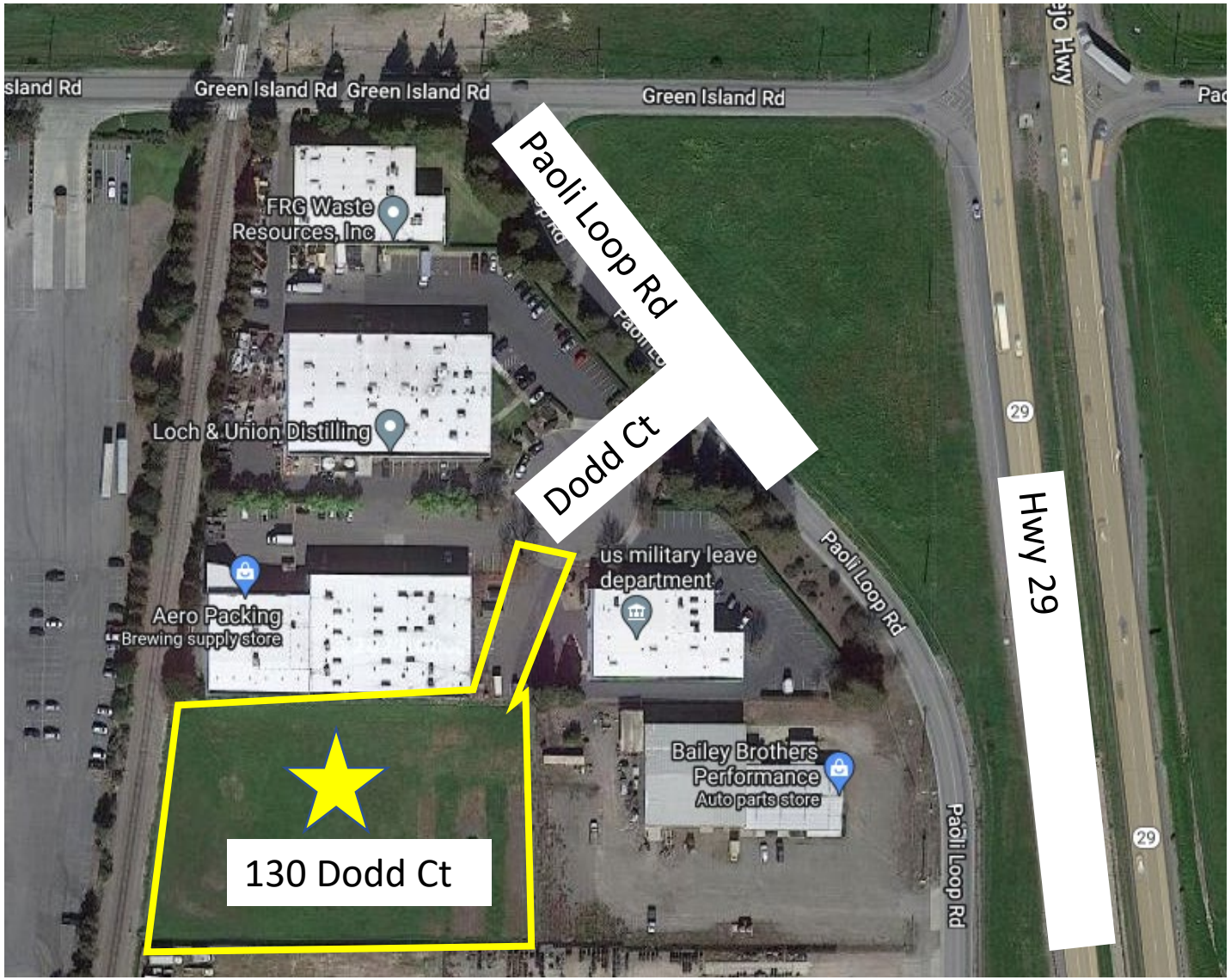
YOCHA DEHE
CULTURAL RESOURCES

VI. Curation of Recovered Materials

Should all, or a sample, of any archaeological materials collected during the data recovery activities – with the exception of Human Remains – need to be curated, an inventory and location information of the curation facility shall be given to tribe for our records.

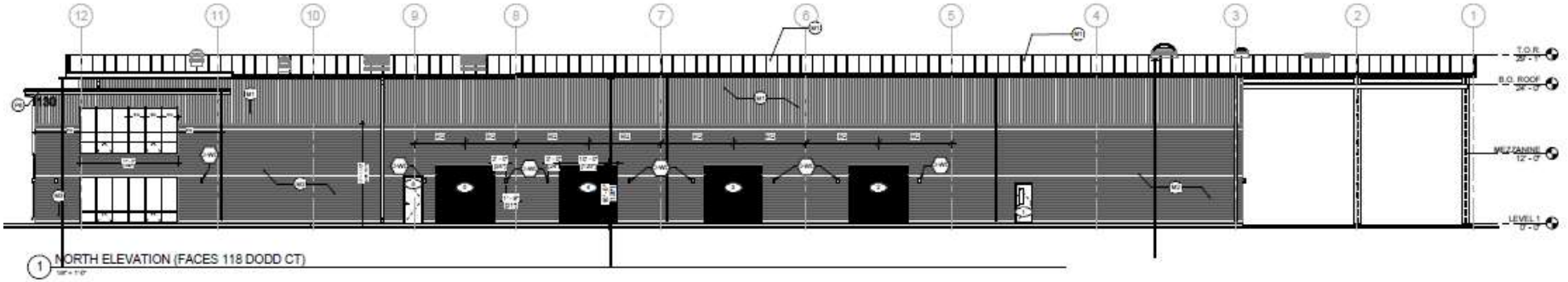
Attachment 2

Bell Products Warehouse Location Map

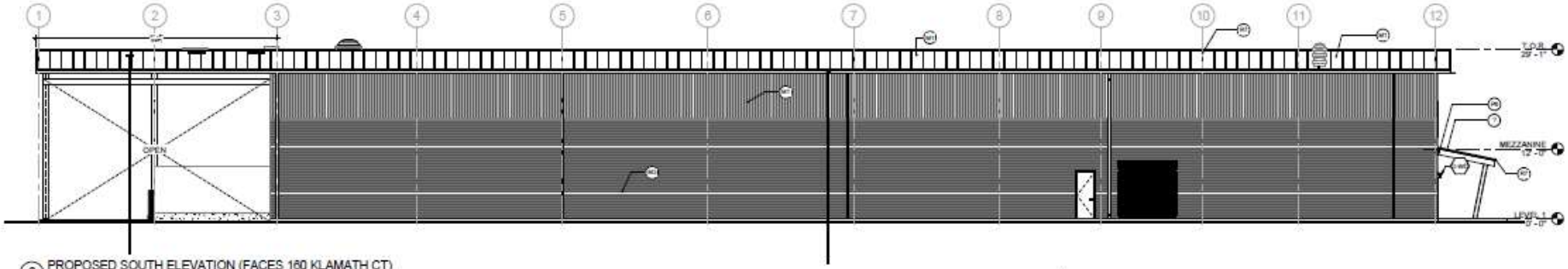


Attachment 3

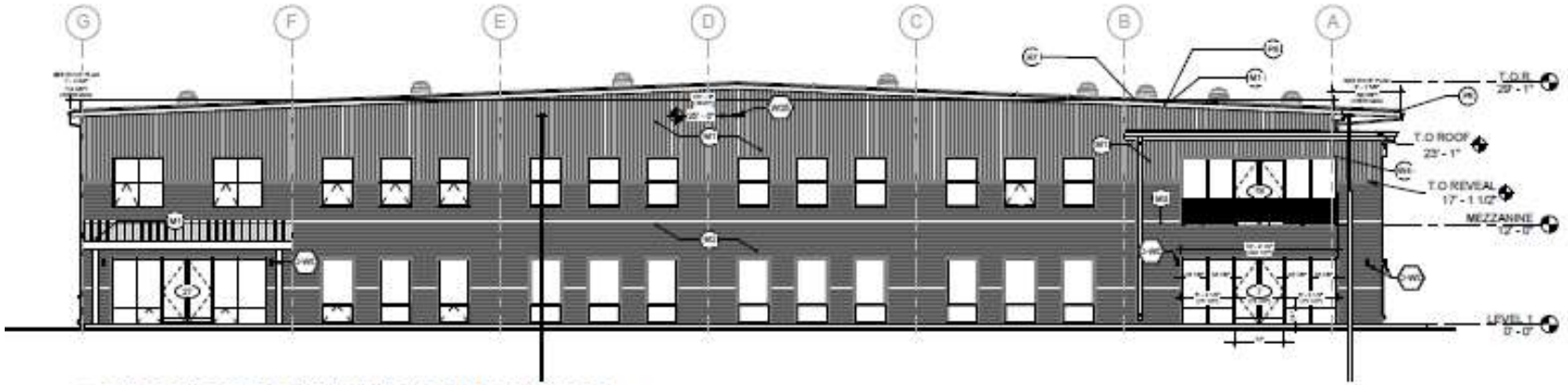
Bell Products Warehouse Rendering and Elevations



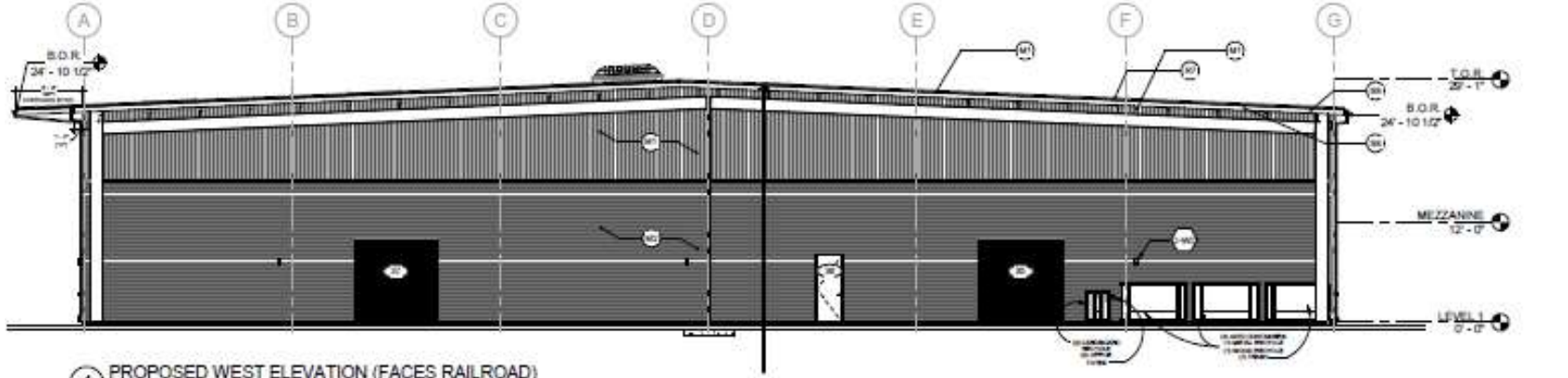
1 NORTH ELEVATION (FACES 118 DODD CT)



2 PROPOSED SOUTH ELEVATION (FACES 160 KLAMATH CT)



3 PROPOSED EAST ELEVATION (FACES 4911 PAOLI LOOP RD)



4 PROPOSED WEST ELEVATION (FACES RAILROAD)

Attachment 4

Bell Products Project Description

Applicant / Owner: Campana-Napa LLC
Contact: Paul Irwin

Architect: Napa Design Partners LLP
Contact: Stephen Cuddy, AIA

Civil Engineer: RSA+
Contact: Paul Warnock, PE, Project Manager

The application requests City of American Canyon Project Design Review approval to construct a new light industrial building with an outdoor covered area attached to the building and site improvements that include parking, hardscape, landscape and on-site utilities in support of the new facility for Bell Products, Inc. a mechanical, plumbing and sheet metal fabrication company. Bell Products has been located and operating in the Napa area for 75+ years. The proposed site in American Canyon is located on a parcel purchased by Bell Products a number of years ago when the Green Island Industrial Park was developed. The proposed relocation to American Canyon will provide Bell Products with an efficient and modern facility to operate and manage the business.

The existing vacant parcel APN 057-160-014 is a 2.2855 acre site zoned "General Industrial". The proposed project is a 30,544 s.f. building which represents a site coverage of 30% and when you add the 5,961 s.f. of open outdoor covered area the site coverage increases to 36%. Within the footprint of the building there are planned administrative areas, shop areas for fabrication, storage for equipment and parts and service dispatch The First Floor area for the lobby, office and dispatch uses is 5,081.8 s.f. and the Second Floor are for office uses is 5,266.5 s.f.

The proposed design aesthetic is a Modern Steel Industrial architectural style incorporating workshop, warehouse and administrative office areas. The exterior covered area is located to the rear of the building for staging deliveries and receiving equipment, along with materials to be disposed or recycled. Large truck deliveries occur weekly which is accommodated by the drive area around the building.

The Design Review Permit findings listed below demonstrate the project's consistency with the required findings:

A. The project design is in accord with the General Plan and any applicable land use policies.

The proposed light industrial project use is consistent with the zoning for the parcel and compliments the existing industrial area while addressing current building and site requirements.

B. The project design is consistent with applicable Design Review guidelines and objectives.

The proposed project design incorporates a modern industrial building with current site planning and site drainage practices not originally envisioned when the industrial park was planned. As storm water capture is an important aspect to the site design a large retention area is planned and the design worked around an existing piped drainage system. Vehicle parking and staging for the business (which occurs in the mornings) has been planned for and provided for the proposed use. The proposed facility will be constructed under the new 2022 building code and include updated energy efficiencies as prescribed.

C. *The Design Review permit is in accord with provisions of this Title and will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare.*

The proposed site and building improvements are consistent with the General Plan and industrial design guideline policies and will have minimal impact to the surrounding industrial properties and the community as a whole. As such, the proposed project will not constitute a nuisance nor be detrimental to public health, safety and welfare.

Statement of Consideration

The new facility will be a positive addition to an existing industrial area and will be constructed in 2023 under the newly adopted 2022 building codes. The design approach allows for easy circulation onto the site and around the building both for the user and for other large vehicles that may need access for routine deliveries or for a future unplanned emergency. The site layout is also conducive to the operations of the business as service vans routinely pick up orders and parts in the morning at the facility before heading out to service customers throughout the day. Service Technicians take their vans home and return to the shop a few mornings each week before heading back out into the community.
The modern design of the proposed building will enhance the area and could become an example for future industrial buildings in American Canyon. The relocation of Bell Products and the established and successful business it bring to the community with its 75 year history serving the area, is a significant add to the industrial park and the community it serves.

Attachment 5

GEOTECHNICAL INVESTIGATION

Industrial Development – Dodd Court Lot No. 4 American Canyon, California

PREPARED FOR:

CAPANA-NAPA, LLC
PO BOX 396
NAPA, CALIFORNIA 94559

PREPARED BY:

GEOCON CONSULTANTS, INC.
2480 HILBORN ROAD, SUITE 240
FAIRFIELD, CALIFORNIA 94534

GEOCON

GEOCON PROJECT NO. E9321-04-01

SEPTEMBER 2022

Project No. E9321-04-01
September 30, 2022

Capana -Napa, LLC
c/o Bell Products, Inc.
P.O. Box 396
Napa, California 94559

Attention: Mr. Paul Irwin

Subject: INDUSTRIAL DEVELOPMENT
DODD COURT LOT NO. 4
AMERICAN CANYON, CALIFORNIA
GEOTECHNICAL INVESTIGATION

Dear Mr. Irwin:

In accordance with your authorization, we have performed a geotechnical investigation for the subject industrial project in American Canyon, California. Our investigation was performed to observe the soil and geologic conditions that may impact site development for the project as presently planned.

The accompanying report presents the results of our investigation and conclusions and recommendations pertaining to the geotechnical aspects of the proposed project. The findings of this study indicate the site is suitable for development as planned provided the recommendations of this report are implemented during design and construction.

If you have any questions regarding this report, or if we may be of further service, please contact the undersigned at your convenience.

Sincerely,

GEOCON CONSULTANTS, INC.

DRAFT

Andre E. Ashour, PE
Senior Project Engineer

DRAFT

Shane Rodacker, GE
Senior Engineer

(1/e-mail) Addressee
(1/e-mail) Napa Design Partners
Mr. Stephen R. Cuddy, AIA

Disclaimer: This DRAFT is intended for the use of the project team to help with the on-going design of the project and provided as a courtesy for review only. This DRAFT should not be relied upon for final design nor produced and submitted to regulatory agencies until a FINAL document is completed with the signatures and stamps of the design professionals.

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LIST OF REFERENCES

GEOTECHNICAL INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of a geotechnical investigation for a planned new industrial/warehouse project in American Canyon, California (see Vicinity Map, Figure 1). The purpose of this investigation was to evaluate the subsurface soil and geologic conditions in the area of the planned development and provide conclusions and recommendations pertaining to the geotechnical aspects of project design and construction, based on the conditions encountered during our study.

The scope of this investigation included field exploration, laboratory testing, engineering analysis and the preparation of this report. Our field exploration consisted of a site reconnaissance and drilling six soil borings to depths between approximately 5 and 25 feet on August 5, 2022. The locations of the borings are depicted on the Site Plan, Figure 2. A detailed discussion of our field investigation and soil boring logs are presented in Appendix A.

Laboratory tests were performed on selected soil samples obtained during the investigation to evaluate pertinent physical properties for engineering analyses. In addition, one soil sample was submitted to our laboratory for screening-level corrosion testing. Appendix B presents the laboratory test results in tabular format and graphical format.

The recommendations presented herein are based on analysis of the data obtained during investigations at the site and our experience with similar soil and geologic conditions. References reviewed to prepare this report are provided in the *List of References* section at the end of this report.

If project details vary significantly from those described herein, Geocon should be contacted to determine the necessity for review and possible revision of this report.

2. SITE CONDITIONS AND PROJECT DESCRIPTION

The site is an approximately 2 ¼-acre rectangular parcel (Napa County APN 57-160-014) west of Paoli Loop Road and southwest of Dodd Court. The site is generally vacant, undeveloped, and vegetated with annual grasses that are mowed or tilled seasonally for fire control. The site is bounded by industrial development to the north, south, and east, and by Union Pacific Railroad to the west. The ground surface at the site is generally flat with existing grades on the order of approximately 54 to 59 feet per the topographic information provided by the project architect.

We understand the proposed project will include the construction of a new industrial/warehouse building. The new building will be a total of 30,000 square feet including 12,500 square feet of office space. The new one- to two-story light-gauge steel framed building will be constructed at-grade with no subterranean levels. Vehicular access to the new development will be via a driveway from Dodd Court at the northeast corner of the site. An at-grade parking lot on the north and east sides of the new building is planned. Ancillary site improvements such as new underground utilities, driveways, exterior flatwork, and landscaping are also anticipated.

Based on provided preliminary grading and improvement plans, fills and cuts will be on the order of two feet or less to attain design subgrade elevation for the new development. A Site Plan is presented as Figure 2 and reflects the planned site development.

3. GEOLOGIC SETTING

American Canyon is located within the Coast Ranges Geomorphic Province of California, which is characterized by a series of northwest-trending mountains and valleys along the north and central coast of California. Topography is controlled by the predominant geological structural trends within the Coast Range that generally consist of northwest-trending synclines, anticlines, and faulted blocks. The dominant structure is a result of both active northwest-trending strike-slip faulting, associated with the San Andreas Fault system, and east-west compression within the province. Available geologic mapping by the United States Geological Survey (USGS) indicates the site is underlain by late Pleistocene to Holocene age alluvial deposits. Artificial fills are also present at the project site.

4. GEOLOGIC HAZARDS

4.1 Faulting and Seismicity

Geologists and seismologists recognize the greater San Francisco Bay Area as one of the most active seismic regions in the United States. The significant earthquakes that occur in the Bay Area are associated with crustal movements along well-defined active fault zones that generally trend in a northwesterly direction.

The San Francisco Bay Area is seismically dominated by the presence of the active San Andreas Fault System. In the theory of plate tectonics, the San Andreas Fault System is a transform fault that forms the boundary between the northward moving Pacific Plate (west of the fault) and the southward moving North American Plate (east of the fault). In the Bay Ares, the movement is distributed across a complex system of strike-slip, right lateral parallel and subparallel faults, which include the West Napa, Green Valley, and Hayward Faults, among others.

The site is not within a currently established Alquist-Priolo Earthquake Fault Zone or similar zone for surface fault rupture hazards. No active or potentially active faults are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low.

The following table presents approximate distances to active faults within approximately 25 miles of the site based on mapping by CGS, as presented in an online fault database previously maintained by Caltrans. WGS 84 site coordinates are N 38.1932°and W 122.2586°.

TABLE 4.1
REGIONAL FAULT SUMMARY

Fault Name	Approximate Distance to Site (miles)	Maximum Earthquake Magnitude, M_w
West Napa	½	6.6
Contra Costa Shear Zone	2 ¾	6.5
Green Valley	5 ½	6.8
Cordelia	6 ¾	6.5
Green Valley	8 ½	6.8
Rodgers Creek	10 ¼	7.3
Concord	12 ½	6.6
Hayward North	13	7.3
West Napa	15 ½	6.6
Great Valley 05	16 ½	6.6
Great Valley 04b	18 ¼	6.7
Clayton	22	6.9

The faults tabulated and discussed above and numerous other faults in the greater Bay Area are sources of potential ground motion. However, earthquakes that might occur on other faults within the northern and central California area are also potential generators of significant ground motion and could subject the site to intense ground shaking.

4.2 Surface Fault Rupture

The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. By definition, an active fault is one with surface displacement within the last 11,000 years. A potentially active fault has demonstrated evidence of surface displacement with the past 1.6 million years. Faults that have not moved in the last 1.6 million years are typically considered inactive.

4.3 Ground Shaking

We used the USGS web-based *Unified Hazard Tool* to estimate the peak ground acceleration (PGA) and mean and modal (most probable) magnitude associated with a 2,475-year return period that corresponds to an event with 2 percent chance of exceedance in 50 years. The USGS estimated PGA is 0.92g and the mean magnitude is 6.8 for Seismic Site Class D (V_s30 = 259 m/sec) based on a 2014 model within the application.

While listing PGA is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including frequency and duration of motion and soil conditions underlying the site.

5. SOIL AND GROUNDWATER CONDITIONS

5.1 Undocumented Fill

Artificial fill materials were encountered in our Borings B1 and B6 to depths of approximately 2 ½ feet below existing grade. The artificial fills consisted of medium dense gravel with sand with silt. Information relative to the placement of the fill materials was not provided. As such, the fills are considered undocumented and unsuitable for the support of settlement sensitive improvements. Additional areas of undocumented fill may be present at the site.

5.2 Older Alluvium

We encountered late Pleistocene to Holocene age "older" alluvium at-grade, or below existing undocumented fills, where applicable. The alluvium generally comprises stiff to hard fat clay, stiff to hard lean clay, and a few relatively thin, medium dense clayey sand layers at various depths. Alluvium was observed to the maximum depth explored – approximately 25 feet below existing grade. Based on our laboratory test results, the surficial alluvial clays possess high plasticity and high expansion potential.

5.3 Groundwater

Groundwater was encountered at depths between approximately 13 and 16 feet below existing grade in our Borings B2, B3, B4 and B6. Actual groundwater levels will fluctuate seasonally and with variations in rainfall, temperature and other factors and may be higher or lower than observed during our study.

5.4 Soil Corrosion Screening

One soil sample obtained during our field exploration was subjected to laboratory testing for minimum resistivity, pH, and chloride and water-soluble sulfate. The laboratory test results, and published screening levels are presented in Appendix B. Soil corrosivity should be considered in the design of buried metal pipes, underground structures, etc.

Water-soluble sulfate test results on the selected sample of site soils indicate an S2 exposure classification for sulfate attack on Portland cement concrete (PCC) as defined in Chapter 19, Table 19.3.1.1 of ACI 318 *Building Code Requirements for Structural Concrete and Commentary.* ACI sets forth requirements for S2 sulfate exposure classification including a maximum water:cement ratio of 0.45 and a minimum compressive strength of 4,500 psi. The most recent version of ACI 318 should be referenced for additional requirements. Based on the sulfate level criterion (sulfate concentration equal to or higher than 1,500 ppm), the soil sample that we tested would be classified as corrosive based on Caltrans criteria.

Geocon does not practice in the field of corrosion engineering and mitigation. If corrosion sensitive improvements are planned, it is recommended that a corrosion engineer be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils.

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 General

6.1.1 It is our opinion that neither soil nor geologic conditions were encountered during our investigation that would preclude the project as presently proposed.

6.1.2 Primary geotechnical considerations are the expansive nature of the native alluvium, the presence of undocumented fill, and the potential for strong seismic shaking. Proper soil moisture conditioning, compaction and surface drainage are recommended to reduce the shrink-swell potential of the site soils. A layer of low-expansive material will be required beneath interior slabs-on-grade, exterior slabs, and rigid pavements. Remedial grading will be required to over-excavate the undocumented fills and replace with properly compacted engineered fill.

6.1.3 Unknown underground improvements and areas of undocumented fill materials (beyond those described herein) may be present. Any undocumented fill may contain constituents not reported herein. Supplemental recommendations may be provided during site development, based on the soils conditions exposed during grading.

6.1.4 Based on the observed soil conditions and the assumed structural loading, the proposed warehouse building may utilize conventional shallow foundations consisting of continuous strip and isolated spread column footings, and conventionally reinforced slab-on-grade.

6.1.5 Provided the site is graded in accordance with the recommendations of this report and foundation systems are constructed as described herein, we estimate that post-construction settlement due foundation loads will be approximately ¾ inch or less and corresponding differential settlement will be less than ½ inch across a horizontal distance of 50 feet.

6.1.6 The conclusions and recommendations provided in this report are based on our review of the referenced literature, analysis of data obtained from our field exploration and laboratory testing program, and our understanding of the proposed development at this time. Any changes in the design, location or elevation of the proposed improvements, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

6.1.7 All references to relative compaction and optimum moisture content in this report are based on the latest edition of ASTM D 1557.

6.1.8 We should be retained to review the project plans as they develop further, provide engineering consultation as needed, and perform geotechnical observation and testing services during construction.

6.2 Seismic Design Criteria

6.2.1 We understand that seismic structural design will be performed in accordance with the provisions of the 2019 CBC, which is based on the American Society of Civil Engineers (ASCE) publication *Minimum Design Loads for Buildings and Other Structures* (ASCE 7-16). We derived the following seismic design parameters using the web-based Structural Engineers Association of California application *U.S. Seismic Design Maps*. Results are summarized in Table 6.2.1. The values presented are for the risk-targeted maximum considered earthquake (MCE_R) and Seismic Risk Category II.

TABLE 6.2.1
2019 CBC SEISMIC DESIGN PARAMETERS

Parameter	Value	2019 CBC Reference
Site Class	D	Section 1613.2.2
MCE_R Ground Motion Spectral Response Acceleration – Class B (short), S_S	2.165g	Figure 1613.2.1(1)
MCE_R Ground Motion Spectral Response Acceleration – Class B (1 sec), S_1	0.782g	Figure 1613.2.1(2)
Site Coefficient, F_A	1.2	Table 1613.2.3(1)
Site Coefficient, F_V	1.7*	Table 1613.2.3(2)
Site Class Modified MCE_R Spectral Response Acceleration (short), S_{MS}	2.598g	Section 1613.2.3 (Eq. 16-36)
Site Class Modified MCE_R Spectral Response Acceleration – (1 sec), S_{M1}	1.33g*	Section 1613.2.3 (Eq. 16-37)
5% Damped Design Spectral Response Acceleration (short), S_{DS}	1.732g	Section 1613.2.4 (Eq. 16-38)
5% Damped Design Spectral Response Acceleration (1 sec), S_{D1}	0.886g*	Section 1613.2.4 (Eq. 16-39)

Note:

* Per Section 11.4.8 of ASCE/SEI 7-16, a ground motion hazard analysis shall be performed for projects for Site Class "E" sites with S_S greater than or equal to 1.0g and for Site Class "D" and "E" sites with S_1 greater than 0.2g. Section 11.4.8 indicates the ground motion hazard analysis may be waived provided certain exceptions are followed. Using the code based values presented in the table above, in lieu of a performing a ground motion hazard analysis, requires the exceptions outlined in ASCE 7-16 Section 11.4.8.

6.2.2 Table 6.2.2 presents additional seismic design parameters for projects with Seismic Design Categories of D through F in accordance with ASCE 7-16 for the mapped maximum considered geometric mean (MCE_G).

TABLE 6.2.2
2019 CBC SITE ACCELERATION DESIGN PARAMETERS

Parameter	Value	ASCE 7-16 Reference
Mapped MCE_G Peak Ground Acceleration, PGA	0.896g	Figure 22-7
Site Coefficient, F_{PGA}	1.2	Table 11.8-1
Site Class Modified MCE_G Peak Ground Acceleration, PGA_M	1.075g	Section 11.8.3 (Eq. 11.8-1)

6.2.3 Conformance to the criteria presented in Tables 6.2.1 and 6.2.2 for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a maximum level earthquake occurs. The primary goal of seismic design is to protect life and not to avoid structural damage, since such design may be economically prohibitive.

6.3 Soil and Excavation Characteristics

6.3.1 Based on the soils conditions encountered in our exploratory borings, the onsite native alluvium and artificial fills can be excavated with light to moderate effort using conventional excavation equipment. We do not anticipate excavations in the native alluvium at the site will generate oversize material

(greater than 3 inches in nominal dimension). The undocumented fills at the site may contain constituents not reported herein, including oversize materials and construction debris not suitable for reuse in engineered fills. Supplemental recommendations may be provided during site development.

6.3.2 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable Occupational Safety and Health Administration (OSHA) rules and regulations to maintain safety and maintain the stability of adjacent existing improvements.

6.3.3 The surficial clayey soils are considered "expansive" as defined by 2019 CBC. The recommendations of this report assume that proposed foundation systems will be supported on properly compacted fills and/or competent alluvium.

6.4 Materials for Fill

6.4.1 Excavated soils generated from cut operations at the site are suitable for use as engineered fill in structural areas provided, they do not contain deleterious matter, organic material, or cementations larger than 3 inches in maximum dimension.

6.4.2 Import or low-expansive fill material should be primarily granular with a "low" expansion potential (Expansion Index less than 50), a Plasticity Index less than 15, be free of organic material and construction debris, and not contain rock larger than 3 inches in greatest dimension. It should be assumed that soils excavated from the site do not meet the requirements for low-expansive fill. Low-expansive fill may also consist of aggregate base, or lime-treated native soils. We should perform additional analyses to determine the percent lime required to mitigate the expansion potential of the native soils. Approximately 5 percent quicklime (by weight) should be assumed for estimating purposes. Lime treatment would require an initial application and mixing followed by a subsequent mixing and compaction operation approximately 24 hours later. Care should be taken to contain lime-treatment operations such that lime is not applied to areas where vegetation is planned.

6.4.3 Environmental characteristics and corrosion potential of import soil materials may also be considered. Proposed import materials should be sampled, tested, and approved by Geocon prior to its transportation to the site.

6.5 Wet Weather Considerations

6.5.1 If grading commences in winter or spring, or in periods of precipitation, excavated and in-place soils will likely be wet. Additionally, it has been our experience that soils covered by pavement can be overly wet and require drying prior to use as engineered fill. Earthwork contractors should be aware of moisture sensitivity of fine-grained soils and potential compaction/workability difficulties.

6.5.2 Earthwork and pad preparation operations in these conditions will likely be difficult with low productivity. Often, a period of at least one month of warm and dry weather is necessary to allow the site to dry sufficiently so that heavy grading equipment can operate effectively. Conversely, during the dry summer and fall months, dry clay soils may require additional grading effort (discing or other means) to attain proper moisture conditioning. Consideration should be given to performing grading operations outside of the typical rainy season.

6.5.3 It is imperative that positive drainage be provided such that runoff is directed away from the work area. Improper drainage and ponded water can saturate exposed soils and result in the need for additional over-excavations or other measures.

6.5.4 Grading over-excavations and footing and utility excavations performed during or after periods of rain may be saturated and wet. Special provisions may be necessary to restore suitable subgrade support characteristics and enable construction to continue. Specific geotechnical recommendations will be provided during construction, based on site soil conditions at that time. Provisions such as additional over-excavations and the use of geosynthetic stabilization fabric or rat slabs should be anticipated. Where free water is present in excavations bottoms, over-excavation combined with the use of Class 2 permeable material, or drain rock wrapped in filter fabric (drainage blankets) may be recommended. The use of temporary sumps may be necessary to dewater in extreme cases.

6.6 Grading

6.6.1 All clearing operations and earthwork (including stripping, over-excavation, scarification, and re-compaction) should be observed and all fills tested for recommended compaction and moisture content by representatives of Geocon. All earthwork should be observed and all fills tested for recommended compaction and moisture content by representatives of Geocon.

6.6.2 For the purposes of establishing grading limits, the building pad should extend a minimum of 5 feet horizontally beyond the outside dimensions of the structure, including footings and overhangs carrying structural loads, where not restricted by property boundaries.

6.6.3 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer and geotechnical engineer in attendance. Special soil handling requirements can be discussed at that time.

6.6.4 The site should be stripped of all surface vegetation from the area to be developed/graded. All active or inactive utilities within the construction area should be protected, relocated, or abandoned. Any pipelines to be abandoned that are greater than 2 inches and less than 18 inches in diameter should be removed or filled with sand-cement slurry. Utilities larger than 18 inches in diameter should be removed. Excavations or depressions resulting from demolition and site clearing operations, or other existing excavations or depressions, should be restored with engineered fill in accordance with the recommendations of this report.

6.6.5 After cleaning and stripping, the building pad area should be over-excavated to a depth of 12 inches below existing grade, 12 inches below planned building pad grade, or to the depth necessary to expose competent native alluvium (whichever is deepest). The resultant over-excavation bottoms should then be scarified to a depth of approximately 8 to 12 inches, moisture conditioned to at least 2 percent above optimum moisture content and recompacted to at least 88% relative compaction. Based on the conditions encountered in our soil borings, over-excavation depths should be on the order of 2 ½ feet or less.

6.6.6 The upper 18 inches of the building pad should comprise low-expansive fill meeting the requirements of Section 6.4.2 to reduce the potential for slab distress due to shrink/swell in the expansive soils.

6.6.7 All structural fill and backfill should be placed in layers no thicker than will allow for adequate bonding and compaction (typically 8 to 12 inches). Where native clays are used for the fill, they should be placed, moisture conditioned to at least 2 percent above optimum moisture content, and compacted to at least 88 percent relative compaction. Fills derived from import or low-expansive materials per Section 6.4.2 and where fill materials are predominantly sands or gravels should be compacted to at least 90 percent relative compaction near optimum moisture.

6.6.8 Over-excavation, exposed bottom surfaces and bottom processing should be observed by our representatives on a full-time basis. If undocumented fill encountered during construction within building footprint, it should be completely removed to expose a competent native bottom and replaced with properly compacted fill.

6.7 Temporary Excavations

6.7.1 We anticipate that the majority of the site alluvial soils will be classified as Cal-OSHA "Type B" soil when encountered in excavations during site development and construction. If active seepage, loose gravelly or sandy soil, or undocumented fills are encountered, the Cal-OSHA classification should be downgraded to "Type C". Excavation sloping, benching, the use of trench shields, and the placement of trench spoils should conform to the latest applicable Cal-OSHA standards. The contractor should have a Cal-OSHA-approved "competent person" onsite during excavation to evaluate trench conditions and make appropriate recommendations where necessary.

6.7.2 All onsite excavations must be conducted in such a manner that potential surcharges from existing structures, construction equipment, and vehicle loads are resisted. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation or vehicle load. Penetrations below this 1:1 projection will require special excavation measures such as sloping and possibly shoring.

6.7.3 It is the contractor's responsibility to provide sufficient and safe excavation support and protect nearby utilities, structures, and other improvements that may be damaged by earth movements.

6.7.4 Temporary excavations such as utility trench sidewalls within the alluvial soils should remain near vertical to depths of at least 3 feet below ground surface, although some sloughing and caving may occur, particularly if clean sandy or gravelly soils, undocumented fills or groundwater are encountered. Excavations greater than approximately 3 feet in height or those that are surcharged by adjacent traffic or structures may require sloping or shoring measures in order to provide a stable excavation.

6.7.5 Temporary excavations should be protected from rainfall and erosion. Surface runoff should be directed away from excavations or slopes.

6.8 Underground Utilities

6.8.1 Underground utility trenches should be backfilled with properly compacted material. The material excavated from the trenches should be adequate for use as backfill provided it does not contain deleterious matter, vegetation or rock larger than six inches in maximum dimension. Trench backfill should be placed in loose lifts not exceeding eight inches in thickness. Lifts should be compacted to at least 88 percent relative compaction at least 2 percent above optimum moisture content (minimum 90 percent compaction at near optimum moisture where fill materials are predominantly sands or gravels). Compaction should be performed by mechanical means only; jetting of trench backfill should not be allowed.

6.8.2 Bedding and pipe zone backfill typically extends from the bottom of the trench excavations to a minimum of six inches above the crown of the pipe. Pipe bedding material should consist of crushed aggregate, clean sand or similar open-graded material. Proposed bedding and pipe zone materials should be reviewed by Geocon prior to construction; materials such as ¾-inch drain rock may require wrapping with filter fabric to mitigate the potential for piping. Bedding and backfill should also conform to the requirements of the governing utility agency.

6.9 Shallow Foundation Recommendations

6.9.1 Foundations for the warehouse structure may consist of continuous strip and spread footings founded in competent alluvium and/or properly compacted fill. Over-excavations or other provisions may be required if loose or unstable soils are encountered during footing excavations. The following recommendations are based on the assumption that the soils within 5 feet of finish grade will consist of highly expansive materials (Expansion Index less than 120).

6.9.2 It is recommended that conventional continuous footings have a minimum embedment depth of 24 inches below lowest adjacent pad grade. The footings should be at least 12 inches wide. Spread footings should be at least 4 feet square and founded at least 24 inches below lowest adjacent pad grade. Perimeter footings should consist of continuous strip footings. Any column footings at the perimeter should be integral with the strip footing.

6.9.3 Footings proportioned as recommended may be designed for an allowable soil bearing pressure of 3,000 pounds per square foot (psf). The allowable bearing pressure is for dead + live loads may be increased by up to one-third for transient loads due to wind or seismic forces.

6.9.4 The allowable passive pressure used to resist lateral movement of the footings may be taken as equal to a fluid weighing 300 pounds per cubic foot (pcf). The allowable coefficient of friction to resist sliding is 0.30 for concrete against soil. Combined passive resistance and friction may be utilized for design if the frictional resistance is reduced by 50%. Where not protected by flatwork or pavement, the upper 1 foot of soil should be neglected when calculating passive resistance to lateral loads.

6.9.5 Minimum reinforcement for continuous footings should consist of four No. 5 steel reinforcing bars; two placed near the top of the footing and two near the bottom. Reinforcement for spread footings should be designed by the project structural engineer.

6.9.6 Underground utilities running parallel to footings should not be constructed in the zone of influence of footings. The zone of influence may be taken to be the area beneath the footing and within a 1:1 plane extending out and down from the bottom edge of the footing.

6.9.7 The foundation subgrade should be sprinkled as necessary to maintain a moist condition without significant shrinkage cracks as would be expected in any concrete placement. Prior to placing rebar reinforcement, foundation excavations should be evaluated by our representatives for appropriate support characteristics and moisture content. Moisture conditioning may be required for the materials exposed at footing bottom, particularly if foundation excavations are left open for an extended period.

6.10 Concrete Slabs-on-Grade

6.10.1 Concrete slabs-on-grade subject to vehicle loading should be designed in accordance with the recommendations in Section 6.13 of this report.

6.10.2 Concrete slabs-on-grade for structures, not subject to vehicle loading, should be a minimum of 5 inches thick and should be underlain by at least 18 inches of low-expansive fill meeting the requirements of Section 6.4.2 to reduce the potential for slab distress due to shrink/swell in the expansive soils. The minimum slab reinforcement should consist of No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions. Steel reinforcing should be positioned vertically near the slab midpoint. Final slab thickness and reinforcing should be specified by the project structural engineer.

6.10.3 Interior slabs should also be underlain by 3 inches of ½-inch or ¾-inch crushed rock with no more than 5 percent passing the No. 200 sieve to serve as a capillary break. The rock should be subjected to several passes with a walk-behind vibrating plate compactor prior to placing rebar or slab underlayment materials. We should be contacted to check subgrade soils for suitable moisture content before placing the capillary break materials. The 3 inches of crushed rock should not be counted toward the 18 inches of low-expansive fill recommended above.

6.10.4 The slab-on-grade dimensions and minimum reinforcement recommendations presented herein are based upon soil conditions only and are not intended to be used in lieu of those required for structural purposes.

6.10.5 Crack control joints for slabs-on-grade should be spaced at intervals not greater than 10 feet for 5-inch slabs and should be constructed using saw-cuts or other methods as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by the project structural engineer.

6.10.6 The recommendations of this report are intended to reduce the potential for cracking of slabs due to soil movement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to soil movement. This is common for project areas that contain expansive soils since designing to eliminate potential soil movement is cost prohibitive. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

6.11 Moisture Protection Considerations

6.11.1 A vapor barrier is not required beneath slabs-on-grade for geotechnical purposes. Further, the migration of moisture through concrete slabs or moisture otherwise released from slabs is not a geotechnical issue. However, for the convenience of the owner, we are providing the following general suggestions for consideration by the owner, architect, structural engineer, and contractor. The suggested procedures may reduce the potential for moisture-related floor covering failures on concrete slabs-on-grade, but moisture problems may still occur even if the procedures are followed. If detailed recommendations are desired, we recommend consulting a specialist in this field. If a vapor barrier is used beneath mat slab foundations, we should review the geotechnical design parameters presented herein.

6.11.2 A vapor barrier meeting ASTM E 1745-09 Class C requirements may be placed directly below the slab, without a sand cushion. To reduce the potential for punctures, a higher quality vapor barrier (15 mil, Class A or B) should be used. The vapor barrier, if used, should extend to the edges of the slab, and should be sealed at all seams and penetrations.

6.11.3 The concrete water/cement ratio should be as low as possible. The water/cement ratio should not exceed 0.45 for concrete placed directly on the vapor barrier. Midrange plasticizers could be used to facilitate concrete placement and workability.

6.11.4 Proper finishing, curing, and moisture vapor emission testing should be performed in accordance with the latest guidelines provided by the American Concrete Institute, Portland Cement Association, and ASTM.

6.12 Retaining Wall Design

6.12.1 Lateral earth pressures may be used in the design of permanent retaining walls and buried structures. Lateral earth pressures against these facilities may be assumed to be equal to the pressure exerted by an equivalent fluid. The unit weight of the equivalent fluid depends on the design conditions. Table 6.12 summarizes the weights of the equivalent fluid based on the different design conditions.

TABLE 6.12
RECOMMENDED LATERAL EARTH PRESSURES

Condition	Equivalent Fluid Density
Active	60 pcf
At-Rest	80 pcf

6.12.2 Unrestrained walls should be designed using the active case. Unrestrained walls are those that are allowed to rotate more than 0.01H (where H is the height of the wall). Walls restrained from movement such as basement walls should be designed using the at-rest case. The above soil pressures assume level backfill under drained conditions within an area bounded by the wall and a 1:1 plane extending upward from the base of the wall and no surcharges within that same area. Unless project-specific loading information is provided by the structural engineer, where typical vehicle loads are expected behind a retaining wall, an additional uniform surcharge pressure equivalent to 2 feet of backfill soil should be used for design.

6.12.3 Retaining wall foundations should be designed as strip footings in accordance with Section 6.9.

6.12.4 Unless hydrostatic conditions are incorporated into design, retaining walls greater than 2 feet tall (retained height) should be provided with a drainage system adequate to prevent the buildup of hydrostatic forces and should be waterproofed as required by the project architect. Positive drainage for retaining walls should consist of a vertical layer of permeable material positioned between the retaining wall and the soil backfill. The permeable material may be composed of a composite drainage geosynthetic or a natural permeable material such as crushed gravel at least 12 inches thick and capped with at least 12 inches of native soil. A geosynthetic filter fabric should be placed between the gravel and the soil backfill. Provisions for removal of collected water should be provided for either system by installing a perforated drainage pipe along the bottom of the permeable material, which leads to suitable drainage facilities.

6.12.5 We recommend that all retaining wall designs be reviewed by Geocon to confirm the incorporation of the recommendations provided herein. In particular, potential surcharges from adjacent structures and other improvements should be reviewed by Geocon.

6.13 Pavement Recommendations

6.13.1 The upper 12 inches of pavement subgrade should be scarified, moisture conditioned to at least 2 percent above optimum moisture content and compacted to at least 92 percent relative compaction (minimum 95 percent compaction near optimum moisture if subgrade soils are imported materials or lime-treated native soils. Class 2 AB should be compacted to 95 percent or higher relative compaction at or near optimum moisture content. Subgrade materials should be proof rolled with a loaded water truck or similar equipment with high contact pressure to verify stability prior to the placement of AB.

6.13.2 We recommend the following asphalt concrete (AC) pavement sections for design to establish subgrade elevations in pavement areas. The project civil engineer should determine the appropriate Traffic Index (TI) based on anticipated traffic conditions. The flexible pavement sections below are based on estimated design TIs. We can provide additional sections based on other TIs if necessary.

TABLE 6.13
FLEXIBLE PAVEMENT SECTION RECOMMENDATIONS

Location	Estimated Traffic Index (TI)	Alternative #1		Alternative #2		
		AC (inches)	AB (inches)	AC (inches)	AB (inches)	LTS (inches)
Parking Stalls	4.5	3	8	3	4	12
Driveways	6.0	3 ½	12 ½	3 ½	4	12
Heavy Duty	7.0	4	15 ½	4	6	12

Note: The recommended flexible pavement sections are based on the following assumptions:

1. Subgrade soil has an R-Value of 5.
2. AB: Class 2 AB with a minimum R-Value of 78 and meeting the requirements of Section 26 of the latest Caltrans Standard Specifications.
3. AB is compacted to 95% or higher relative compaction at or near optimum moisture content. Prior to placing AB, the subgrade should be proof rolled with a loaded water truck to verify stability.
4. AC: Asphalt concrete conforming to local agency standards or Section 39 of the latest Caltrans Standard Specifications.
5. LTS: Lime-treated subgrade per Section 6.4.2.

6.13.3 The AC sections in Table 6.13 are final, minimum thicknesses. If staged pavements are used, the construction bottom AC lift should be at least 2 inches thick. Following construction, the finish top AC lift should be at least 1.5 inches thick.

6.13.4 Unless specifically designed and evaluated by the project structural engineer, where concrete paving will be utilized for support of vehicles, we recommend the concrete be a minimum of 6 inches thick and reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions. In addition, doweling, reinforcing steel or other load-transfer mechanism should be provided at joints if desired to reduce the potential for vertical offset. The concrete should have a minimum 28-day compressive strength of 3,500 psi.

6.13.5 We recommend that at least 12 inches of Class 2 Aggregate Base be used below rigid concrete pavements. The aggregate base should be compacted to at least 95% relative compaction near optimum moisture content.

6.13.6 Consideration should be given to providing a thickened edge on the outside of concrete slabs subject to wheel loads. The thickened edge should be 2 inches thicker than the design slab thickness at the slab edge and taper back to the design slab thickness 3 feet behind the face of the slab.

6.13.7 In general, we recommend that concrete pavements be designed, constructed and maintained in accordance with industry standards such as those provided by the American Concrete Pavement Association. Crack control joints for slabs-on-grade should be spaced at intervals not greater than 12 feet for 6-inch slabs and should be constructed using saw-cuts or other methods as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by the project structural engineer.

6.13.8 The performance of pavements is highly dependent upon providing positive surface drainage away from the edge of pavements. Ponding of water on or adjacent to the pavement will likely result in saturation of the subgrade materials and subsequent cracking, subsidence and pavement distress. If planters are planned adjacent to paving, it is recommended that the perimeter curb be extended at least 6 inches below the bottom of the aggregate base to minimize the introduction of water beneath the paving. Alternatives such as plastic moisture cut-offs or modified drop-inlets may also be considered in lieu of deepened curbs.

6.13.9 Asphalt pavement section recommendations for driveways and parking areas are based on Caltrans design procedures. It should be noted that most rational pavement design procedures are based on projected street or highway traffic conditions and, hence, may not be representative of vehicular loading that occurs in parking lots and driveways. Pavement proximity to landscape irrigation, reduced traffic speed and short turning radii increase the potential for pavement distress to occur in parking lots even though the volume of traffic is significantly less than that of an adjacent street. The HDM indicates that the resulting pavement sections for parking lots are minimized to keep initial costs down but are reasonable because additional AC surfacing can be added later, if needed, and generally without incurring traffic hazards or traffic handling problems. It is generally not economically feasible to design and construct the entire parking lot and driveways for the unique loading conditions previously described. Periodic maintenance of the pavement in these areas, therefore, should be anticipated.

6.14 Exterior Slabs

6.14.1 Exterior slabs, not subject to traffic loads, should be at least 4 inches thick and reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions, positioned near the slab midpoint. We recommend that at least 12 inches of Class 2 Aggregate Base (AB) compacted to at least 95% relative compaction be used below exterior slabs. Prior to placing AB, the subgrade should be moisture conditioned to at least 2 percent above optimum moisture and properly compacted to at least 88% relative compaction (minimum 90 percent compaction at near optimum moisture where fill materials are predominantly sands or gravels).

6.14.2 Sidewalk, curb, gutter, and driveway encroachments should be designed and constructed in accordance with the latest City of American Canyon standards, and should also incorporate the recommendations presented herein, where applicable.

6.14.3 The slab-on-grade dimensions and minimum reinforcement recommendations presented herein are based upon soil conditions only and are not intended to be used in lieu of those required for structural purposes.

6.14.4 Crack control joints for slabs-on-grade should be spaced at intervals not greater than 8 feet for 4-inch slabs and should be constructed using saw-cuts or other methods as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by the project structural engineer.

6.14.5 The recommendations of this report are intended to reduce the potential for cracking of slabs due to soil movement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to soil movement. This is common for project areas that contain expansive soils since designing to eliminate potential soil movement is cost prohibitive. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the

slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

6.15 Surface Drainage

6.15.1 Proper surface drainage is critical to the future performance of the project. Uncontrolled infiltration of irrigation excess and storm runoff into the soils can adversely affect the performance of the planned improvements. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change to important engineering properties. Proper drainage should be maintained at all times. The location and design of storm water infiltration facilities should be specifically reviewed by Geocon.

6.15.2 All site drainage should be collected and transferred to the street in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundations or retaining walls. Drainage should not be allowed to flow uncontrolled over any descending slope. The proposed structures should be provided with roof gutters. Discharge from downspouts, roof drains and scuppers not permitted onto unprotected soils within five feet of the building perimeter. Planters located adjacent to foundations should be sealed or properly drained to prevent moisture intrusion into the materials providing foundation support. Landscape irrigation within five feet of the building perimeter footings should be kept to a minimum to just support vegetative life.

6.15.3 Positive site drainage should be provided away from structures, pavement, and the tops of slopes to swales or other controlled drainage structures. The building pad and pavement areas should be fine graded such that water is not allowed to pond. Final soil grade should slope a minimum of 2% away from structures.

6.15.4 We recommend implemented measures to reduce infiltrating surface water near buildings and slabs-on-grade. Such measures may include:

- Selecting drought-tolerant plants that require little or no irrigation, especially within 3 feet of buildings, slabs-on-grade, or pavements.
- Using drip irrigation or low-output sprinklers.
- Using automatic timers for irrigation systems.
- Appropriately spaced area drains.
- Hard-piping roof downspouts to appropriate collection facilities.

7. FURTHER GEOTECHNICAL SERVICES

7.1 Plan and Specification Review

7.1.1 We should review project plans and specifications prior to final design submittal to assess whether our recommendations have been properly implemented and evaluate if additional analysis and/or recommendations are required.

7.2 Testing and Observation Services

7.2.1 The recommendations provided in this report are based on the assumption that we will continue as Geotechnical Engineer of Record throughout the construction phase and provide compaction testing and observation services and foundation observations throughout the project. It is important to maintain continuity of geotechnical interpretation and confirm that field conditions encountered are similar to those anticipated during design. If we are not retained for these services, we cannot assume any responsibility for others interpretation of our recommendations, and therefore the future performance of the project.

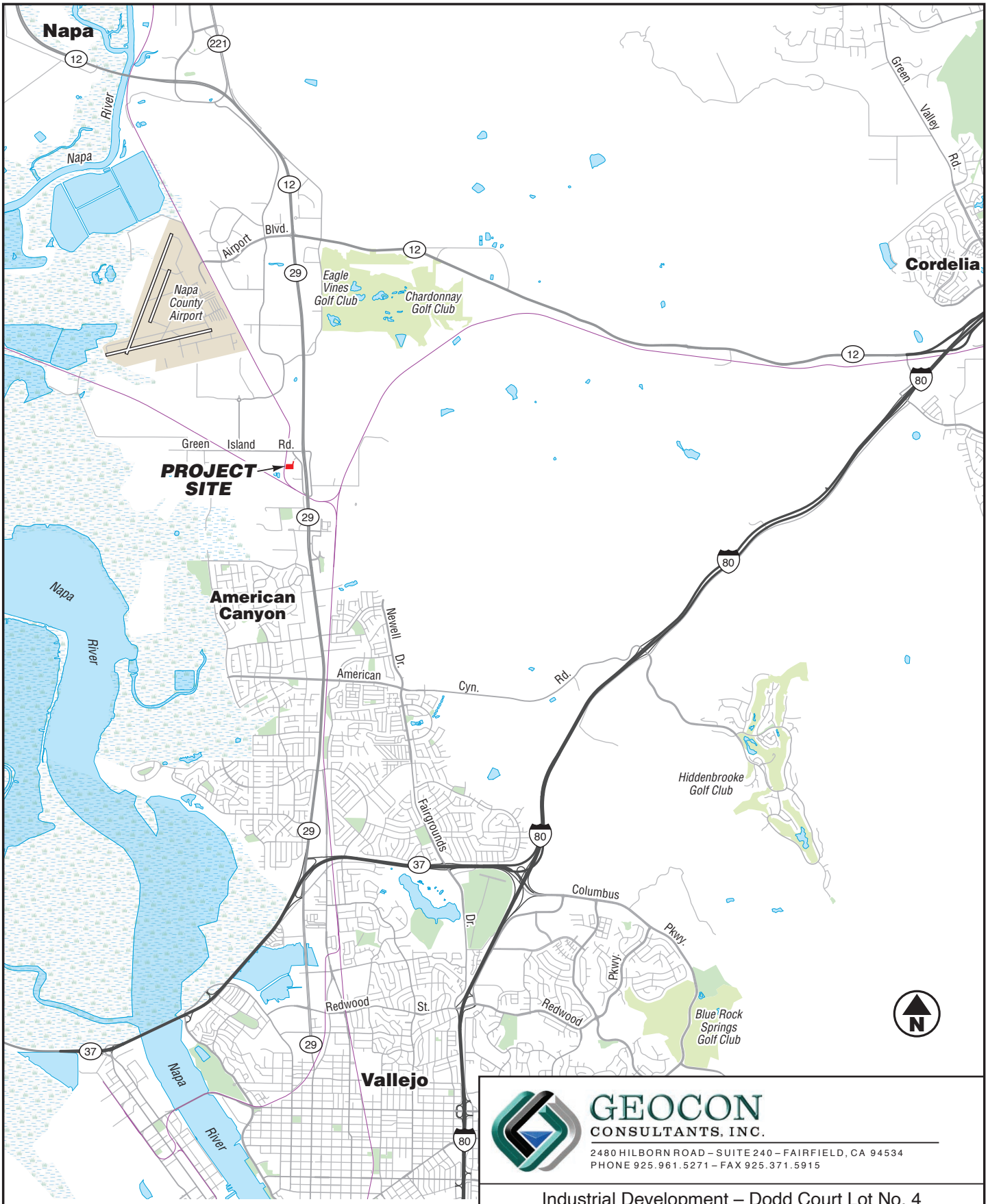
LIMITATIONS AND UNIFORMITY OF CONDITIONS

The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon Consultants, Inc. should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the geotechnical scope of services provided by Geocon Consultants, Inc.

This report is issued with the understanding that it is the responsibility of the owner, or of his representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.

The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.

Our professional services were performed, our findings obtained, and our recommendations prepared in accordance with generally accepted geotechnical engineering principles and practices used in the site area at this time. No warranty is provided, express or implied.



GEOCON
CONSULTANTS, INC.
2480 HILBORN ROAD – SUITE 240 – FAIRFIELD, CA 94534
PHONE 925.961.5271 – FAX 925.371.5915

Industrial Development – Dodd Court Lot No. 4

American Canyon,
California

VICINITY MAP

E9321-04-01	September 2022	Figure 1

Ref: Napa Design Partners & RSA+, Feb. 2022

LEGEND:

B1 ⊗ Approximate Boring Location

0 50

Scale in Feet

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PHONE 925.961.5271 – FAX 925.371.5915

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American Canyon, California

SITE PLAN

E9321-04-01	September 2022	Figure 2

APPENDIX A

APPENDIX A
FIELD EXPLORATION

Fieldwork for our investigation included a site visit, subsurface exploration, and soil sampling. The locations of our exploratory borings are shown on the Site Plan, Figure 2. Soil boring logs for our exploration are presented as figures following the text in this appendix. The borings were located in the field by pacing from existing reference points. Therefore, the exploration locations shown on Figure 2 are approximate.

Our field exploration included six exploratory soil borings to depths of approximately 25 feet or less. Our borings were performed by Clear Heart Drilling under Geocon supervision on August 5, 2022 using a truck-mounted CME 55 drill rig equipped with 8-inch hollow-stem and 4-inch solid flight augers. Sampling in the borings was accomplished using a 140-pound automatic hammer with a 30-inch drop. Samples were obtained with a 3-inch outside-diameter (OD), split spoon (California Modified) sampler, and a 2-inch OD, Standard Penetration Test (SPT) sampler. The number of blows required to drive the sampler the last 12 inches (or fraction thereof) of the 18-inch sampling interval were recorded on the boring logs. The blow counts shown on the boring logs should not be interpreted as standard SPT "N" values; corrections have not been applied

Subsurface conditions encountered in the exploratory boring were visually examined, classified and logged in general accordance with the American Society for Testing and Materials (ASTM) Practice for Description and Identification of Soils (Visual-Manual Procedure D2488). This system uses the Unified Soil Classification System (USCS) for soil designations. The log depicts soil and geologic conditions encountered and depths at which samples were obtained. The log also includes our interpretation of the conditions between sampling intervals. Therefore, the logs contain both observed and interpreted data. We determined the lines designating the interface between soil materials on the logs using visual observations, drill rig penetration rates, excavation characteristics and other factors. The transition between materials may be abrupt or gradual. Where applicable, the field log was revised based on subsequent laboratory testing.

Upon completion, our soil borings were backfilled per Napa County permit requirements.

UNIFIED SOIL CLASSIFICATION

MAJOR DIVISIONS					TYPICAL NAMES
COARSE-GRAINED SOILS, MORE THAN HALF IS COARSER THAN NO. 200 SIEVE	GRAVELS, MORE THAN HALF COARSE FRACTION IS LARGER THAN NO.4 SIEVE SIZE	CLEAN GRAVELS WITH LITTLE OR NO FINES	GW		WELL GRADED GRAVELS WITH OR WITHOUT SAND, LITTLE OR NO FINES
			GP		POORLY GRADED GRAVELS WITH OR WITHOUT SAND, LITTLE OR NO FINES
		GRAVELS WITH OVER 12% FINES	GM		SILTY GRAVELS, SILTY GRAVELS WITH SAND
			GC		CLAYEY GRAVELS, CLAYEY GRAVELS WITH SAND
	SANDS, MORE THAN HALF COARSE FRACTION IS SMALLER THAN NO.4 SIEVE SIZE	CLEAN SANDS WITH LITTLE OR NO FINES	SW		WELL GRADED SANDS WITH OR WITHOUT GRAVEL, LITTLE OR NO FINES
			SP		POORLY GRADED SANDS WITH OR WITHOUT GRAVEL, LITTLE OR NO FINES
		SANDS WITH OVER 12% FINES	SM		SILTY SANDS WITH OR WITHOUT GRAVEL
			SC		CLAYEY SANDS WITH OR WITHOUT GRAVEL
FINE-GRAINED SOILS, MORE THAN HALF IS FINER THAN NO. 200 SIEVE	SILTS AND CLAYS, LIQUID LIMIT 50% OR LESS		ML		INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTS WITH SANDS AND GRAVELS
			CL		INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, CLAYS WITH SANDS AND GRAVELS, LEAN CLAYS
			OL		ORGANIC SILTS OR CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS, LIQUID LIMIT GREATER THAN 50%		MH		INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS, FINE SANDY OR SILTY SOILS, ELASTIC SILTS
			CH		INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
			OH		ORGANIC CLAYS OR CLAYS OF MEDIUM TO HIGH PLASTICITY
	HIGHLY ORGANIC SOILS		PT		PEAT AND OTHER HIGHLY ORGANIC SOILS

BORING/TRENCH LOG LEGEND

- No Recovery
- Shelby Tube Sample
- Bulk Sample
- SPT Sample
- Modified California Sample
- Groundwater Level (At Completion)
- Groundwater Level (Seepage)

PENETRATION RESISTANCE

SAND AND GRAVEL			SILT AND CLAY			
RELATIVE DENSITY	BLOWS PER FOOT (SPT)*	BLOWS PER FOOT (MOD-CAL)*	CONSISTENCY	BLOWS PER FOOT (SPT)*	BLOWS PER FOOT (MOD-CAL)*	COMPRESSIVE STRENGTH (tsf)
VERY LOOSE	0 - 4	0 - 6	VERY SOFT	0 - 2	0 - 3	0 - 0.25
LOOSE	5 - 10	7 - 16	SOFT	3 - 4	4 - 6	0.25 - 0.50
MEDIUM DENSE	11 - 30	17 - 48	MEDIUM STIFF	5 - 8	7 - 13	0.50 - 1.0
DENSE	31 - 50	49 - 79	STIFF	9 - 15	14 - 24	1.0 - 2.0
VERY DENSE	OVER 50	OVER 79	VERY STIFF	16 - 30	25 - 48	2.0 - 4.0
			HARD	OVER 30	OVER 48	OVER 4.0

*NUMBER OF BLOWS OF 140 LB HAMMER FALLING 30 INCHES TO DRIVE LAST 12 INCHES OF AN 18-INCH DRIVE

MOISTURE DESCRIPTIONS

FIELD TEST	APPROX. DEGREE OF SATURATION, S (%)	DESCRIPTION
NO INDICATION OF MOISTURE; DRY TO THE TOUCH	S<25	DRY
SLIGHT INDICATION OF MOISTURE	25≤S<50	DAMP
INDICATION OF MOISTURE; NO VISIBLE WATER	50≤S<75	MOIST
MINOR VISIBLE FREE WATER	75≤S<100	WET
VISIBLE FREE WATER	100	SATURATED

QUANTITY DESCRIPTIONS

APPROX. ESTIMATED PERCENT	DESCRIPTION
<5%	TRACE
5 - 10%	FEW
11 - 25%	LITTLE
26 - 50%	SOME
>50%	MOSTLY

GRAVEL/COBBLE/BOULDER DESCRIPTIONS

CRITERIA	DESCRIPTION
PASS THROUGH A 3-INCH SIEVE AND BE RETAINED ON A NO. 4 SIEVE (#4 TO 3")	GRAVEL
PASS A 12-INCH SQUARE OPENING AND BE RETAINED ON A 3-INCH SIEVE (3"-12")	COBBLE
WILL NOT PASS A 12-INCH SQUARE OPENING (>12")	BOULDER

BEDDING SPACING DESCRIPTIONS

THICKNESS/SPACING	DESCRIPTOR
GREATER THAN 10 FEET	MASSIVE
3 TO 10 FEET	VERY THICKLY BEDDED
1 TO 3 FEET	THICKLY BEDDED
3 ⅜-INCH TO 1 FOOT	MODERATELY BEDDED
1 ¼-INCH TO 3 ⅜-INCH	THINLY BEDDED
⅜-INCH TO 1 ¼-INCH	VERY THINLY BEDDED
LESS THAN ⅜-INCH	LAMINATED

STRUCTURE DESCRIPTIONS

CRITERIA	DESCRIPTION
ALTERNATING LAYERS OF VARYING MATERIAL OR COLOR WITH LAYERS AT LEAST ¼-INCH THICK	STRATIFIED
ALTERNATING LAYERS OF VARYING MATERIAL OR COLOR WITH LAYERS LESS THAN ¼-INCH THICK	LAMINATED
BREAKS ALONG DEFINITE PLANES OF FRACTURE WITH LITTLE RESISTANCE TO FRACTURING	FISSURED
FRACTURE PLANES APPEAR POLISHED OR GLOSSY, SOMETIMES STRIATED	SLICKENSIDED
COHESIVE SOIL THAT CAN BE BROKEN DOWN INTO SMALLER ANGULAR LUMPS WHICH RESIST FURTHER BREAKDOWN	BLOCKY
INCLUSION OF SMALL POCKETS OF DIFFERENT SOIL, SUCH AS SMALL LENSES OF SAND SCATTERED THROUGH A MASS OF CLAY	LENSED
SAME COLOR AND MATERIAL THROUGHOUT	HOMOGENOUS

CEMENTATION/INDURATION DESCRIPTIONS

FIELD TEST	DESCRIPTION
CRUMBLES OR BREAKS WITH HANDLING OR LITTLE FINGER PRESSURE	WEAKLY CEMENTED/INDURATED
CRUMBLES OR BREAKS WITH CONSIDERABLE FINGER PRESSURE	MODERATELY CEMENTED/INDURATED
WILL NOT CRUMBLE OR BREAK WITH FINGER PRESSURE	STRONGLY CEMENTED/INDURATED

IGNEOUS/METAMORPHIC ROCK STRENGTH DESCRIPTIONS

FIELD TEST	DESCRIPTION
MATERIAL CRUMBLES WITH BARE HAND	WEAK
MATERIAL CRUMBLES UNDER BLOWS FROM GEOLOGY HAMMER	MODERATELY WEAK
⅛-INCH INDENTATIONS WITH SHARP END FROM GEOLOGY HAMMER	MODERATELY STRONG
HAND-HELD SPECIMEN CAN BE BROKEN WITH **ONE** BLOW FROM GEOLOGY HAMMER	STRONG
HAND-HELD SPECIMEN CAN BE BROKEN WITH **COUPLE** BLOWS FROM GEOLOGY HAMMER	VERY STRONG
HAND-HELD SPECIMEN CAN BE BROKEN WITH **MANY** BLOWS FROM GEOLOGY HAMMER	EXTREMELY STRONG

IGNEOUS/METAMORPHIC ROCK WEATHERING DESCRIPTIONS

DEGREE OF DECOMPOSITION	FIELD RECOGNITION	ENGINEERING PROPERTIES
SOIL	DISCOLORED, CHANGED TO SOIL, FABRIC DESTROYED	EASY TO DIG
COMPLETELY WEATHERED	DISCOLORED, CHANGED TO SOIL, FABRIC MAINLY PRESERVED	EXCAVATED BY HAND OR RIPPING (Saprolite)
HIGHLY WEATHERED	DISCOLORED, HIGHLY FRACTURED, FABRIC ALTERED AROUND FRACTURES	EXCAVATED BY HAND OR RIPPING, WITH SLIGHT DIFFICULTY
MODERATELY WEATHERED	DISCOLORED, FRACTURES, INTACT ROCK-NOTICEABLY WEAKER THAN FRESH ROCK	EXCAVATED WITH DIFFICULTY WITHOUT EXPLOSIVES
SLIGHTLY WEATHERED	MAY BE DISCOLORED, SOME FRACTURES, INTACT ROCK-NOT NOTICEABLY WEAKER THAN FRESH ROCK	REQUIRES EXPLOSIVES FOR EXCAVATION, WITH PERMEABLE JOINTS AND FRACTURES
FRESH	NO DISCOLORATION, OR LOSS OF STRENGTH	REQUIRES EXPLOSIVES

IGNEOUS/METAMORPHIC ROCK JOINT/FRACTURE DESCRIPTIONS

FIELD TEST	DESCRIPTION
NO OBSERVED FRACTURES	UNFRACTURED/UNJOINTED
MAJORITY OF JOINTS/FRACTURES SPACED AT 1 TO 3 FOOT INTERVALS	SLIGHTLY FRACTURED/JOINTED
MAJORITY OF JOINTS/FRACTURES SPACED AT 4-INCH TO 1 FOOT INTERVALS	MODERATELY FRACTURED/JOINTED
MAJORITY OF JOINTS/FRACTURES SPACED AT 1-INCH TO 4-INCH INTERVALS WITH SCATTERED FRAGMENTED INTERVALS	INTENSELY FRACTURED/JOINTED
MAJORITY OF JOINTS/FRACTURES SPACED AT LESS THAN 1-INCH INTERVALS; MOSTLY RECOVERED AS CHIPS AND FRAGMENTS	VERY INTENSELY FRACTURED/JOINTED

GEOCON
CONSULTANTS, INC.
2420 MARTIN ROAD, SUITE 380 - FAIRFIELD, CA 94534
PHONE 925.961.5271 - FAX 925.371.5915

KEY TO LOGS

PROJECT NO. **E9321-04-01** PROJECT NAME: **Dodd Court - Lot 4**

BORING B1

ELEV. (MSL.) _____ DATE COMPLETED **8/5/2022**

ENG./GEO. **FG** DRILLER **Clear Heart Drilling, Inc.**

EQUIPMENT **CME55 w/ 4" SFA** HAMMER TYPE **Automatic**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0								
1				GP-GM	FILL Medium dense, dry to damp, gray and tan, GRAVEL with sand and silt/clay			
2	B1-1.5 B1-2			CH	OLDER ALLUVIUM Stiff, moist, black, fat CLAY	21	93.1	17.6
3								
4	B1-4				-very stiff, dark brown	28		
5	B1-4.5				-light brown, more sand -pp>4½		106.8	18.8
					END OF BORING AT APPROXIMATELY 5 FEET NO FREE WATER ENCOUNTERED BACKFILLED WITH COMPACTED CUTTINGS			

Figure A2, Log of Boring B1, Page 1 of 1

GEOCON BORING LOG W/FIG# STARTING W/ A2 E9321-04-01 BORING LOGS.GPJ 12/14/22

GEOCON

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◥ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. **E9321-04-01** PROJECT NAME: **Dodd Court - Lot 4**

BORING B2

ELEV. (MSL.) _____ DATE COMPLETED **8/5/2022**

ENG./GEO. **FG** DRILLER **Clear Heart Drilling, Inc.**

EQUIPMENT **CME55 w/ 8" O.D. HSA** HAMMER TYPE **Automatic**

DEPTH IN FEET	SAMPLE NO.	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0		CH	OLDER ALLUVIUM Very stiff, moist, black with red-orange veins, fat CLAY -trace roots			
2	B2-2 B2-2.5		-pp>4½	27	88.8	17.6
4	B2-4 B2-4.5		-hard, with white veins	56	102.5	17.6
5		CL	-pp>4½			
6	B2-5.5 B2-6		Very stiff, moist, gray-brown mottled with tan and red-orange, CLAY with sand -pp>4½	37	108.8	18.4
9	B2-9 B2-9.5		-gray-brown mottled with light brown and tan, with little sand -more sand -pp>4½	27	108.9	19.0
14	B2-14 B2-14.5	SM	-more sand Medium dense, wet, tan and brown, Silty SAND with clay	39		
17		CL	Very stiff, moist, orange-brown and gray spotted with black, Sandy CLAY			
19	B2-19-20			29		
20			END OF BORING AT APPROXIMATELY 20 FEET GROUNDWATER ENCOUNTERED AT APPROXIMATELY 13½ FEET BACKFILLED WITH NEAT CEMENT			

Figure A3, Log of Boring B2, Page 1 of 1

GEOCON BORING LOG W/FIG# STARTING W/ A2 E9321-04-01 BORING LOGS.GPJ 12/14/22

GEOCON

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL ◧ ... STANDARD PENETRATION TEST ■ ... DRIVE SAMPLE (UNDISTURBED)

⊠ ... DISTURBED OR BAG SAMPLE ◥ ... CHUNK SAMPLE ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. **E9321-04-01** PROJECT NAME: **Dodd Court - Lot 4**

BORING B3

ELEV. (MSL.) _____ DATE COMPLETED **8/5/2022**

ENG./GEO. **FG** DRILLER **Clear Heart Drilling, Inc.**

EQUIPMENT **CME55 w/ 8" O.D. HSA** HAMMER TYPE **Automatic**

DEPTH IN FEET	SAMPLE NO.	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0						
1		CH	OLDER ALLUVIUM Hard, moist, black, fat CLAY			
2	B3-1.5 B3-2		-pp>4½	50		
3						
4	B3-3.5 B3-4	CL	Very stiff, moist, dark brown, CLAY with few to little sands -pp>4½	38	104.9	18.4
5						
6	B3-5.5 B3-6		-mottled with orange and gray with light brown spots -pp>4½	29	107.9	18.6
7						
8						
9	B3-8.5 B3-9		-more sand -pp=3¾	24	109.3	19.4
10						
11						
12						
13			-brown, more sand			
14	B3-13.5 B3-14		-pp=3¾	34	116.5	17.2
15						
16						
17						
18						
19	B3-19 B3-19.5		-orange and gray with dark brown spots -pp>4½	32	107.6	21.1
20						
21						
22						
23						
24	B3-24 B3-24.5		-stiff, orange and gray -pp=2¾-3 -more sand and silt	24	108.1	21.6
25			END OF BORING AT APPROXIMATELY 25 FEET GROUNDWATER ENCOUNTERED AT APPROXIMATELY 13 FEET BACKFILLED WITH NEAT CEMENT			

Figure A4, Log of Boring B3, Page 1 of 1

GEOCON BORING LOG W/FIG# STARTING W/ A2 E9321-04-01 BORING LOGS.GPJ 12/14/22

GEOCON

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL ◧ ... STANDARD PENETRATION TEST ■ ... DRIVE SAMPLE (UNDISTURBED)

▨ ... DISTURBED OR BAG SAMPLE ◥ ... CHUNK SAMPLE ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. **E9321-04-01** PROJECT NAME: **Dodd Court - Lot 4**

BORING B4

ELEV. (MSL.) _____ DATE COMPLETED **8/5/2022**

ENG./GEO. **FG** DRILLER **Clear Heart Drilling, Inc.**

EQUIPMENT **CME55 w/ 8" O.D. HSA** HAMMER TYPE **Automatic**

DEPTH IN FEET	SAMPLE NO.	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0		CH	OLDER ALLUVIUM Very stiff, moist, black, fat CLAY			
4	B4-3.5 B4-4	CL	Very stiff, moist, gray-brown mottled with orange, CLAY with trace sand -brown -pp>4½	29	108.9	14.0
9	B4-9-10		-gray-brown and orange with black spots, more sand -pp>4½	22		17.5
14	B4-13.5-15		-more sand -pp=4	17		17.4
16		SC	Medium dense, moist to wet, orange-brown with tan and gray-brown, Clayey SAND			
17	B4-16.5-17.5	CL	Very stiff, moist, orange-brown with tan and gray-brown, Sandy CLAY	27		
19	B4-19-20		-less sand -pp>4½	19		20.8
20			END OF BORING AT APPROXIMATELY 20 FEET GROUNDWATER ENCOUNTERED AT APPROXIMATELY 14 FEET BACKFILLED WITH NEAT CEMENT			

Figure A5, Log of Boring B4, Page 1 of 1

GEOCON BORING LOG W/FIG# STARTING W/ A2 E9321-04-01 BORING LOGS.GPJ 12/14/22

GEOCON

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL ◧ ... STANDARD PENETRATION TEST ■ ... DRIVE SAMPLE (UNDISTURBED)

⊠ ... DISTURBED OR BAG SAMPLE ◥ ... CHUNK SAMPLE ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. **E9321-04-01** PROJECT NAME: **Dodd Court - Lot 4**

BORING B5

ELEV. (MSL.) _____ DATE COMPLETED **8/5/2022**

ENG./GEO. **FG** DRILLER **Clear Heart Drilling, Inc.**

EQUIPMENT **CME55 w/ 4" SFA** HAMMER TYPE **Automatic**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0								
1				CH	OLDER ALLUVIUM Very stiff, moist, dark brown, Sandy fat CLAY with trace gravel			
2	B5-1.5 B5-2				-pp>4½	30	103.3	15.1 11.5
3								
4	B5-4				-light brown	39		
5	B5-4.5				-mottled with orange, dark brown and tan, more sand -brown, some gravels		108.0	16.5
					END OF BORING AT APPROXIMATELY 5 FEET NO FREE WATER ENCOUNTERED BACKFILLED WITH COMPACTED CUTTINGS			

Figure A6, Log of Boring B5, Page 1 of 1

GEOCON BORING LOG W/FIG# STARTING W/ A2 E9321-04-01 BORING LOGS.GPJ 12/14/22

GEOCON

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL ◧ ... STANDARD PENETRATION TEST ■ ... DRIVE SAMPLE (UNDISTURBED)

⊠ ... DISTURBED OR BAG SAMPLE ◥ ... CHUNK SAMPLE ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. **E9321-04-01** PROJECT NAME: **Dodd Court - Lot 4**

BORING B6

ELEV. (MSL.) _____ DATE COMPLETED **8/5/2022**

ENG./GEO. **FG** DRILLER **Clear Heart Drilling, Inc.**

EQUIPMENT **CME55 w/ 8" O.D. HSA** HAMMER TYPE **Automatic**

DEPTH IN FEET	SAMPLE NO.	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0						
1	B6-1.5	GW-GM	FILL Medium dense, dry to damp, light gray and tan, Sandy (f-c) GRAVEL with few silts	25		2.8
2	B6-2					
3	B6-2.5-5	CH	OLDER ALLUVIUM Very stiff, moist, black mottled with red-orange, fat CLAY		110.2	16.5
4	B6-3.5			32		
4	B6-4		-pp>4½		102.4	19.6
5		CL	Very stiff, moist, brown mottled with white and orange, CLAY with sand			
6	B6-5.5			36		
6	B6-6				110.2	19.0
7						
8	B6-8			26		
9	B6-8.5		-brown to light brown and gray mottled with orange and black, with silt -pp=3½		103.8	23.0
10						
11		SC	Medium dense, moist, orange-brown and gray mottled with black, Clayey SAND			
12	B6-11.5			26		
12	B6-12	CL	-dark brown, (c) sand with (f) gravels		112.1	18.0
13			Very stiff, moist, dark brown, Sandy CLAY			
14			-pp=2¾-3			
15						
16			▼			
17	B6-16.5-17.5		-light brown, trace (f) gravels -pp=3½	22		17.4
18						
19						
20						
21						
22	B6-22			29	106.0	22.4
23	B6-22.5		-pp>4½			20.0
24	B6-24-25		-less clay, more sand, no gravels	19		
25			END OF BORING AT APPROXIMATELY 25 FEET GROUNDWATER ENCOUNTERED AT APPROXIMATELY 16 FEET BACKFILLED WITH NEAT CEMENT			

Figure A7, Log of Boring B6, Page 1 of 1

GEOCON BORING LOG W/FIG# STARTING W/ A2 E9321-04-01 BORING LOGS.GPJ 12/14/22

GEOCON

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL ◧ ... STANDARD PENETRATION TEST ■ ... DRIVE SAMPLE (UNDISTURBED)

▨ ... DISTURBED OR BAG SAMPLE ◥ ... CHUNK SAMPLE ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

APPENDIX B

APPENDIX B
LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the American Society for Testing and Materials (ASTM) or other suggested procedures. Selected samples were tested for grain size analysis, Atterberg limits, in-situ moisture content and dry density, unconfined compressive strength, expansion potential, and screening-level corrosion parameters. The results of the laboratory tests are summarized in tabular format below and the following figures, or are presented on the boring logs in Appendix A.

TABLE B-I
SUMMARY OF LABORATORY ATTERBERG LIMITS TEST RESULTS
ASTM D 4318

Sample No.	Liquid Limit	Plastic Limit	Plasticity Index
B2-2	58	24	34
B6-1.5	56	15	41

TABLE B-II
SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS
ASTM D 4829

Sample No.	Moisture Content		Dry Density* (pcf)	Expansion Index
	Before Test (%)	After Test (%)		
B3-1.5-2 &B6-2.5	18.3	43.7	85.8	107

*Before saturation.

TABLE B-III
SUMMARY OF LABORATORY GRAIN SIZE ANALYSIS – NO. 200 WASH
ASTM D1140

Boring No.	Sample Depth (feet)	Fraction Passing No. 200 Sieve (%)
B5	1.5	68
B6	22.5	61

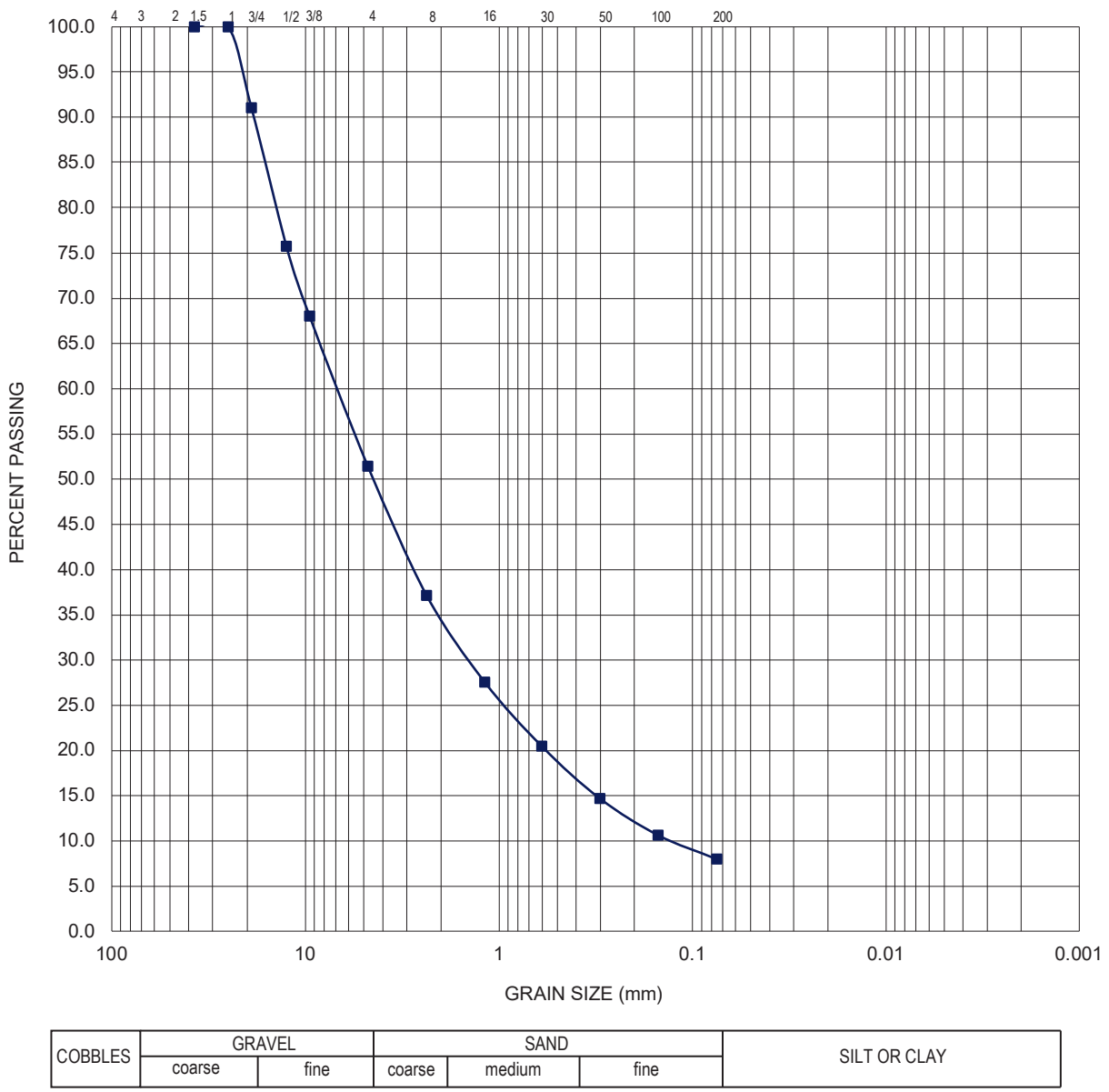
TABLE B-IV
SUMMARY OF SOIL CORROSION PARAMETERS
(CTM 643, CTM 417, CTM 422)

Boring No. (sample depth in feet)	Soil Type (USCS Classification)	Resistivity (ohm-cm)	pH	Chloride (ppm)	Sulfate (ppm)
B6-2.5-4	Fat CLAY (CH)	530	7.6	342	3,940

*Caltrans considers a site corrosive to foundation elements if one or more of the following conditions exist for the representative soil samples at the site:

- The pH is equal to or less than 5.5.
- Chloride concentration is equal to or greater than 500 parts per million (ppm) or 0.05%.
- Sulfate concentration is equal to or greater than 1,500 ppm (0.15%)

**According to the American Concrete Institute 318 Chapter 19, Type V cement may be used where sulfate levels are between 2,000 ppm (0.2%) and 20,000 ppm (2%).



Boring: B6

Depth To Sample: 1.5'

Sieve Date: 8/11/22

Tested and Computed by: AC

Test Data

Sieve Number	1 1/2"	1"	3/4"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200
% Passing	100	100	91	76	68.0	51.4	37.1	27.5	20.5	14.7	10.6	8.0

Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550
Telephone: (925) 371-5900
Fax: (925) 371-5915

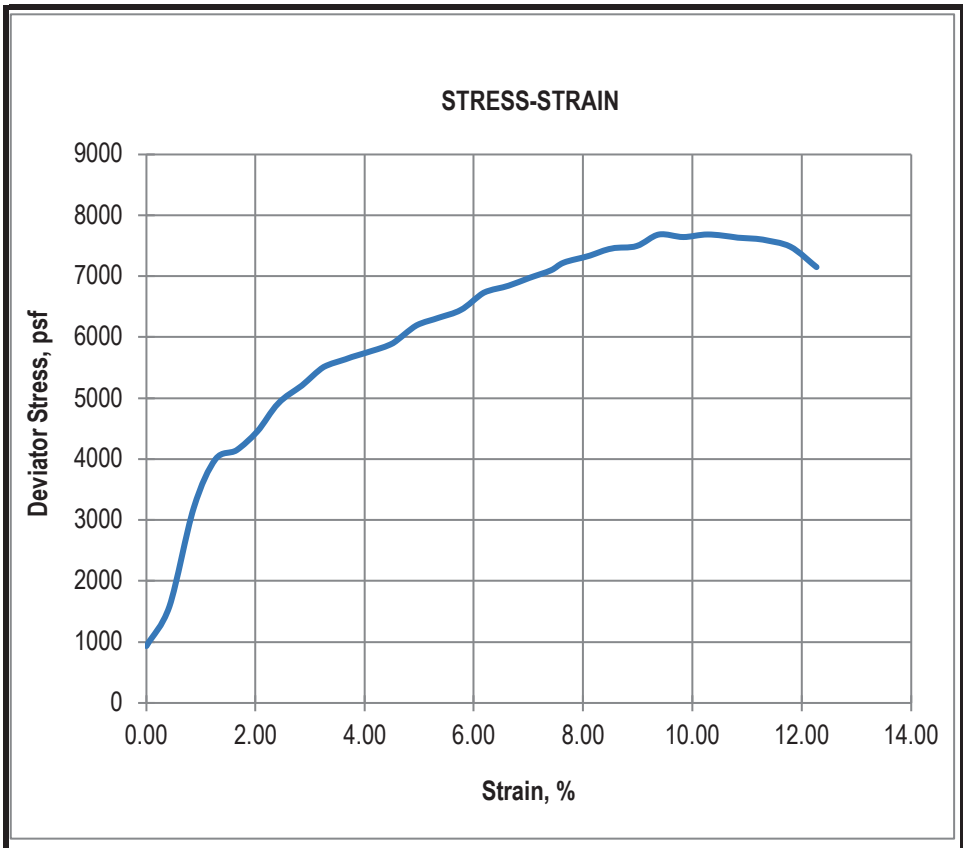
Particle Size Analysis - ASTM D422

Project: Industrial Development - Dodd Court Lot No.4

Location: American Canyon, CA

Project No.: E9321-04-01

Figure B1



Failure Photo

Sample Description	
Boring Number	B3
Sample Depth (feet)	5.5'
Material Description	Brown/gray-brown Sandy CLAY
Initial Conditions at Start of Test	
Height (inch) average of 3	5.76
Diameter (inch) average of 3	2.40
Moisture Content (%)	18.6
Dry Density (pcf)	107.9
Estimated Specific Gravity	2.7
Saturation (%)	89.8
Shear Test Conditions	
Strain Rate (%/min)	0.7827
Major Principal Stress at Failure (psf)	7690
Strain at Failure (%)	9.4
Test Results	
Unconfined Compressive Strength (tons/ft^2)	3.8
Unconfined Compressive Strength (lbs/ft^2)	7686
Shear Strength (tons/ft^2)	1.9
Shear Strength (lbs/ft^2)	3843

Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550
Telephone: 925-371-5900
Fax: 925-371-5915

Unconfined Compressive Strength (ASTM D2166)

Project: Industrial Development - Dodd Court Lot No.4
Location: American Canyon, CA
Proj. No.: E9321-04-01

Figure B2

LIST OF REFERENCES

American Concrete Institute, *Building Code Requirements for Structural Concrete and Commentary, ACI 318-14,* 2014.

American Society of Civil Engineers, *Minimum Design Loads for Buildings and Other Structures, ASCE/SEI 7-16,* 2017.

Bezore, S., Randolph-Loar, C.E., and Witter, R., *Geologic Map of the Cuttings Wharf 7.5' Quadrangle, Napa and Solano Counties, California,* 2002.

California Building Standards Commission*, 2019 California Building Code, based on 2018 International Building Code, International Code Council.*

California Department of Transportation, *Corrosion Guidelines,* Version 3.2*,* May 2021.

California Department of Transportation, *Highway Design Manual*, Seventh Edition, July 1, 2020.

California Geological Survey (CGS), *Earthquake Fault Zones, A Guide for Government Agencies, Property Owners/Developers, and Geoscience Practitioners for Assessing Fault Rupture Hazards in California*, Special Publication 42, Revised 2018.

Portland Cement Association, *Concrete Floors on Ground*, 2001.

Structural Engineers Association of California, *Seismic Design Maps*: https://seismicmaps.org/

United States Geological Survey (USGS) and CGS, *Quaternary Faults and Folds Database of the United States,* online: http://geohazards.usgs.gov/qfaults/map.php

USGS, *Unified Hazard Tool:* http://earthquake.usgs.gov/hazards/interactive

Wagner, D.L. and Gutierrez, C.I., *Preliminary Geologic Map of the Napa and Bodega Bay 30' x 60' Quadrangles, California,* 2017.

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1515 FOURTH STREET
NAPA, CALIFORNIA
94559
FAX | 707 | 252.4966
OFFICE | 707 | 252.3301
RSAcivil.com

707 | 252.3301 | RSAcivil.com

HUGH LINN, PE, QSD, QSP
PRINCIPAL + PRESIDENT
hLinn@RSAcivil.com

CHRISTOPHER TIBBITS, PE, LS
PRINCIPAL + VICE PRESIDENT
cTibbits@RSAcivil.com

Attachment 6

#4122054.0
April 3, 2023

City of American Canyon
Attn: William He
4381 Broadway Street, Suite 201
American Canyon, CA 94503

RE: Bell Products Trip Generation
APN: 057-160-014

Dear William:

Our Trip Generation Calculations for the proposed Bell Products development at 130 Dodd Court are enclosed for your use in determining net traffic impacts for this project. The project will be a 30,544 square foot building, consisting of office and light industrial space, on a 2.2855-acre parcel located at 130 Dodd Court.

Bell Products employees people in the office, shop and field. The office will employ 25 full-time employees per day. There will be an additional 10 full-time employees in the light industrial shop area, and 20 field employees who will stop in for work assignments, staying only a short time.

The proposed project employee conditions result in 122 daily one-way trips, 42 peak-hour trips, and 31,759 annual one-way trips per the attached Trip Generation Calculation.

This trip generation calculation does not consider the original entitlements or determine the net traffic impacts of the proposed Bell Products development relative to previous approvals. Based on the zoning ordinance in effect at the time of original approval, a 30,000 sf warehouse with 20% office space could employ up to 42 full-time occupants (6,000 sf office x 1 employee / 300 sf + 20,000 sf warehouse x 1 employee / 1,000 sf + 4,000 sf warehouse x 1 employee / 2,000 sf for warehouse space above 20,000 sf). This would have resulted in 132 daily one-way trips, 43 peak-hour trips, and 34,190 annual one-way trips, using the same assumptions for deliveries and one-way trips/employee.

Please let us know if you have any questions.

Sincerely,

Paul S. Warnock, PE
Project Manager

Enclosures: Trip Generation Calculations

BELL PRODUCTS
TRIP GENERATION WORKSHEET

Proposed					**One-Way Trips**
Maximum Daily Weekday Traffic					
	One-Way Trips				
Office + Shop Employees	35	3.05	one-way trips/employee[1]		106.75
Field Employees	20	0.60	one-way trips/employee[5]		12
Deliveries[2]	1.7	2.00	one-way trips/delivery	Delivery Daily Trips	3.4
				Total Weekday Daily Trips	122
				Total Weekday Peak Hour Trips[3]	42
Maximum Annual Traffic					
				Total Annual Trips[4]	31,759

1. 3.05 one-way trips/employee per County of Napa Winery Trip Generation Worksheet.

2. Deliveries include daily UPS deliveries, weekly Fedex deliveries, twice weekly equipment deliveries and large equipment deliveries once every two weeks. 8.5 deliveries/week/5 days/week = 1.7 deliveries/day.

3. Weekday peak hour trips are calculated as 38% of daily trips associated with production (deliveries) plus one trip per employee per County of Napa Winery Trip Generation Worksheet. Field employees are calculated to generate 0.3 weekday peak hour trips. 1 peak hour trip/employee/commute day x 1.5 commute days / 5 weekdays = 0.3 peak hour trips per employee per weekday. 0.38 x 3.4 delivery trips + 35 office&shop employee trips + 0.3 x 20 field employee trips = 42 total weekday peak hour trips.

4. Assume 260 work days per year (52 weeks, M-F).

5. Field employees come in 1-2 times per week to pick up work orders and parts. Two (2) one-way trips/employee x 1.5 days/week /5 work days/week = 0.6 one-way trips/employee.

Bell Products Warehouse Project Comments

Date * 02/21/2023

Name * Fred Schrader

Company FAIRCHILDS FINE ART

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [ ] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [x] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

[redacted]

City: American Canyon

State / Province / Region: California

Postal / Zip Code: 94503

Country: United States

Comments *

If comments are being provided through the upload of a document, please indicate so.

How is Bell Products going to access the property ? We are concerned they are going to go through our back parking lot.

File Upload

William He

From: Paul Irwin <pirwin@bellproducts.com>
Sent: Thursday, February 23, 2023 8:41 AM
To: William He; [redacted]
Cc: Stephen Cuddy; Brent Cooper; Edison Bisnar; Nicolle Hall; Jeff Alcayaga; Gary Awai
Subject: RE: [External] Bell Products - Public Comment

Hi Fred.
As you can see by our site plan our property extends through the greater part of the driveway all the way to the street. We would have no issue with an agreement to share assess to your property that is cut off by our driveway. Feel free to contact me as I would be pleased to discuss with you. We look forward to becoming part of the neighborhood in the future.
All the best,

Paul D. Irwin
Bell Products, Inc.
722 Soscol Avenue / PO BOX 396
Napa, CA 94559-0396
p: 707-255-1811 / c: 707-974-5678
Lic. No 171534
DIR Reg. No: 1000000656
email: pirwin@bellproducts.com

From: William He <whe@cityofamericancanyon.org>
Sent: Wednesday, February 22, 2023 3:25 PM
To: [redacted]
Cc: Paul Irwin <pirwin@bellproducts.com>; Stephen Cuddy <scuddy@napadesignpartners.com>; Brent Cooper <bcooper@cityofamericancanyon.org>; Edison Bisnar <Ebisnar@cityofamericancanyon.org>; Nicolle Hall <nhall@cityofamericancanyon.org>
Subject: Bell Products - Public Comment

Hi Fred,

Thank you for your comment regarding the Bell Products warehouse project. Please see the link for the project plans. I have also copied the applicant that can respond to your concerns regarding their access.

Project Files: https://portal.laserfiche.com/Portal/Browse.aspx?id=79021&repo=r-f53bdda4

Kind regards,

William He, AICP
Senior Planner, Community Development Department
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
707 647 4337 | whe@cityofamericancanyon.org
www.cityofamericancanyon.org

TITLE

NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit

RECOMMENDATION

Approve a Conditional Use Permit for development of the Quarry Lake and Fig Tree Amphitheaters, which consist of an approximately 3,300-seat and an approximately 800-seat amphitheater within the Napa Valley Ruins & Gardens in the Watson Ranch Specific Plan, Assessor's Parcel Numbers 059-430-032 and 059-430-025 (File No. PL23-0009).

CONTACT

William He, AICP, Senior Planner

BACKGROUND & ANALYSIS

Site Information

General Plan Designation	Watson Ranch Specific Plan Town Center Mixed-Use (WRSP: TC1-MU)
Zoning District	WRSP: TC1-MU
Site Size	25.2-acres (gross), 4.4-acres (net)
Present Use	Undeveloped Lot
Surrounding Zoning and Uses	North: WRSP / Napa Valley Ruins and Gardens (NVRG) South: SEASP-1 SF and WRSP-TC1:MDR16 / Vintage Ranch and Artisan Subdivisions East: WRSP / Hotel at the Ruins site West: WRSP / NVRG area
Access	Site access is provided from Rolling Hills Drive

History: The project site is part of the Watson Ranch Specific Plan (WRSP) approved by the City Council in November 2018. The WRSP consists of 309 acres north of the Vintage Ranch subdivision and east of the Napa Junction shopping center. The specific plan includes 1,253 dwelling units, 23 acres of improved parks, an additional 30 acres of parks, and a new hotel.

After the WRSP approval in 2018, several entitlements were approved for residential development. In December of 2020, the City Council approved the Artisan Subdivision 98 single-family lots on Lots

14 and 15. In May of 2021, the Planning Commission approved the Lemos Pointe Apartments for 186 affordable apartment units on Lot 24. In August of 2021, the Planning Commission approved the Harvest Subdivision for 219 single-family lots on Lot 10. All these projects have begun construction.

In January of 2023, the Planning Commission approved the Hotel at the Ruins Design Permit for development of 200-room hotel and 30 residences at Watson Ranch Lots 16 and 17. In March of 2023, the applicant has submitted a vesting tentative subdivision map for the project and the application is in entitlement review.

Proposed Development: Napa Valley Ruins & Gardens, LLC proposes to develop two outdoor amphitheaters in the NVRG. The "Quarry Lake" amphitheater consists of approximately 3,300 seats, a 2,400 SF stage, and is divided into three levels. The "Fig Tree" amphitheater consists of approximately 800 seats and a 1,650 SF stage on the ground level. The Quarry Lake amphitheater is located on the east side of Quarry Lake and the Fig Tree amphitheater is located on the east side of NVRG, at the southwest corner of the Rio Del Mar East and Rolling Hills Drive intersection. Both amphitheaters include restrooms and concessions. The draft Resolution and Conditional Use Permit (CUP) plans are available in Attachment 1.

The project is located in the NVRG and accessible from South Napa Junction Road, Rolling Hills Drive, and Newell Drive via Mallen Way to Rio Del Mar East. Drop-off areas are located on the west side of Rolling Hills Drive. The drop-off will use a portion of the parallel parking stalls. Pedestrians walk through the emergency vehicle access (EVA) routes and there will be raised crosswalks (i.e.: speed tables) with flashing beacons on Rolling Hills Drive. The parking fields are located in NVRG and at the Hotel at the Ruins site, but additional parking will be made available on concert days. A location map of the site is shown in Attachment 2. A Project Narrative provided by the applicant is included as Attachment 4.

As identified in the May 9, 2023 Bollard Acoustical Consultants, Inc. acoustical study, all amplified music events would be scheduled during daytime hours which is defined as 7 a.m. — 10 p.m. (ACMC Section 8.12.060 and 8.12.070). This time limitation has been incorporated into the conditions of approval. A copy of the Bollard Acoustical Consultants study is included as Attachment 1.4.

Due to the specialized nature of amphitheaters, it is important that performance management companies are aware of the requirements at both venues. Condition 83 requires the applicant to include the Conditional Use Permit operating conditions i.e.: noise, traffic, and parking in any contract with any entity using either amphitheater site.

The architecture of the Quarry Lake amphitheater blends with the natural bowl of the eastern portion of Quarry Lake left over from the days when it was an active quarry for mining limestone and clay. The amphitheater consists of the stage (lowest), cross aisle (middle), and plaza (ground) levels. Access includes an elevator that is in the north side of the amphitheater and accessible seats will be provided in accordance to the California Building Code. On the ground level, there will be an

axillary building that includes a ticket booth, concessions, and restrooms. Restrooms and services are also available at every level in the amphitheater. The main stage faces east and includes a retractable canopy. The Fig Tree amphitheater will be located in a space that was previously a warehouse. The amphitheater will have flexible seating that enables one or two aisles, depending on the venue. The dressing rooms are located behind the main stage. Photo renderings of the two amphitheaters are available in Attachment 3.

Site Specific Issues:

Parking: According to the applicant, the two amphitheaters will not have events that happen concurrently. The preliminary parking plan identified 1,038 parking spaces split by four parking fields and street parking on Rio Del Mar East and Rolling Hills Drive. The applicant also explained that overflow parking will be made available through neighboring sites. A shuttle will be provided to bus eventgoers from the overflow parking lots to the amphitheater. A condition of approval requires the applicant to provide a traffic and parking plan prior to construction. The parking and traffic control plan will include measures to eliminate or minimize amphitheater traffic and parking intrusion into adjacent residential neighborhoods.

Public Safety: Public safety is a concern in large congregations of people. Condition 84 requires the applicant to submit a "Security and Crowd Control Plan" to minimize common, modern-day threats to public safety at outdoor assembly venues. The Security and Crowd Control Plan shall be prepared by an expert in outdoor assembly for approval by the Police Chief and Building Official.

Noise: The applicant provided an acoustic study (Bollard, May 2023) that identified mitigation measures to reduce noise during concerts. The report showed that three homes on Cantada Way in Vintage Ranch require noise mitigation. The noise study identified a sound wall in the vicinity of the homes, but this wall is too close to the Cantada Way homes. A condition of approval requires the applicant to evaluate alternative means to ensure noise standards are met for these homes. An additional sound wall would be proposed to the rear of the amphitheater to reduce noise to the Artisan Subdivision.

Condition 82 requires the applicant to post and make available a "noise complaint hotline" telephone number so that noise complaints can be registered and addressed immediately by concert staff personnel.

Napa Airport Land Use Compatibility Plan: The Napa County Airport Land Use Compatibility Plan identifies amphitheaters as "Not Normally Acceptable" in Zone E. Both amphitheaters are located a long way from Napa Airport and Napa County is currently updating its Airport Land Use Compatibility Plan. To ensure review requirements are met, Condition 78 requires the applicant, prior to issuance of improvement plans, to obtain confirmation whether the Quarry Lake and/or Fig Tree amphitheater is consistent with the Napa County Airport Land Use Compatibility Plan.

Public Comments: Staff conducted an initial round of public outreach with neighborhood letters on April 7, 2023. The project was also added onto the City's development projects website. Staff mailed the official public hearing notice on May 11, 2023. The project was announced through the City's GovDelivery system on May 19, 2023, when the staff agenda was published.

As of this writing, staff received 4 public comments. The comments and staff response are included as Attachment 4.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

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

FISCAL IMPACT

The NVRG Amphitheaters CUP application required a developer deposit for review and processing, so there is no fiscal impact for staff time.

ENVIRONMENTAL REVIEW

The proposed Design Permit for Phase 1A of the Watson Ranch Specific Plan ("Design Guidelines") is both contemplated "Project Approvals" analyzed under the Project FEIR and the Watson Ranch Specific Plan Development Agreement. Under CEQA, the Watson Ranch Specific Plan Project FEIR is a program EIR and is generally assumed to be used at a "development level." See, e.g., CEQA Guidelines § 15168. There is no substantial evidence of changed circumstances under CEQA Guidelines section 15162 requiring further CEQA review as the whole of the approvals sought are contemplated under the Project FEIR analysis.

ATTACHMENTS:

1.0 NVRG Amphitheaters CUP - Resolution
1.1 Exhibit A - Amphitheater at the Ruins - Specific Conditions
1.2 Exhibit B - Amphitheater CUP Plans
1.3 Exhibit C - Amphitheater CUP Civil Plans labeled
1.4 Exhibit D - Amphitheater Noise Study
1.5 Exhibit E - Confirmation of Conditions
2. Amphitheater CUP Location Map
3. Amphitheaters - Photo Renderings
4. NVRG Quarry Lake and Fig Tree Amphitheaters - Public Comments and responses
5. Amphitheaters - Project Narrative

PC RESOLUTION NO. 2023-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AMERICAN CANYON, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT FOR DEVELOPMENT OF THE QUARRY LAKE AND FIG TREE AMPHITHEATERS, WHICH CONSIST OF AN APPROXIMATELY 3,300-SEAT AND AN APPROXIMATELY 800-SEAT AMPHITHEATER WITHIN THE NAPA VALLEY GARDEN AND RUINS IN THE WATSON RANCH SPECIFIC PLAN, ASSESSOR'S PARCEL NUMBERS 059-430-032 AND 059-430-025 (FILE NO. PL23-0009)

WHEREAS, on November 6, 2018, the City Council of the City of American Canyon adopted an Ordinance approving the Watson Ranch Specific Plan which provides for the development of the approximately 309-acre Watson Ranch Specific Plan site with a mixed use community including a mixed use town center (NVRG), 1253 residential units, approximately 23 acres of improved parks, an additional 30 acres of parks, a boutique hotel, trails and open space, a 10-acre school site, roads and supporting water, wastewater, recycled water and storm drainage infrastructure; and

WHEREAS, on June 18, 2019, the City Council approved the Watson Ranch Specific Plan Development Agreement (Ordinance 2019-06, Agreement 2019-A107); and

WHEREAS, the applicant submitted a Conditional Use Permit application for the Quarry Lake and Fig Tree Amphitheaters (Project), consisting of an approximately 3,300-seat outdoor amphitheater on the east side of Quarry Lake and an approximately 800-seat outdoor amphitheater in the Napa Valley Ruins & Gardens within the Watson Ranch Specific Plan (File no. PL23-0009); and

WHEREAS, the Conditional Use Permit is located within the Watson Ranch Specific Plan Mixed-Use (MU) zoning district; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), a final environmental impact report (Final EIR) was prepared for the Watson Ranch Specific Plan, which included the 37.3 acres within the Watson Ranch Specific Napa Valley Ruins and Gardens Mixed Use zoning district, having analyzed the actions contemplated by the Conditional Use Permit and includes required mitigation measures, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and

WHEREAS, a duly-noticed public hearing was held by the City of American Canyon Planning Commission on May 25, 2023 on the subject application, at which time all those in attendance were given the opportunity to speak on this proposal, and all comments were reviewed and considered.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of American Canyon hereby approves the NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit (File No. PL23-0009).

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

1. The City of American Canyon makes the following findings and determinations based on substantial evidence in the record as a whole pursuant to the California Environmental Quality Act (Pub. Res. Code §§ 21000 *et seq*.) and its Guidelines (California Code of Regulations, Title 14 §§ 15000, *et seq*.), as each is amended from time to time ("CEQA").

2. Pursuant to CEQA, an Environmental Impact Report was prepared, supplemented, and certified for the Watson Ranch Project ("Project EIR"). The Project EIR considered and analyzed the significant adverse environmental impacts of, related mitigation measures for, and reasonable alternatives to, the planning, development, construction, operation, and maintenance of the proposed uses of the Property implemented through the "Project Approvals" of the "Project," including without limitation, the General Plan Amendment, Watson Ranch Specific Plan (and related Zoning), Large Lot Vesting Tentative Map, and Development Agreement. In accordance with CEQA, City certified as legally adequate and complete the Project EIR, and approved the development allowed and approved by said existing and future Project Approvals contemplated by the Project EIR and the Development Agreement.

3. The proposed NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit is a contemplated "Project Approvals" under the Project EIR and the Development Agreement. Under CEQA, a Specific Plan EIR, like the Watson Ranch Specific Plan Project EIR, is generally assumed to be used at a "development level." *See, e.g.,* CEQA Guidelines § 15168. Under controlling CEQA law, particularly CEQA Guidelines section 15162, the legal question is whether the Project EIR, itself, needs updating (through a Subsequent or Supplemental EIR) before the City can consider and approve the NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit, or whether the Project EIR provides the appropriate CEQA compliance work for the City's consideration and approval of the NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit. For the following reasons and findings, by law, no such Subsequent or Supplemental EIR can be required by the City, and the Project EIR provides the appropriate CEQA compliance work for the City's consideration and approval of the NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit.

   First, CEQA Guidelines section 15162 provides as follows [*City responses to the issues raised by Section 15162 are provided in bracketed, italicized text below*]:

   (a) When an EIR has been certified . . . for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

   (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; [*There is no substantial evidence in the light of the whole record revealing any changes proposed in the Project, let alone changes that will involve involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit implements the Watson Ranch Specific Plan Project, and no new significant environmental effects or substantial increase in the severity of previously identified significant effects not already addressed by the Project EIR will result from that implementation.*]

   (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. [*There is no substantial evidence in the light of the whole record revealing circumstances under which the Project is undertaken which require major revisions to*

the Project EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects: the NVRG Quarry Lake and Fig Tree Conditional Use Permit is anticipated by, and are the implementation of, the Watson Ranch Specific Plan Project (and Project Approvals), and no new significant environmental effects or a substantial increase in the severity of previously identified significant effects not already addressed by the Project EIR will result from that implementation.]; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following [*There is no substantial evidence in the light of the whole record revealing any such new information of any kind has been presented*]:

(A) The project will have one or more significant effects not discussed in the previous EIR . . . [*There is no substantial evidence in the light of the whole record revealing that the NVRG Quarry Lake and Fig Tree Conditional Use Permit will have one or more significant effects not discussed in the Project EIR: Instead, the NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit is anticipated by, and are the implementation of, the Watson Ranch Specific Plan Project as fully analyzed by the Project EIR*];

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR [*There is no substantial evidence in the light of the whole record revealing that the NVRG Quarry Lake and Fig Tree Conditional Use Permit will result in a situation where significant effects previously examined in the Project EIR will be substantially more severe than shown and discussed in the Project EIR: Instead, the NVRG Quarry Lake and Fig Tree Conditional Use Permit is anticipated by, and are the implementation of, the Watson Ranch Specific Plan Project as fully analyzed by the Project EIR*];

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative [*There is no substantial evidence in the light of the whole record supporting a determination that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt the mitigation measure or alternative*.]; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. [*There is no substantial evidence in the light of the whole record supporting a determination that mitigation measures or alternatives which are considerably different from those analyzed in the Project EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. No such mitigation measure nor alternatives have been proposed, nor are warranted, and no rejection of such mitigation measure or alternative by the project applicant has taken place*.]

Because there is no substantial evidence in the record to support any of the findings set forth in CEQA Guidelines section 15162, as a matter of law, no additional CEQA work can be required by the City relating to the City's consideration and approval of the NVRG Quarry Lake and Fig Tree Conditional Use Permit.

Second, similar to CEQA Guidelines section 15162, CEQA Guidelines section 15163 provides that a public agency may choose to prepare a "Supplement" to an EIR - rather than a "Subsequent" EIR - only if (1) any of the findings described in Section 15162 (above) would require the preparation of a Subsequent EIR, yet (2) only minor additions or changes would be necessary to make the Project EIR adequately apply to the changed situation. As stated above, because there is no substantial evidence in the record to support any of the findings set forth in CEQA Guidelines section 15162, then, as a matter of law, no finding can be made under CEQA Guidelines section 15163. Therefore, no additional CEQA work for the NVRG Quarry Lake and Fig Tree Conditional Use Permit can be required by the City.

Third, and lastly, under the Development Agreement, "to the extent permitted or required by CEQA, City shall use . . . existing environmental assessments, declarations, reports and studies as adequately addressing the environmental impacts of the Project and its Subsequent Approvals without requiring new or supplemental environmental documentation." Development Agreement § 2.04(k). Because CEQA prohibits the City from requiring additional CEQA compliance work for the NVRG Quarry Lake and Fig Tree Conditional Use Permit approvals, for the reasons discussed above, the Development Agreement likewise enforces that CEQA requirement and prohibits additional "new or supplemental environmental documentation." Development Agreement § 2.04(k).

Therefore, the City finds and determines that the Project EIR provides the appropriate CEQA compliance documentation for the City's consideration and approval of the proposed NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit.

SECTION 2. CONDITIONAL USE PERMIT FINDINGS

Approval of the NVRG Quarry Lake and Fig Tree Conditional Use Permit requires that all of the following findings be made, pursuant to American Canyon Municipal Code Section 19.42.020:

A. The proposed use is consistent with the policies and programs of the general plan and any applicable master or specific plan.

The project complies with the American Canyon Zoning Ordinance, Watson Ranch Specific Plan, Watson Ranch Program EIR, and Watson Ranch Development Agreement.

B. The proposed use is consistent with the purpose(s) and standards of the applicable zoning district(s).

The two amphitheaters are designed to be consistent with the Watson Ranch Specific Plan Mixed-Use zone standards.

C. The proposed use complies with applicable policies of the Napa County Airport land use compatibility plan.

The Fig Tree and Quarry Lake amphitheaters are in Zone D and E of the Airport Land Use Compatibility Plan. The Napa County Airport Land Use Compatibility Plan (ALUCP) identifies amphitheaters as "Not Normally Acceptable" in Zone E. Prior to issuance of improvement plans, the applicant shall obtain confirmation whether the Quarry Lake and/or Fig Tree amphitheater is consistent with the Napa County Airport Land Use Compatibility Plan.

D. The project site is physically suitable for the type and intensity of land use being proposed.

The Napa Valley Ruins and Gardens (NVRG) area was assessed in the Watson Ranch Specific Plan. According to WRSP Section 3.3.1.16 (NVRG features and uses), outdoor performance venues were contemplated and a suitable use. The east side of Quarry Lake and the abandoned warehouse designated for the Fig Tree amphitheater are physically suited for amphitheaters.

E. The proposed use will not be a nuisance or materially detrimental to the general health, safety, and welfare of the public or to property and residents in the vicinity.

The applicant provided an acoustic study that identified mitigation measures to reduce noise during concerts. As conditions of approval, the applicant will install sound walls to reduce noise impacts to the residents and properties in the vicinity.

F. The site for the proposed use has adequate access, and meets parking and circulation standards and criteria.

The applicant provided a preliminary parking plan that identified 1,038 parking spaces. The parking plan identified adequate pedestrian paths of travel. The amphitheaters can be accessed by Rolling Hills Drive. Additionally, the applicant has agreed to procure external facilities for overflow parking during concert events. The two amphitheaters will not be used simultaneously. As a condition of approval, the applicant is required to provide a "Parking and Traffic Control Plan" that explains how traffic will be coordinated during amphitheater events, and a "Security and Crowd Control Plan" to minimize common, modern-day threats to public safety at outdoor assembly venues.

G. There are adequate provisions for water and sanitary services, and other public utilities to ensure that the proposed use would not be detrimental to public health and safety.

The site will have adequate wet and dry utilities. The amphitheaters are designed with adequate sanitary services and restrooms.

SECTION 3. CONDITIONS OF APPROVAL. The NVRG Quarry Lake and Fig Tree Amphitheater Conditional Use Permit conditions of approval incorporate the adopted Master Conditions of Approval for AC-1 Portion of Watson Ranch (Resolution No. 2020-106) and specific conditions of approval included as Exhibit A to this Resolution.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the Planning Commission of the City of American Canyon held on the 25th day of May, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Crystal Mallare, Chair

ATTEST:

_____
Nicolle Hall, Administrative Technician

APPROVED AS TO FORM:

_____
William D. Ross, City Attorney

EXHIBITS:
A. NVRG Amphitheaters CUP specific conditions of approval
B. CUP Plans
C. Preliminary Civil Plans
D. Noise Study
E. Applicant confirmation of Conditions of Approval

EXHIBIT D
Applicant Confirmation of Conditions of Approval
NVRG Quarry Lake and Fig Tree Amphitheaters Conditional Use Permit
(FILE NO. PL23-0009)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Planning Commission Resolution dated May 25, 2023.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

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

Exhibit A

SPECIFIC CONDITIONS – CONDITIONAL USE PERMIT APPROVAL

Approval, Exhibits, and Expiration

General Conditions

Specific Condition	***Developer Obligations***	***Mechanism***	***Implementation***	***Status***
1.	Quarry Lake and Fig Tree Amphitheater Conditional Use Permit Design Guidelines prepared by Perkins & Will May 9, 2023, (on file in the Community Development Department ("Design Guidelines"), are hereby approved. "Design Guidelines" as used in these Specific Conditions shall mean and include all Applicant-submitted materials relating to the Design Guidelines. Development of the Quarry Lake and Fig Tree Amphitheater Conditional Use Permit shall be subject to, and in compliance with, the Design Guidelines.	Design Guidelines	Prior to City Issuance of Certificate of Occupancy	Applicable
2.	Appeal. The Conditional Use Permit approval shall become effective on the expiration of the appeal period, which appeal period is ten (10) calendar days following the date of the Planning Commission approval of the Conditional Use Permit. If, during the appeal period, an appeal is properly filed with the Community Development Director - by filling out an Appeal Form accompanied by the appropriate appeal fee – the City Council shall notice, hear, and decide the appeal. Should the 10-day appeal period end on a Saturday, Sunday or holiday, the final day for filing an appeal shall be the following Monday, or the next business day following a holiday.	City Code	Whether Appeal Brought	Applicable

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
3.	The Development Agreement by and between the City and AC-1, as may be amended from time to time ("Development Agreement") shall apply to and control over the Conditional Use Permit, their implementation, and these Conditional Use Permit Specific Conditions of Approval. These Specific Conditions of Approval shall only be interpreted in a manner that is consistent with the Development Agreement. If these Specific Conditions of Approval, or any one or more of them, are ever interpreted by the City to have a meaning inconsistent with the Development Agreement, then the provisions of the Development Agreement shall apply, including without limitation, the Resolution Process. For the purposes of these Conditional Use Permit Specific Conditions of Approval, "Developer" as used in the Development Agreement shall mean and include "Applicant" as used in these Conditional Use Permit Specific Conditions of Approval.	Development Agreement	Relevant City Permit	Applicable
4.	The Conditional Use Permit shall have the life (term) set forth in the Development Agreement.	Development Agreement	Specific Conditions	Applicable
5.	Applicant shall defend, indemnify, and hold harmless the City of American Canyon, its elected and appointed officials, employees, volunteers, and legal counsel, as set forth in the Development Agreement.	Development Agreement	As Needed	Applicable
6.	Applicant shall be responsible for paying for all fees, charges, and other City impositions related to the processing of this Conditional Use Permit application as set forth in the Development Agreement.	Development Agreement	Appropriate City permit	Applicable

Planning Division Conditions

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
7.	All plans submitted for review and approval by City and all development within the Project shall be in substantial conformance with the approved Conditional Use Permit and Design Guidelines, as applicable. The Community Development Director or designee may approve minor changes on the plans submitted for the construction permits with a determination that the changes are in substantial compliance with the representation of the project as reviewed by the Planning Commission that the proposed change will be in compliance with the required development standards, and the change will not materially affect adjacent private or public property.	Design Guidelines and Conditional Use Permit	Amphitheater at the Ruins Conditional Use Permit, and all other Permits for Development within the area comprising Watson Ranch Amphitheater at the Ruins Conditional Use Permit	Applicable; Not Completed
8.	These Specific Conditions for the Conditional Use Permit shall be attached to plan sets submitted for building permits, under the title "Conditional Use Permit Conditions."	Conditional Use Permit	Prior to Building Permit Issuance	Applicable; Not Completed
9.	Compliance of the Project with City's Inclusionary Housing Requirement is as set forth in the Development Agreement	Development Agreement	Sale of Parcel 24	Completed/ Satisfied
10.	According to the Watson Ranch Specific Plan (WRSP) Section 6.4.3, the project shall provide a minimum of 10% of the number of required automobile parking spaces as bicycle parking spaces, with a minimum of one two-bike capacity rack.	WRSP	Prior to Building Permit Issuance	Completed / Satisfied
11.	Plans submitted for building permits, including all exterior site lighting, building-mounted lighting, lighting within the parking areas, and along walkways shall be consistent with the Design Guidelines. Lighting shall be shielded and avoid light spillage or glare from the project site, and exterior light fixtures on buildings shall be oriented downward and shall be shielded to return potential light and glare impacts, all as set forth in the Design Guidelines.	Design Guidelines	Prior to Building Permit Issuance	Applicable; Not Completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
12.	Final landscape plans that comply with the State of California Water Efficient Landscape regulations are set forth in the Design Guidelines and shall be followed, and all plant materials shall be installed in accordance with the approved Design Guidelines. All tree stakes and ties shall be removed as set forth in the Design Guidelines. All landscape plantings and required irrigation systems shall be maintained as set forth in the Design Guidelines.	Design Guidelines	Prior to issuance of the Certificate of Occupancy	Applicable; Not Completed
13.	Prior to the issuance of Improvement Plans for the Amphitheater, the applicant shall submit a landscape plan for the project site. Special attention shall be given to ensure the landscape plan between the southern parking lot and properties located in Vintage Ranch includes trees and shrubs to soften and screen views from Vintage Ranch into the Ruins and Gardens Amphitheater.	Design Guidelines	Prior to the issuance of the Amphitheater Improvement Plans	Applicable; Not Completed
14.	According to WRSP Section A.2, Tier 3 Design Guidelines, new landscape plans should incorporate sustainable techniques. Explain how the project can achieves the Tier 3 sustainable landscape techniques.	WRSP	Prior to Building Permit Issuance	Applicable; Not Completed

Building Division Conditions

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
15.	According to WRSP Appendix A.2 Sustainability Design Guidelines, Tier 2 Design Guidelines, homes and commercial buildings should be built incorporating the finest building and energy savings techniques. Prior to the issuance of building permits, provide a summary of prospective energy saving features for the Amphitheater.	WRSP	Prior to Building Permit Issuance	Applicable; Not Completed
16.	Prior to the issuance of building permits, ensure that emergency egress and rescue openings shall open to the public way or to a yard or court that opens to a public way, per CBC 1030.1.	State Code	Prior to Building Permit Issuance	Applicable; Not Completed
17.	Pool areas are typically Assembly use, per CBC 1004 and require two exits, per CBC 1006. Prior to the issuance of building permits, ensure that pool area exits comply with CBC Ch 10.	State Code	Prior to Building Permit Issuance	Not Applicable
18.	The swimming pools will require a Napa County Health permit prior to building permit issuance.	Specific Condition	Prior to Building Permit Issuance	Not Applicable
19.	Plastic pipe is prohibited in buildings in excess of 2 stories, per CPC 701.2, 9023.1.1, 1101.4.	State Code	Prior to Building Permit Issuance	Applicable; Not Completed
20.	Prior to the final inspection, the applicant shall submit letters to the Building Official from the project architect, civil engineer, and landscape architect indicating that all improvements have been constructed in accordance with the approved building plans.	Building Division	Prior to issuance of the Certificate of Occupancy	Applicable; Not Completed
21.	Prior to the final inspection, a Certified Access Specialist (CASp) shall submit a letter certifying that all improvements have been constructed in compliance with applicable state and federal accessibility standards. Determination of consistency shall be subject to the review and approval of the Building Official.	Design Guidelines	Prior to issuance of the Certificate of Occupancy	Applicable; Not Completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
22.	Prior to issuance of a building permit the applicant shall submit a plan for the diversion of at least 70 percent of the debris from the building demolition and construction. The plan shall include the qualified recycler that will be used, the methods of managing diversion of construction materials on site, and the proposed documentation that will be submitted to confirm that the diversion goal has been met.	State	Prior to Building Permit Issuance	Applicable; Not Completed
23.	Deferred Submittals: Prior to issuance of a building permit, the applicant shall submit a request to the Chief Building Official for any proposed deferred submittals on a form provided by the Building and Safety Division. The Deferred Submittal request shall include a justification for each proposed deferred submittal. The Chief Building Official shall issue a determination on each proposed deferred submittal request.	State	Prior to Building Permit Issuance	Applicable; Not Completed

Fire Protection District Conditions

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
24.	In accordance with the standard mitigation measures and conditions of approval set forth by the American Canyon Fire Protection District, the developer shall pay the Fire Impact Fees (see current Standard Fees and Charges adopted by resolution) as set forth in the Development Agreement, prior to the issuance of any building permits.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
25.	New buildings and additions to existing buildings shall conform to requirements set forth in the currently adopted editions of the California Building Code, California Fire Code, City of American Canyon standards and Nationally Recognized Standards.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
26.	There shall be no deferred submittals for fire protection equipment and related utilities. Fire protection plans shall not be attached to or bound with the building plan submittal package. This includes but is not limited to Automatic Fire Sprinkler, Fire Alarm, Fixed Fire Protection and Civil plans.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
27.	All Fire related underground piping and fire appurtenances shall be shown on the Civil plan submittal. In addition to the Civil plan submittal, at least (1) plan set under separate cover shall be submitted to American Canyon Building Division for routing to the American Canyon Fire Protection District detailing all underground piping and related fire appurtenances including but not limited to underground piping, underground sweep detail, underground trench details showing depth of burial, type of backfill, manufacturer's specifications of piping, valves joints, fittings and calculated size and locations of thrust blocks, hydrants locations (designate public or private), gate shut-off valves, PIV's, FDC's, fire pumps, fire pump and/or riser rooms.	Fire District	Prior to Improvement Plans Issuance	Applicable; not completed
28.	Underground utility contractor, architect and fire sprinkler contractor shall coordinate the location of risers and control valves prior to the issuance of a building permit.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
29.	Fire Department plan review shall be based on the information submitted at the time of permit application. Any changes to the approved/permitted scope of work including additions, alterations, demolition, repair or a change in occupancy/use may impact the project requirements, including but not limited to the installation of additional fire protection systems or components.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
30.	An approved water supply capable of supplying the required fire flow for fire protection systems shall be provided to all premises upon which facilities or buildings are hereby constructed or moved into or within the City. Required fire flow and hydrant distribution shall be in accordance with Appendix B and C of the California Fire Code. Applicant shall demonstrate on plan submittal; square footage of each building on plan and provide the required fire flow information. Applicant shall demonstrate that the number and spacing of onsite fire hydrants meets with requirements of the California Fire Code. **See sample below regarding fire flow and hydrant detail information needed**. **BUILDING FIRE FLOW REQUIREMENTS – CFC TABLES B105.2 & B105.1(2)** ***INFORMATION BELOW IS A SAMPLE AND FOR REFERENCE ONLY*** Table B105.1(2) – Building size = 129, 600 square feet Construction type = Type IIA FF = 5,250 gpm at 20 psi Duration = 4 hours Table B105.2 – Fire sprinkler allowance = - 50% 5,250 – 2,625 = 2,625 gpm FF = 2,625 gpm @ 20 psi Duration = 2 hours Table CC105.1 – Approximate number of hydrants = 3 Average spacing = 400 feet + 25% allowable increase = 500 Maximum distance from street or frontage = 225 feet = 50% allowable increase = 337.5	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
31.	Fire Protection systems shall be installed in accordance with provisions set forth in the California Fire Code as amended by the City of American Canyon and the applicable National Fire Protection Association Standard.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
32.	The fire protection equipment shall be located within an interior room having an approved exterior access door or in an exterior enclosure attached to the building, specifically, for the purpose of housing such equipment.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
33.	Fire Apparatus Access Roads shall be designed in accordance with provisions set forth in the California Fire Code Chapter 5 and Appendix D as amended by the City of American Canyon and the applicable Public Works Standard.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
34.	Fire apparatus access roads shall have an unobstructed minimum width of 20 feet (curb to curb) and a minimum unobstructed vertical clearance of 13' 6". They shall have an all-weather paved surface capable of supporting a GVW of 71,000 pounds.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
35.	Access roads shall be completed with all-weather surfaces prior to the stockpiling of combustible materials or beginning combustible construction. Fire apparatus access shall be provided to within 150 feet of the most remote portions of all building from an approved exterior route. If this cannot be achieved fire apparatus turn arounds will be needed.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
36.	Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Vertical traffic calming in the form of speed pumps, humps or dips are prohibited along fire access roads without prior approval of the fire Code Official. The minimum width and clearances established in Section 503.2.1 shall be maintained at all times.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
37.	When required by the Fire Chief, fire apparatus access roads shall be designated as Fire Lanes and appropriate signs and/or markings installed in accordance with the California Vehicle Code and approved City standards.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
38.	Where applicable improvement plan submittals for permit shall include locations of fire lane red curbing and fire lane signage. Please refer to and include City Public Works Standard FP-2A & 2B with plan submittals for permitting.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
39.	The City of American Canyon requires that a fire hydrant be in service within 250 feet of the furthest point of construction prior to the stockpiling of combustible materials for the beginning of construction.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed
40.	Fire Department Connections (FDC) shall be located not more than 100 ft. from the nearest fire hydrant.	Fire District	Prior to Fire Permit or Building Permit issuance	Applicable; not completed

Public Works Department Conditions

General Conditions of Approval

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
41.	Applicant's responsibility for fees and costs relating to Final Map check, Improvement Plans check, inspections, and all other related City acts shall be as set forth in the Development Agreement.	Development Agreement	Relevant City Act	Applicable; not completed
42.	All improvements shall be designed in accordance with the City's American Canyon Municipal Code (ACMC), Engineering Standard Plans and Specifications for Public Improvements (City Standards), except as specifically noted otherwise in these Specific Conditions or the Development Agreement.	City Standards	Relevant Site Improvement Agreement (SIA), Building Permits, Certificates of Occupancy	Applicable; not completed
43.	All proposed new utilities to serve the Project, both on-site and along Project frontages, shall be placed underground. Exceptions may be allowed for surface mounted transformers, pedestal mounted terminal boxes, and meter cabinets.	Specific Conditions	SIA	Applicable; not completed
44.	Unless otherwise explicitly permitted by the Development Agreement, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Napa County Department of Environmental Services or other designated agency. If there are none, the Project geotechnical engineer shall provide a letter describing the scope of the search done to make this determination.	Development Agreement	Relevant Permit	Not Applicable;
45.	A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.	Specific Conditions	Improvement Plans Submittal	Applicable; not completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
46.	A Drainage Report prepared by a California Registered Civil Engineer shall be submitted for review with the initial submittal of the Improvement Plans. The Drainage Report shall include hydrologic and hydraulic calculations to support the design and sizing of all public and private drainage facilities including storm drains, detention facilities, and weirs. The report shall include hydraulic grade line profiles for all proposed storm drains for the 10-year, 25-year and 100-year storm events.	Specific Conditions	Improvement Plans Submittal	Applicable; not completed
47.	A detailed Post-Construction Stormwater Control Plan (SWCP) that identifies and sizes all permanent post-construction stormwater treatment BMPs shall be prepared and submitted for review approval. The Plan shall be prepared in accordance with the latest edition of the *Bay Area Stormwater Management Agencies Association (BASMAA) Post-Construction Manual* and the requirements of the State Water Resources Control Board Phase II Municipal Separate Storm Water System (MS4) General Permit (Order 2013-0001 DWQ).	Specific Conditions	Improvement Plans Submittal	Applicable; not completed
48.	A Post Construction Stormwater Operations and Maintenance Plan that includes a plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the Applicant shall enter into an agreement (transferrable to future maintenance association) with the City that provides the terms, conditions, and security associated with the ongoing requirements of the Post Construction Stormwater Best Management Practices.	Specific Conditions	Improvement Plans Submittal	Applicable; not completed
49.	Where relevant, Applicant shall secure all necessary rights-of-way and public and private easements for both onsite and offsite Public Improvements, pursuant to the Development Agreement. Public rights-of-way and easements shall be dedicated to the City on the Final Map or granted by separate instrument, all pursuant to the Development Agreement. If granted by separate instrument, Applicant shall prepare all necessary legal descriptions and deeds.	Specific Conditions	Dedication and Recordation	Applicable; not completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
50.	To the extent any offsite Public Improvements require the acquisition of property not currently owned by Applicant or the City, the Development Agreement shall apply, and if the Development Agreement does not address the issue, the California Subdivision Map Act shall apply.	Specific Conditions	Prior to the issuance of Improvement Plans	Not Applicable;
51.	Applicant shall submit all Site Improvement Plans, prepared by a registered Civil Engineer, for review and approval of the City. Please be aware that this is separate submittal from the building permit application. The final plan set shall include all civil drawings under a single cover sheet. Landscaping and joint trench drawings may be required as reference. Applicant shall submit a Rough Grading Plan for review and approval of the City. Rough Grading Plan approval and site grading may commence prior to Improvement Plan approval. An Encroachment Permit shall be required for any work within City right of way, unless explicitly not required by the City.	Specific Conditions	Improvement Plans Submittal	Applicable; not completed
52.	All Public Improvements, including without limitation street, water mains, sewer mains, recycled water facilities, and storm drains shall be clearly labeled as "Public" on the Improvement Plans, along with clear demarcation points where they become Public. Likewise, all Private Improvements, including without limitation, retention basins, shall be clearly labeled as "Private " on the Improvement Plans, along with clear demarcation points.	Specific Conditions	Improvement Plans Submittal	Applicable; not completed
53.	Cathodic protection shall be provided for all water valves, fittings, hydrants, meters, backflow devices and other metal appurtenances, regardless of the findings of any soils corrosivity analysis. Cathodic protection details shall be included in the Improvement Plans.	City Standards	During Construction	Applicable; not completed
54.	All public water service laterals or services (domestic, recycled and fire water) shall include approved backflow prevention devices.	City Standards	During Construction	Applicable; not completed
55.	Applicant shall keep adjoining public streets free and clean of Project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer.	Specific Conditions	During Construction	Applicable; not completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
56.	If any hazardous material is encountered during any construction, all construction work shall immediately stop, and the Fire Department, Napa County Department of Environmental Services, or other designated agency, and the City Inspector, shall be notified immediately. Construction work shall not recommence until clearance has been issued by appropriate agencies.	Specific Conditions	During Construction	Applicable; not completed
57.	Prior to final preparation of the subgrade and placement of base materials, all underground utilities shall be installed, and service connections stubbed out behind the sidewalk. All public utilities, cable TV, sanitary sewers, and water lines, shall be installed in a manner that, where possible, will not result in disturbing the street pavement, curbs, gutters, and sidewalks when future service connections or extensions are made.	Specific Conditions	During Construction	Applicable; not completed
58.	Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. Additionally, if field conditions warrant installation of any subdrains, the location, size and construction details shall be provided to the City for review and approval prior to construction.	Specific Conditions	During Construction	Applicable; not completed
59.	All new fire hydrants shall be covered with burlap coverings until the hydrants have been tested and found to be in conformance with City flow requirements. No storage of combustible materials or construction of building(s) shall be permitted on-site until all hydrants meet City flow requirements, or until alternative fire protection measures are in place, as determined by the City.	Specific Conditions	Pre- and during construction	Applicable; not completed
60.	Prior to placing the final lift of asphalt, all public storm drains and sanitary sewer lines shall be video inspected at Applicant's expense. All video tapes shall be submitted to the City. If any inadequacies are found by City, such inadequacies shall be repaired prior to the placement of the final lift of asphalt.	Specific Conditions	Prior to placing the final lift of asphalt	Applicable; not completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
61.	All streets, curbs, gutters, sidewalks, or other public facilities damaged in the course of construction associated with the Project shall be the responsibility of Applicant and shall be repaired to the satisfaction of the City, at Applicant's expense.	Specific Conditions	During and post Construction	Applicable; not completed
62.	After all of the new underground utilities within public streets have been installed, where necessary, the affected areas shall be milled and repaved to present a neat, finished pavement area. Multiple trench patches are not acceptable.	Specific Conditions	SIA	Applicable; not completed
63.	All construction stormwater pollution prevention best management practices (BMP's) shall be installed as the first order of work and in accordance with the *State Water Resources Control Board's General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ)* and Applicant's Storm Water Pollution Prevention Plan (SWPPP). All stormwater BMP's shall be maintained to the satisfaction of the Qualified SWPPP Developer (QSD), Qualified SWPPP Practitioner (QSP), and the City Engineer.	Specific Conditions	Pre-Construction	Applicable; not completed
64.	Construction activities associated with the grading/improvement plans shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. Work on weekends and holidays require written approval from the Public Works Director. If weekends and holiday work is approved, construction and grading activities shall be limited to between 8:00 a.m. to 6:00 p.m. on Saturdays, and between 10:00 a.m. and 6 p.m. on Sundays and holidays.	Specific Conditions	Any Construction and Grading Activity	Applicable; not completed
65.	In accordance with the Development Agreement, City has executed any and all Will-Serve Letter(s) and Water Supply Report(s) that quantify the potable water demand for the proposed development and identifies the necessary mitigation for the development's demands with "wet-water" offsets with one or more of the options set forth in the Development Agreement.	Specific Conditions	Relevant Permit	Not Applicable;
66.	All Public Improvement landscaping shall be designed to use recycled water for irrigation. Recycled water landscaping shall be designed to comply with California Code of Regulations Title 22 and shall include design details to prevent runoff of recycled water. The irrigation system shall include an ET/SMART controller.	Specific Conditions	Improvement Plans Submittal	Applicable; not completed

Specific Condition	*Developer Obligations*	*Mechanism*	*Implementation*	*Status*
67.	With the exception of water used for loading and testing of potable water lines, all construction water used for the project shall be obtained from a source other than American Canyon potable water sources. The Applicant shall provide verification that an outside source of construction water, e.g., recycled water, existing wells, etc., has been established and will be available for the duration of the project construction.	Specific Conditions	During Construction	Applicable; not completed

Public Works Department
Special Conditions of Approval

Specific Condition	*Developer Obligation*	*Mechanism*	*Implementation*	*Status*
68.	Applicant shall submit Improvement Plans prepared by a registered Civil Engineer (Engineer of Record) in substantial conformance with Amphitheaters at the Ruins Conditional Use Permit Preliminary Site Plans (11 Sheets) (Preliminary Site Plans), prepared by CBG Civil Engineers dated May 9, 2023. All unresolved Public Works comments shall be addressed and incorporated in the Improvement Plans.	Specific Condition	Improvement Plans Submittal	Applicable; not completed
69.	Applicant shall construct all of the on-site and off-site Private Improvements as shown on the Preliminary Site Plans. In addition, on-site walks shall be constructed to provide pedestrian connectivity from the hotel and the Parking lots within the NVR&G.	Specific Condition	Relevant Approval	Applicable; not completed
70.	The EVAs shall be paved with an alternative pavement surface similar to the other EVas (already approved by the City) as approved by the City Engineer and Fire District.	Specific Condition	Relevant Approval	Applicable; not completed

Specific Condition	*Developer Obligation*	*Mechanism*	*Implementation*	*Status*
71.	Prior to the submittal of any Improvement Plans, Applicant shall: a. Submit the City's "Improvement Plan Checklist" to City. b. Be responsible for Improvement Plan check services, as set forth in the Development Agreement. c. Provide the following: (1) Public Street Repair Plan (2) Utility Plan and Joint Trench Plan (3) Construction Storm Water Pollution Prevention Plan (SWPPP) (4) Drainage Report (5) Post-Construction Stormwater Runoff Management Plan (SRMP) (6) Geotechnical Report (7) Soil Corrosivity Analysis (8) Construction Traffic Control Plan.	Specific Condition	Prior to the submittal of any Improvement Plans	Applicable; not completed
72.	Prior to APPROVAL OF THE IMPROVEMENT PLANS, the Applicant shall: a. Provide written acknowledgment by the Geotechnical Engineer of Record that the Plans incorporate all design and construction criteria specified in the Geotechnical Report. b. Furnish proof of the acquisition of all rights of entry and/or temporary and permanent easements necessary to construct the project and the location of all such rights on the Plans. c. Fill out and submit the City's Erosion and Sediment Control Template. d. Furnish proof that all permits that may be required by the California Department of Fish & Wildlife, State and Regional Water Quality Control Board, US Army Corps of Engineers and any other regulatory agencies with jurisdiction over the proposed construction have been obtained. e. Submit a copy of the Notice of Intent and WDID# for coverage under the State Water Resources Control Board' General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ).	Specific Condition	Prior to approval of Improvement Plans	Applicable; not completed

Specific Condition	*Developer Obligation*	*Mechanism*	*Implementation*	*Status*
73.	Unless otherwise specified in the Development Agreement, prior to commencement of construction activities, Applicant shall: a. Pay off all current account balances with the City of American Canyon. b. Pay any inspection fees pursuant to the Development Agreement. c. Conduct a pre-construction meeting with representatives of the City whereby Applicant, the Legally Responsible Party (LRP), Qualified SWPPP Practitioner (QSP), Qualified SWPPP Developer (QSD), and/or the Contractor provides the following: (1) Six (6) full-size bond copies of the approved Improvement Plans for the City's use. (2) One (1) job-site copy of the latest edition of the City Standards for the Contractor use. (3) One (1) job-site copy of the SWPPP for use by the LRP, QSP, QSD, and Contractor.	Specific Condition	Prior to Commencement of Construction	Applicable; not completed
74.	Prior to release of Project Bonds, Applicant shall: a. Submit an inspector's punch list indicating that all of the improvements are constructed to the satisfaction of the City Engineer. b. Restore all adjacent off-site road surfaces to pre-Project conditions. c. Provide a letter from the Geotechnical Engineer of Record indicating that all the work has been completed in substantial conformance with the recommendations in Soils Investigation/Geotechnical Report. d. Submit testing certification all backflow devices installed. e. Provide a bond and digital copy of the Improvement Plans and Rough Grading Plans that include all as-built or field changes, in digital AutoCAD (.dwg) compatible with the City's current version. f. Provide proof that all relevant Conditions of Approval have been satisfied. g. Provide a letter from the Civil Engineer of Record indicating that all the site improvements were	Specific Condition	Prior to release of project Bond's.	Not Applicable;

Specific Condition	*Developer Obligation*	*Mechanism*	*Implementation*	*Status*
	constructed in substantial conformance with the approved Improvement Plans and City Standards. h. Provide proof from the Architect of Record, Structural Engineer of Record and/or other design professionals who signed the building permit plan submittal indicating that all building improvements have been constructed in substantial conformance with relevant plans. i. Execute Post-Construction Stormwater Operations and Maintenance Agreement with the City. j. Enter into a Recycled Water User's Agreement with the City.			

Amphitheater

Special Conditions of Approval

Specific Condition	*Developer Obligation*	*Mechanism*	*Implementation*	*Status*
75.	The Napa County Airport Land Use Compatibility Plan identifies amphitheaters as "Not Normally Acceptable" in Zone E. Prior to issuance of improvement plans, the applicant shall obtain confirmation whether the Quarry Lake and/or Fig Tree amphitheater is consistent with the Napa County Airport Land Use Compatibility Plan.	Specific Condition	Improvement Plans Submittal	Applicable; not completed
76.	Prior to issuance of improvement plans, the applicant shall update the May 9, 2023 Bollard Acoustical Consultants, Inc. acoustical study to relocate the proposed 20-foot tall sound wall to the west of Rolling Hills.	Specific Condition	Improvement Plans Submittal	Applicable; not completed
77.	The amplification criteria and other acoustical assumptions identified in the May 9, 2023 Bollard Acoustical Consultants, Inc. study as amended by Condition 78, shall be incorporated into this Conditional Use Permit as a regulatory standard.	Specific Condition	Relevant Approval	Applicable; not completed
78.	As identified in the May 9, 2023 Bollard Acoustical Consultants, Inc. acoustical study, all amplified music events would be scheduled during daytime hours which is defined as 7 a.m. — 10 p.m. (ACMC Section 8.12.060 and 8.12.070)	Specific Condition	Relevant Approval	Applicable; not completed
79.	The applicant shall provide a concert "noise complaint "hotline" telephone number so that noise complaints can be registered and addressed immediately by concert staff personnel.	Specific Condition	Relevant Approval	Applicable; not completed
80.	The applicant shall include the Conditional Use Permit operating conditions i.e.: noise, traffic, and parking in any contract with any entity using either amphitheater site.	Specific Condition	Relevant Approval	Applicable; not completed

81.	Prior to issuance of improvement plans, the applicant shall submit a "Security and Crowd Control Plan" to minimize common, modern-day threats to public safety at outdoor assembly venues. The Security and Crowd Control Plan shall be prepared by an expert in outdoor assembly for approval by the Police Chief and Building Official.	Specific Condition	Improvement Plans Submittal	Applicable; not completed
82.	Prior to issuance of improvement plans, the applicant shall submit a "Parking and Traffic Control Plan" to eliminate or minimize amphitheater traffic and parking intrusion into adjacent residential neighborhoods. The Parking and Traffic Control Plan shall be approved by the Public Works Director and Police Chief. The Parking Plan shall identify at a minimum parking inventory, parking distance to the Quarry Lake and Fig Tree amphitheaters; accessible parking availability; maximum parking demand from one or both amphitheaters operating concurrently as well as other activities at the NVR&G; measures to discourage or prevent patrons from parking on adjacent residential streets. The Traffic Control Plan shall include measures that identify a minimum the number of traffic control employees in use during amphitheater operations; hours of operation for traffic control relative to start and stop times at the amphitheater(s); identify street segments that will be subject to traffic control; physical measures that will prevent vehicles from entering prohibited streets (i.e.: barricades).	Specific Condition	Improvement Plans Submittal	Applicable; not completed
83.	Prior to issuance of improvement plans, the applicant shall submit an exterior lighting plan that encompasses all amphitheater public areas and street frontages.	Specific Condition	Improvement Plans Submittal	Applicable; not completed

Attachment 1: Exhibit B

Napa Valley Ruins & Gardens

Amphitheater at the Ruins & Fig Tree Amphitheater

CONDITIONAL USE PERMIT

May 9, 2023

McGrath PROPERTIES

DRAWING INDEX

AMPHITHEATER AT THE RUINS

A01-00	PROJECT LEGEND
A01-01	SITE PLAN
A10-01	STAGE LEVEL PLAN
A10-02	CROSS AISLE PLAN
A10-03	PLAZA LEVEL PLAN
A20-01	AMPHITHEATER SECTIONS
A90-01	EXISTING VIEW FROM EAST
A90-02	RENDERING FROM EAST
A90-03	RENDERING FROM EAST
A90-04	VIEW FROM SOUTHEAST
A90-05	VIEW FROM NORTH
A90-06	VIEW FROM SOUTH
A90-07	VIEW FROM STAGE

FIG TREE AMPHITHEATER

AF01-00	PROJECT LEGEND
AF10-01	OVERALL PLAN – SIDE AISLE
AF20-01	AMPHITHEATER SECTION
AF90-01	EXISTING CONDITIONS
AF90-02	RENDERING FROM EAST

PROJECT SCOPE

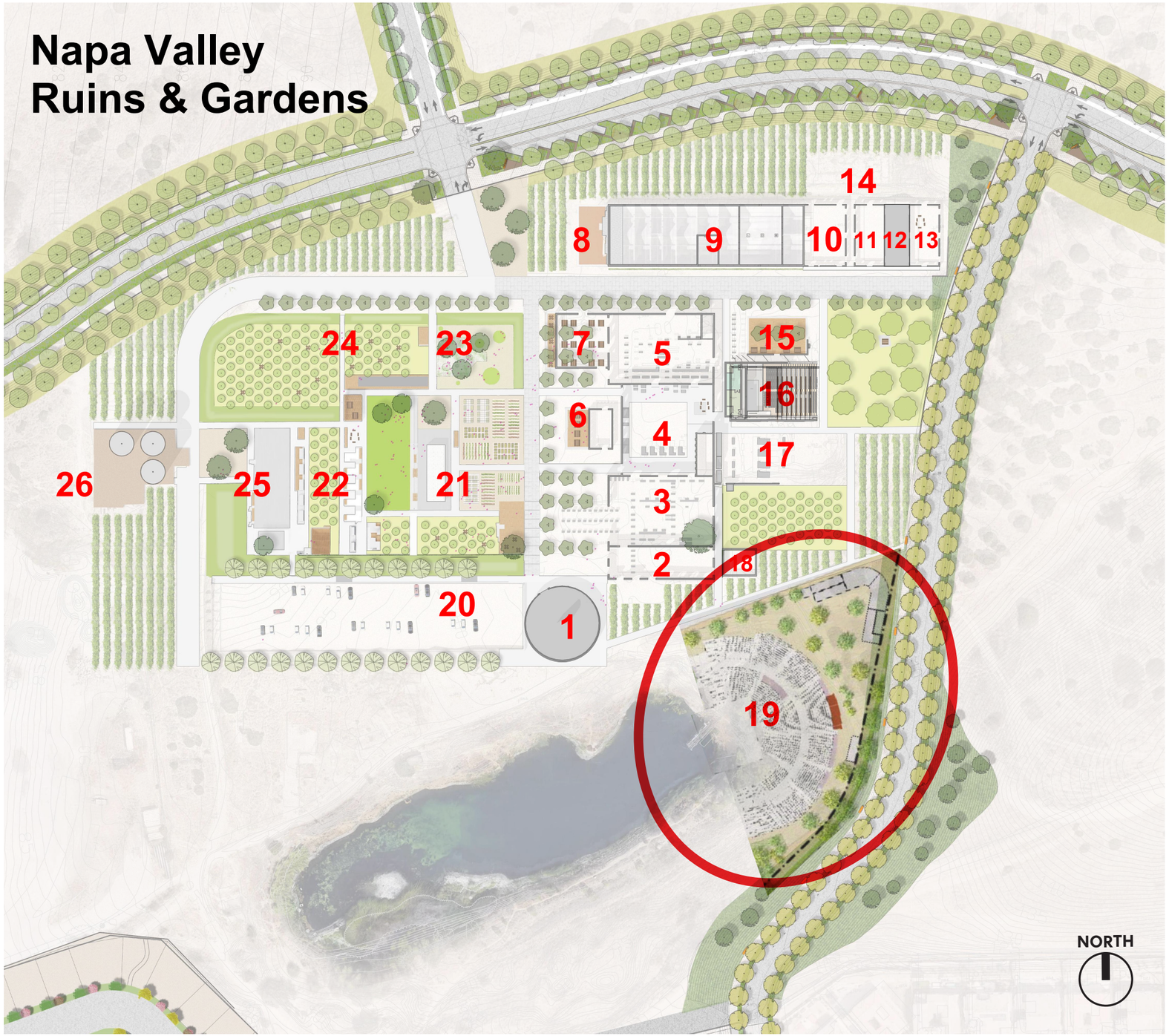
AMPHITHEATER AT THE RUINS
SEATED CAPACITY: 3200
ACCESSIBLE SEATING (With Companion): 30
ENCLOSED AREA:
- Stage Level: 5,540 S.F.
- Cross Aisle Level: 12,240 S.F
- Plaza Level: 5990 S.F.

RESTROOMS: Area shown currently exceeds the requirement per CPC Table 422.1

FIG TREE AMPHITHEATER
CAPACITY: 738
ACCESSIBLE SEATING (With Companion): 8
ENCLOSED AREA: 1,170 S.F.
RESTROOMS: Provided throughout the grounds to serve the Fig Tree Amphitheater.

Perkins&Will

1. Sculpture Event Center
2. Pizza Oven
3. Broken Arch Distillery (Type 74)
4. Main Event Area
5. North Event Area
6. Cultinary Kitchen
7. Ruins Winery (Type 02)
8. Climbing Wall Area
9. Artisan Building (tbd)
10. Central Kitchen
11. Restaurant - (Type 41)
12. Old Kan Brewery (Type 23)
13. Old Kan Brewery (Type 23)
14. Satan's Bar Pad & Event Area
15. Fig Garden Pad & Event Area
16. Fig Tree Small Amphitheater
17. Community Gardens + Play Area
18. Distillery
19. The Quarry Amphitheater
20. Parking Area
21. Picnic Area (Bocce, Seating, Trellis, etc.)
22. Sculpture Garden
23. Sunken Tree Picnic & Play Area
24. Parking Area / Farm to Table Operation
25. Parking Area / Mobile Food Truck Venue
26. Derail Skatepark



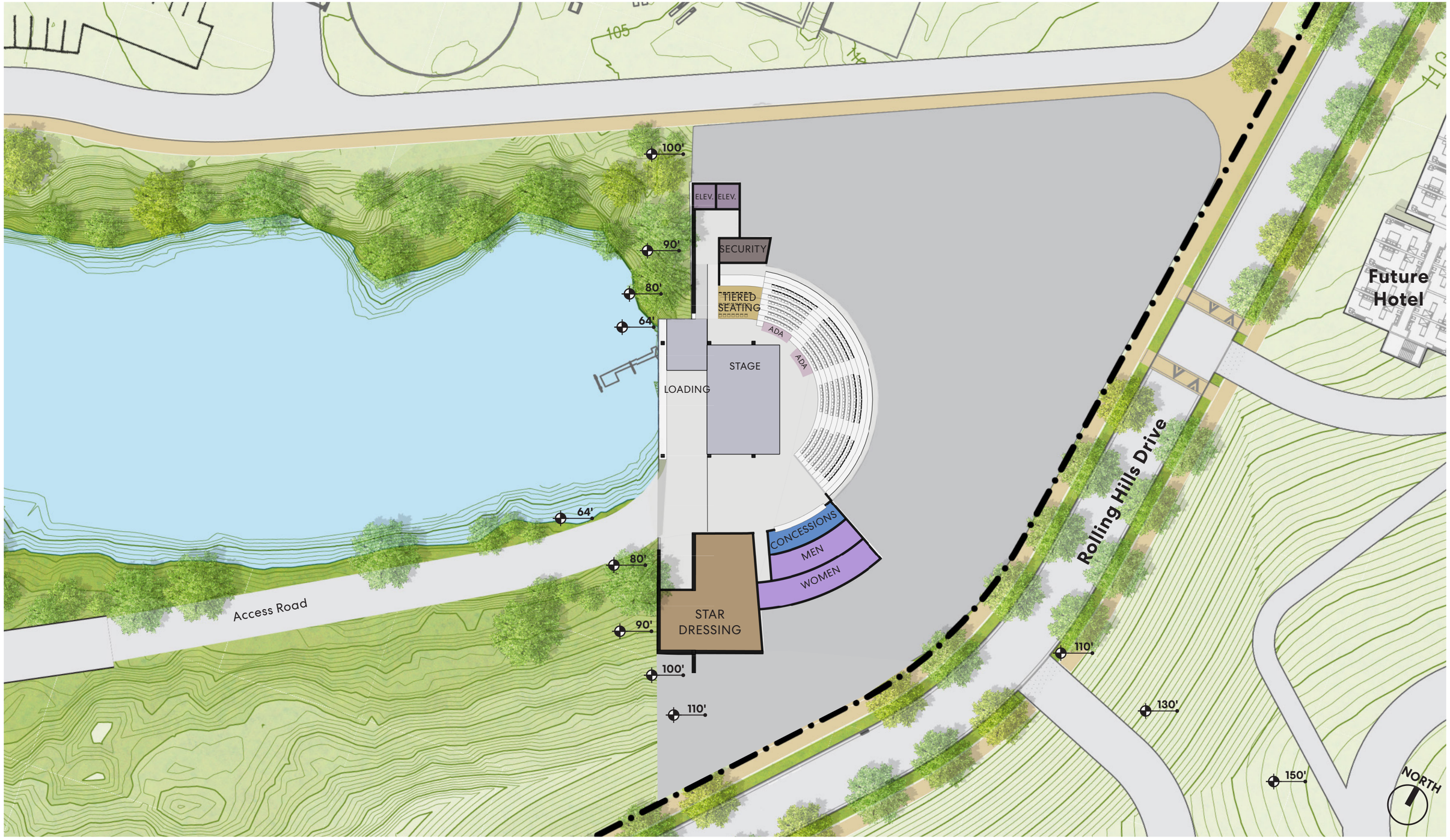
A01-00 | PROJECT LEGEND

CONDITIONAL USE PERMIT
Amphitheater at the Ruins | American Canyon, California | May 9, 2023

A01-01 | SITE PLAN

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023



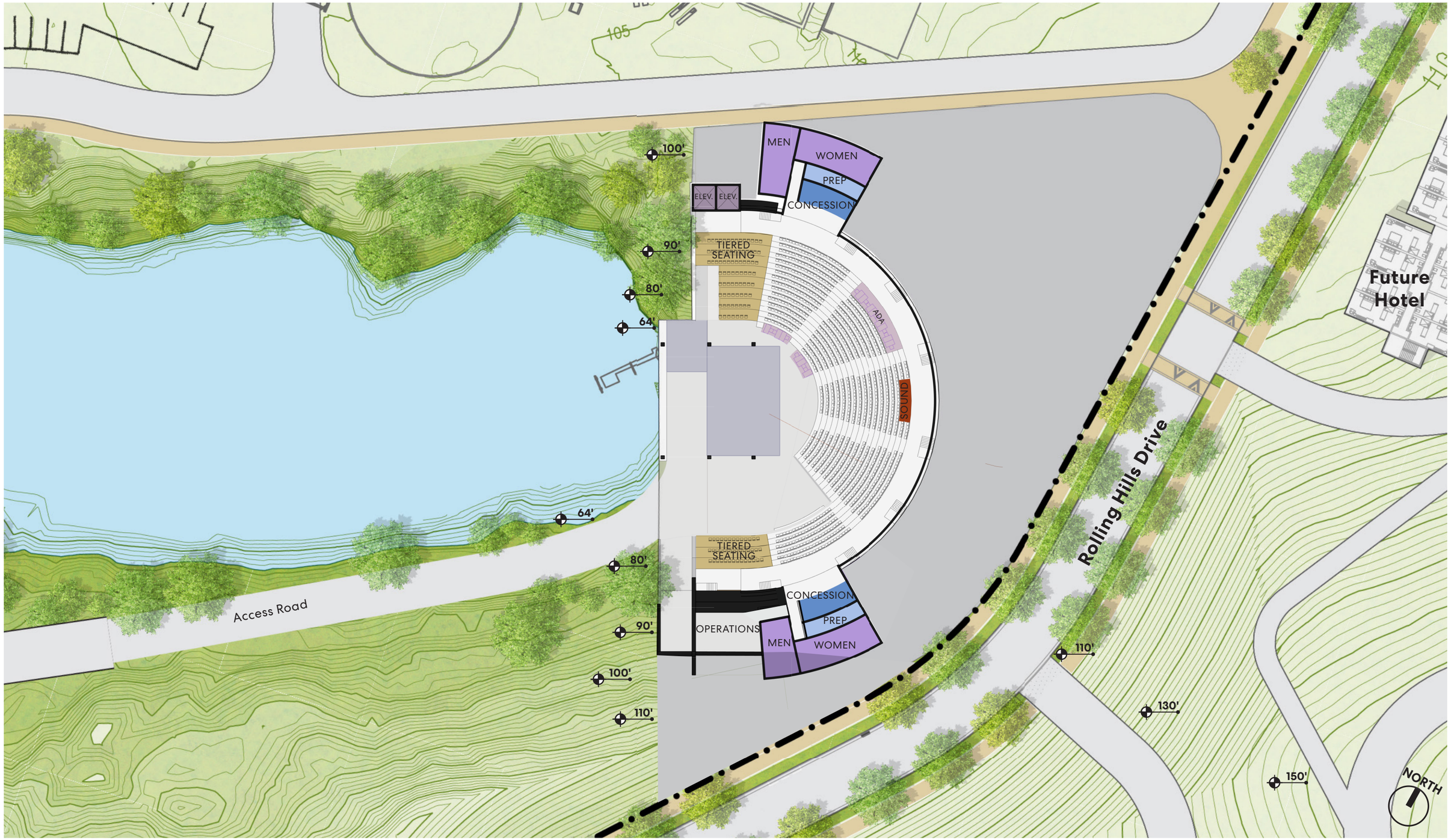
A10-01 | STAGE LEVEL PLAN

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023

SCALE 1"=50'

0' 25' 50' 75'



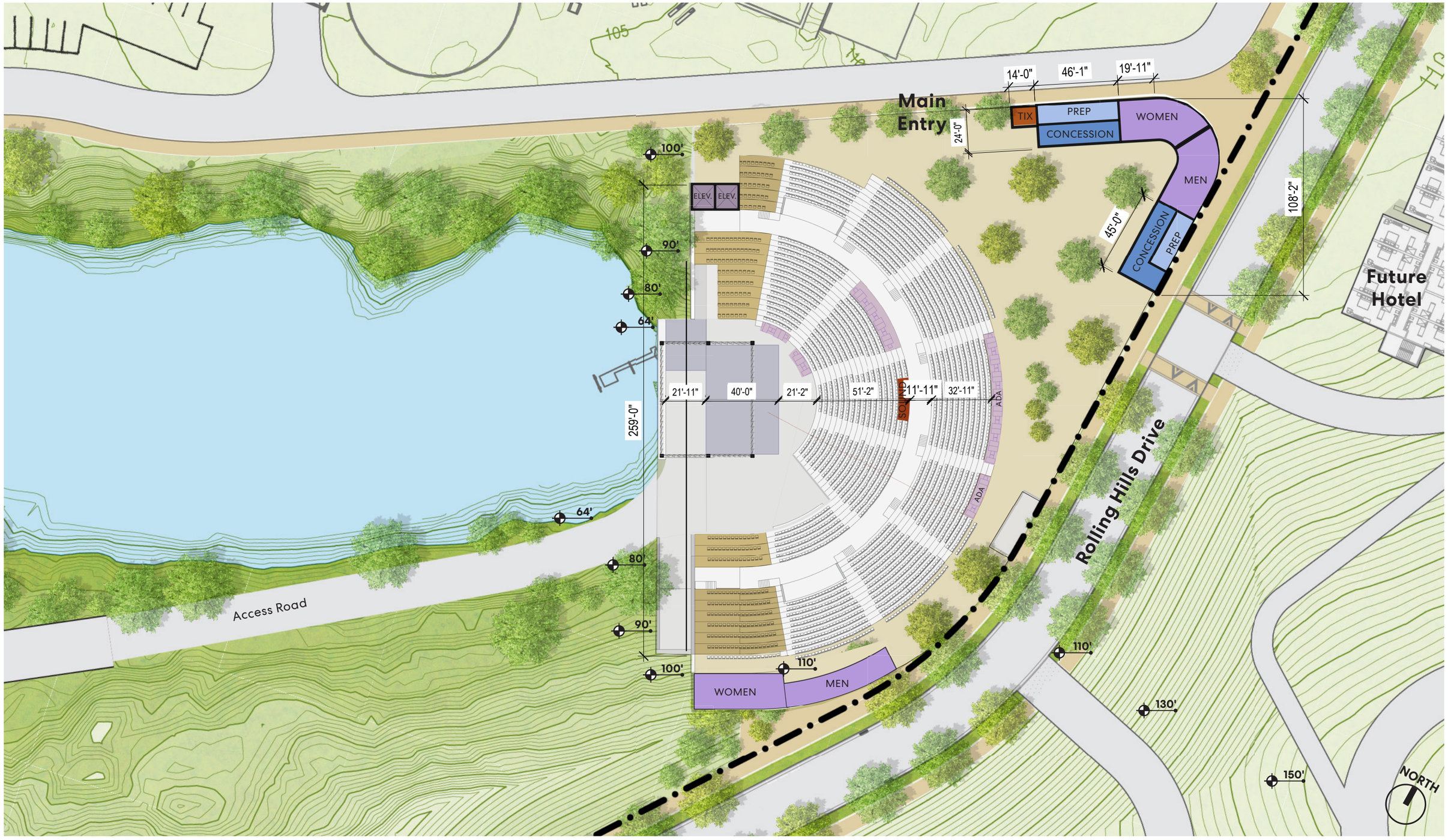
A10-02 | CROSS AISLE PLAN

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023

SCALE 1"=50'

0' 25' 50' 75'



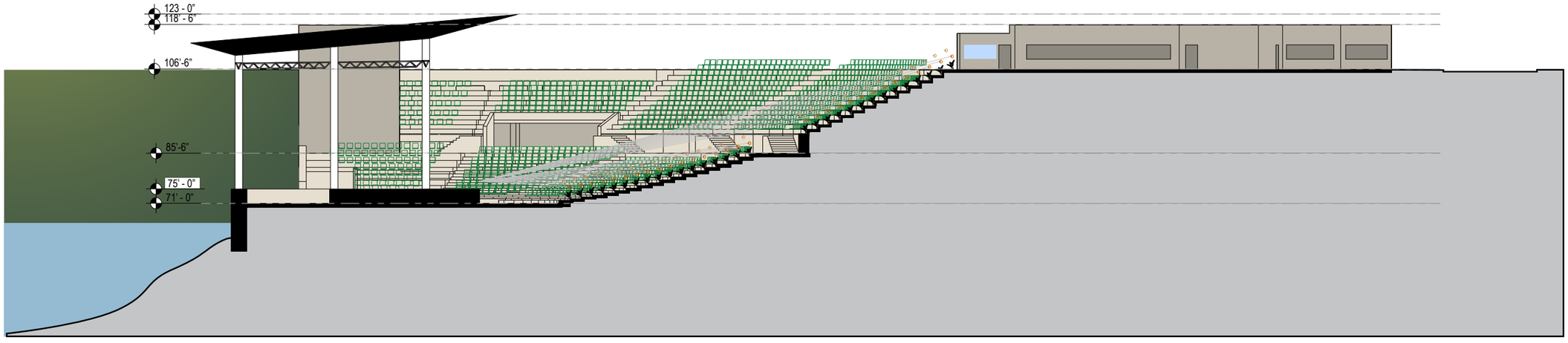
A10-03 | PLAZA LEVEL PLAN

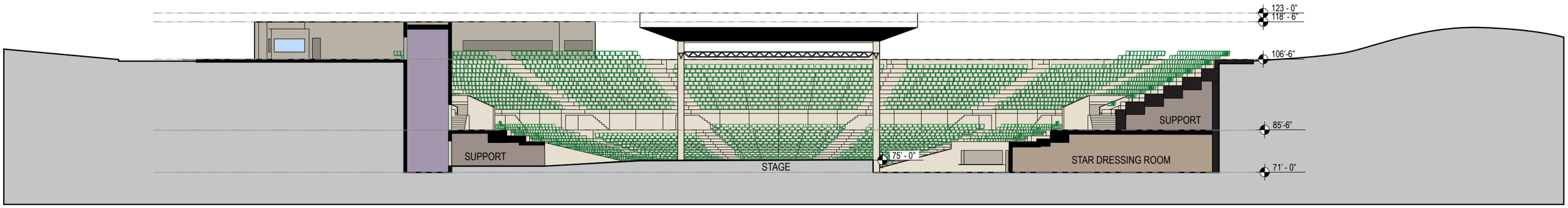
CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023

SCALE 1"=50'

0' 25' 50' 75'





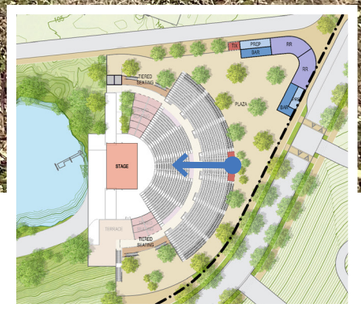
A20-01 | AMPITHEATER SECTIONS

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023

SCALE 1"=30'

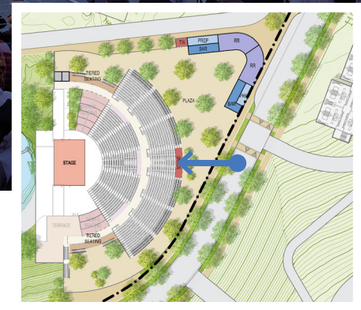
0' 15' 30' 60'



A90-01 | EXISTING VIEW FROM EAST

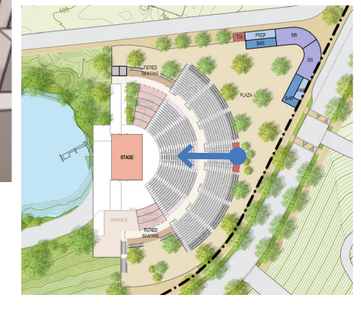
CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023



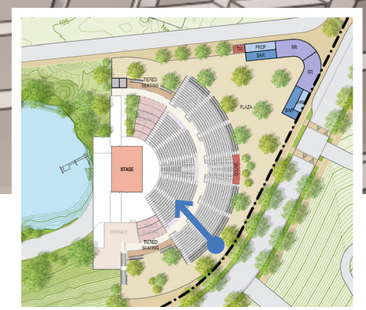
A90-02 | RENDERING FROM EAST

CONDITIONAL USE PERMIT
Amphitheater at the Ruins | American Canyon, California | May 9, 2023



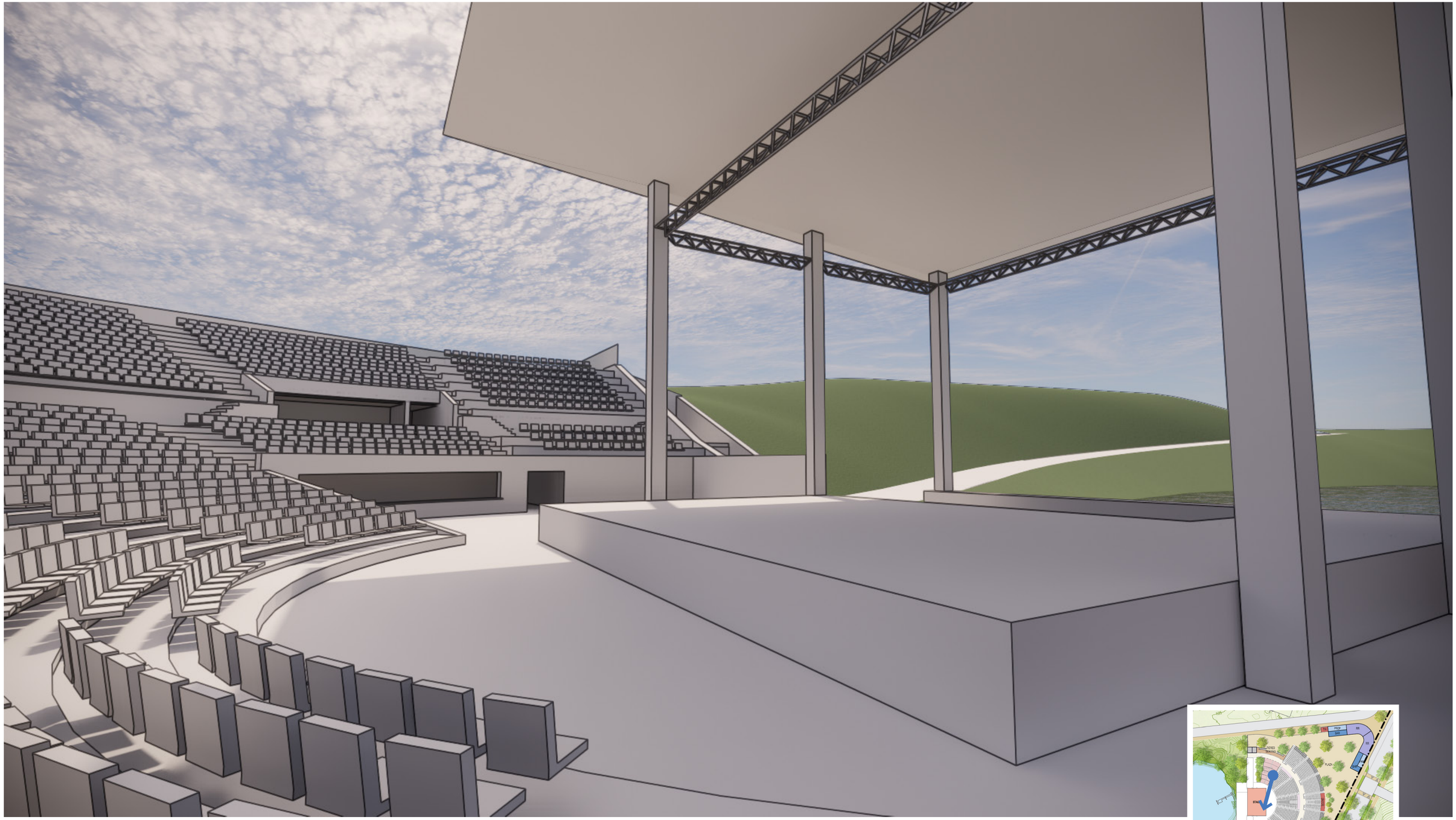
A90-03 | RENDERING FROM EAST

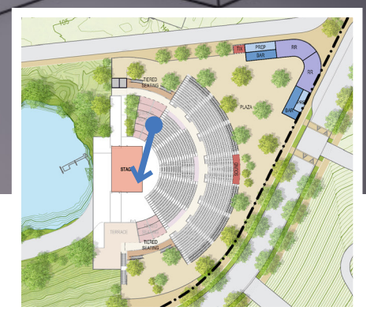
CONDITIONAL USE PERMIT
Amphitheater at the Ruins | American Canyon, California | May 9, 2023



A90-04 | VIEW FROM SOUTHEAST

CONDITIONAL USE PERMIT
Amphitheater at the Ruins | American Canyon, California | May 9, 2023

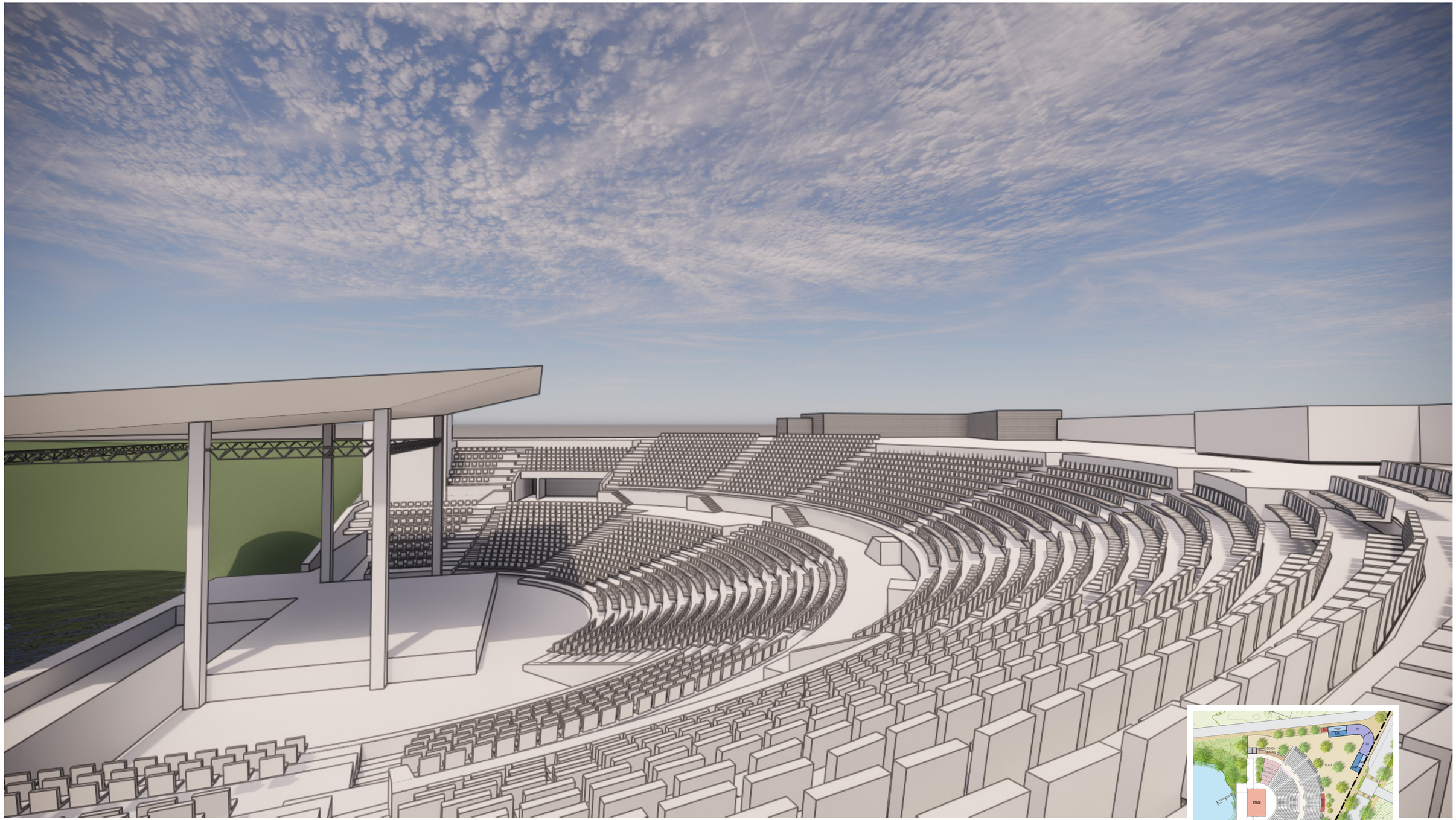


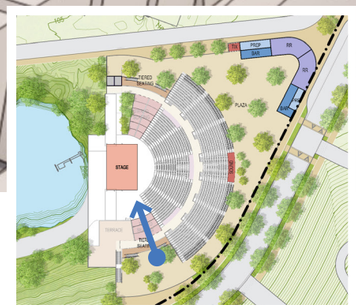


A90-05 | VIEW FROM NORTH

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023

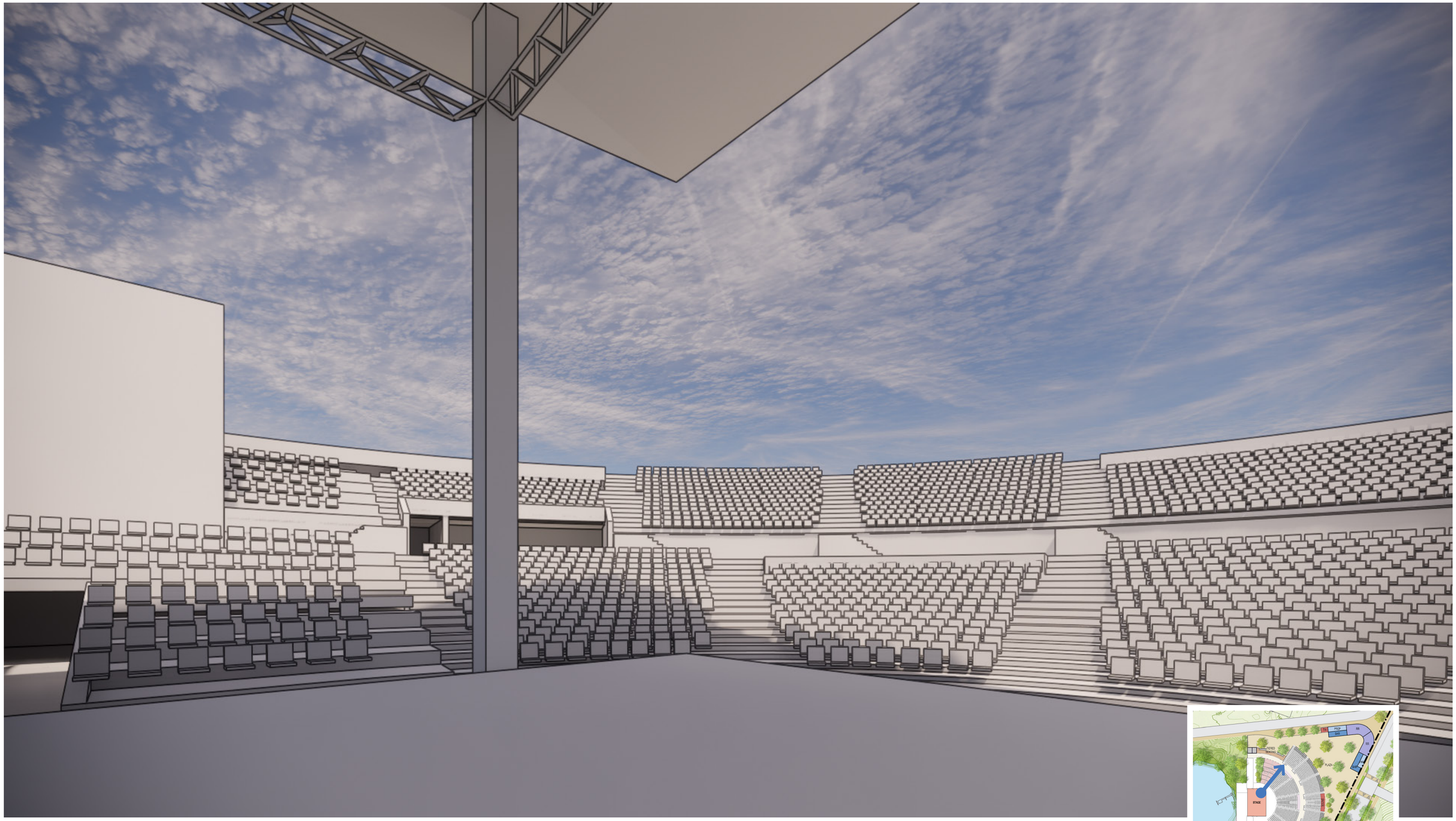


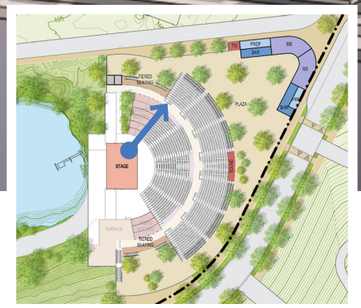


A90-06 | VIEW FROM SOUTH

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023



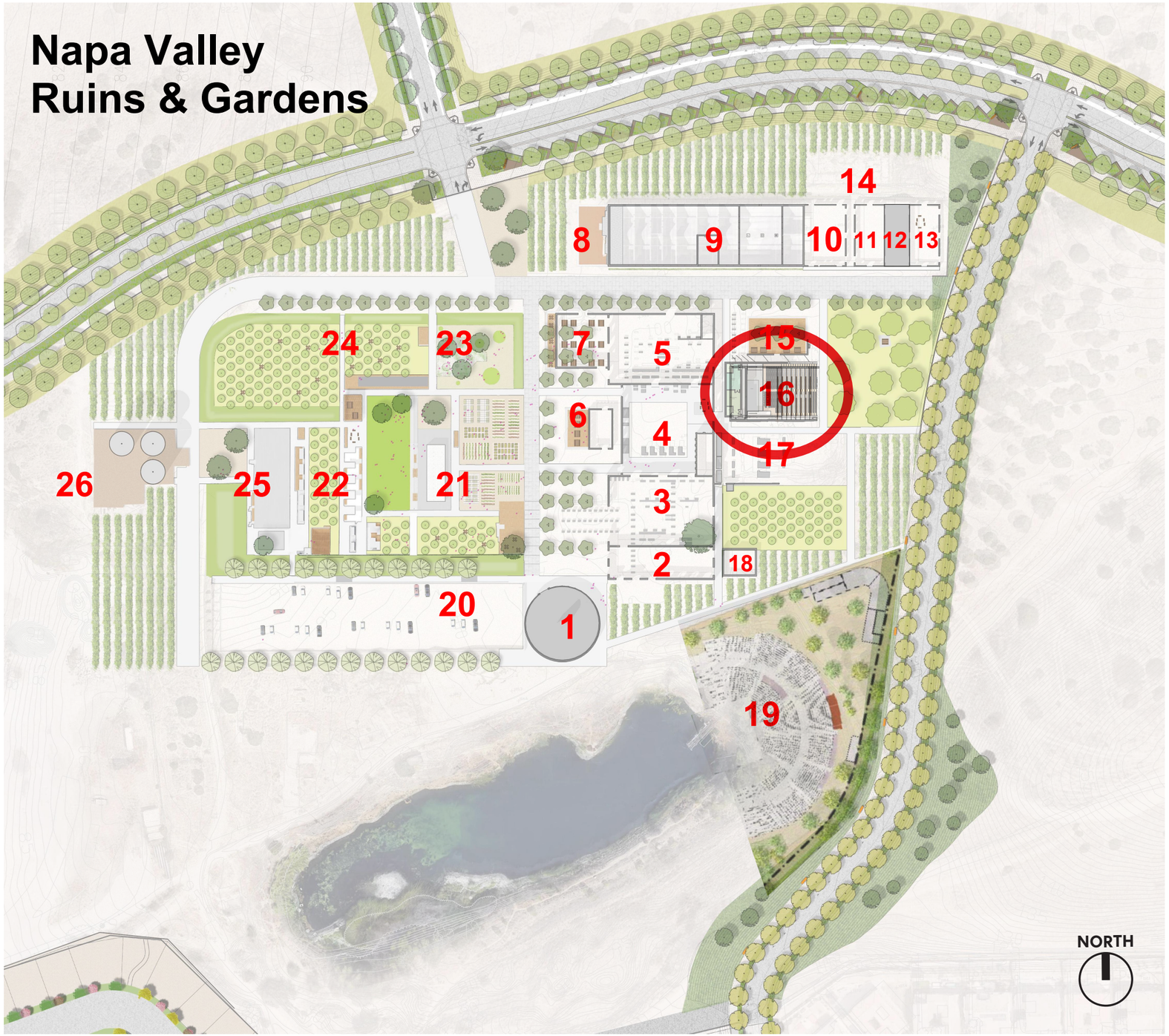


A90-07 | VIEW FROM STAGE

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023

1. Sculpture Event Center
2. Pizza Oven
3. Broken Arch Distillery (Type 74)
4. Main Event Area
5. North Event Area
6. Cultinary Kitchen
7. Ruins Winery (Type 02)
8. Climbing Wall Area
9. Artisan Building (tbd)
10. Central Kitchen
11. Restaurant - (Type 41)
12. Old Kan Brewery (Type 23)
13. Old Kan Brewery (Type 23)
14. Satan's Bar Pad & Event Area
15. Fig Garden Pad & Event Area
16. Fig Tree Small Amphitheater
17. Community Gardens + Play Area
18. Distillery
19. The Quarry Amphitheater
20. Parking Area
21. Picnic Area (Bocce, Seating, Trellis, etc.)
22. Sculpture Garden
23. Sunken Tree Picnic & Play Area
24. Parking Area / Farm to Table Operation
25. Parking Area / Mobile Food Truck Venue
26. Derail Skatepark



AF01-00 | PROJECT LEGEND

CONDITIONAL USE PERMIT
Amphitheater at the Ruins | American Canyon, California | May 9, 2023

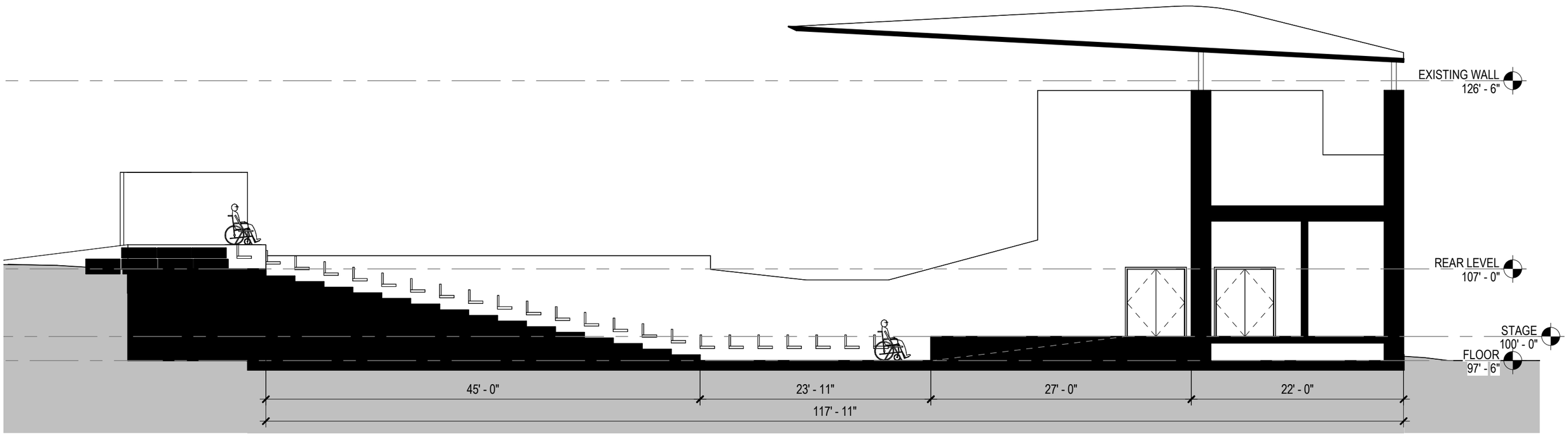
738 SEATS

RESTROOM
7' - 0"
DN
30' - 0"
6' - 0"
109' - 2"
PLATFORM
18' - 0"
12' - 4 3/8"
8' - 7"
11' - 5"
97' - 6"
107' - 0"
DRESSING/GREEN ROOM
109' - 6"
ADA SEATING AND RAMP
DN
9' - 7"
100' - 0"
STAGE
53' - 0"
21' - 11 5/8"
71' - 0"
4' - 2"
4' - 10"
12' - 10"
110' - 6"
SOUND
DRESSING ROOM
21' - 0"
13' - 7"
8' - 7"
11' - 5"
27' - 0"
23' - 11"
45' - 0"
14' - 4"
RESTROOM
13' - 8"
DN
8' - 0"
PLATFORM
16' - 10"
109' - 2"
119' - 11 1/4"
132' - 3"
0
3'
5'
10'
20'

AF10-01 | OVERALL PLAN - SIDE AISLE

CONDITIONAL USE PERMIT

Fig Tree Amphitheater | American Canyon, California | May 9, 2023



AF20-01 | AMPHITHEATER SECTION

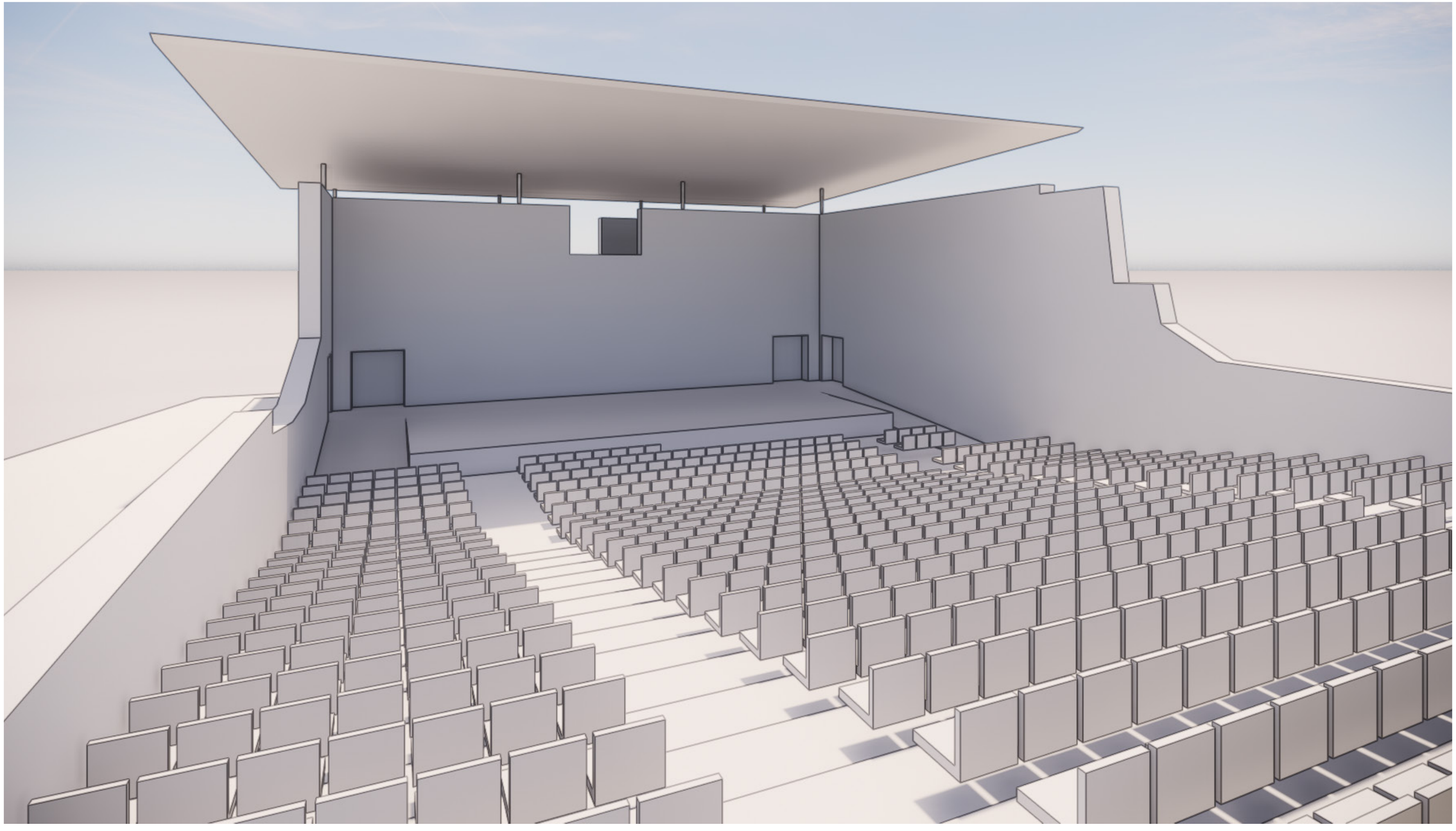
CONDITIONAL USE PERMIT

Fig Tree Amphitheater | American Canyon, California | May 9, 2023

AF90-01 | EXISTING CONDITIONS

CONDITIONAL USE PERMIT

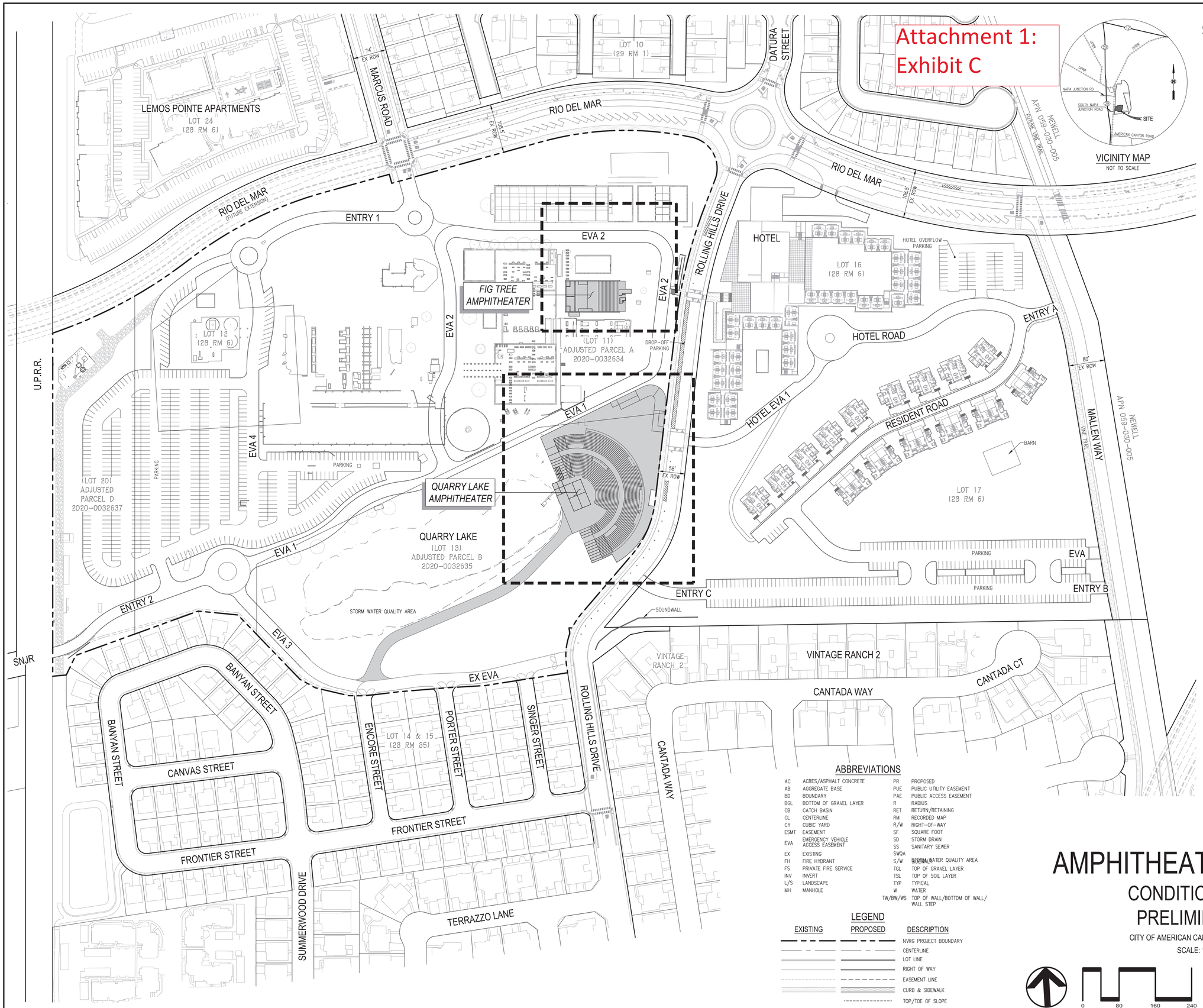
Fig Tree Amphitheater | American Canyon, California | May 9, 2023



AF90-02 | RENDERING FROM EAST

CONDITIONAL USE PERMIT
Fig Tree Amphitheater | American Canyon, California | May 9, 2023

Attachment 1:
Exhibit C



VICINITY MAP
NOT TO SCALE

GENERAL NOTES

1.	OWNER/DEVELOPER:	AMERICAN CANYON I, LLC 1001 42ND STREET, SUITE 200 OAKLAND, CA 94608 CONTACT: TERRENCE M. McGRATH PHONE: (510) 273-2001
2.	CIVIL ENGINEER:	CARLSON, BARBEE, & GIBSON, INC. 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CA 94583 CONTACT: WILLIAM P. CARLSON, PE 89309 PHONE: (925) 866-0322
3.	ARCHITECT:	PERKINS & WILL ARCHITECTS. 475 LINCOLN STREET. SUIT 100 DENVER, CO, 80203 CONTACT: DON DETHLEFS PHONE: (720) 974-6102
4.	TOPOGRAPHIC SOURCE:	EXISTING TOPOGRAPHY PREPARED BY AEROMETRIC SURVEYS, DATED OCTOBER 20, 2005, AND TOWILL SURVEY GROUP, DATED APRIL 12, 2021.
5.	BENCHMARK:	NAPA COUNTY BENCHMARK BM 934C. STATE WELL MONUMENT STAMPED B-55 IN CUL DE SAC AT NORTH END OF LOMBARD ROAD. EL = 58.37' NGVD 29 (TO CONVERT TO NAVD88 = NGVD29 + 2.44')
6.	A.P.N.'S:	059-430-032, 059-430-025
7.	EXISTING LAND USE:	VACANT OPEN SPACE
8.	PROPOSED LAND USE:	COMMERCIAL
9.	SITE AREA:	25.21± ACRES (GROSS) 4.4± ACRES (NET)
10.	LOTS:	2 LOTS
11.	UNITS:	N/A
12.	GENERAL PLAN:	TOWN CENTER (TC)
13.	ZONING:	NAPA VALLEY RUINS & GARDENS (TC-1 MU)
14.	DENSITY:	N/A
15.	WATER:	CITY OF AMERICAN CANYON
16.	SANITARY SEWER:	CITY OF AMERICAN CANYON
17.	STORM DRAIN:	CITY OF AMERICAN CANYON
18.	GAS & ELECTRIC:	PACIFIC GAS AND ELECTRIC (PG&E)
19.	TELEPHONE:	AT&T
20.	CABLE TV:	COMCAST
21.	UTILITIES ONSITE:	ALL ONSITE UTILITIES (STORM DRAIN, SANITARY SEWER, DOMESTIC WATER, FIRE WATER AND IRRIGATION) TO BE PRIVATELY OWNED AND MAINTAINED.
22.	FLOOD ZONE:	FEMA FLOOD ZONE X – UNSHADED (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN). (MAP NUMBER: 06055C0650E, DATED 09/26/2008)
23.	DIMENSIONS:	ALL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL SUBDIVISION MAP.
24.	EASEMENTS:	EXISTING EASEMENTS MAY REQUIRE VACATION OR RELOCATION TO FACILITATE DEVELOPMENT. ALL PROPOSED, EXISTING, RELOCATED AND VACATED EASEMENTS TO BE SHOWN ON THE FINAL MAP OR BY SEPARATE INSTRUMENT AS NECESSARY.
25.	STREETS:	ALL STREETS & EMERGENCY VEHICLE ACCESS ROADS TO BE PRIVATE STREETS.
26.	STORMWATER QUALITY:	ALL STORM WATER QUALITY TREATMENT TO BE PROVIDED BY IMPROVEMENTS ADJACENT TO QUARRY LAKE, WITHIN NVRG. NVRG & QUARRY LAKE STORMWATER MANAGEMENT PLAN TO BE PREPARED BY OTHERS AS PART OF NVRG PLANS.
27.	HYDRO-MODIFICATION:	ALL HYDRO-MODIFICATION TO BE PROVIDED BY THE QUARRY LAKE.
28.	PRIVATE ROAD AND PATHWAYS:	SOME PRIVATE ROADS AND MONOLITHIC SIDEWALKS WITHIN THE DEVELOPMENT WILL HAVE A LONGITUDINAL SLOPE GREATER THAN 5.0%.
29.	NVRG:	NVRG IMPROVEMENTS SHOWN FOR REFERENCE ONLY. SEE NVRG IMPROVEMENT PLANS FOR DETAILS.
30.	HOTEL:	HOTEL IMPROVEMENTS SHOWN FOR REFERENCE ONLY. SEE WATSON RANCH HOTEL DESIGN REVIEW FOR DETAILS.
31.	SOUNDWALL:	PRELIMINARY SOUNDWALL CONFIGURATION AND HEIGHT IS SHOWN ON THE SOUTHEAST SIDE OF ROLLING HILLS DRIVE (FOR AMPHITHEATER ACOUSTICS). SEE SHEET C5. FINAL SOUNDWALL CONFIGURATION AND HEIGHT TO BE DETERMINED AS PART OF THE FUTURE CONSTRUCTION DOCUMENTS WITH FINAL ACOUSTICAL REPORT.

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C1	PRELIMINARY OVERALL SITE PLAN
C2	PRELIMINARY QUARRY LAKE AMPHITHEATER SITE PLAN
C3	PRELIMINARY FIG TREE AMPHITHEATER SITE PLAN
C4	EXISTING CONDITIONS
C5	PRELIMINARY GRADING QUARRY LAKE AMPHITHEATER
C6	PRELIMINARY GRADING FIG TREE AMPHITHEATER
C7	PRELIMINARY GRADING SECTIONS
C8	PRELIMINARY UTILITY PLAN
C9	PRELIMINARY STORMWATER CONTROL PLAN
C10	PRELIMINARY FIRE ACCESS PLAN
C11	PRELIMINARY PARKING & PEDESTRIAN PATH OF TRAVEL PLAN

ABBREVIATIONS

AC	ACRES/ASPHALT CONCRETE	PR	PROPOSED
AB	AGGREGATE BASE	PUE	PUBLIC UTILITY EASEMENT
BD	BOUNDARY	PAE	PUBLIC ACCESS EASEMENT
BGL	BOTTOM OF GRAVEL LAYER	R	RADIUS
CB	CATCH BASIN	RET	RETURN/RETAINING
CL	CENTERLINE	RM	RECORDED MAP
CY	CUBIC YARD	R/W	RIGHT-OF-WAY
ESMT	EASEMENT	SF	SQUARE FOOT
EVA	EMERGENCY VEHICLE ACCESS EASEMENT	SD	STORM DRAIN
		SS	SANITARY SEWER
EX	EXISTING	SWQA	STORM WATER QUALITY AREA
FH	FIRE HYDRANT	S/W	SIDEWALK
FS	PRIVATE FIRE SERVICE	TGL	TOP OF GRAVEL LAYER
INV	INVERT	TSL	TOP OF SOIL LAYER
L/S	LANDSCAPE	TYP	TYPICAL
MH	MANHOLE	W	WATER
		TW/BW/WS	TOP OF WALL/BOTTOM OF WALL/ WALL STEP

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		NVRG PROJECT BOUNDARY
		CENTERLINE
		LOT LINE
		RIGHT OF WAY
		EASEMENT LINE
		CURB & SIDEWALK
		TOP/TOE OF SLOPE
		RETAINING WALL

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT
PRELIMINARY SITE PLAN

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=80' DATE: MAY 9, 2023

0 80 160 240

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SHEET NO. C1 OF 11 SHEETS

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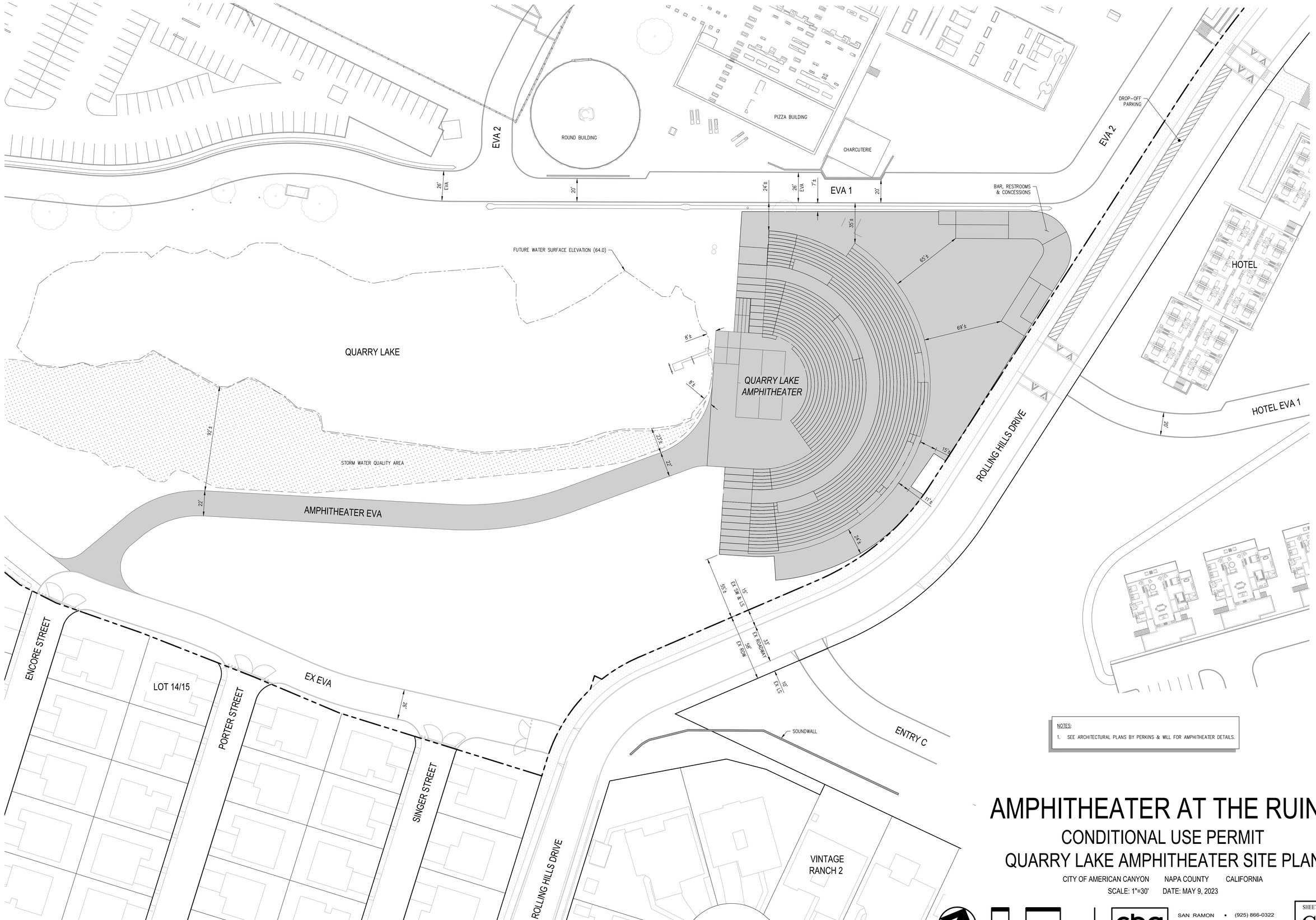

NOTES:

1. SEE ARCHITECTURAL PLANS BY PERKINS & WILL FOR AMPHITHEATER DETAILS.

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT

QUARRY LAKE AMPHITHEATER SITE PLAN

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=30' DATE: MAY 9, 2023

0 30 60 90

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SHEET NO. C2 OF 11 SHEETS

ARTISAN BUILDING

CENTRAL KITCHEN

RESTAURANT

BREWERY & PUB

BREWERY & PUB

EVA 2

26' EVA

EXISTING RUINS TO REMAIN (TYP)

FIG GARDEN

83'±

15'±

EVENT CENTER NORTH

20'±

86'±

26' EVA

FIG TREE AMPHITHEATER

EVENT CENTER

20'±

77'±

16'±

13'±

COMMUNITY GARDEN & PLAY AREA

ROLLING HILLS DRIVE

25'±

58' EX ROW

16' EX SW & LS

32' EX ROADWAY

10' EX LS

DROP-OFF PARKING

NOTES:

1. SEE ARCHITECTURAL PLANS BY PERKINS & WILL FOR AMPHITHEATER DETAILS.

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT

FIG TREE AMPHITHEATER SITE PLAN

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=10' DATE: MAY 9, 2023

0 10 20 30

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SHEET NO. C3 OF 11 SHEETS

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EX BUILDING/RUINS NUMBER & FUTURE USE DELINEATOR:

1	SCULPTURE EVENT CENTER (7,240 SF±)
2	PIZZA OVEN (5,710 SF±)
3	BROKEN ARCH DISTILLERY (12,195 SF±)
4	MAIN EVENT AREA (13,960 SF±)
5	NORTH EVENT CENTER (12,140 SF±)
6	CULINARY KITCHEN (1,380 SF±)
7	RUINS WINERY (4,630 SF±)
8	CLIMBING WALL AREA
9	ARTISAN BUILDING (19,580 SF±)
10	CENTRAL KITCHEN (4,240 SF±)
11	RESTAURANT (3,000 SF±)
12	OLD KAN BREWERY (2,480 SF±)
13	OLD KAN BREWERY (3,030 SF±)
14	SATAN'S BAR PAD & EVENT AREA (7,075 SF±)
15	FIG GARDEN PAD & EVENT AREA(3,900 SF±)
16	**FIG TREE AMPHITHEATER**
17	COMMUNITY GARDENS + PLAY AREA (9,400 SF±)
18	DISTILLERY (1,480 SF±)
19	**QUARRY LAKE AMPHITHEATER**
20	PARKING AREA (44,900 SF±)
21	PICNIC AREA (BOCCE BALL, SEATING, TRELLIS, ETC.)
22	SCULPTURE GARDEN
23	SUNKEN TREE PICNIC & PLAY AREA (2,700 SF±)
24	PARKING AREA/FARM TO TABLE OPERATION
25	PARKING AREA/MOBILE FOOD TRUCK VENUE (6,100 SF±)
26	DERAIL SKATE PARK

EX BUILDING/RUINS NOTE:

1. AREAS ARE APPROXIMATE AND PRELIMINARY.
2. EXISTING TOPOGRAPHY PREPARED BY AEROMETRIC SURVEYS, DATED OCTOBER 20, 2005.
3. EXISTING LAKESIDE TOPOGRAPHY PREPARED BY TOWILL SURVEY GROUP, DATED APRIL 12, 2021.
4. ALL EXISTING VEGETATION TO BE REMOVED.

LEGEND

EXISTING	DESCRIPTION
	NVRG PROJECT BOUNDARY
	STORM DRAIN
	DOMESTIC WATER
	FIRE SERVICE
	SANITARY SEWER

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT
EXISTING CONDITIONS

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=80' DATE: MAY 9, 2023

0 80 160 240

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SHEET NO. C4 OF 11 SHEETS

NOTES:

1. ALL GRADING IS PRELIMINARY, & SUBJECT TO THE FINAL CONSTRUCTION DOCUMENTS.
2. PRELIMINARY EARTHWORK QUANTITIES ARE NOT AVAILABLE. EARTHWORK QUANTITIES WILL BE PROVIDED WITH FINAL CONSTRUCTION DOCUMENTS.
3. PAVEMENT DESIGN CHART WILL BE POVIDED WITH THE FINAL CONSTRUCTION DOCUMENTS. ALL PAVEMENT DESIGN WILL MEET CITY OF AMERICAN CANYON REQUIREMENTS & THE REQUIREMENTS OF THE SOILS REPORT/GEOTECHNICAL ENGINEER.
4. ALL EVA'S & ROADWAYS WILL BE DESIGNED TO MEET THE CITY'S FIRE TRUCK & EMERGENCY VEHICLE LOADING REQUIREMENTS.
5. ELEVATION RELATIONSHIP FOR THE AMPHITHEATER ARE SHOWN FOR REFERENCE ONLY. FOR AMPHITHEATER GRADES, SEE PLANS BY ARCHITECTS.
6. NVRG UTILITIES SHOWN FOR REFERENCE ONLY. TO BE APPROVED BY SEPARATE PERMIT.
7. PRELIMINARY SOUNDWALL CONFIGURATION AND HEIGHT IS SHOWN ON THE SOUTHEAST SIDE OF ROLLING HILLS DRIVE (FOR AMPHITHEATER ACOUSTICS). FINAL SOUNDWALL CONFIGURATION AND HEIGHT TO BE DETERMINED AS PART OF THE FUTURE CONSTRUCTION DOCUMENTS WITH FINAL ACOUSTICAL REPORT.
8. HOTEL ROUGH GRADING IS SHOWN FOR CONTEXTUAL PURPOSES ONLY, IN RELATION TO THE FUTURE SOUNDWALL AT THE SOUTHEAST CORNER OF ROLLING HILLS DRIVE. HOTEL ROUGH GRADING UNDER SEPARATE PERMIT.

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT

PRELIMINARY GRADING QUARRY LAKE AMPHITHEATER

CITY OF AMERICANI CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=30' DATE: MAY 9, 2023

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SHEET NO. C5 OF 11 SHEETS

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NOTES:

1. ALL GRADING IS PRELIMINARY, & SUBJECT TO THE FINAL CONSTRUCTION DOCUMENTS.
2. PRELIMINARY EARTHWORK QUANTITIES ARE NOT AVAILABLE. EARTHWORK QUANTITIES WILL BE PROVIDED WITH FINAL CONSTRUCTION DOCUMENTS.
3. PAVEMENT DESIGN CHART WILL BE POVIDED WITH THE FINAL CONSTRUCTION DOCUMENTS. ALL PAVEMENT DESIGN WILL MEET CITY OF AMERICAN CANYON REQUIREMENTS & THE REQUIREMENTS OF THE SOILS REPORT/GEOTECHNICAL ENGINEER. ALL EVAS & ROADWAYS WILL BE DESIGNED TO MEET THE CITY'S FIRE TRUCK & EMERGENCY VEHICLES LOADING REQUIREMENTS.
4. NAPA VALLEY RUINS & GARDEN UTILITIES SHOWN FOR REFERENCE ONLY. TO BE APPROVED UNDER A SEPARATE PERMIT.
5. ELEVATION RELATIONSHIP FOR THE AMPHITHEATER ARE SHOWN FOR REFERENCE ONLY. FOR AMPHITHEATER GRADES, SEE PLANS BY ARCHITECTS.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		NVRG PROJECT BOUNDARY
12.0 ×	12.0 ×	SPOT ELEVATION
		FLOW DIRECTION
		GRADE BREAK (GB)
18" SD	18" SD	STORM DRAIN PIPE
		STORM DRAIN MANHOLE
		CATCH BASIN
		DRAINAGE INLET

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT

PRELIMINARY GRADING FIG TREE AMPHITHEATER

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=10' DATE: MAY 9, 2023

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SHEET NO. C6 OF 11 SHEETS

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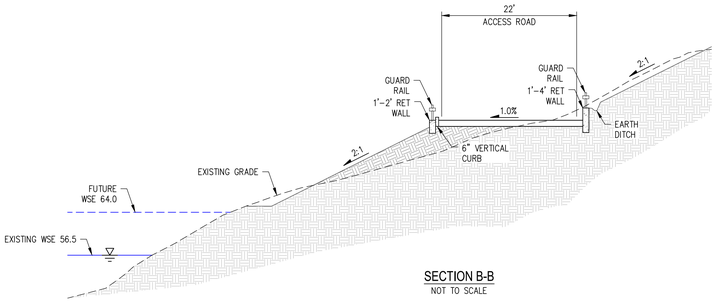
NOTES:

1. ALL GRADING IS PRELIMINARY, & SUBJECT TO THE FINAL CONSTRUCTION DOCUMENTS.
2. PAVEMENT DESIGN CHART WILL BE POVIDED WITH THE FINAL CONSTRUCTION DOCUMENTS. ALL PAVEMENT DESIGN WILL MEET CITY OF AMERICAN CANYON REQUIREMENTS & THE REQUIREMENTS OF THE SOILS REPORT/GEOTECHNICAL ENGINEER. ALL EVAS & ROADWAYS WILL BE DESIGNED TO MEET THE CITY'S FIRE TRUCK & EMERGENCY VEHICLES LOADING REQUIREMENTS.
3. NAPA VALLEY RUINS & GARDEN UTILITIES SHOWN FOR REFERENCE ONLY. TO BE APPROVED UNDER A SEPARATE PERMIT.
4. ELEVATION RELATIONSHIP FOR THE AMPHITHEATER ARE SHOWN FOR REFERENCE ONLY. FOR AMPHITHEATER GRADES, SEE PLANS BY ARCHITECTS.

SECTION A-A
NOT TO SCALE



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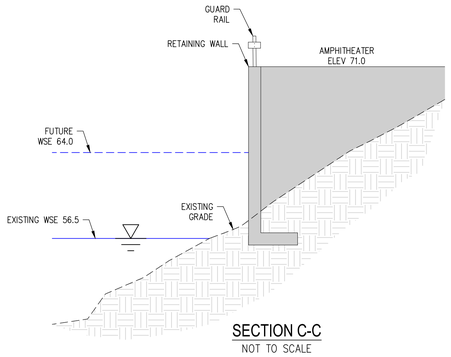

SECTION C-C
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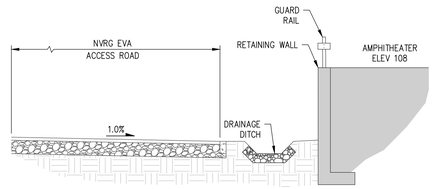

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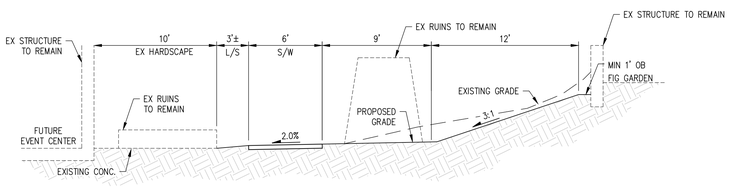

SECTION E-E
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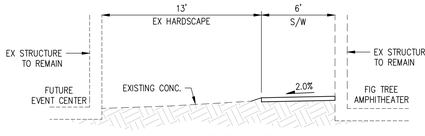

SECTION F-F
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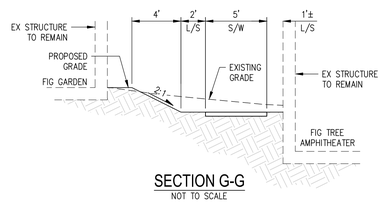
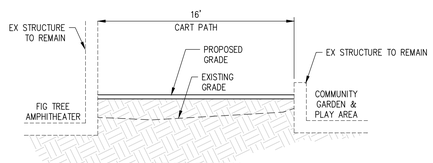


SECTION G-G
NOT TO SCALE



SECTION H-H
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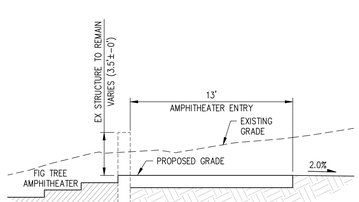

SECTION I-I
NOT TO SCALE

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT
PRELIMINARY GRADING SECTIONS

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: NTS DATE: MAY 9, 2023

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SHEET NO.
C7
OF 11 SHEETS

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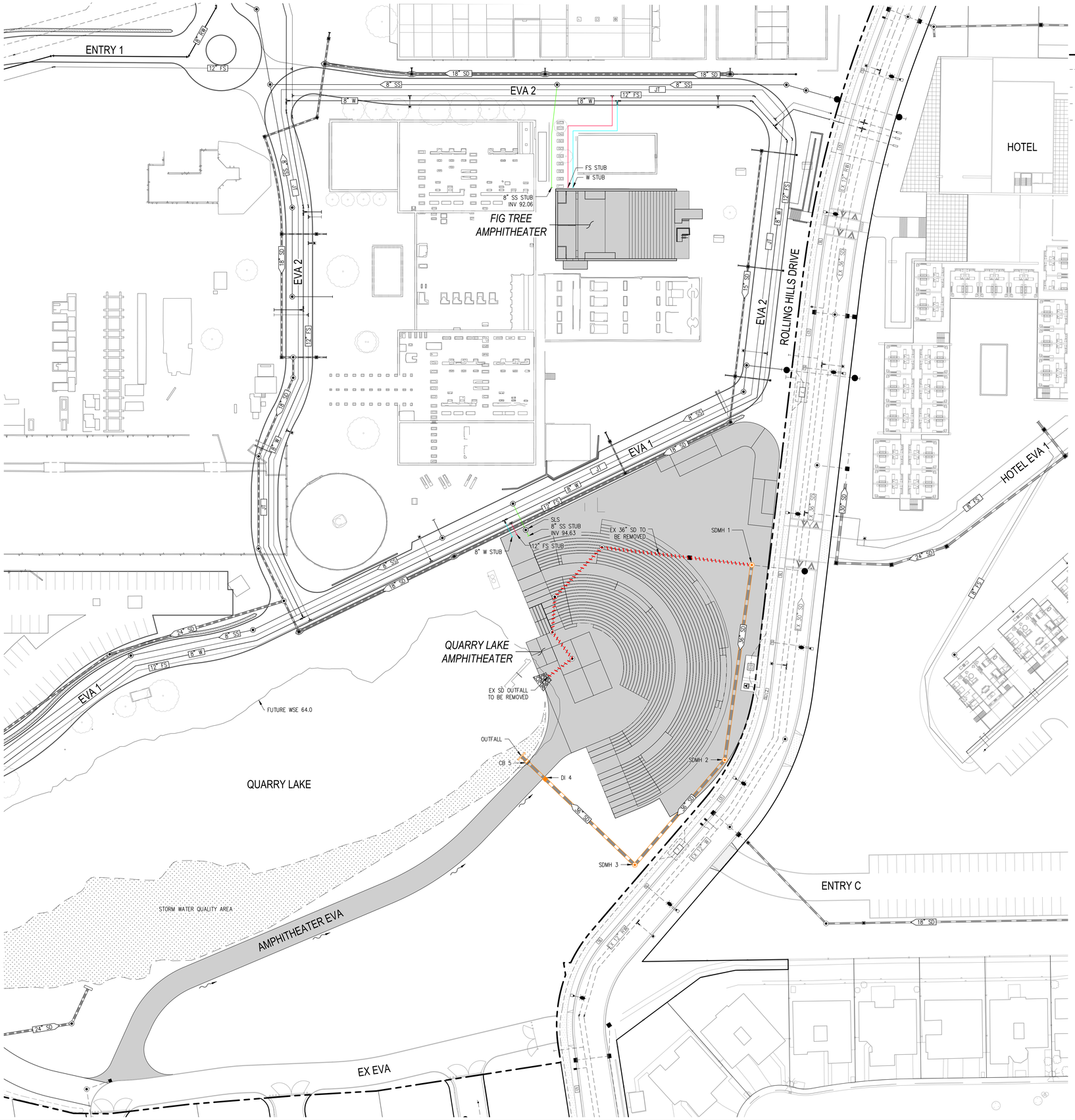

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROJECT BOUNDARY
EX 15" SD	18" SD	STORM DRAIN PIPE
EX 8" SS	6" SS	SANITARY SEWER PIPE
EX 8" W	8" W	DOMESTIC WATER PIPE
EX 8" W	8" FS	FIRE SERVICE PIPE
		MANHOLE
		DRAINAGE INLET
		CATCH BASIN
		FIRE HYDRANT
		STREET LIGHT

NOTES:

1. UTILITIES WITHIN NAPA VALLEY RUINS AND GARDEN ARE SHOWN FOR REFERENCE ONLY. NAPA VALLEY RUINS AND GARDEN UTILITIES TO BE APPROVED UNDER SEPERATE PERMIT (CURRENTLY UNDER REVIEW WITH THE CITY).
2. PRELIMINARY UTILITIES FOR THE HOTEL AND RESIDENCES ARE SHOWN FOR REFERENCE ONLY.
3. PRELIMINARY STORM DRAIN IMPROVEMENTS ARE NOT SHOWN. SITE IS GRADED FOR DRAINAGE TO DISCHARGE TO THE QUARRY LAKE. STORMWATER TREATMENT WILL BE PROVIDED BY THE LAKESIDE STORMWATER QUALITY AREA (DESIGNED BY OTHERS) AS PART OF THE NVRG IMPROVEMENTS. ALL DETENTION WILL BE PROVIDED BY THE QUARRY LAKE.
4. A PRIVATE SANITARY SEWER LIFT STATION (SLS) WILL BE REQUIRED FOR THE QUARRY LAKE AMPHITHEATER. FINAL LOCATION OF SANITARY SEWER LIFT STATION TO BE DETERMINED AS PART OF FUTURE FINAL CONSTRUCTION DOCUMENTS.

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT

PRELIMINARY UTILITY PLAN

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=40' DATE: MAY 9, 2023

0 40 80 120

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SHEET NO. C8 OF 11 SHEETS

LEGEND

- DMA (DRAINAGE MANAGEMENT AREA)
- FLOW DIRECTION
- 18" SD — STORM DRAIN PIPE
- MANHOLE
- DRAINAGE INLET
- DMA 1 — DMA ID
- STORMWATER QUALITY AREA (SWQA) SEE NOTE 1

STORMWATER TREATMENT AREAS TABLE

DMA ID	TOTAL DRAINAGE AREA (± SF)	AREA (± SF)	SURFACE TYPE	TREATMENT AREA NOTES
1	458,688	229,344	IMPERVIOUS	SEE NOTE 2
		229,344	PERVIOUS	
2	775,666	387,833	IMPERVIOUS	
		387,833	PERVIOUS	
3	121,089	60,545	IMPERVIOUS	SEE NOTE 3
		60,545	PERVIOUS	
4	676,314	365,000	IMPERVIOUS	SEE NOTE 2 & 4
		311,314	PERVIOUS	
TOTAL	2,031,757	1,234,354		–

NOTES:

1. **NAPA VALLEY RUINS AND GARDEN STORMWATER CONTROL PLAN INCLUDED FOR REFERENCE ONLY. SEE NAPA VALLEY RUINS AND GARDEN IMPROVEMENT PLAN SUBMITTAL PACKAGE FOR DETAILED INFORMATION.**
2. STORMWATER TREATMENT AREAS TABLE IS FOR IMPERVIOUS AND PERVIOUS SURFACES CALCULATIONS ONLY. SIZING AND TREATMENT TO BE DESIGNED BY OTHERS.
3. FOR STORMWATER TREATMENT PURPOSES, IT IS ASSUMED FUTURE PROJECT SITE WILL CONSIST OF 50% IMPERVIOUS AND 50% PERVIOUS SURFACES. FUTURE USE FOR DESIGNATED AREAS ARE PRELIMINARY AND SUBJECT TO CHANGE. SEE SHEET 4 FOR DESIGNATOR AND PROPOSED FUTURE USE.
4. STORMWATER TREATMENT FACILITY FOR DMA 1, 2, & 4 WILL BE PROVIDED AT THE QUARRY LAKE. SIZING AND TREATMENT TO BE DESIGNED BY OTHERS.
5. DMA 3 WILL BE SELF–TREATING.
6. DMA 4 IS OFFSITE RUNOFF DISCHARGED INTO THE QUARRY LAKE TO BE TREATED BY THE STORMWATER QUALITY AREA WITHIN THE QUARRY LAKE SYSTEM. FOR DMA 4 ACREAGE SEE WATSON RANCH PHASE 1A BACKBONE IMPROVEMENT PLANS (OLD BASIN B AREA).

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT
PRELIMINARY STORMWATER CONTROL PLAN

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=60' DATE: MAY 9, 2023

0 60 120 180

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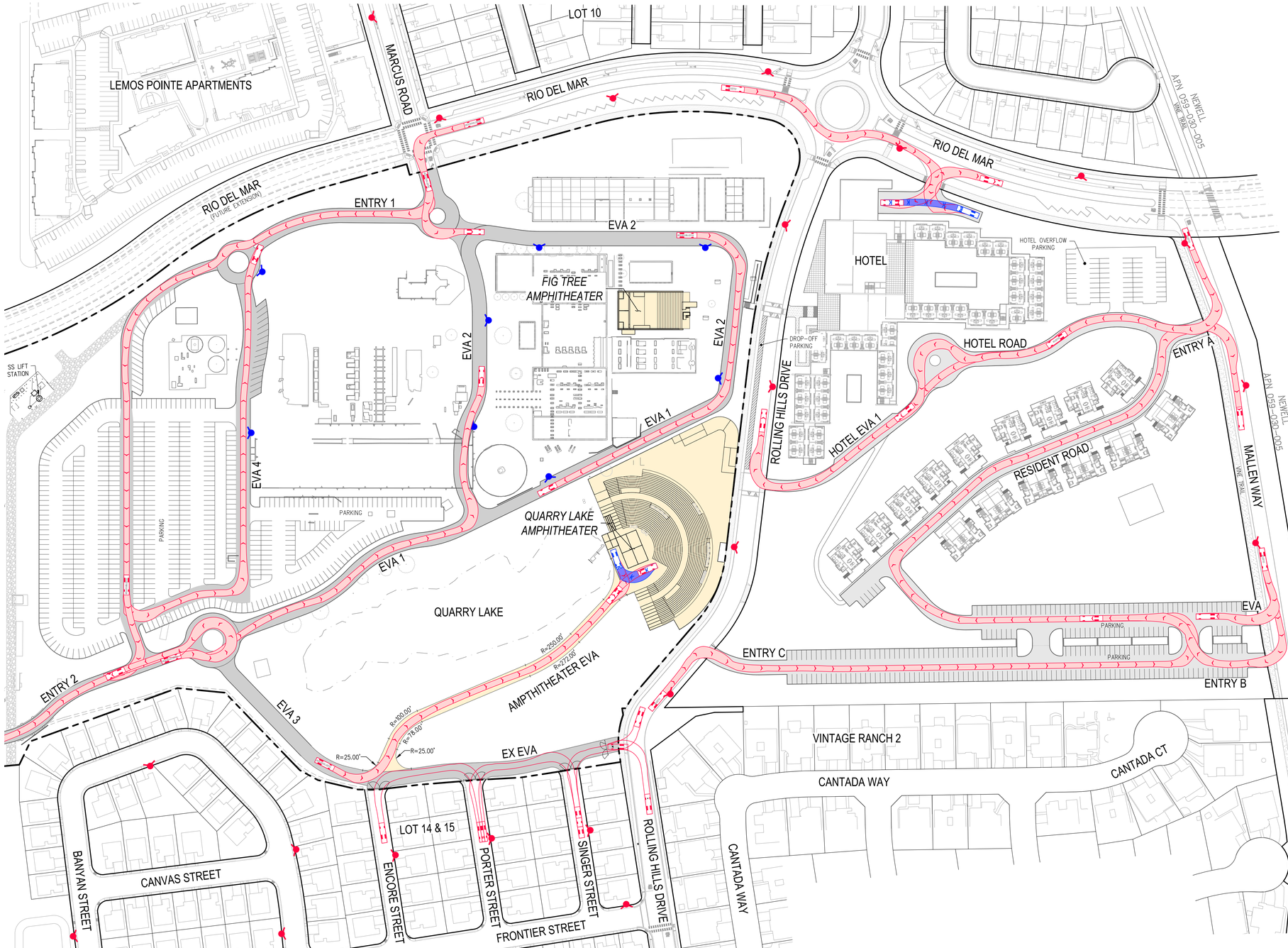
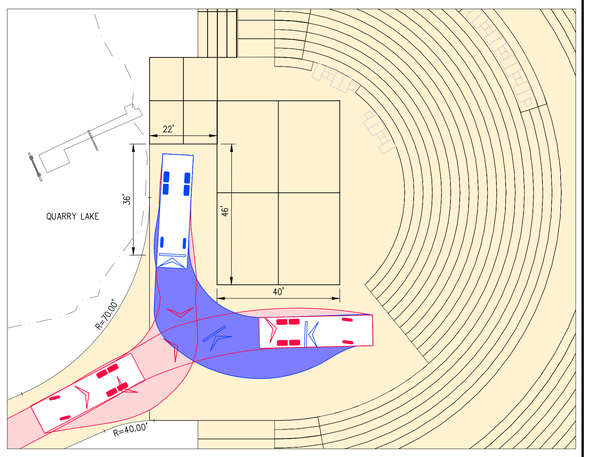
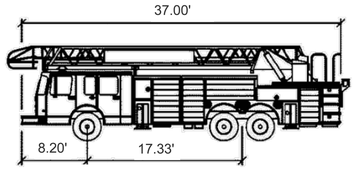
SHEET NO. C9 OF 11 SHEETS





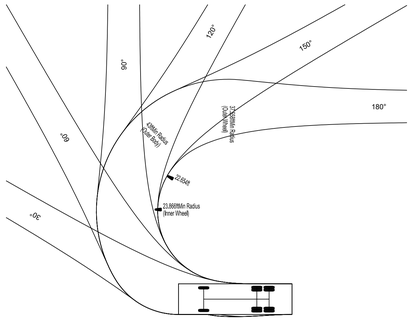
QUARRY LAKE AMPHITHEATER TURNOUT

SCALE: 1"=20'



AMERICAN CANYON AERIAL LADDER TRUCK (QUINT 11)

WIDTH	8.00'
TRACK	6.93'
LOCK TO LOCK TIME	6.00s
STEERING ANGLE	27.1
CURB TO CURB RADIUS	40.00'
WALL TO WALL RADIUS	43.00'



FIRE TRUCK TURNING TEMPLATE

NOT TO SCALE

LEGEND

- FIRE HYDRANT
- EXISTNG FIRE HYDRANT
- FIRE RATED ROADS
- AMPHITHEATER IMPROVEMENT AREAS

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT

PRELIMINARY FIRE ACCESS PLAN

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=80' DATE: MAY 9, 2023

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SHEET NO. C10 OF 11 SHEETS

G:\1217-056\ACAD\DRDR10.DWG

PARKING SUMMARY			
LOCATION	STALL TYPE	QUANTITY	TYPICAL DIMENSION
NVRG PARKING FIELD 1	STANDARD	485±	9'X18'
NVRG PARKING FIELD 2	STANDARD	119±	9'X18'
HOTEL PARKING FIELD 1	STANDARD	264±	9'X18'
HOTEL PARKING FIELD 2	STANDARD	55±	9'X18'
RIO DEL MAR	ANGLED PARKING	38±	9'X18'
RIO DEL MAR	PARALLEL PARKING	37±	8'X22'
ROLLING HILLS DRIVE	PARALLEL PARKING	40±	8'X22'
	TOTAL PARKING STALLS	1038± (SEE NOTE 2)	

PARKING NOTES:

1. TOTAL PARKING STALLS ARE PRELIMINARY AND SUBJECT TO FINAL DESIGN.
2. TOTAL PARKING COUNT WILL BE AFFECTED (REDUCED) BY EV, ADA, COMPACT, AND ANY OTHER REQUIRED PARKING STANDARDS.
3. THERE IS NO PARKING ON MALLEN WAY. PARKING ALONG MARCUS ROAD IS NOT ACCOUNTED FOR.

LEGEND

- PEDESTRIAN CROSSING
- PEDESTRIAN CIRCULATION PATHS
- SPEED TABLE WITH PEDESTRIAN CROSSING
- DROP-OFF PARKING

LEMOS POINTE APARTMENTS
MARCUS ROAD
LOT 10
RIO DEL MAR
RIO DEL MAR (FUTURE EXTENSION)
NEWELL APN 059-030-005
FUTURE VINE TRAIL
SRI NAPA LLC ETAL
ADOBE LUMBER
U.P.R.R.
SNJR
ENTRY 1
ENTRY 2
EVA 1
EVA 2
EVA 3
EVA 4
FIG TREE AMPHITHEATER
DROP-OFF PARKING
QUARRY LAKE AMPHITHEATER
QUARRY LAKE
AMPTHITHEATER EVA
EX EVA
HOTEL OVERFLOW PARKING
HOTEL ROAD
ENTRY A
HOTEL EVA 1
ROLLING HILLS DRIVE
RESIDENT ROAD
MALLEN WAY
PARKING
ENTRY C
ENTRY B
VINTAGE RANCH 2
CANTADA WAY
CANTADA CT
LOT 14/15
BANYAN STREET
CANVAS STREET
ENCORE STREET
PORTER STREET
SINGER STREET
FRONTIER STREET
SUMMERWOOD DRIVE
TERRAZZO LANE

AMPHITHEATER AT THE RUINS

CONDITIONAL USE PERMIT
PRELIMINARY PARKING & PEDESTRIAN PATH OF TRAVEL PLAN

CITY OF AMERICAN CANYON NAPA COUNTY CALIFORNIA

SCALE: 1"=80' DATE: MAY 9, 2023

0 80 160 240

cbg CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
ROSEVILLE ▪ (916) 788-4456
WWW.CBANDG.COM

SHEET NO. C11 OF 11 SHEETS

G:\1217-056\ACAD\DR\DR11.DWG

Attachment 1: Exhibit D

Environmental Noise Analysis

Napa Valley Ruins Amphitheater

American Canyon, California

BAC Job # 2023-022

Prepared For:

McGrath Properties

Attn: Mr. Terry McGrath
1001 42nd Street, Suite 200
Oakland, CA 94608

Prepared By:

Bollard Acoustical Consultants, Inc.

Paul Bollard, President

May 9, 2023

BOLLARD
Acoustical Consultants

Introduction

The Quarry Amphitheater in the Napa Valley Ruins & Gardens (NVRG or Ruins) is located east of Highway 29 in the city of American Canyon, California, within the Watson Ranch Specific Plan Area. The property owner proposes the construction and operation of an approximately 3,250 seat amphitheater within the NVRG area.

An Environmental Impact Report (EIR) was prepared for the Watson Ranch Specific Plan Project identifying the amphitheater as a potential use with City approval requiring a Conditional Use Permit. Bollard Acoustical Consultants, Inc. (BAC) was retained by the property owner to conduct this sound assessment to determine compliance with the applicable City of American Canyon noise standards for this project as part of the technical studies required as part of the submittal package for the Conditional Use Permit.

Figure 1 shows the proposed location of the Quarry Amphitheater within the NVRG portion of the Specific Plan. Figure 2 shows the Quarry Amphitheater design.

Acoustic Fundamentals & Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

The human ear does not perceive all frequencies equally. For sound levels in the normal range of human hearing, the human ear does not perceive very low and very high frequencies as well as it perceives mid-range frequencies. In other words, for two sounds of equal intensity in the normal range of human hearing, a mid-frequency sound is perceived as being louder than a low-frequency or very high frequency sound. This may seem counterintuitive as often times we may hear only low-frequency sounds, such as the bass of music being played in a nearby car or the sound of a distant concert. But this phenomenon is due to the fact that, because of their longer wavelengths, low-frequency sounds pass through barriers more efficiently than mid- and high-frequency sounds, as well as the fact that low frequency sounds are not absorbed into the atmosphere as readily as higher frequency sounds (i.e., low frequency sound “carries” further over distance).

To account for the differences in human perception of different frequencies, the A-weighting scale was developed. A-weighted noise levels are basically linear, or flat, sound pressure levels shaped by a filter. The A-weighting filter adjusts the linear measurement to account for the way in which the ear responds to different frequencies of sound. Measurements in dBA are decibel scale readings that have been adjusted using the A-weighting filter to attempt to take into account the varying sensitivity of the human ear to different frequencies of sound. Researchers have generally agreed that A-weighted sound pressure levels (sound levels) are very well correlated with community reaction to noise for sound levels in the normal range of human hearing. Figure 3 provides examples of maximum sound levels associated with common noise source.

Legend

Approximate Project Area

N

Scale (Feet)

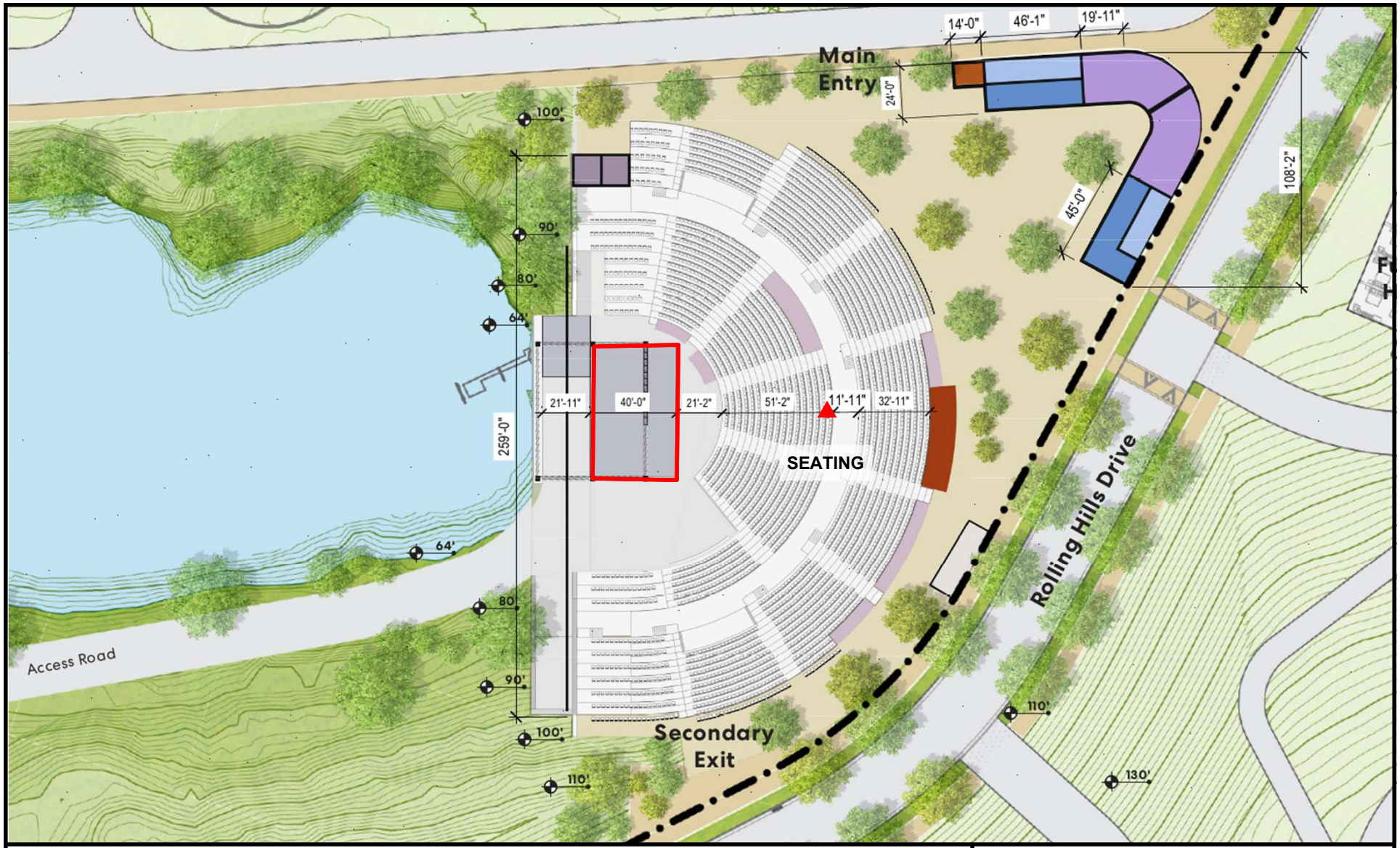
0 100 200

Napa Valley Ruins Amphitheater
American Canyon, California

Project Location

Figure 1

BOLLARD Acoustical Consultants



Legend

Stage

Sound Mix Position (right in front of center aisle level).

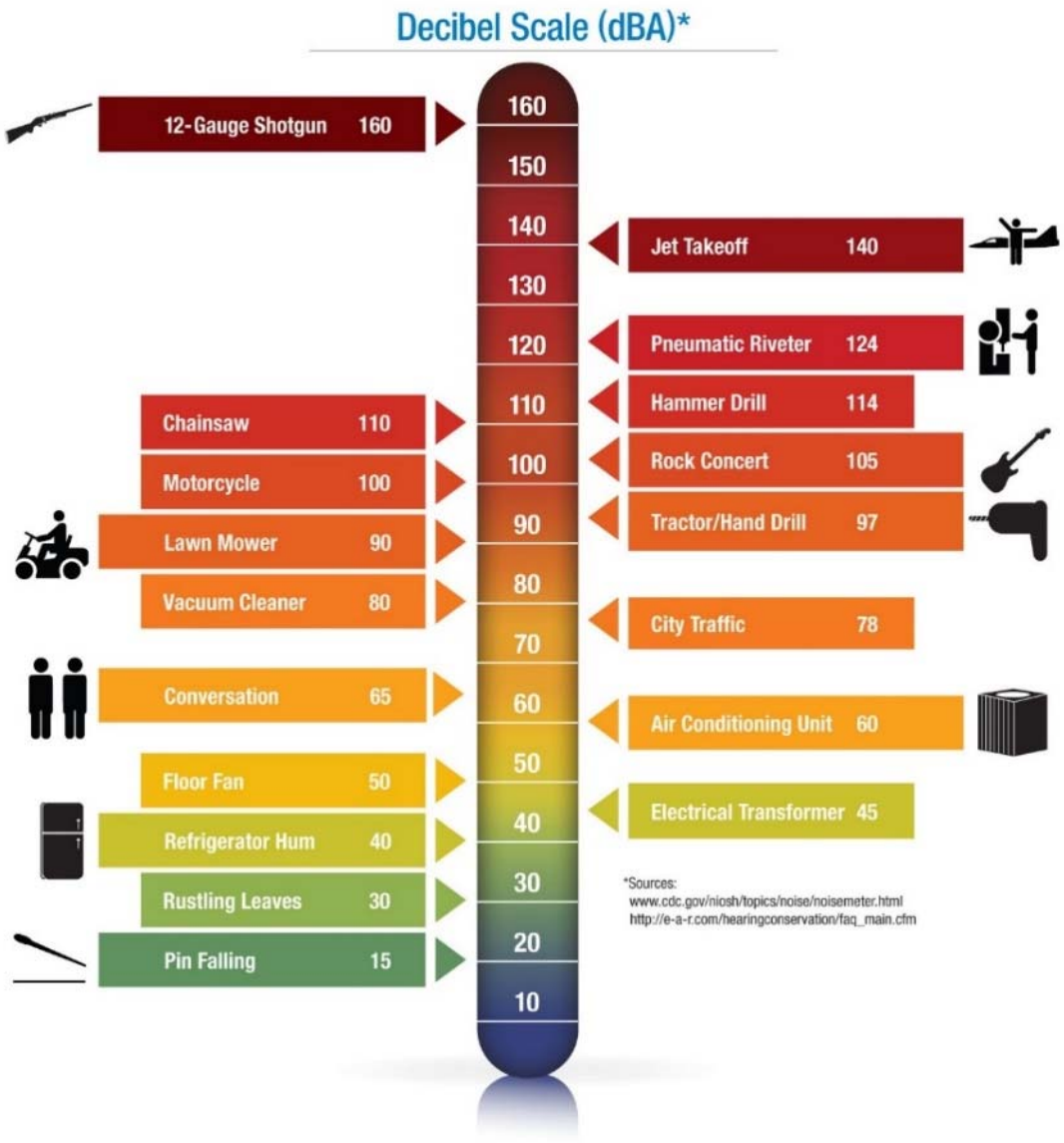
Napa Valley Ruins Amphitheater
American Canyon, California

Amphitheater Site Plan

Figure 2

BOLLARD Acoustical Consultants

Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent sound level (Leq), usually measured over a one-hour period

Criteria for Acceptable Noise Exposure

The City of American Canyon has adopted a General Plan Noise Element as well as a Municipal Code Noise Ordinance. The policies and noise standards of these documents which would be applicable to amplified music and crowd noise at the Napa Valley Ruins Amphitheater site are presented below.

City of American Canyon Noise Element

This section presents the goals and policies related to stationary (fixed-source) source noise conditions and impacts in the City of American Canyon.

Goal 11
Ensure that American Canyon's existing and future residents, employees and employers, as well as visitors to the City, are protected from the adverse human health and environmental impacts of excessive noise levels created by stationary and ambient (intrusive) noise sources and conditions. Take all necessary and appropriate action to avoid or mitigate the detrimental effects of such excessive noise on the community.

Policy 11.2.4
Require that new industrial, commercial and related land uses, or the expansion of these existing land uses, demonstrate that they would not directly cause ambient noise levels to exceed an exterior Ldn of 65 dB(A) in areas containing housing, schools, health care facilities, or other "noise-sensitive" land uses. Additionally, require that potentially significant noise generators, including uses such as night clubs that cause sporadic noise intensities, submit noise analyses prepared by an acoustical expert that include specific recommendations for mitigation when: a) the project is located in close proximity to noise-sensitive land uses or land that is planned for noise-sensitive land uses, or b) the proposed noise source could violate the noise provisions of the General Plan or City Noise ordinance.

Policy 11.9.1
Require that entertainment and restaurant/bar uses take appropriate steps to control the activities of their patrons onsite, as well as within a reasonable and legally justified distance from the place of business, to minimize potential noise-related impacts on adjacent residential neighborhoods.

Policy 11.9.2
Discourage the development of new nightclubs, discotheques, and other high noise-generating entertainment uses directly adjacent to any residential neighborhoods, residential dwelling units, schools, health care facilities, or other "noise-sensitive" land uses, unless it is demonstrated that adequate measures can be installed and employed by these establishments to adequately mitigate the potential impacts of onsite operations and/or offsite customer activities upon these areas.

Implementation Measure 11.1
Continue to enforce an appropriate and legally adequate local Noise Ordinance to comply with the State's Noise Insulation Standards. Said ordinance shall contain policies and regulations addressing both overall (ambient) and stationary source (intrusive) noise impacts.

Implementation Measure 11.8
Revise the American Canyon Noise Ordinance so that it contains provisions that specifically require all new and existing entertainment and restaurant/bar land uses to either go through a discretionary development approval process or a renewal of conditional use permit process. The ordinance will include measures that require said land uses to limit ambient noise levels emanating from the establishment at a distance of 50 feet, or within ten feet of any dwelling unit (whichever is more restrictive). Through these processes, locating such facilities adjacent to "noise-sensitive" land uses shall be discouraged or prohibited, unless it can be demonstrated that the potential noise-related impacts of the project can be mitigated to a level of insignificance.

With the exception of the 65 dB Ldn noise level standard identified in Policy 11.2.4, the City of American Canyon's General Plan Noise Element does not contain any numeric noise level limits that could be interpreted as being applicable to this project. The Noise Element does, however, reference that compliance with the City's Noise Ordinance standards is required for entertainment venues. The pertinent sections of the City's Noise Ordinance are provided below.

City of American Canyon Municipal Code (Noise Ordinance)

The city of American Canyon municipal code imposes maximum permissible sound levels for residential land uses. The following specific sections of the City's Noise Ordinance would be applicable to the Amphitheater operations:

8.12.040 General noise restrictions designated.

A. Notwithstanding any other provision of this chapter, and in addition thereto, it is unlawful for any person to willfully or negligently make or continue, or cause to be made or continued, any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

B. The factors which shall be considered in determining whether a violation of the provisions of this section exists shall include, but not be limited to, the following:

1. The sound level of the objectionable noise;
2. The sound level of the ambient noise;
3. The proximity and timing of the noise in relation to residential sleeping facilities and normal sleeping hours;
4. The nature and zoning of the area within which the noise emanates;
5. The number of persons affected by the noise source;
6. The time of day or night the noise occurs;
7. The duration of the noise and its tonal or musical content;

8. Whether the noise is continuous, recurrent or intermittent;
9. Whether the noise is produced by a commercial or noncommercial activity. (Ord. 2014-01 § 2, 2014)

8.12.070 Exterior noise limits.

Maximum Permissible Dwelling Exterior Sound Levels. The exterior noise standards for residential dwelling units generated by noise sources outside the dwelling unit, as presented in Table 8.12.070 shall apply (Table 1 below), unless otherwise specifically indicated, outside all such dwelling units.

Table 1
City of American Canyon Exterior Noise Level Standards

Type of Land Use	Time Interval	Allowable Exterior Noise Level (L50, dBA)
Residential Single and double	10 p.m. — 7 a.m.	50
	7 a.m. — 10 p.m.	60
Residential multiple	10 p.m. — 7 a.m.	55
	7 a.m. — 10 p.m.	60

8.12.080 Specific types of noise prohibited.

A. Noise Disturbances Prohibited. No person shall unnecessarily make, continue or cause to be made or continued any noise disturbance.

B. Specific Prohibitions. The following acts, and the causing or permitting thereof, are declared to be in violation of this chapter:

5. Loudspeakers, Amplified Sound. Using or operating for any purpose any loudspeaker, loudspeaker system or similar device, such that the sound therefrom creates a noise disturbance, or at any time violates the provisions of Section 8.12.040, except for any activity for which a variance has been issued by the NCO.
6. Radios, Television Sets, Musical Instruments and Similar Devices. Operating, playing or permitting the operation or playing of any radio, television set, phonograph, drum, musical instrument, or similar device which produces or reproduces sound in such a manner as to create a noise disturbance, or at any time to violate the provisions of Section 8.12.040, except for activities for which a variance has been issued by the NCO.

C. Outdoor Activities. The provisions of this chapter shall not apply to temporary events as defined in Chapters 5.05 and 12.04, provided such events are conducted pursuant to licenses issued pursuant to Chapters 5.05 and 12.04, respectively, of this code and then only as specifically required by such chapters or any manual of standards adopted by resolution of the city council for the purpose of implementing such chapters.

Watson Ranch Specific Plan Noise Policies

Appendix B of the Watson Ranch Specific Plan pertains to General Plan Consistency. Section B11 (Noise Element) contains Specific Plan Policies which pertain to noise. Policy 11.9.2 states the following with respect to entertainment uses developed within the Specific Plan Area:

11.9.2 Discourage the development of new nightclubs, discotheques, and other high noise-generating entertainment uses directly adjacent to any residential neighborhoods, residential dwelling units, schools, health care facilities, or other "noise-sensitive" land uses, unless it is demonstrated that adequate measures can be installed and employed by these establishments to adequately mitigate the potential impacts of onsite operations and/or offsite customer activities upon these areas.

Noise Standards Applied to this Analysis

The project noise generation would be required to comply with the City's Noise Ordinance Standards shown in Table 1 (the Ordinance standards are more restrictive than the City's Noise Element standards and would take precedence). The amphitheater noise generation should not exceed the daytime noise level of 60 dBA L50 outside residential dwellings (Table 1).

Analysis of Amplified Sound Levels Generated at the Amphitheater

Noise related to amphitheater events would consist of amplified music and event patrons (crowd noise). This analysis focuses on the noise generation of the amphitheater's amplified music itself because the sound of amplified music would be more substantial than the noise generation from crowd noise.

Amphitheater Location and Description

As shown on Figure 1, the proposed Quarry Amphitheater would be located within the natural bowl area (resulting from quarrying activities from over 100 years ago) near the water level of the Quarry Lake (approximately 60-foot elevation). The bowl area would result in considerable shielding in the direction of all existing and proposed residential uses in the immediate project vicinity. The proposed amphitheater site plan is shown on Figure 2. The amphitheater stage faces east and the seating rises from the stage level to meet the elevation slightly below the level of Rolling Hills Drive. A plaza is proposed at the top of the amphitheater with buildings for ticketing, restrooms, and food. The main loudspeaker array would face east and stage monitors would face west towards Quarry Lake. The nearest existing residences are located to the southeast (Vintage Ranch) behind an existing masonry sound wall and the to the southwest in the newly constructed Artisan neighborhood proposed residences.

Figure 4 shows several sound attenuation features proposed by the project applicant that will provide substantial shielding of music noise in the east, south, and west directions:

- A 20 foot tall sound wall located directly to the north of the existing residences in the southeast corner of Vintage Ranch
- An increased earthen berm on the south rim of the Quarry Lake protecting the Artisan neighborhood to the southwest.
- Auxiliary buildings along the rim of the amphitheater
- A 30 foot tall movable sound barrier behind the stage to the west of the amphitheater.

For this project, the most significant factors affecting amphitheater sound levels at the nearest residences include the following:

- Attenuation due to speaker directionality.
- Distance between the stage and nearest residences.
- Shielding of residential locations by intervening topography, buildings, and soundwalls.

3D Sound Model Parameters

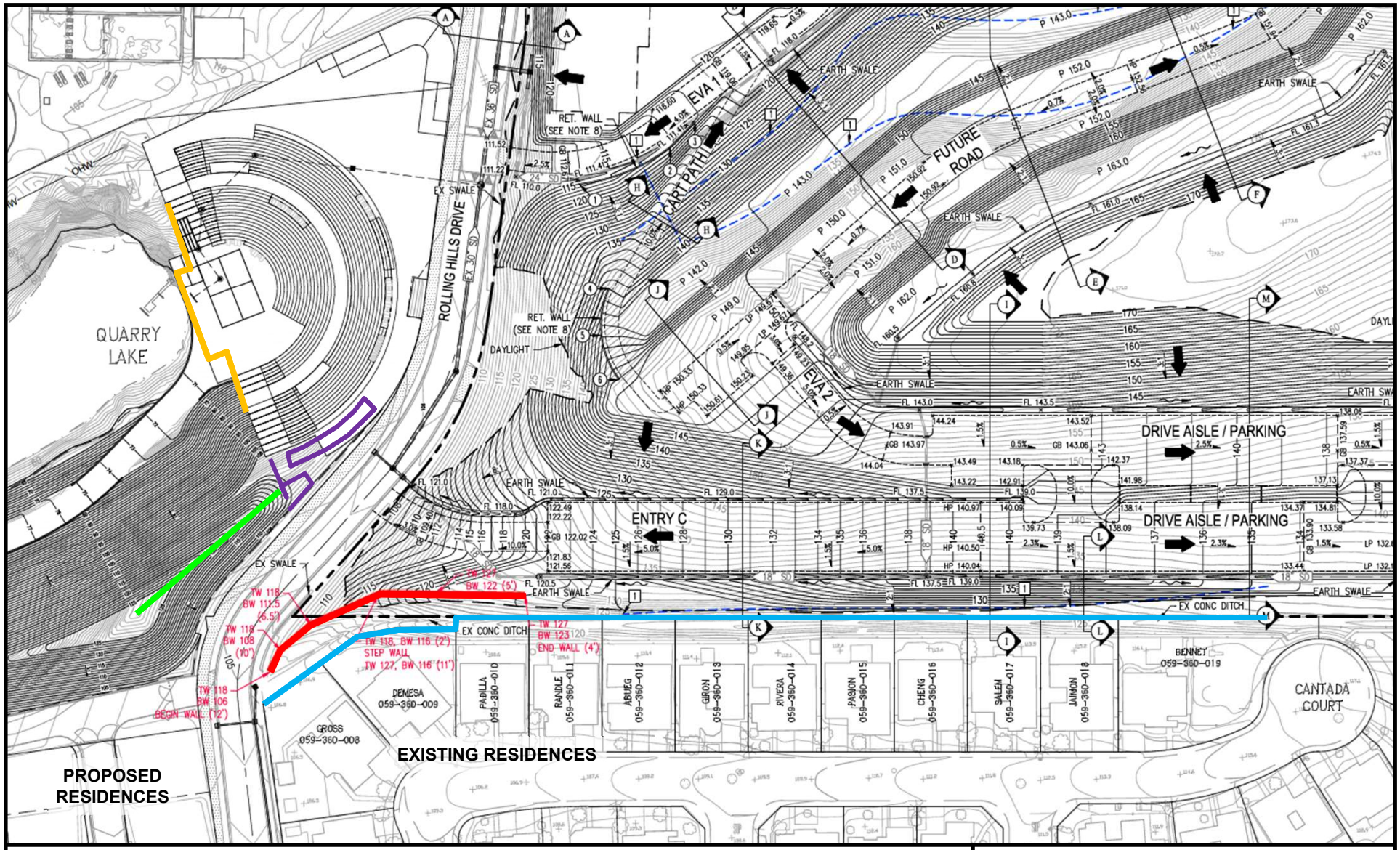
To quantify the sound propagation from the amphitheater during an amplified music / concert event, BAC utilized the SoundPLAN 9.0 model. SoundPLAN is a state-of-the-art, three-dimensional, sound propagation model that takes into account elevations, barriers, speaker noise sources, and intervening topography. Input parameters for the model include:

- Proposed amphitheater site plan provided by the project applicant.
- Existing and proposed topography provided by the civil engineering firm Carson, Barbee and Gibson (CBG).
- The loudspeaker sound source locations and sound level output provided by the sound system design firm of Wrightson, Johnson, Haddon, Williams (WJHW).
- Proposed sound barriers, buildings, and berms shown on Figure 4.

The speaker system design provided by WJHW includes main flown speakers, side fill speakers, and an array of subwoofers along the bottom of the amphitheater stage. Each loudspeaker has a specific directionality designed to amplify music throughout the amphitheater seating area. At low frequencies (63 – 125 hertz), loudspeakers are not particularly directional. However, at mid and high frequencies, loudspeaker intensity drops off considerably at off-axis positions, including substantial decreases in sound intensity at positions behind the loudspeaker. WJHW provided the loudspeaker output frequencies of a typical concert song calibrated to a sound level of 95 dBA at the mix position (see Figure 2 for the mix position).

Loudspeaker Sound Propagation

Sound radiating away from a point source, such as a speaker, generally decreases at a rate of 6 dBA per each doubling of distance from the source. So a point source which generates a sound level of 95 dBA at 100 feet would theoretically be reduced to 89 dBA at 200 feet and 83 dBA at 400 feet from the source. In addition to the general spherical spreading of sound described above, sound is also absorbed into the atmosphere over distance. The degree of absorption depends on the frequency of the source, the distance between the source and receiver, and the temperature and relative humidity of the air. For standard atmospheric day conditions, the level of attenuation at 1,000 hertz can be expected to be approximately 1.5 dBA per thousand feet. Given the relatively small distance between the amphitheater and nearest residences, the degree of atmospheric absorption which would occur between the amphitheater and nearby residences would be limited.



Legend

- Proposed 20-ft tall sound wall
- Proposed 30-ft tall operational wall at amphitheater rear
- Existing 6-ft tall sound wall
- Proposed ground berm to match height of highest ground point and terminate to proposed plaza building
- Proposed plaza building/wall boundaries

N

Scale (Feet)

0 60 120

Napa Valley Ruins Amphitheater
American Canyon, California

Sound Model Geographic Parameters

Figure 4

BOLLARD Acoustical Consultants

Predicted Sound Levels at the Existing and Future Residences

The SoundPLAN modeling results are shown in Figure 5 in the form of noise contours. The SoundPLAN results are also summarized at the nearest representative residences in Table 2. The locations of those nearest residences are identified on Figure 5.

Table 2
Predicted Amphitheater Sound Levels at Nearest Residences

Receiver	Sound Level, L50 [dBA][1]
R1	45
R2	44
R3	51
R4	54
R5	57
R6	55
R7	57
R8	56
R9	60
R10	60

Notes:
1. SoundPLAN modeling results are accurate to +/- 3 dBA.

Source: Bollard Acoustical Consultants, Inc.

Evaluation of Amphitheater Sound Level Compliance with American Canyon Criteria

The Table 3 data indicate that predicted amphitheater sound levels would be in the range of 44 to 60 dBA at the nearest residences to the amphitheater site during an amplified music event with a mix position reference sound level of 95 dBA from the sound system speakers. As noted previously, sound levels of 60 dBA L_{50} or less would be considered in compliance with the City's Municipal Code daytime noise standard at the nearest residences. Because all amplified music events would be scheduled during daytime hours, the City's nighttime noise level standard would not be applicable to this project.

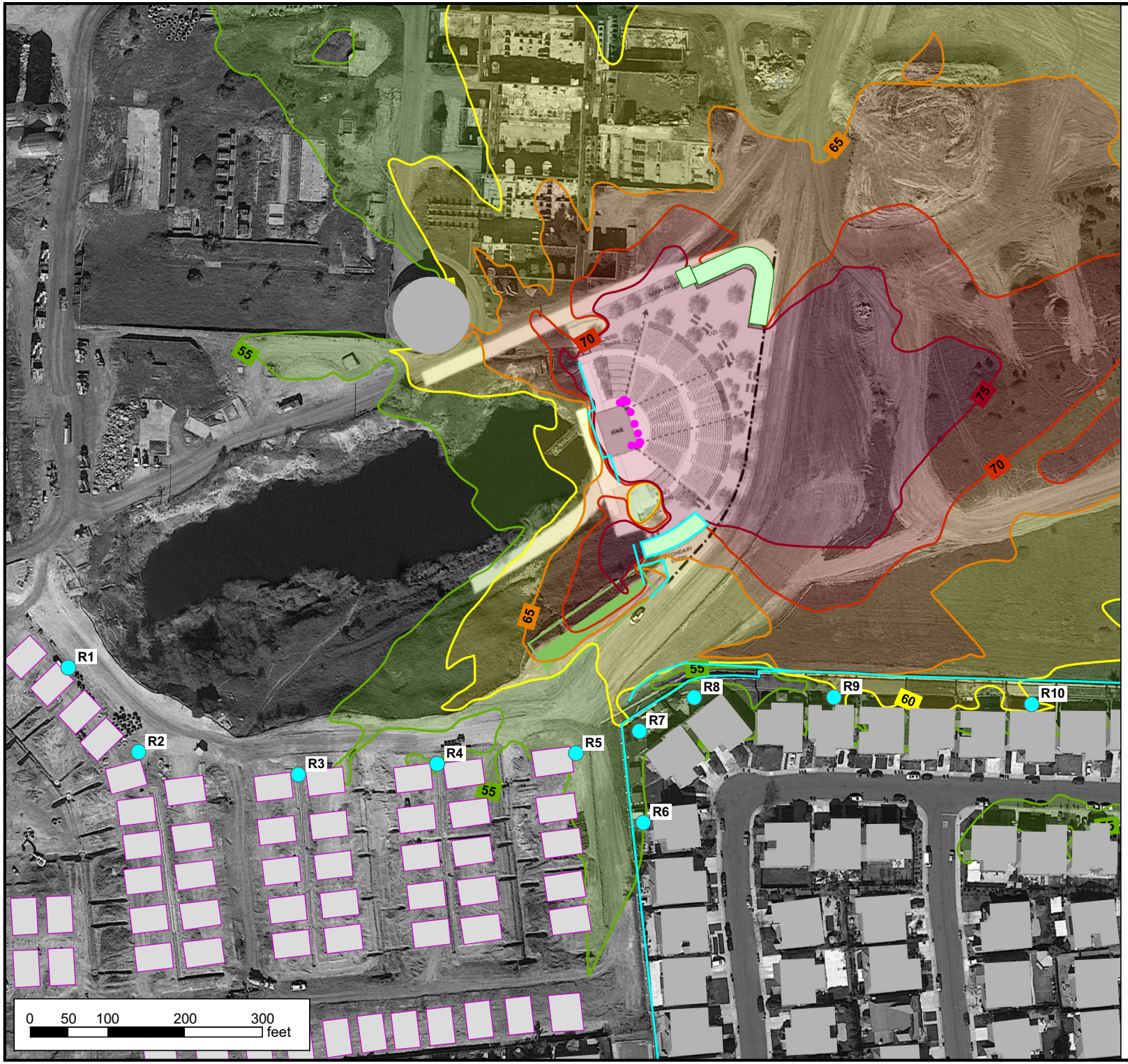


Figure 5

Amphitheater at the Ruins

Average Noise Contours (L_{50}) for Amplified Music at Proposed Amphitheater

Legend

L_{50} [dBA]

>=	75
70 -	75
65 -	70
60 -	65
55 -	60

- Noise-Sensitive Receiver
- Loudspeakers
- Existing & Proposed Walls
- Noise protection berm
- Existing Residences
- Proposed Plaza Buildings
- Proposed Residences

N

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Acoustical Consultants

Conclusions

This analysis concludes that amplified music generated in the Quarry Amphitheater at the Ruins would comply with the applicable City of American Canyon noise standards with appropriate noise mitigation measures incorporated into the project design and operation.

Given a reference sound level of 95 dBA at the mix position, the SoundPLAN modeling results indicate that amplified music generated within the amphitheater satisfies the City's daytime 60 dBA L_{50} noise standard. Should the final design of the amphitheater and loudspeaker system vary from the parameters evaluated in this analysis, differences in the actual noise levels received at the nearby residences would most likely occur allowing for adjustment to the sound level at the mix position.

The following specific recommendations are provided to ensure the project is in compliance with the City of American Canyon Noise Ordinance and to reduce the potential for adverse reaction to amplified music events held at the amphitheater:

1. To ensure compliance with City noise standards, amphitheater sound system output should be limited to an average of 95 dBA L_{50} at the mix position based on current design (see Figure 2).
2. Amplified music events would be limited to daytime hours (music ending at or before 10 pm).
3. The sound level limits would be outlined within contracts with performers utilizing the amphitheater, as well as the required time at which amplified music and speech is to cease.
4. Noise levels should be monitored by a qualified acoustical consultant.
    - The monitoring should be conducted continuously from the sound stage, with periodic noise monitoring near the closest residences in all directions surrounding the amphitheater. The noise measurements should include the sound check prior to the concert so the event promoters understand the noise thresholds to be satisfied during the concert event. The purpose of the measurements is to verify compliance with the project's noise standards. If the measurement results indicate that the music levels exceed the appropriate noise standards, additional sound controls should be implemented prior to the following concert. Such measures could include, but would not be limited to, reducing the overall output of the amplified sound system, relocating and/or reorienting speakers, and using acoustic curtains along the sides of speakers to further focus the sound energy escaping the amphitheater seating area.
    - A handheld sound level meter should be procured and used at the soundstage to periodically monitor the sound system output during all subsequent amphitheater events. By being aware of the instantaneous sound levels the sound technicians can make adjustments to the sound mixing board as needed. The meter should meet a Type/Class 1 or 2 compliance and be capable of monitoring in A weighting Scales. In addition, the meter shall be fitted with the manufacturer's windscreen and calibrated before use.

Although sound generated by concert activities at the amphitheater are predicted to be satisfactory relative to American Canyon noise standards, music will be audible at nearby residences to the amphitheater during amplified music events. This audibility will vary depending on atmospheric conditions and size of concert. Although inaudibility is not a requirement of the City's Noise Ordinance, a mechanism should be developed whereby residents' concerns regarding sound levels originating at the amphitheater can be recorded for subsequent investigation.

This concludes BAC's noise assessment for the Quarry Amphitheater at the Ruins. Please contact BAC at (530) 537-2328 or paulb@bacnoise.com with comments or questions regarding this evaluation.

Appendix A
Acoustical Terminology

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of an acoustic signal.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.

CNEL Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Frequency The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.

IIC Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.

L_{dn} Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

L_{eq} Equivalent or energy-averaged sound level.

L_{max} The highest root-mean-square (RMS) sound level measured over a given period of time.

Loudness A subjective term for the sensation of the magnitude of sound.

Masking The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.

Noise Unwanted sound.

Peak Noise The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.

RT_{60} The time it takes reverberant sound to decay by 60 dB once the source has been removed.

STC Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.

EXHIBIT E
Applicant Confirmation of Conditions of Approval
NVRG Quarry Lake and Fig Tree Amphitheaters CUP
(FILE NO. PL23-0009)

As shown by my signature below, I confirm that I understand and agree to abide by the conditions of approval included in the Planning Commission Resolution dated May 25, 2023.

_____ _____
Applicant's signature Date

_____
Applicant's name

_____ _____
Property Owner's signature Date

_____
Property Owner's name

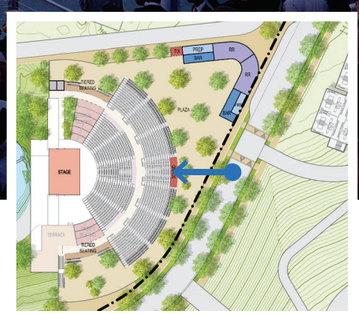
Please return signed confirmation to the City of American Canyon Community Development Department, 4381 Broadway, Suite 201, American Canyon, CA 94503

NVRG Amphitheaters Location Map

Attachment 2

NVRG Amphitheaters CUP Photo Renderings

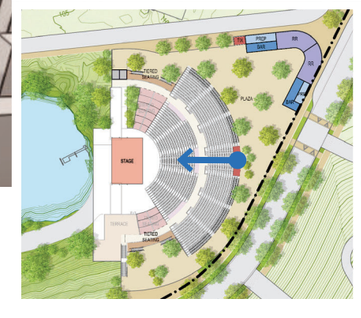
Attachment 3



A90-02 | RENDERING FROM EAST

CONDITIONAL USE PERMIT

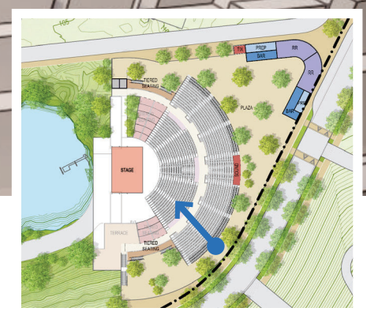
Amphitheater at the Ruins | American Canyon, California | May 9, 2023



A90-03 | RENDERING FROM EAST

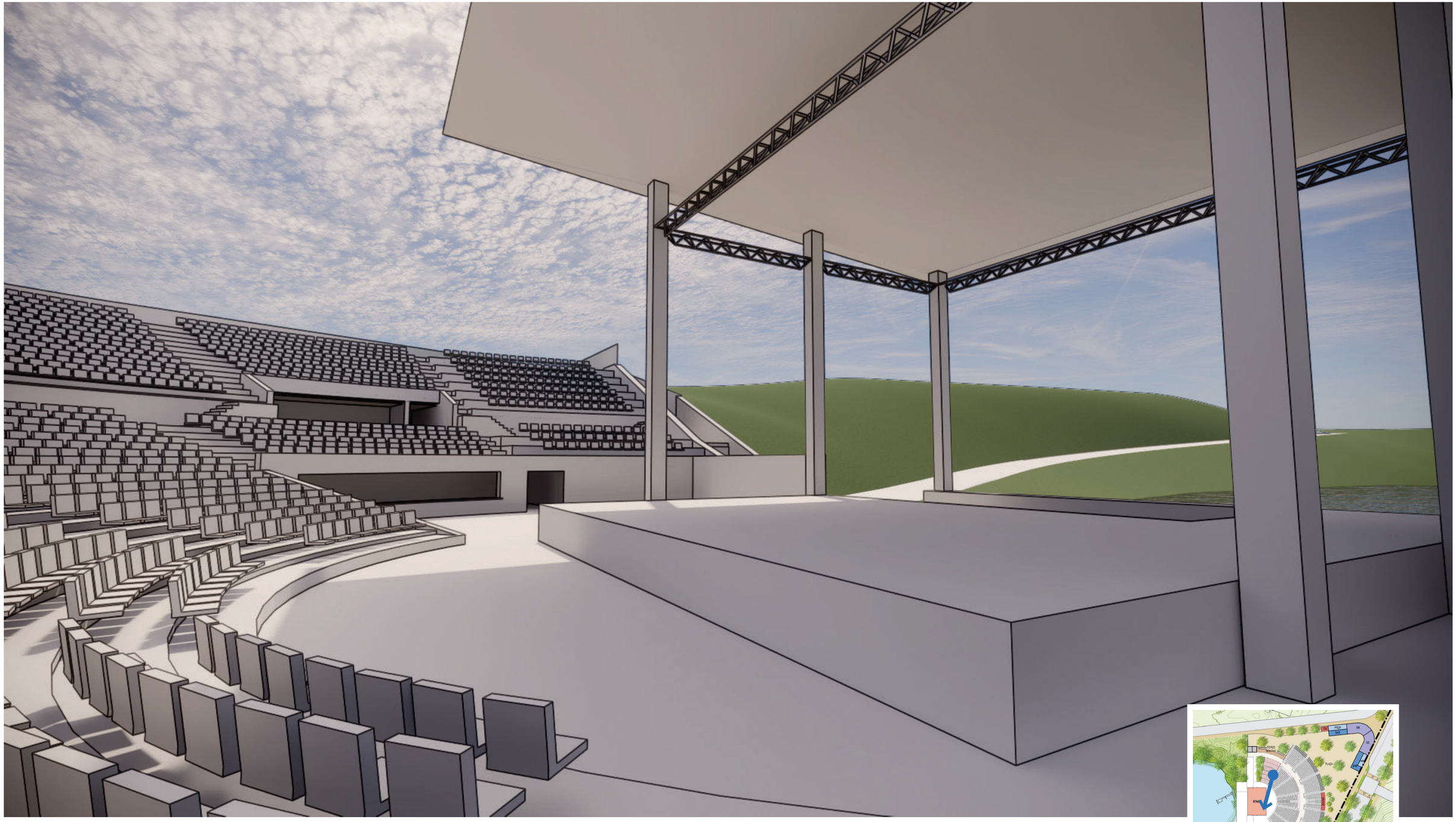
CONDITIONAL USE PERMIT

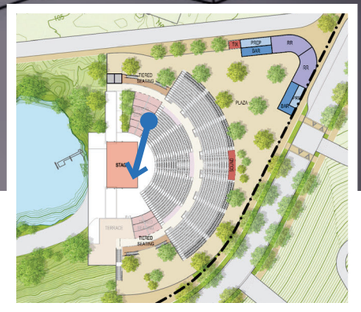
Amphitheater at the Ruins | American Canyon, California | May 9, 2023



A90-04 | VIEW FROM SOUTHEAST

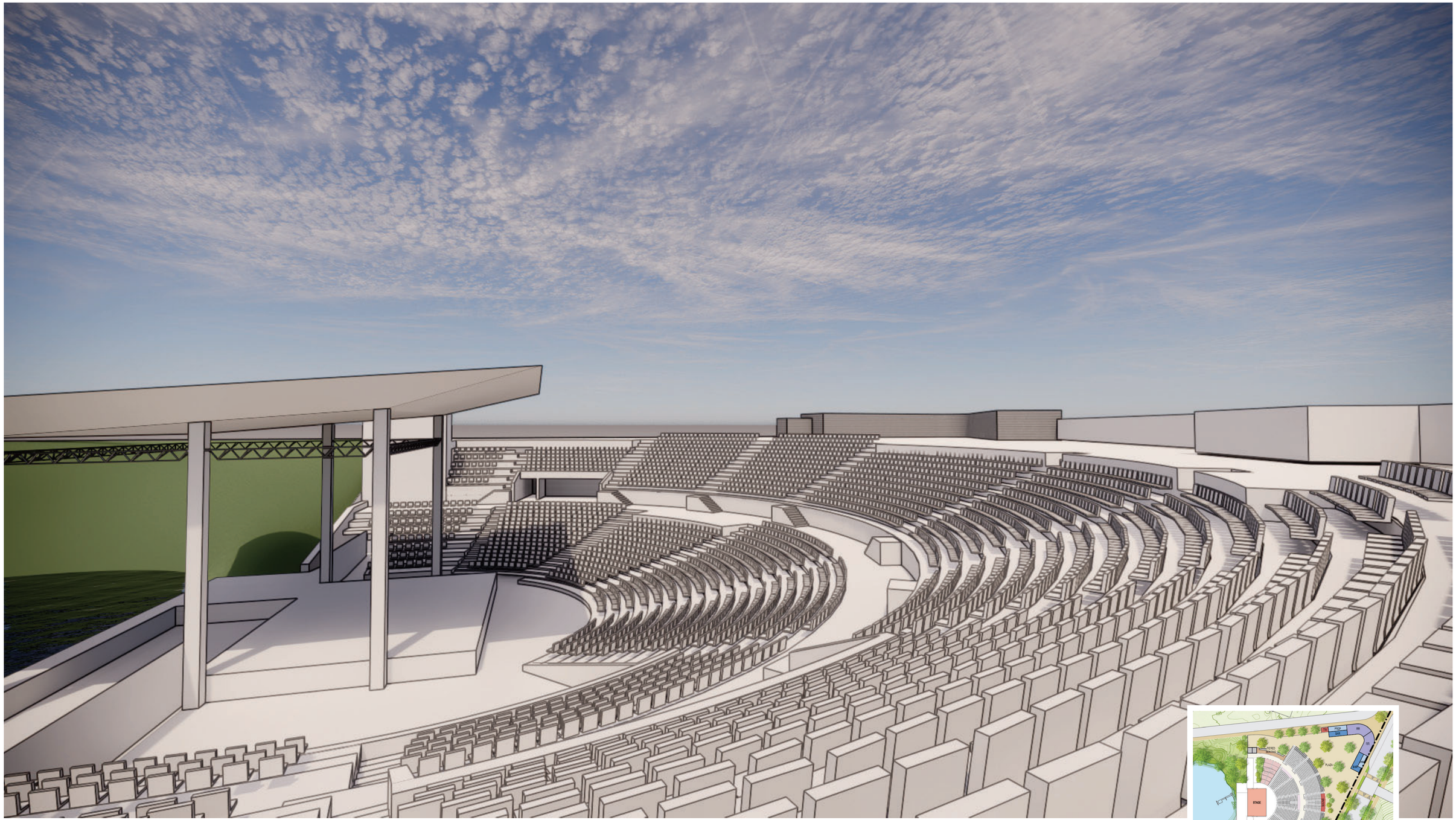
CONDITIONAL USE PERMIT
Amphitheater at the Ruins | American Canyon, California | May 9, 2023

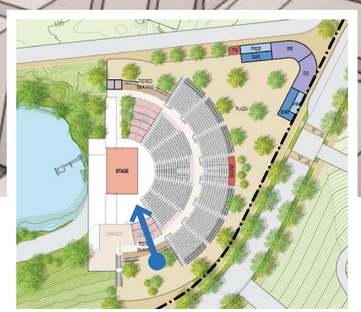




A90-05 | VIEW FROM NORTH

CONDITIONAL USE PERMIT
Amphitheater at the Ruins | American Canyon, California | May 9, 2023

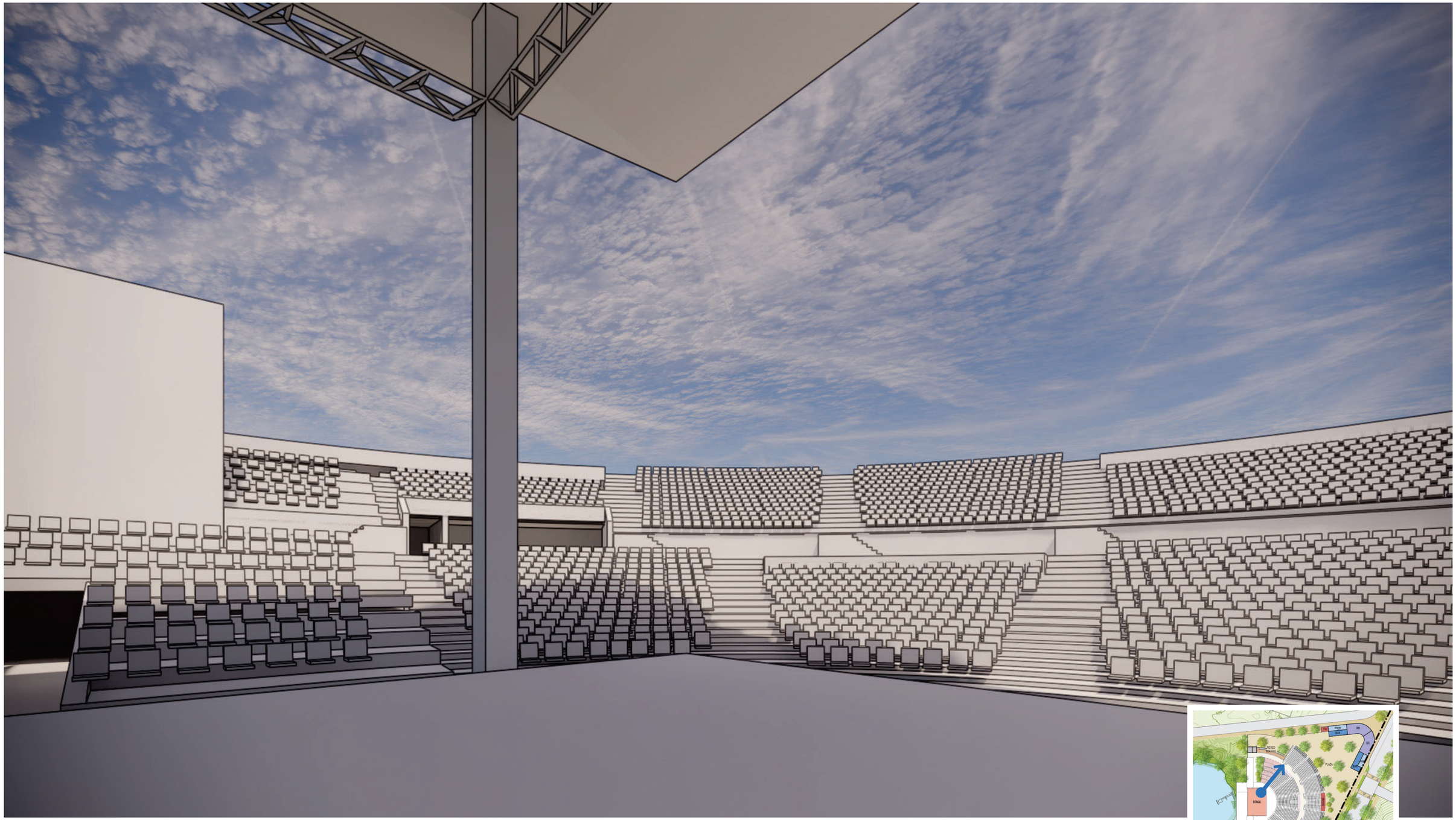


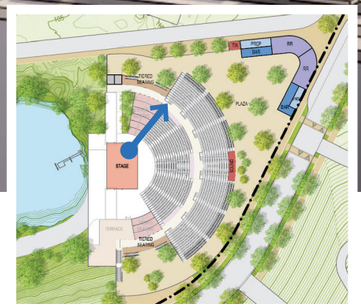


A90-06 | VIEW FROM SOUTH

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023

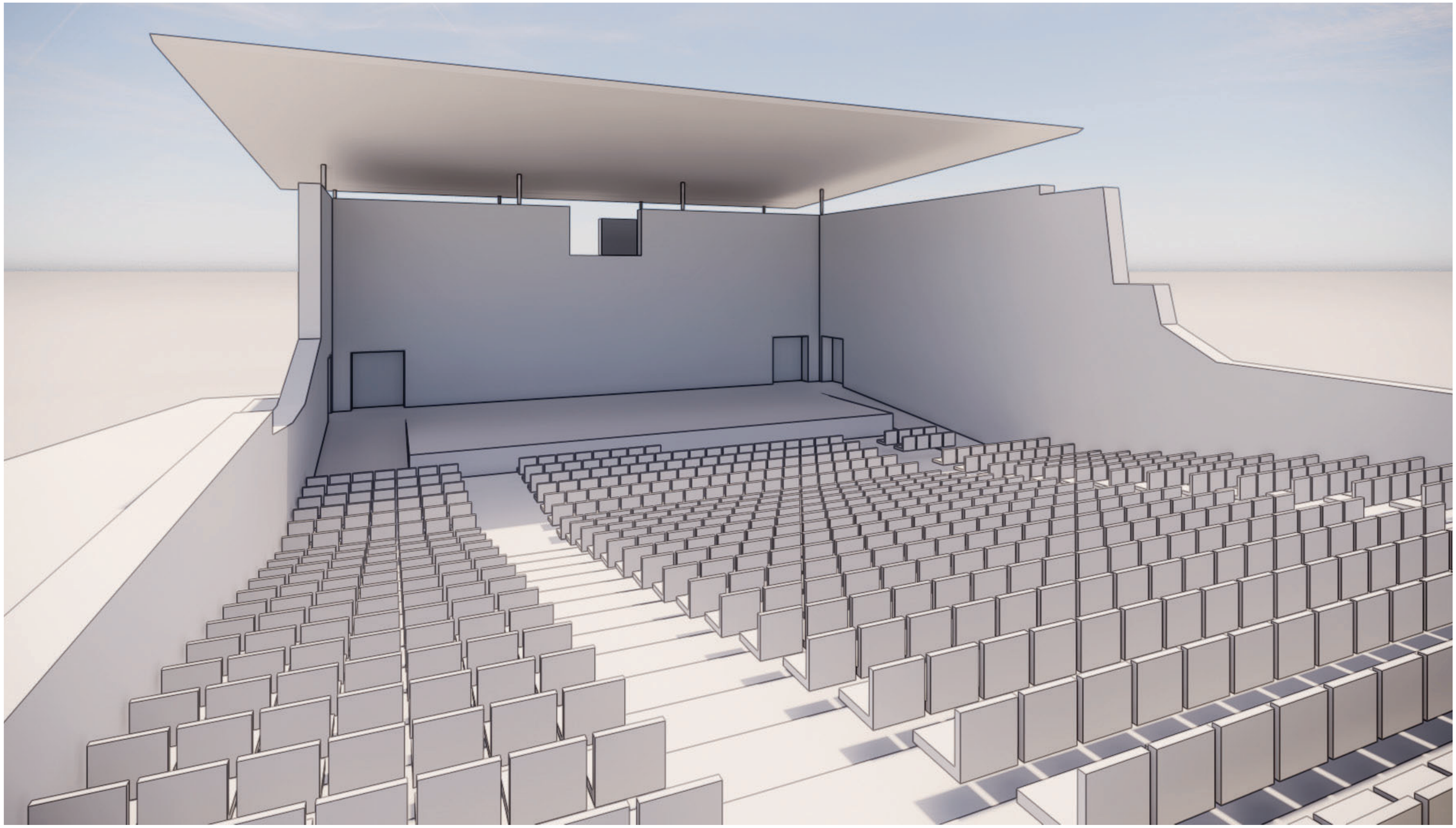




A90-07 | VIEW FROM STAGE

CONDITIONAL USE PERMIT

Amphitheater at the Ruins | American Canyon, California | May 9, 2023



AF90-02 | RENDERING FROM EAST

CONDITIONAL USE PERMIT
Fig Tree Amphitheater | American Canyon, California | May 9, 2023

NVRG Quarry Lake and Fig Tree Amphitheaters

Date* 04/07/2023

Name* Russell

Company

Email* [redacted]

Phone Number* [redacted]

Please check all that apply*

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address*

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: California

Postal / Zip Code: 94503

Country: USA

Comments*

If comments are being provided through the upload of a document, please indicate so.

I would not want to sit by a wall in the fig tree amphitheater. I believe it would be better to have a walk path/steps to also be safe for anyone needing to leave those sides of the theater.

File Upload

From: Terry McGrath
To: Brent Cooper; [redacted]
Cc: Jason Holley; William He; Bill Ross - External; Nicolle Hall
Subject: RE: [External] NVRG Quarry Lake and Fig Tree Amphitheaters
Date: Monday, May 15, 2023 9:30:50 AM

Russel

I am Terrence McGrath, the developer of Watson Ranch and Napa Valley Ruins & Gardens (NVRG). I am available to connect directly prior to the Planning Commission to discuss any questions or issues regarding the two amphitheaters within NVRG. You can reach me via email or my cell is [redacted].

Thanks, tmm

From: Brent Cooper <bcooper@cityofamericancanyon.org>
Sent: Friday, May 12, 2023 4:36 PM
To: [redacted]
Cc: Jason Holley <jholley@cityofamericancanyon.org>; William He <whe@cityofamericancanyon.org>; Bill Ross - External <wross@lawross.com>; Nicolle Hall <nhall@cityofamericancanyon.org>; Terry McGrath <terry@mcgrathproperties.com>
Subject: NVRG Quarry Lake and Fig Tree Amphitheaters

Hello Russel,

Thank you for your comments regarding the Fig Tree amphitheater proposed at Watson Ranch Ruins & Gardens.

You mentioned that you would not want to sit by a wall in the fig tree amphitheater and it would be better to have a walk path/steps to also be safe for anyone needing to leave those sides of the theater.

I can see your point based on the photosimulation. It is possible that the photosimulation is depicting an overall visual look of the theater with seats, and not a specific intention to place seats next to an uncomfortable wall.

Fortunately, the Fig Tree Amphitheater is designed with flexible seating. The seats and walking aisles can be moved around depending on the type of performance and needs, etc.

I have copied the applicant on this email in case he has any additional information to share.

Sincerely,

Brent Cooper, AICP
Community Development Director

NVRG Quarry Lake and Fig Tree Amphitheaters

Date * 04/09/2023

Name * Charles Lemmon

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [x] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: Napa

Comments *

If comments are being provided through the upload of a document, please indicate so.

I support the amphitheater(s) projects. The locations are well placed to minimize resident impacts while providing what American Canyon needs to become a more vibrant community. Locals and visitors will enjoy the benefits of the proposed facilities. The facilities will create employment opportunity for local youths who could provide support services for concerts and plays.

File Upload

From: Terry McGrath
To: Brent Cooper; [redacted]
Cc: Jason Holley; William He; Bill Ross - External; Nicolle Hall
Subject: RE: [External] NVRG Quarry Lake and Fig Tree Amphitheaters
Date: Monday, May 15, 2023 9:30:06 AM

Charles

I am Terrence McGrath, the developer of Watson Ranch and Napa Valley Ruins & Gardens (NVRG). I am available to connect directly prior to the Planning Commission to discuss any questions or issues regarding the two amphitheaters within NVRG. You can reach me via email or my cell is [redacted].

Thanks, tmm

From: Brent Cooper <bcooper@cityofamericancanyon.org>
Sent: Friday, May 12, 2023 4:41 PM
To: Chaz Lemmon [redacted]
Cc: Jason Holley <jholley@cityofamericancanyon.org>; William He <whe@cityofamericancanyon.org>; Bill Ross - External <wross@lawross.com>; Nicolle Hall <nhall@cityofamericancanyon.org>; Terry McGrath <terry@mcgrathproperties.com>
Subject: NVRG Quarry Lake and Fig Tree Amphitheaters

Hello Charles,

Thank you for your comments regarding the Fig Tree amphitheater proposed at Watson Ranch Ruins & Gardens.

To be successful, the Napa Valley Ruins & Gardens and the amphitheaters will require local support for steady customers. I am glad that you are looking forward to experiencing local entertainment in a one-of-a kind setting.

I have copied the applicant on this email in case he has any additional information to share.

Sincerely,

Brent Cooper, AICP
Community Development Director
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
(707) 647-4335

From: [redacted]
To: William He
Subject: Re: [External] Interest in NVRG Amphitheater Project
Date: Thursday, April 20, 2023 5:36:19 PM

Hi William,

Thanks for getting back to me, and for your help during our phone conversation today.

As you said the NVRG Amphitheaters Project plans are still in development, and we appreciate your offices advance notification on proposals. We are very concerned about the intrusion into our neighborhood and its quality of life that the proposed NVRG Amphitheaters may cause. Our house at the corner of Vintage Ranch (255 Cantada Way) is now very exposed.

What we are hoping for is information from the project regarding:
Construction of sound walls and noise mitigation to protect the existing neighborhood.
Containment of smoke pollution, both tobacco and recreational drugs.
General security and parking issues.

Our north fence project is in the design stage. Raising the fence hight to a uniform 7' is necessary due to the final Rolling Hills Rd configuration that wraps around our property. We will apply for permits as we proceed

Thanks, Ronald Gross.
[redacted]

> On Apr 20, 2023, at 4:18 PM, William He <whe@cityofamericancanyon.org> wrote:
>
> Hi Ronald,
>
> Thank you for contacting me today. As we discussed, the Napa Valley Ruins and Gardens (NVRG) Amphitheaters Project is in Planning Review and we welcome your feedback. You can respond directly to me with your concerns, or you can submit the concern directly at this link.
>
> About your fence project, you will need a conditional fence permit (CFP) to increase the height of your rear fence from 6'-6" to 7-0'. The review process involves the notification of your adjacent neighbors. The CFP requires a fee of $335. Here is a link to a guide for CFP projects. If you want to pursue the CFP, please submit an application at this link.
>
> Kind regards,

William He, AICP
Senior Planner, Community Development Department
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
707 647 4337 | whe@cityofamericancanyon.org
www.cityofamericancanyon.org

From: Terry McGrath
To: Brent Cooper; [redacted]
Cc: Jason Holley; William He; Bill Ross - External; Nicolle Hall
Subject: RE: [External] NVRG Quarry Lake and Fig Tree Amphitheaters
Date: Monday, May 15, 2023 9:29:04 AM

Ronald

I am Terrence McGrath, the developer of Watson Ranch and Napa Valley Ruins & Gardens (NVRG). I am available to connect directly prior to the Planning Commission to discuss any questions or issues regarding the two amphitheaters within NVRG. You can reach me via email or my cell is [redacted].

Thanks, tmm

From: Brent Cooper <bcooper@cityofamericancanyon.org>
Sent: Friday, May 12, 2023 5:06 PM
To: [redacted]
Cc: Jason Holley <jholley@cityofamericancanyon.org>; William He <whe@cityofamericancanyon.org>; Bill Ross - External <wross@lawross.com>; Nicolle Hall <nhall@cityofamericancanyon.org>; Terry McGrath <terry@mcgrathproperties.com>
Subject: NVRG Quarry Lake and Fig Tree Amphitheaters

Hello Ronald Gross,

Thank you for your comments regarding the Fig Tree amphitheater proposed at Watson Ranch Ruins & Gardens.

You mentioned that you have concerns with noise from the proposed amphitheaters smoke pollution, both tobacco and recreational drugs, general security and parking.

Noise in our community is regulated by the Noise Ordinance (American Canyon Municipal Code Chapter 8.12). The Noise Ordinance has a more stringent standard during daytime/early evening hours (7 a.m. — 10 p.m.) than normal sleeping hours (10 p.m. — 7 a.m.).

The amphitheater project has committed to limit amplified music no later than 10 pm (the more stringent daytime/early evening hour period). I am sure you are aware there is a lot of science to noise evaluation. The applicant engaged an Acoustical Engineer to evaluate the speakers, topography, placement and many other factors to determine sound levels that will meet the City's noise ordinance.

Staff and the applicant share your concern about parking and traffic control. We have discussed the importance of this issue to eliminate or minimize amphitheater traffic and parking intrusion into adjacent residential neighborhoods. The project will include a requirement for the applicant to provide a traffic and parking plan for city approval prior to construction.

Staff and the applicant also share your concern about Public Safety. The project will include a requirement for the applicant to submit a "Security and Crowd Control Plan" to minimize common, modern-day threats to public safety at outdoor assembly venues. The Security and Crowd Control Plan shall be prepared by an expert in outdoor assembly for approval by the Police Chief and Building Official.

We will publish the Planning Commission report on May 19. This report will have technical information and conditions of approval to monitor and limit community noise – among other important issues. I hope you will stay in touch and review the upcoming Planning Commission report.

I have copied the applicant on this email in case he has any additional information to share.

Sincerely,

Brent Cooper, AICP
Community Development Director
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
(707) 647-4335

NVRG Quarry Lake and Fig Tree Amphitheaters

Date * 04/20/2023

Name * Joseph Foss

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: America Canyon

State / Province / Region: CA

Postal / Zip Code: 94503

Country: Napa

Comments *

If comments are being provided through the upload of a document, please indicate so.

Please do not approve this project.. the noise from the event held at these theaters would be loud and a major inconvenience for us. My back yard over looks the Walmart and we can hear everything as the sound bounces off the canyon hills. Any quiet evenings we have on our deck are already ruined by the loud cars with enhanced mufflers racing up an down the street. This project would make it worse. Please do not approve.

File Upload

From: Terry McGrath
To: Brent Cooper; [redacted]
Cc: Jason Holley; William He; Bill Ross - External; Nicolle Hall
Subject: RE: [External] NVRG Quarry Lake and Fig Tree Amphitheaters
Date: Monday, May 15, 2023 9:29:31 AM

Joseph

I am Terrence McGrath, the developer of Watson Ranch and Napa Valley Ruins & Gardens (NVRG). I am available to connect directly prior to the Planning Commission to discuss any questions or issues regarding the two amphitheaters within NVRG. You can reach me via email or my cell is [redacted].

Thanks, tmm

From: Brent Cooper <bcooper@cityofamericancanyon.org>
Sent: Friday, May 12, 2023 4:57 PM
To: [redacted]
Cc: Jason Holley <jholley@cityofamericancanyon.org>; William He <whe@cityofamericancanyon.org>; Bill Ross - External <wross@lawross.com>; Nicolle Hall <nhall@cityofamericancanyon.org>; Terry McGrath <terry@mcgrathproperties.com>
Subject: NVRG Quarry Lake and Fig Tree Amphitheaters

Hello Joseph Foss,

Thank you for your comments regarding the Fig Tree amphitheater proposed at Watson Ranch Ruins & Gardens.

You mentioned that you have concerns with noise from the proposed amphitheaters.

Noise in our community is regulated by the Noise Ordinance (American Canyon Municipal Code Chapter 8.12). The Noise Ordinance has a more stringent standard during daytime/early evening hours (7 a.m. — 10 p.m.) than normal sleeping hours (10 p.m. — 7 a.m.).

The amphitheater project has committed to limit amplified music no later than 10 pm (the more stringent daytime/early evening hour period). I am sure you are aware there is a lot of science to noise evaluation. The applicant engaged an Acoustical Engineer to evaluate the speakers, topography, placement and many other factors to determine sound levels that will meet the City's noise ordinance.

We will publish the Planning Commission report on May 19. This report will have technical information and conditions of approval to monitor and limit community noise – among other important issues. I hope you will stay in touch and review the upcoming Planning Commission report.

Attachment 5

March 31, 2023

Project Narrative
Design Review Application
Fig Tree Amphitheater
Quarry Amphitheater
Parcels 11 & 13
Watson Ranch, American Canyon

Napa Valley Ruins & Gardens is located in the heart of the larger project known as Watson Ranch which is within the city limits of American Canyon, in Napa County, California, immediately north of the residential subdivision referenced as Vintage Ranch. Homes are under construction by DR Horton at both Artisan (Lots 14/15) and Harvest (Lot 10) as well as affordable housing at Lemos Point by The Pacific Companies. The Design Permit has also been approved for the Hotel @ The Ruins which includes 30 private residences

Watson Ranch is the culmination of 17 years of securing entitlements that includes the Watson Ranch Specific Plan (WRSP), Watson Ranch Environmental Impact Report (WR EIR), City of American Canyon General Plan Amendment (AC GPA) and the American Canyon I, LLC Development Agreement (AC1 DA), The WRSP and AC1 DA are the guiding documents for Watson Ranch and all future development of the 309-acre WRSP Area, an important component of the City's General Plan.

The enclosed Design Review Application is for two separate amphitheaters:

- Fig Tree Amphitheater located on Parcel 11 at The Ruins. TheFig Tree Amphitheater will seat approximately 800 patrons and include performer and patron support and amenity spaces. It is part of the NVRG and Town Center (TC-1 MU)) zoning and it is a Conditionally Permitted Use of the WRSP.

- The Quarry Amphitheater located on Parcel 13 adjacent to Quarry Lake Park. The Quarry Amphitheater will seat approximately 3300 patrons in the amphitheater structure and can accommodate additional non ticketed patrons on the south side of Quarry Lake Park who want to picnic and listen to music. The Quarry Amphitheater will include performer and public support and amenity spaces including food and bar services. It is part of the NVRG and Town Center (TC-1 MU)) zoning and it is a Conditionally Permitted Use of the WRSP.

The Amphitheaters will contribute significantly to the desirability of American Canyon as a destination by creating an anchor for the Napa Valley Ruins & Gardens. Overall, the proposed project meets City Land Use Goals and Objectives by:

1) Is integral to establishing the Town Center (TC) as a regional destination by providing resident and visitors new businesses, performance spaces and event venues.
2) Provides and supports a rich diversity of uses contributing to the economic vitality of American Canyon.
3) Complimentary of the NVRG businesses including retail, dining and hotel serving uses.
4) Provides high quality design that reflects its historical and cultural context.

We are looking forward to bringing these two Amphitheaters to fruition. Please let me know if you have any questions regarding the enclosed application.

Sincerely,

Terrence McGrath
Managing Member
McGrath Properties American Canyon, LLC

TITLE

Watson Ranch Specific Plan Technical Amendment

RECOMMENDATION

Adopt a Resolution of the Planning Commission of the City of American Canyon recommending the City Council of the City of American Canyon amend the General Plan to ensure consistency with and between the General Plan and the Watson Ranch Specific Plan; and amend the Watson Ranch Specific Plan (PL22-0023).

CONTACT

Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

The Watson Ranch Specific Plan (WRSP) is a comprehensive planning document that encompasses 309-acres and will contribute significantly to the identity of American Canyon with its unique draw of new residential neighborhoods and the Napa Valley Ruins & Gardens (NVRG). The WRSP area is located north of Vintage Ranch; east of the Union Pacific Rail Line; west of the City limits, and generally south of Watson Lane. On January 31, 2023, the City Council approved the WRSP, amended the General Plan to maintain consistency with the WRSP, and certified the Final Environmental Impact Report (State Clearinghouse Number 2015022030). A Project setting map is included as Attachment 6.

The WRSP project development program includes 1,253 market rate dwelling units allocated among Medium and High densities. Required inclusionary (affordable) housing is not subject to the market rate dwelling unit limit. The project includes a 200-room hotel, amphitheaters, and 234,000 square feet of commercial development, parks, trails, and a school site. The current WRSP Land Use Map is included as Attachment 7.

As a policy framework, the WRSP by necessity will require amendment from time-to-time to provide appropriate modifications to address current needs and improved ideas. For example, on June 4, 2019, the City Council amended the General Plan to accommodate technical revisions to the Watson Ranch Specific Plan (Resolution 2019-40) and approved the first amendment to the WRSP (Ordinance 2019-05).

Today, the community is taking shape. Since 2019, the City has approved numerous discretionary applications that have resulted in a Development Agreement; Large Lot Vesting Tentative Map; Street and Park Dedications; Design Permits for the Lemos Pointe Apartments, Artisan and Harvest single-family homes; Tentative and Final Maps for single family subdivisions; the NVRG Hotel and Condominiums; and approval of ministerial construction permits.

In 2022, the applicant, American Canyon 1-LLC, proposed a General Plan Amendment and WRSP amendment to implement improved ideas for a more efficient roadway circulation, park locations, public school needs, and clarification of narrative language and policy descriptions throughout the Specific Plan document (File No. PL22-0023). There is no proposed change to the number of allowable market rate residential dwelling units, and only refinements to commercial development intensity assumptions. Notable changes to the WRSP include the following:

- Amendment to the General Plan Land Use Element map (See Attachment 2);
- Amendment to the General Plan Circulation Element map (See Attachment 3);
- Development Phasing revised from a geographical approach to market-based at the Developer's discretion;
- Replace the elementary school site with a larger Park and Medium Density Residential (MDR-16) zoning;
- Relocate a 2-acre community plaza with an approximately 20,000 square foot community center from the NVRG site to an alternate park location;
- Rename "Loop Road" to "Marcus Road";
- Revise Newell Drive south of Rio Del Mar East from a 4-lane arterial to a 2-lane Collector;
- Add a local road segment "Mallen Way" between Rio Del Mar East and Newell Drive;
- Delete Implementation Plan WRSP Section 9.3.5.8 regarding Newell Drive extension north of the Project site to SR-29 at Green Island Road; and
- Various clerical and word clarification amendments throughout the document

A redline copy depicting changes to the WRSP is included as Attachment 4. A "clean" (non-redline) copy of the WRSP with proposed changes is included as Attachment 5.

School Site Redesignation

The WRSP designates 10.1 acres for a proposed Elementary School. This property was designated in compliance with a private 2016 agreement (School Agreement) between the WRSP Property Owners and the Napa Valley Unified School District (NVUSD). The WRSP Applicant informed staff that they are in discussions with the NVUSD on changes to the school district agreement that is expected to result in the school site no longer being needed.

In anticipation of the School Agreement modification, the elementary school site has been designated to a park site, and a portion allocated to a proposed 25 single family lot extension of the Harvest Single Family neighborhood.

Newell Family Property

The WRSP project includes two primary landowners: American Canyon 1, LLC (and its successor interests), and the Newell Family. Among the total 309-acres, AC1-LLC owns approximately 252 acres and the Newell Family owns approximately 57 acres. A map depicting the ownership within the WRSP is included as Attachment 8.

The WRSP amendment, proposed by American Canyon 1, LLC includes land use changes on the Newell Family property. Subsequent to the WRSP amendment application submittal, the Newell Family submitted the Promontory project which encompasses the entire Newell Family property. Fortunately, the Promontory project can be accommodated with the existing and proposed WRSP policy framework. On May 22, 2023, staff received a letter from the Newell Family representative, Steve Reilly of 330 Land Company LLC. A copy of the 330 Land Company letter and staff response is included as Attachment 9.

Traffic Impacts

Fehr & Peers, a Registered Traffic Engineering firm, prepared the original traffic analysis for the 2018 WRSP Environmental Impact Report. To evaluate the proposed WRSP amendment, Fehr & Peers prepared a May 5, 2023 trip generation memorandum that compares the revised WRSP land use with the certified WRSP EIR land use.

Changes from the 2018 EIR Land Use Assumptions include:

- Deletes traffic from the 600-student Elementary School (replaced by park acreage)
- Deletes 24,780 square foot Office Use (replaced with newer uses at NVRG)
- Deletes a proposed 20,000 square foot Community Center (the Center is unfunded with no scheduled construction timeframe)

Refined Commercial use assumptions at NVRG include:

- 200-room Hotel
- 19,580 sf Artisan Shops (NVRG 9)
- 3,000 sf Fine Dining Restaurant (NVRG 11)
- 5,710 sf Pizza Service (NVRG 2)
- 5,510 sf Brewery Tap Room (NVRG 12 + 13)
- 4,630 sf Wine Tasting Room (NVRG 7)
- 12,195 sf Distillery (NVRG 3 + 18)
- 0.67-acre Open Space Uses (NVRG 21 + 22 + 23)
- 4,240 sf Catering Kitchen (NVRG 10)
- 1,380 sf Takeout Food Service (NVRG 6)
- 30,000 sf Event Space Buildings (NVRG 4 + 5 + 15)
- 12,000 sf Derail Skate Park (NVRG 26)
- 0.6-acre Farmer's Market (NVRG 24)
- 10,000 sf Food Truck Venue (NVRG 25)
- 3,250-seat Quarry Amphitheater (NVRG 19)

- 750-seat Fig Tree Amphitheater (NVRG 16)

Based on the refined trip generation assumptions, the potential net new weekday vehicle trips generated by the revised WRSP Build-out would be less than or similar to the certified WRSP EIR. For this reason, the proposed WRSP amendment is covered by the certified WRSP EIR. No additional analysis or mitigation measures are necessary. A copy of the May 5, 2023 Fehr & Peers traffic memorandum is included as Attachment 10.

Public Comments: The project was announced through the City's GovDelivery system on May 10, 2023, and a public hearing notice was sent by GovDelivery on May 12, 2023. The project was also published in the Vallejo Times Herald on May 13, 2023. Staff received one comment in response to outreach. A copy of the letter and staff's response is included as Attachment 11.

Napa Airport Land Use Compatibility

According to the California Airport Land Use Handbook, Article 3.5 of the SAA (PUC Section 21676(a)), a Specific Plan amendment must be referred to the local Airport Land Use Commission (ALUC) for a determination whether the proposed action is consistent with the airport land use compatibility plan. The Napa County ALUC staff has previously stated that they prefer the ALUC to review projects after the Planning Commission has made its recommendation, and before City Council action.

Since the WRSP amendment is proposed by a private developer, the applicant will need to apply for an ALUC determination and submit it to the City before the City Council reviews the project.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Community and Sense of Place: "Build on the strength of our local community to develop a clear 'sense of place' and establish our unique identity."

FISCAL IMPACT

A Fiscal Impact Analysis (FIA) was prepared for the WRSP at the time of the original approval. This FIA concluded that the proposed development will create a positive overall fiscal impact on the City's General Fund.

ENVIRONMENTAL REVIEW

The proposed Watson Ranch General Plan Amendment and Specific Plan changes are consistent with the Project FEIR (SCH# 2015022030) and the Watson Ranch Specific Plan Development Agreement (Ordinance 2019-06, Agreement 2019-A107). In accordance with CEQA, the Watson Ranch Specific Plan Project FEIR is a program EIR and is generally assumed to be used at a "development level." See, e.g., CEQA Guidelines § 15168. There is no substantial evidence of changed circumstances under CEQA Guidelines section 15162 requiring further CEQA review as the

whole of the approvals sought are contemplated under the Project FEIR analysis.

ATTACHMENTS:

1 PC Reso GPA and WRSP Amendments
2. Exhibit A Proposed WRSP SP Land Use Amendment - Final Draft (4-11-2023)
3. Exhibit B Proposed Circulation Element Map WRSP
4. Exhibit C REDLINE WRSP-Amendment_April2023
5. Exhibit D WRSP Amendment - Final Draft May2023
6. Project Setting Map
7. Existing WRSP Land Use Map
8. WRSP Ownership Map
9. 330 Land Company LLC Letter and Staff Response
10. Fehr & Peers Trip Generation Memo_5.5.2023
11. Watson Ranch Specific Plan Amendment Project Comments 5_12_2023 5_50_40 AM_Redacted

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AMERICAN CANYON RECOMMENDING THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON AMEND THE GENERAL PLAN TO ENSURE CONSISTENCY WITH AND BETWEEN THE GENERAL PLAN AND THE WATSON RANCH SPECIFIC PLAN; AND AMEND THE WATSON RANCH SPECIFIC PLAN (PL22-0023).

WHEREAS, pursuant to Section 65300 of the State Planning and Zoning Law (Gov. Code§ 65000 *et seq.),* the City of American Canyon has adopted a General Plan to provide comprehensive long-range planning and a blueprint of the city's future form, including land use and circulation maps that specify the roadway network and the distribution of types and intensities of land; and

WHEREAS, Section 65358 of the State Planning and Zoning Law provides that the City Council may amend all or part of the General Plan if it deems the amendment to be in the public interest; and

WHEREAS, the Watson Ranch Specific Plan (WRSP) is a comprehensive planning document that encompasses 309-acres and will contribute significantly to the identity of American Canyon with its unique draw of new residential neighborhoods and the Napa Valley Ruins & Gardens (NVRG); and

WHEREAS, the WRSP area is located within north of Vintage Ranch; east of the Union Pacific Rail Line; west of the City limits, and generally south of Watson Lane; and

WHEREAS, on October 16, 2018, the City Council of the City of American Canyon amended the General Plan to recognize and ensure consistency with and between the City of American Canyon General Plan and the Watson Ranch Specific Plan; and

WHEREAS, on October 16, 2018, the City Council certified the Watson Ranch Specific Plan Draft and Final Environmental Impact Report (collectively, the "WRSP Final EIR") pursuant to the California Environmental Quality Act (Pub. Res. Code§ 21000 *et seq.,* ("CEQA"); and

WHEREAS, on November 6, 2018, the City Council of the City of American Canyon adopted the Watson Ranch Specific Plan by Ordinance pursuant to Municipal Code Chapter 19.12.020, establishing it as the regulating document for the development of the Watson Ranch Specific Plan site; and

WHEREAS, the Watson Ranch Specific Plan (WRSP) is a detailed planning document which provides a land use and policy framework for future development of approximately 309 acres within the City of American Canyon; and

WHEREAS, as a policy framework for development of 309 acres, the WRSP by necessity will require amendment from time-to-time to provide appropriate modifications to address current needs and improved ideas; and

WHEREAS, on June 4, 2019, the City Council of the City of American Canyon amended the General Plan to accommodate technical revisions to the Watson Ranch Specific Plan (Resolution 2019-40); and

WHEREAS, on June 18, 2019, the City Council of the City of American Canyon approved the first amendment to the WRSP (Ordinance 2019-05); and

WHEREAS, subsequent to June 18, 2019, the City of American Canyon has approved numerous implementing discretionary applications that have resulted in a Development Agreement; Large Lot Vesting Tentative Map; Street and Park Dedications; Lemos Pointe Apartments, Artisan and Harvest single-family homes; Tentative and Final Maps for single family subdivisions; the NVRG Hotel and Condominiums; and approval of ministerial construction permits; and

WHEREAS, without changing the approved residential and commercial development intensity, the applicant, AC1-LLC, proposed a General Plan Amendment and Watson Ranch Specific Plan Amendment to implement improved ideas for a more efficient roadway circulation, park locations, public school needs, and clarification of narrative language and policy descriptions throughout the Specific Plan document (PL22-0023); and

WHEREAS, the proposed General Plan Circulation Element amendment is the first of four permissible Calendar Year 2023 Land Use Element amendments in accordance with California Government Code Section 65358; and

WHEREAS, the proposed General Plan Land Use Element amendment is the second of four permissible Calendar Year 2023 amendments in accordance with California Government Code Section 65358; and

WHEREAS, the WRSP amendments may be adopted under the authority of the Specific Plan Statutes (Gov. Code §§ 65450-65457) of the Planning and Zoning Law (Gov. Code§ 65000 et seq.) and the City Specific Plan District standards (American Canyon Municipal Code Title 19, Chapter 19.17); and

WHEREAS, on May 25, 2023, the City of American Canyon Planning Commission conducted a public hearing, at which time all those in attendance were given the opportunity to speak on this proposal.

NOW, THEREFORE THE PLANNING COMMISSION OF THE CITY OF AMERICAN CANYON RECOMMENDS THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON DOES HEREBY ADOPT AS FOLLOWS:

SECTION 1. Find, based on the following evidence and as required by State Law on General Plan Amendments:

a. The proposed amendment is deemed to be in the public interest.

The General Plan Amendment is in keeping with General Plan policies to ensure development of a Town Center physically and functionally serves as the symbolic and identifiable focus of community activities for the City of American Canyon, includes a mix of uses such as commercial, visitor serving facilities, event centers, housing, parks and other amenities, provides for the extension of both Newell Drive northward and Rio Del Mar or S. Napa Junction Road from Newell to SR 29; and improves roadway circulation by straightening out and renaming "Loop Road" to "Marcus Road"; adding a minor collector "Mallen Way" between Rio Del Mar East and Newell Drive; realigning Rio del Mar East between the Union Pacific rail line and Newell Drive; and revising Newell Drive south of Rio Del Mar East from a 4-lane arterial to a major collector.

b. The proposed amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.

The amendment is consistent with the Policies 1.19.8 and 1.19.9 requiring the determination of residential densities. The Circulation Element amendments are consistent with Circulation Element Guiding Policy 1.1 to provide safe and convenient access to activities in the community with a well-designed local roadway system that include a hierarchy of roadways to encourage and foster a strong sense of community and safety, as well as the "home town" feeling by creation of a town center through land use and circulation planning; and improve a hierarchy of roadway networks to achieve and maintain acceptable traffic LOS and provide a Citywide system of bicycle lanes and recreational trails that improve accessibility without the use of an automobile.

c. The potential impacts of the proposed amendment in the land use designation have been assessed and have been determined not to be detrimental to the public health, safety, or welfare.

The proposed General Plan Amendment maintains the current residential and commercial building intensity and provides an improved roadway circulation system. Thus, the General Plan Amendment will not adversely affect the public health, safety, and welfare in that it conforms with remaining portions of the City, representing growth anticipated in the General Plan and places higher density housing closer to commercial services.

d. The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).

The amendment modifies the alignment of Rio Del Mar East and Marcus Road; adds Mallen Way to improve access within Watson Ranch and the new Hotel and condominiums; and revises Newell Drive south of Rio Del Mar to a Major Collector, which is consistent with the Newell Drive designation north of Rio Del Mar. Without making any change to the resident and commercial building intensity within Watson Ranch, the proposed land use amendments increase park acreage and reflect the lack of need to designate an elementary school site within the Specific Plan. The proposed building intensity was thoroughly analyzed under the certified WRSP Final EIR. The certified WRSP Final EIR includes mitigation measures, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.

SECTION 2: Based on findings described above, recommend the City Council of the City of American Canyon amend the General Plan as follows:

1. Land Use Element

    a. Amend the General Plan Map (Land Use Map) Figure 1-1 to incorporate the revised Land Use Plan set forth in the amended WRSP (Figure 4.1) and incorporated into this resolution as Exhibit A.

    b. Amend the Land Use Element Policy 1.19.5 to read as follows: Require that the Town Center Residential Neighborhoods provide sites for ~~a public park and a public school,~~ public parks, with the size of facilities corresponding to the future population of the Town Center and which may allow community facilities that support residences.

2. Circulation Element

a. Amend Figure 3 (Major Circulation Improvements) of the Circulation Element to incorporate the revised Circulation Plan set forth in this amended WRSP (Figure 7.1) and incorporated into this resolution as Exhibit B. Amendments consist of:
   - Adding Marcus Road (formerly Loop Road) between Rio Del Mar East and Newell Drive as a "Minor Collector" roadway classification.
   - Changing the roadway classification of Newell Drive between Rio Del Mar East and the south project boundary to "Major Collector."
   - Realigning Rio Del Mar between the Union Pacific rail line and Newell Drive.

The above amendments to the Land Use Element and Circulation Element are consistent with the Goals, Objectives, and Policies of the General Plan, which remain otherwise unchanged.

SECTION 3: Findings to Approve the Specific Plan Amendment in accordance with American Canyon Municipal Code Section 19.17.080

A. The distribution, location and extent of land uses, including open space, as depicted in the specific plan is consistent with the general plan.

The Watson Ranch Specific Plan sets forth the land uses, residential densities, non-residential intensities, permitted and conditional uses, development standards, and design guidelines for the WRSP Area and further implements the Policies set forth for the Town Center land use designation. The Watson Ranch Specific Plan is consistent with the General Plan. This Amendment has a corresponding amendment to the General Plan and is therefore consistent.

B. The specific plan provides for public infrastructure and services needed to support the land uses described in the plan, including adequate distribution, location, extent and intensity of transportation, sewage, water, drainage, solid waste disposal, energy, parks, community facilities and other essential facilities.

The Specific Plan does set forth the design for roadways, water, wastewater, recycled water, storm drainage systems, parks and other community facilities necessary to support the land uses described in the plan. Specifically, Chapters 4, 5, 7 and 8 of the WRSP address these facilities. This Amendment is consistent with the provision of these facilities.

C. The standards and development criteria, including requirements for resource utilization, will ensure that development proceeds in an orderly fashion and maintains a high level of quality.

Chapter 6 of the WRSP sets forth development standards which are supplemented by Design Guidelines in Appendix A. The development standards and design guidelines together promote efficient resource utilization, best practices, and sustainability to ensure a high level of quality. Further Chapter 9, Implementation, sets forth the phasing program to ensure the development proceeds in an orderly fashion. This Amendment does not alter the standards and development criteria set forth in the Specific Plan and is therefore consistent.

D. The specific plan contains implementation measures, including financing programs, to ensure

that development is supported by adequate infrastructure as it occurs.

WRSP Chapter 9, Implementation, sets forth the financing principles and policies, identifies different financing mechanisms, and sets forth phasing of supporting infrastructure. This Amendment supports the provisions of the Development Agreement which, consistent with the Specific plan, provides further clarity on financing and phasing of infrastructure. Therefore, this Amendment does not materially alter the implementation plan set forth in the Specific Plan and is therefore consistent.

E. The site is suitable for the type and intensity of development proposed.

As determined through the initial existing conditions analysis and the preparation of the WRSP Final EIR, the WRSP site is suitable for the type and intensity of the proposed development associated with this Amendment. The Amendment does not alter the type and intensity of development proposal and is therefore consistent.

F. The flexibility in development standards afforded by the specific plan process has resulted in a project providing more superior design and amenities than would occur under more traditional zoning practices, and the project provides clear and substantial benefit to the city.

The WRSP Project implements the General Plan for the Town Center land use designation, consistent with Objective 1.19 of the General Plan: "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." General Plan Policy 1.19.7 designated that the land uses in this area be developed pursuant to one or more specific plans. The WRSP includes Development Standards and Design Guidelines that promote diverse neighborhood design and integrated housing types. It further provides for the creation of a "Town Center" through the renovation of the cement factory ruins while preserving the unique character of this site feature. This Amendment does not alter the flexibility in development standards, the superior design or amenities of the Specific Plan and is therefore consistent.

SECTION 4: Based on the findings described above, the Planning Commission of the City of American Canyon recommends the City Council of the City of American Canyon amend the Watson Ranch Specific Plan as depicted in Redline strikethrough and underline format and incorporated into this Resolution as Exhibit C. A “clean” (non-redline) version of the revised Watson Ranch Specific Plan is incorporated into this Resolution as Exhibit D.

SECTION 5: CEQA FINDINGS: Regarding Environmental Review pursuant to the California Environmental Quality Act (CEQA)

1. This Amendment does not change the total number of dwelling units and commercial square footage established by the WRSP. Therefore, the environmental impacts of the WRSP Project which included the Specific Plan were adequately considered in the certified Final ElR for the Watson Ranch Specific Plan Project (SCN. 2015022030) which includes findings, a Statement of Overriding Considerations for the Project, and a Mitigation Monitoring and Reporting Program.

2. Approval of the Specific Plan Amendment based on the Final EIR, the Statement of Overriding Considerations for the Project, and the Mitigation Monitoring and Reporting Program complies with CEQA.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the Planning Commission of the City of American Canyon held on the 25th day of May, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Crystal Mallare, Chair

ATTEST:

_____
Nicolle Jones, Administrative Technician

APPROVED AS TO FORM:

_____
William D. Ross, City Attorney

Exhibits
A. Revised WRSP General Plan Land Use Plan
B. Revised Circulation Element Map
C. Redline Revised Watson Ranch Specific Plan
D. "Clean" (non-redline) Revised Watson Ranch Specific Plan

EXHIBIT A

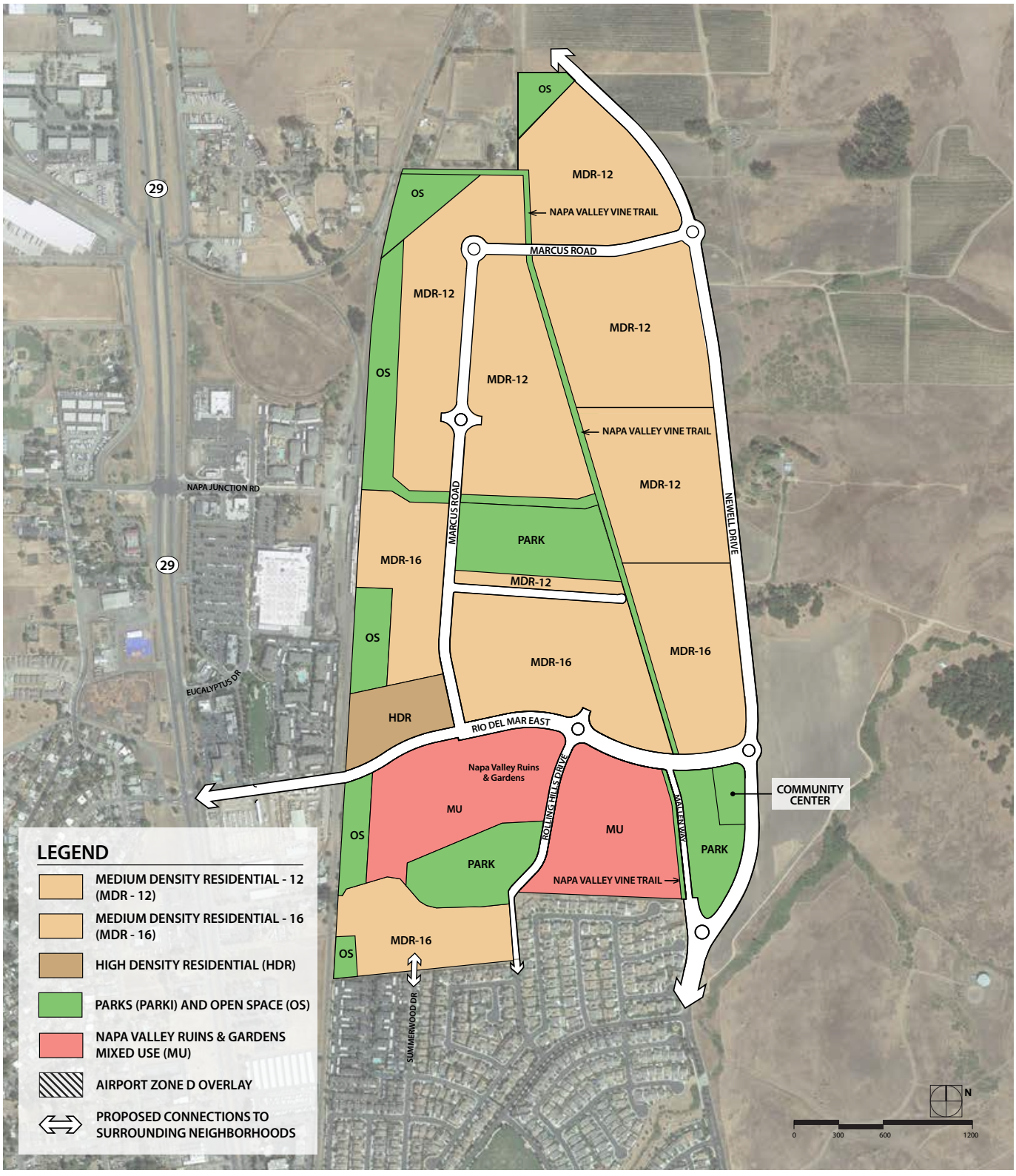


Figure 4.2: Specific Plan Land Use Map

EXHIBIT B

ATTACHMENT 3

FIGURE 3: CIRCULATION MAP

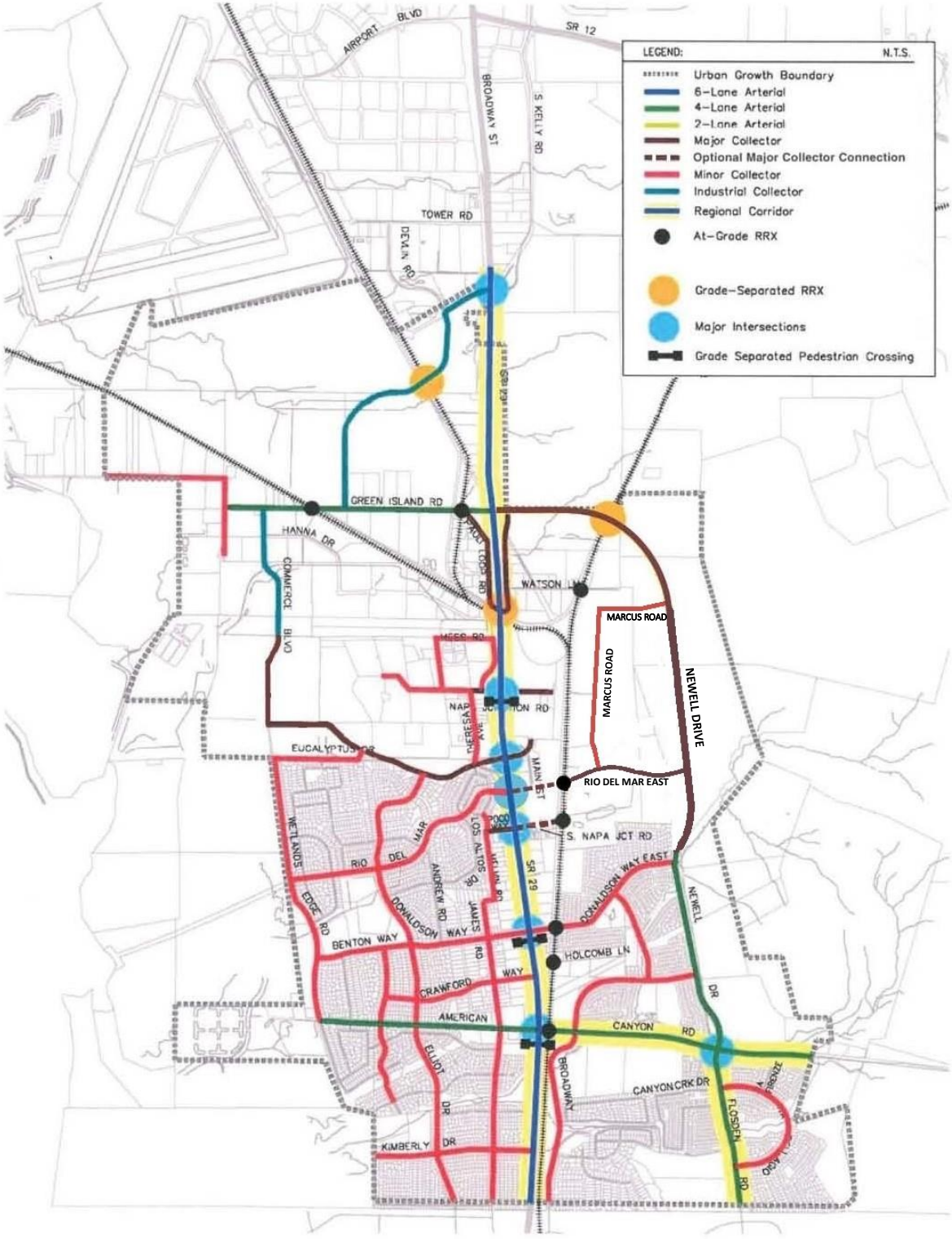


EXHIBIT C

Watson Ranch Specific Plan Amendment

April 2023

Redline Text Insertions and Deletions to Original WRSP

(Tracked Changes)

Yellow highlighted entries indicate figures and exhibits that can be viewed in the accompanying PDF.

Executive Summary

The Watson Ranch Specific Plan (WRSP) Area is located within the city limits of American Canyon, in Napa County, California. The WRSP is a comprehensive planning document that will guide ~~future~~ development of the approximately ~~309~~ 309 acre WRSP Area. The WRSP Area is an important part of the City's General Plan~~. The proposed plan~~ WRSP and is intended to contribute significantly to the identity of American Canyon with its unique draw of new residential neighborhoods and the Napa Valley Ruins & Gardens (~~NVR&G~~NVRG). The adaptive re-use of the ~~NVR&G~~NVRG will support community and private gatherings in a setting that is unlike anything else in the region. The WRSP completes the fabric of American Canyon by linking the community through roadways and regional trails and by creating a "Town Center" with community gathering places. New residential neighborhoods will provide a wide range of housing options. The WRSP development program includes the following elements:

1. A mix of commercial, recreational, and community uses~~ed use Town Center located~~ in and around the ~~NVR&G~~NVRG that will consist of:
    a. An adaptive reuse of the ~~existing ruins~~ NVRG area to include ~~approximately 200,000 square feet of~~ a variety of commercial uses ~~which includes the~~ , including a combination of indoor and outdoor spaces for an amphitheater, ~~a wedding event venue, a corporate/private event center, amphitheater,~~ restaurants, pubs, distillery, wine tasting, breweries~~,y,~~ food trucks~~ court~~, ~~farmer's~~ farmers' market, weddings, and corporate/public/private events. ~~and outdoor dining~~. Uses not listed in the NVRG may be allowed through the City development review process (e.g., Conditional Use Permit).
    b. A ~~200 room Boutique~~ boutique ~~Hotel~~ hotel with approximately 200 rooms and 30 ~~casitas~~private residences as part of the hotel.
    c. The Quarry Lake ~~Park~~ , with park, trail~~s~~ and open space uses.
    ~~d. A community plaza and site for an approximately 20,000square foot community center that will serve as an iconic gathering place for American Canyon visitors and residents.~~
    ~~e.~~d. Mixed-use and/or live-work housing of up to ~~50~~ 10% of total units (included in residential project total).
2. Residential development consisting of ~~approximately 1,253 units with~~ varying housing types and densities to accommodate the current and future demographic trends. The summary of residential uses proposed in the plan are:
    a. Approximately ~~114~~ 102 acres (~~604~~ 623 units) of medium density residential (MDR-12).
    b. Approximately ~~49~~ 65 acres (~~457~~ 630 units) of medium density residential (MDR-16).
    c. Approximately ~~9~~ 6 acres (~~192~~ 186 units) of high density residential (HDR) affordable housing.
3. Community amenities consisting of:
    ~~d. A new elementary school site for up to 600 students.~~
    a. Approximately ~~50~~ 63 acres of parks and open space.
    b. A community trail system that includes connecting portions of the Napa Valley Vine Trail and the River to Ridge Trail.
    ~~b.~~c. A community plaza and site for an approximately 20,000-square-foot community center that will serve as a gathering place for American Canyon visitors and residents.
4. Infrastructure improvements that include:
    a. The extension of Newell Drive along the WRSP Area's eastern boundary.
    b. The extension of Rio Del Mar from SR 29 to the Newell Drive Extension, to be named "Rio Del Mar East".

c. A new ~~at grade or grade-separated~~ rail crossing ~~under~~ at the Union Pacific ~~Rail~~ rail ~~Line~~ line at Rio Del Mar East or South Napa Junction.
d. Internal circulation for the WRSP Area.
e. The water distribution system, sanitary sewer system, storm water drainage system and dry utilities to service the WRSP Area.

Finally, the WRSP sets forth a conceptual phasing plan and a financing program to address the timing of build out and the funding of the infrastructure associated with the WRSP.

General Plan Amendment

The General Plan Land Use and Circulation Elements were amended in October 2018 as specified in the WRSP and concurrent with adoption of the WRSP. A General Plan Amendment will be required as specified in this amended WRSP, as described below and in subsequent chapters.

PURPOSE

The purpose of ~~this proposed~~the General Plan Amendment is to recognize, and ensure consistency with and between, the City of American Canyon General Plan and the Watson Ranch Specific Plan, as required by controlling law, by amending the Land Use Element and by amending the Circulation Element to provide for the optimally feasible access and circulation connection between SR 29 and Newell Drive through the ~~Watson Ranch Specific Plan property~~WRSP Area.

In concert with ~~this~~ the General Plan Amendment, which ~~anticipates and~~ requires the adoption of ~~the~~ this ~~Watson Ranch Specific Plan~~amended WRSP, the ~~Watson Ranch Specific Plan~~WRSP will be the ~~regulating~~ document ~~controlling~~ regulating development of the ~~Watson Ranch Specific Plan property~~WRSP Area. ~~This General Plan Amendment anticipates and requires such Watson Ranch Specific Plan regulation for such property.~~ Specifically, this General Plan Amendment revises the General Plan Land Use Element to reflect the ~~Watson Ranch Specific Plan~~WRSP and the ~~Land~~ land ~~Uses~~ uses set forth therein, and revises the General Plan Circulation Element to reflect the roadways set forth therein and summarized below.

~~allow for one of two potential Major Collector connection points to SR 29 from the Watson Ranch Specific Plan Area (Rio Del Mar or South Napa Junction Road), the final determination of which will be determined based upon legal, technical, economic and other factors to be clarified and implemented in the detailed Watson Ranch Specific Plan. This amendment will add the planned Major Collector designation and Major Intersection designation to the Rio Del Mar alignment and intersection identified in the City's Circulation Element in Figure 3. This Major Collector, to be located at either Rio Del Mar or South Napa Junction Road, provides connection between SR 29 and the extension of Newell Drive, as reflected in this General Plan Amendment and the Watson Ranch Specific Plan this General Plan Amendment anticipates and requires. Finally, this General Plan Amendment reclassifies the segment of Newell Drive between the intersection of S. Napa Junction Road/Rio Del Mar and SR 29/Green Island Road from a 2 lane Arterial to a 2 lane Major Collector.~~

~~The specific details of the General Plan Amendment are described below.~~

~~PROPOSED~~

~~The amendment will require the following changes:~~

~~1. Land Use Element:~~

~~a. Amend the General Plan Map (Land Use Map) Figure 1-1 to incorporate the Land Use Plan set forth in the WRSP by delineating the Town Center (TC) designation to include the following:~~

- ~~Medium Density Residential – 12 (TC-1 MDR - 12)~~
    - ~~Medium Density Residential – 16 (TC-1 MDR - 16)~~
    - ~~High Density Residential (TC-1 HDR)~~
    - ~~Public School (TC-1 Public)~~
    - ~~Parks and Open Space (TC-1 Park/OS)~~
    - ~~Napa Valley Ruins & Gardens (TC-1 MU)~~

b. ~~Amend the Land Use Element Policy 1.19.6 as follows: "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".~~

~~2. Circulation Element~~

a. ~~Amend Figure 3 of the Circulation Element to show the option for the east – west Major Collector between Newell Drive and SR 29 to connect with Rio Del Mar. (See amended Figure 3 following)~~
b. ~~Amend Figure 3 of the Circulation Element by adding the "Major Intersection" Designation to the intersection of Rio Del Mar and SR 29 (See amended Figure 3 following)~~
c. ~~Amend Figure 3 of the Circulation Element by changing the roadway classification from Newell Drive between Rio Del Mar - S. Napa Junction Road and SR 29/Green Island Road from 2 lane Arterial to a 2 Lane Major Collector (See amended Figure 3 following)~~
d. ~~Amend Table 3, Page 11, of the Circulation Element to add reference to "Rio Del Mar" with footnote as reflected below (See highlight)~~
e. ~~Amend Table 3, page 11, of the Circulation Element to change Newell Drive between Rio Del Mar – S. Napa Junction Road and SR 29/Green Island Road from a 2 Lane Arterial to a 2 Lane Major Collector (See highlight)~~

~~These amendments to the Land Use Element and Circulation Element are consistent with the Goals, Objectives and Policies of the General Plan, which remain otherwise unchanged.~~

PROPOSED AMENDMENT

The General Plan amendment will be consistent with this amended WRSP, and will require the following changes:

1. Land Use Element

a. Amend the General Plan Map (Land Use Map) Figure 1-1 to incorporate the revised Land Use Plan set forth in the amended WRSP (Figure 4.1).
b. Amend the Land Use Element Policy 1.19.5 to read as follows: Require that the Town Center Residential Neighborhoods provide sites for ~~a public park and a public school,~~ public parks, with the size of facilities corresponding to the future population of the Town Center and which may allow community facilities that support residences.

2. Circulation Element

a. Amend Figure 3 (Major Circulation Improvements) of the Circulation Element to incorporate the revised Circulation Plan set forth in this amended WRSP (Figure 7.1). Amendments consist of:
    - Adding Marcus Road (formerly Loop Road) between Rio Del Mar East and Newell Drive as a "Minor Collector" roadway classification.

- Changing the roadway classification of Newell Drive between Rio Del Mar East and the south project boundary to “Major Collector.”
- Realigning Rio Del Mar between the Union Pacific rail line and Newell Drive.

The above amendments to the Land Use Element and Circulation Element are consistent with the Goals, Objectives and Policies of the General Plan, which remain otherwise unchanged.

[Figure 0.1 Circulation Map]

Chapter 1: Introduction

1.1 Purpose

The Watson Ranch Specific Plan (WRSP) is a detailed planning document which provides the land use and policy framework for the future development of approximately 309 acres within the City of American Canyon. The WRSP Area is located toward the northeastern side of American Canyon and to the east of Lincoln Highway, which is also designated as California State Highway 29. It is generally bound by ~~vineyards~~ open space to the north and the Vintage Ranch residential neighborhood to the south. It is further framed by Union Pacific railroad tracks and existing development to the west, and the City limit line, grassland, and open space to the east. Within the City of American Canyon General Plan, the WRSP Area is designated as Town Center (TC). The City's objective for the WRSP Area as stated by its General Plan is to:

"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 the Napa Valley (GP Objective 1.19)"

An extensive public outreach process, demographic and market ~~-~~research, and the physical characteristics of the land have molded the WRSP to foster a premier ~~mixed use~~mixed-use community with a strong sense of place. The development in accordance with the WRSP will provide an array of new residential homes and services for both residents and visitors. The WRSP is consistent with the community vision of American Canyon, as a community with a ~~small town~~small-town character and feel, socially and ethnically diverse, and ideally located in Napa County in close proximity to the Bay Area. The proposed mix of housing, retail, commercial, entertainment, ~~schools~~ and parks~~,~~ will further strengthen the existing community ties while also providing a community gathering place. The purpose of the WRSP is to provide a comprehensive set of goals, objectives, policies, development standards, and design guidelines for the development of the WRSP Area. The implemented WRSP will result in a unique and appealing new community which provides a variety of new amenities and infrastructure improvements necessary to implement the development. ~~-~~The organization of this document reflects the progression of the planning process that helped shape the WRSP, moving from an explanation of the over-arching goals to specific chapters that deal with certain topics such as land use, and circulation which have policies that implement those goals.

The WRSP details the following elements:

- A range of new housing types and densities including High Density Residential (HDR) and Medium Density Residential (MDR-12 and MDR-16) neighborhoods.
- The Napa Valley Ruins & Gardens (~~NVR&G~~NVRG) ~~mixed-use town center~~ area consisting of civic, retail, entertainment, commercial, visitor serving, and residential uses focused in and around ~~the ruins~~NVRG.
- Community amenities, including ~~a new elementary school,~~ parks, trails and open space areas. ~~network.~~
- Necessary public and private infrastructure improvements, including~~:~~ streets, pedestrian circulation, water distribution system, sanitary sewer system, storm water drainage system, and dry utilities for the WRSP Area.

1.2 Specific Plan Authority

Pursuant to the ~~The~~ California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457), the ~~provides the authority for a city to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy driven plan). The~~ WRSP is both a regulatory and policy document~~, and~~

~~therefore must be adopted by ordinance. The WRSP will act as a tool to both~~ that will encourage and guide development within the WRSP Area over the ~~next 10 to 20~~ coming years.

The WRSP provides a strong vision, a mix of land uses, development regulations, design guidelines, infrastructure improvements and an implementation plan for the creation of a cohesive community.

California Government Code (Section 65450) states that planning agencies may prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan. A specific plan shall include text and diagrams which specify all of the following in detail:

- The distribution, location, and extent of the uses of the land within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, domestic water, recycled water, storm drainage, solid waste disposal, dry utilities, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, including development standards, design guidelines and a phasing program.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the plan.
- A statement of the relationship of the specific plan to the General Plan.

The WRSP has been prepared in accordance with the requirements of the California Government Code, Sections 65450-65457. These sections establish the WRSP as a legal mechanism by which future development within the WRSP Area is regulated.

1.3 Relevant Documents and Policies

This section examines several existing documents, policies and programs that have bearing on or otherwise provide direction for the WRSP. These relevant documents and policies are summarized below:

1.3.1 AMERICAN CANYON GENERAL PLAN

The WRSP is consistent with the American Canyon General Plan, which directs that a specific plan be prepared for the area identified as Town Center. The General Plan directs this area to be a mixed-use development with a mix of commercial, residential, parks and open space. State law states that specific plans can only be adopted or amended if they are consistent with the General Plan. The WRSP implements this policy direction and provides more specific detail and implementation policies. Appendix B contains a discussion of WRSP compliance with the City's General Plan.

The City of American Canyon Land Use Element, updated in 2010 and amended through October 2018, is an integrative element containing policy to guide development consistent with all elements of the general plan, addressing the retention of existing uses and open spaces, re-use of obsolete uses, and development of vacant lands. It also outlines opportunities and constraints, most notably the City's lack of a cohesive identity and structure within neighborhood districts and the need for a "symbolic and functional "downtown" for American Canyon. Additionally, the ~~NVR&G~~NVRG ~~are presented as a~~presented a uniquely identifiable asset to create a regionally significant project. The Land Use Element was amended in October 2018, as specified by the 2018 WRSP, to incorporate an amended General Plan Map (Land Use Map) and amended Policy 1.19.6.

The City of American Canyon Circulation Element, updated in 2013 and amended through October 2018, identifies a core value "to provide safe and easy travel within and through the City for pedestrians, bicyclists, and motor vehicles correlated with the Land Use Element". The City has ~~an~~ adopted a "Complete Streets"

policy which further reinforces the City's intention to ensure safe, comfortable, and attractive access and promoting connectivity between uses and areas of the City. The WRSP incorporates the City's core value for circulation and the complete streets policy.

~~Reflecting the more specific information on land use and circulation, accompanying the Specific Plan is a General Plan Amendment which anticipates and requires the adoption of the WRSP (See Executive Summary for full description). The WRSP will be the regulating document controlling development of the WRSP property.~~

The WRSP provides the community vision, land use plan, circulation plan, development regulations, design guidelines, and implementation measures to ensure development in a manner that is consistent with the goals, objectives, principles, and policies of the City of American Canyon General Plan.

1.3.2 AMERICAN CANYON MUNICIPAL CODE

The City of American Canyon Municipal Code, Title 19 (Zoning Ordinance) provides standards for site-specific development and land use regulations that govern the size, shape, and type of use for development in the City of American Canyon. In any instance where the WRSP regulations and development standards may vary from the Zoning Ordinance, the WRSP will take precedence. Where the WRSP is silent on a topic, the City of American Canyon Zoning Ordinance requirements will remain in force.

The WRSP will be adopted by ordinance and become the controlling zoning for the WRSP property pursuant to City of American Canyon Municipal Code Title 19, Chapter 19.12. Town Center Zoning District.

1.3.3 NAPA COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

The Napa County Airport Land Use Commission (ALUC) has the responsibility of preparing an Airport Land Use Compatibility Plan ensuring that land uses in the area surrounding the airport are compatible with airport operations. ~~The~~ A very small portion of the WRSP Area is partially subject to airport restrictions for Airport Zone D in the northwestern corner of the WRSP Area. Under the Napa Airport Land Use Compatibility Plan, this zone restricts residential development. The proposed plan is compatible with this requirement. A majority of the WRSP Area is within Zone E where there are no land use restrictions ~~but because overflights can occur the WRSP must be reviewed by the Airport Land Use Commission (ALUC) to ensure consistency with the ALUC.~~ .

1.3.4 RELATIONSHIP TO OTHER PLANS

The WRSP Area is located adjacent to the SR 29 Priority Development Area (PDA) designated by Association of Bay Area Governments and Metropolitan Transportation Commission. The goal of the PDA is to relieve congestion and adopt a complete streets concept for the section of Highway 29 through American Canyon, while promoting a healthy mix of uses surrounding the highway that support the various modes of transportation. ~~The City of American Canyon is preparing and processing the Broadway District Specific Plan (BDSP) and EIR.~~

The Broadway District Specific Plan (BDSP) was adopted by City Council in 2019 and updated September 1, 2020. The WRSP and the BDSP represent parallel planning efforts that work together to meet regional housing requirements and provide the opportunity for improved transit and walkability consistent with the City's General Plan. The ~~BDSP~~ Broadway District is a Priority Development Area (PDA) as designated by the Association of Bay Area Governments (ABAG) and Bay Area communities. PDAs are areas specifically designated for new housing and job growth with some incentives to encourage investment. PDAs are considered foundational for sustainable regional growth and Plan Bay Area. PDAs emphasize housing at higher densities near transit or transit corridors. ~~The WRSP and the BDSP represent parallel planning~~

~~efforts that work together to meet regional housing requirements and provide the opportunity for improved transit and walkability consistent with the City's General Plan.~~

Both the WRSP and the BDSP ~~will be~~are coordinated with one another, especially on the Rio Del Mar extension which connects Highway 29 to Newell Drive. The overall goal of both projects is to create a complete street concept with mixed use walkable neighborhoods that is consistent with the vision of the American Canyon General Plan within both project boundaries. The WRSP has planned connections to and segments of the Napa Valley Vine and River to Ridge Trails. The WRSP Area is a key part of these future trail extensions, and will provide an important part of the overall regional trail system. The Napa Valley Vine Trail is expected to link 47 miles of dedicated multi-use trails from Calistoga south to Vallejo Ferry Terminal crossing through the WRSP Area ~~from the north and merging with~~and intersecting the River to Ridge Trail (running east/west) as it makes its way south. ~~Both trails exit the WRSP Area south along Newell Drive.~~ The Circulation Element was amended in October 2018, as specified by the 2018 WRSP, to incorporate an amended Circulation Map and amended Table 3 (Major Circulation Improvements).

1.4 Public Outreach

1.4.1 STEERING COMMITTEE

For development of the 2018 WRSP, ~~T~~the City appointed an eight person Steering Committee made up of two Council members, one Planning Commissioner, one member each from the Parks and Community Services Commission (PCSC) and the Open Space Advisory Committee (OSAC), a representative of the Napa Valley Unified School District and two residents at large. City Department Heads also attended the Steering Committee meetings. Over several meetings early in the WRSP preparation process, the Steering Committee identified the Planning Principles which defined the vision for the WRSP Area. These Principles have been restated in Section 1.5 below,

1.4.2 COMMUNITY INPUT

The City values public involvement in the planning process. So, in addition to the involvement of the Steering Committee throughout the WRSP process, an extensive Community Outreach Program was implemented including community workshops and opportunities to participate and comment online.

1.5 Planning Principles

The WRSP Steering Committee (a group of citizens, City staff members, and elected officials) identified key issues and desired outcomes for the WRSP. After a review of General Plan goals, policies, and a visual character exercise, the Steering Committee identified a series of Watson Ranch Planning Principles that frame the vision for the WRSP Area. The following Principles have been restated and are intended to guide the WRSP Area towards a residential, commercial, and recreational destination that will serve as a centerpiece for the City and home to future residents. Planning principles are defined as vision oriented statements developed by the Steering Committee during the community outreach process.

1.5.1 WATSON RANCH PLANNING PRINCIPLES

Principle 1 - Create an active, vibrant town center.

Principle 2 - Deliver an access and circulation plan that sufficiently addresses traffic.

Principle 3 - Advance an economically viable project that is compatible with existing American Canyon businesses.

Principle 4 - Provide a mix of retail, commercial, hospitality, and residential land uses.

Principle 5 - Protect and integrate the ~~NVR&G~~NVRG as a central feature/place.

Principle 6 - Provide a variety of public spaces and amenities.

Principle 7 - Reinforce the distinctive character of American Canyon and reflect the comfortable, and nostalgic small town charm.

Principle 8 - Provide a blend of visitor and local serving uses.

Principle ~~10~~ 9 - Provide gathering places for locals.

Principle ~~11~~ 10 - Prioritize the restoration of the ~~NVR&G~~NVRG into the Town Center ~~in Phase 1~~.

Principle ~~12~~ 11 - Ensure a sustainable project – economic, social and environmental.

~~Principle 13 - Fully address school needs to include an on-site elementary school.~~

Principle ~~14~~ 12 - Connect and integrate neighborhoods with vehicular, bicycle, and pedestrian connections throughout the WRSP Area.

~~.~~Principle ~~15~~ 13 - Ensure a range of housing opportunities to meet physical, economic and social needs of the population.

Principle ~~16~~ 14 - Create traditional neighborhoods with strong architectural character and tree-lined streets.

Principle ~~17~~ 15 - Reflect a historic small town character in the residential neighborhoods adjacent to the ~~NVR&G~~NVRG

Principle ~~18~~ 16 - Create a unique place that is the “gem” of American Canyon.

Chapter 2: Existing Conditions

2.1 Project Location

The City of American Canyon is situated along the southern tip of Napa County. Located on Highway 29, American Canyon is approximately eight miles south of the City of Napa and ~~thirty five~~thirty-five miles northeast of San Francisco. The Watson Ranch Specific Plan (WRSP) Area occupies a portion of the eastern edge of American Canyon within the City's urban limit line.

Figures 2.1 and 2.2 show the location of the WRSP Area in context with the surroundings, both regional and city-wide.

[Figure 2.1: Regional Site Context]

[Figure 2.2: Local Context]

2.2 Ownership

The WRSP Area is approximately 309 acres of which approximately 252 acres is owned by American Canyon ~~1~~I, LLC (and its successor interests), while the remaining 57 acres is owned by the Newell Family interests. Figure 2.3 indicates the location of each individual ownership within the WRSP Area. American Canyon ~~1~~I, LLC, and the Newell Family interests are co-applicants for the WRSP.

[Figure 2.3: Property Ownership]

2.3 Project Setting

The WRSP Area is bound on the west by a Union Pacific Railroad line, which is currently leased to California Northern Railroad (CFNR). CFNR has a switching yard adjacent to the western edge of the WRSP Area at Napa Junction Road. There is a permitted~~,~~ and unimproved private ~~at~~ at-grade crossing at South Napa Junction Road. The ~~Rail~~ rail line while active, is not heavily used. To the immediate south of the WRSP Area is the existing Vintage Ranch neighborhood development. The eastern edge of the WRSP Area is the City limit line and will be defined by the future extension of Newell Drive. Beyond Newell Drive to the east is open space which includes the Newell Open Space Preserve. A small rural residential enclave is located outside the City limits off Watson Lane at the northwest end of the WRSP Area. (See Figure 2.4)

The existing terrain within the WRSP Area varies from relatively flat in the west, to gently rolling hills to the north and east. In general, elevations drop from the east to the west. The vegetation on-site is predominantly short seasonal grasses with some limited hay production. Trees on site are limited with a cluster of eucalyptus trees on the north end of the WRSP Area.

Located in proximity to the Napa Valley Ruins & Gardens (~~NVR&G~~NVRG) is an approximately ~~three~~ two (~~3~~2) acre lake referred to as the "quarry lake" or "pond". There are two minor wetlands that generally run east to west across the site between the PG&E Gas Line and the Union Pacific Rail line. Numerous field studies were conducted for the WRSP Area. Biological features including wetlands and special status species were evaluated and preliminary results are reflected on Figure 2.4. Additional analysis and information may be found in the WRSP Environmental Impact Report (EIR).

Existing structures on site include the substantial concrete structures in the south end known as the ~~NVR&G~~NVRG. These are the remnants of a Portland cement plant, a turn of the century industrial use which manufactured cement. The Napa County Airport is located approximately two (2) miles northwest of the WRSP Area. As a result, the WRSP Area is subject to Napa County Airport Land Use Plan Compatibility Zones. These zones are designed to address airport noise and safety concerns by restricting certain land uses that are incompatible with airport operations. A small portion of the northwestern corner of the WRSP

Area is affected by Zone D, which substantially restricts residential development. No residential uses are proposed for this area of the WRSP. A large portion of the WRSP Area is within Zone E (see Figure 2.4). Zone E has no land use restrictions but requires review by the Airport Land Use Commission for any General Plan Amendment or Specific Plan Amendment or approval. Therefore, the WRSP was referred to the Airport Land Use Commission (ALUC) in 2016, and the . The ALUC made a determination of consistency for the WRSP with the Airport Land Use Plan. The amended WRSP was referred to the ALUC in 2022, and the ALUC made a determination of consistency for the amended WRSP with the Airport Land Use Plan. on August 17, 2016.

[Figure 2.4 Existing Conditions Map]

2.4 Site History

At the turn of the twentieth century, the Standard Portland Cement Company opened in 1898 to manufacture cement by excavating clay and limestone, which created seven limestone quarries in a limestone quarry was in operation on the southern portion of the site within the WRSP Area. This led to the opening of the Standard Portland Cement Company in 1903. This company, with up to 200 400 employees working in 12 hour shifts, produced 2,000 barrels of cement a day. This cement was vital in helping rebuild San Francisco after the 1906 earthquake and fire.

In the 1930's the cement company closed. In the 1950's, the Basalt Rock Company took over and produced lightweight aggregate used in concrete for high-rise buildings. This continued until 1978 when the Basalt Rock Company closed.

The 19031898-1930 industrial uses created most of the structures known as the "ruins" that remain on the site today within the NVR&GNVRG. Because of this long time frame, the walls and facilities have an amazing texture and context from weathering leaving the aggregate rough and exposed, giving it the feel of something from ancient Rome or Greece. were built with different levels of structural integrity and today are in various stages of decay.

In 1985, Jaeger Vineyards purchased the property. After failed attempts at grape cultivation, it was determined that the soils on the site will not support vineyards and the property should be put to other uses.

American Canyon incorporated as a city in 1992. Thirty 30 acres of the subject site, in the vicinity of the ruins, was were included within the newly formed City limits. The remaining acreage stayed in the unincorporated County of Napa. Interest in the property began to grow as the future site of a new Town Center and, in 1994, the City's General Plan designated the property as the "Town Center". In 1999, as a result of ongoing public support for the project, American Canyon voters approved "Measure C" with more than 83% of the vote. This citizen initiative pre-zoned 70 acres of the property to "Town Center". That same year, Napa County LAFCO added the 70-acre portion to the City's Sphere of Influence, making it eligible for annexation.

In 2008, an Urban Limit Line ("ULL") was approved by the City of American Canyon. The ULL governs growth boundaries for the City through the year 2030. In 2010, LAFCO approved the annexation of the WRSP Area. A lot line adjustment establishing the approved City limits was recorded in 2011.

In 2012, a concept for adaptive reuse of the ruins within the NVR&GNVRG as a local and regional destination was prepared. The City of American Canyon reviewed the concept as well as the feasibility study prepared by the consulting firm Economic and Planning Systems, Inc. (EPS). In 2013 the City of American Canyon updated its Circulation Element, which assumed the land uses set forth in the WRSP. In October 2018 the Circulation Element was amended to incorporate amendments set forth in the 2018

WRSP. The Circulation Element (along with the Land Use Element) will again be amended to reflect land use and circulation changes set forth therein as described in subsequent chapters. Both the Circulation ~~pattern~~ Plan in Chapter 7 and the Land Use Concept in Chapter 4 respond to the policies and standards included in the Circulation Element.

Chapter 3: Design Strategy

3.1 Vision

The Watson Ranch Specific Plan (WRSP) promotes the development of a vibrant, progressive, and fully integrated community; one that will be recognized as a memorable place to live, work, and play for present and future generations. The overall plan will include a series of neighborhoods that integrate housing, recreation, retail, and commercial opportunities. The WRSP Area will be a vibrant, memorable place where civic, destination shopping, dining, hospitality, employment, residential, and recreational uses converge. This opportunity provides a community gathering space within the City of American Canyon serving visitors and residents while preserving American Canyon's small town feel and character. The execution of this character is governed by the Development Regulations in Chapter 6 and influenced by the Design Guidelines in Appendix A of the WRSP.

Key components to the success of this urban fabric include community threads such as pedestrian and bicycle friendly streets, open space connections, and vistas to important community monuments, such as the Napa Valley Ruins & Gardens (~~NVR&G~~NVRG). These urban design features link neighborhoods into a cohesive community~~,~~ yet allow them to have individual character. These linkages and their focal points establish the framework and character of the new community. In addition to this community structure, strong and simple distinctive architecture and landscape themes will help to establish a unique identity.

3.2 Community Framework

Primary access points into the WRSP Area ~~are~~ will be from Newell Drive, Rolling Hills Drive, Summerwood Drive, and Rio Del Mar East ~~Road~~, the latter of which will provide a direct link from Highway 29 to the Newell Drive extension. Rio Del Mar East ~~Road~~ extends into the WRSP Area in an east-west alignment along the north side of the ~~NVR&G~~NVRG and ultimately connects to Newell Drive on the east. It provides access to various activities and establishments within the ~~NVR&G~~NVRG as well as residential neighborhoods to the north. ~~Homes will front directly onto Rio Del Mar Road, with vehicular access provided via alleys behind the homes. This creates a gracious, activated street scene at the heart of the community.~~

Connectivity is a key component to ensuring the WRSP Area is an integrated, walkable community that accommodates a variety of uses. Pedestrian~~-~~ oriented streets form a modified grid system where neighborhoods flow together and are not developed in tracts separated by walls. The modified grid also allows the neighborhood pattern to work with the existing topography.

The majority of the residential neighborhoods lie to the north of Rio Del Mar East ~~Road~~ and are ~~linked together~~accessed ~~by a~~from Rio Del Mar East and Newell Drive via a minor collector road (Marcus Road). This road includes on-street striped bike lanes and six-foot wide sidewalks that encourage walking and cycling within the community to trails, parks, ~~the proposed school, and to~~ the ~~NVR&G~~NVRG.

~~The proposed elementary school is centrally located to provide walkability for as many residents as possible.~~ To further strengthen community connectivity, two regional trails, the River to Ridge Trail and the Napa Valley Vine Trail are linked to a series of ~~internal trails~~internal trails that loop through the WRSP Area. Parks are strategically located along the primary trail linkages with one major park ~~being collocated with the school,~~ creating a larger combined central open space feature. A detailed description of the parks and trails is provided in Chapter 5.

The Napa Valley Vine Trail is a major north/south pedestrian and bicycle amenity forming the backbone of the community. In order to facilitate an optimum trail experience, road crossings are minimized to only two road crossings. Pedestrian and bicycle connectivity to the adjacent neighborhoods is seamlessly integrated,

while ~~East/West~~east/west vehicular connectivity is minimized. To promote pedestrian and vehicular access to the Napa Valley Vine Trail, a variety of design techniques are used, such as single loaded streets, integration of the park and trail systems, and an extensive network of secondary trails and sidewalks that connect the neighborhoods with the regional trail. Section A.3.1 in Appendix A addresses how roads and homes interact with this trail corridor.

A palette of coordinated streetscape furnishings will enhance the WRSP's urban areas. Furnishings such as bike racks, drinking fountains, newspaper racks, trash receptacles, and benches are envisioned to be provided at appropriate locations.

The ~~NVR&G~~NVRG will function as a mixed-use Town Center and will be the focal point of the WRSP community where uses such as festivals, wine tasting, brew pubs, distillery, dining opportunities, hospitality, and retail all converge within the central organizing element of the ~~NVR&G~~NVRG structures. It is anticipated that this area will develop organically over time so the standards and guidelines in this document, while being directive, are intended to allow flexibility to encourage creative uses and design solutions in the adaptive reuse of the existing ~~NVR&G~~NVRG structures.

~~The Conceptual Illustrative Plan shown in Figure 3.1 and Figure 3.3 is a representative illustration of how the WRSP design vision is intended to translate into a series of neighborhoods and community amenities that together integrate into the context to create a strong sense of community. Precise street alignments, lot locations and building locations will be determined at the time of tentative map approval, and must be substantially consistent with the goals, objectives, and policies of this Specific Plan.~~

3.3 Napa Valley Ruins & Gardens Vision

A unique feature of this site is the physical remnants of the property's former industrial history. The surviving concrete walls and partial structures from the ~~early 1900s~~late 1800s operations are commonly referred to as "the ruins." These ruins form an important and highly visible feature within the WRSP Area. These building remnants, which have a unique mass and scale, will play an important role in establishing the WRSP Area as a memorable place and important community feature of the City of American Canyon. See Figure 3.2 for the location of the existing structures.

The vision for the ~~NVR&G~~NVRG is to ensure the return of the site to a productive use for the enjoyment of future generations as a public and private multi-use area while maintaining the significance of the historic resource and integrating the historic essence throughout the WRSP Area by reusing some building elements such as concrete footing piers creatively on site as markers, signs or landscape elements.

[Figure 3.1: Existing Structures]

With the uses intended for the ~~NVR&G~~NVRG, it is important to understand how the existing structures will be repurposed. This overview outlines that intent. ~~For more detailed information, refer to the NVR&G~~NVRG ~~Preservation Plan in Appendix C.~~

~~While not considered historical resources~~As structures with local historical interest, the ruins of the Standard Portland Cement Company plant, which were built between ~~1903~~ 1898 and ~~1935~~ the 1950s (including the round building and silos), are considered important to the City of American Canyon. The ~~district~~ site includes ~~three~~ two buildings which still have partial roofs~~, one warehouse building with a partial roof~~, numerous concrete monuments, and a quarry. The site has an informal rustic and industrial yet rural character. The existing structures occupy a knoll on the east side of the City of American Canyon. The site has views of open space oak savannah and hills to the east; the City of American Canyon to the south; the City of

American Canyon, Napa River, wetlands, Marin County, and Mt. Tamalpais to the west; and American Canyon, vineyards, and greenbelt to the north.

~~Due to the simple fact that most of the buildings on site are ruins, a National Register or California Register eligible district does not exist at the Portland Cement Plant Ruins. Nevertheless, the importance of the site to the City of American Canyon and residents of Napa County remains. Therefore,~~ Where commercially feasible, many of the existing structures on the site will be retained for ~~re-use~~reuse. Given the property's advanced state of deterioration, a mix of preservation approaches will be used, including rehabilitation, alteration, addition, selective demolition, stabilization, and new alternative uses.

The ~~district~~ site includes several buildings with partial roofs, numerous concrete monuments, and a quarry. The warehouses, rotary kilns, manufacturing buildings, machine shop, laboratory, and cooperage are envisioned to be stabilized and repurposed preserving the character defining arches. The silos may or may not be demolished depending on economic and market factors.

3.3.1 ~~THE NAPA VALLEY RUINS & GARDENS~~ ENVISIONED FEATURES AND USES OF THE NAPA VALLEY RUINS & GARDENS

Uses within the ~~NVR&G~~NVRG are envisioned to be integrated among the ruins with a blend of new structures, semi-improved ruins with and without roofs, and dedicated outdoor spaces. The envisioned uses include small scale convenience or grocery, retail shops, micro-brew pub, distillery, wine tasting and picnic venues, amphitheater(s), restaurants and mobile food venues, hospitality, wedding event center, corporate and private event center, ~~as well as~~ an area for community event activities such as farmers markets, art shows, and/or seasonal festivals, as well as other consistent uses. ~~–~~ In addition to traditional ~~cafe~~café, ~~or~~ restaurant, and take-out uses, a gourmet food truck parking court is proposed. Other uses such as a public market that focuses on local food and products and community gardens are intended to celebrate the agricultural heritage of the Napa region and bring food production directly into the site. Live/work and/or mixed-use residential units are also proposed to complement the surrounding commercial and hospitality uses.

The layout of the ~~NVR&G~~NVRG takes its cues from the existing main ruins structures. These ~~is~~ structures create~~s~~ a series of "rooms" or cloisters that are distinct yet connected. While the intent is described here, the WRSP provides for flexibility of the commercial uses and locations that is needed in order to respond to market opportunities. The ~~NVR&G~~NVRG is intended to be a private commercial and retail facility that has the feel of public open space and serves as a central community facility offering access for both public and private events. ~~The "public" sense of place is defined by a community plaza (see item 9 below) and an adjoining site for a Community Center building.~~ The ~~NVR&G~~NVRG will be privately maintained and operated with agreement for public use defined through separate agreement with the City (see Implementation Chapter 9).

The following ~~numbered paragraphs correlate with the numbers on Figure 3.3~~are some examples of potential types of uses and amenities envisioned for the NVRG.

- **Chapel / Wedding Area.** ~~Directly adjacent to the event center is a small structure, previously a power house~~powerhouse ~~that may~~ will serve as a wedding chapel. The Amenities such as a small structure and ~~surrounding~~ gardens may be used for weddings and other similar private gatherings. ~~Landscaping and a slight elevation change provides a sense of privacy for events, while still being visually connected to the adjacent spaces.~~
- **Main Ruins Structure ~~– Wedding and Event Center~~.** ~~This area may be the most iconic of the ruins structures. The massive walls enclose three main "rooms" flanked by two smaller spaces.~~

These s The main structure is envisioned to contain spaces, gardens and plazas, provide for various events such as receptions, business venues and other private gatherings. While it is not envisioned that the main ruins structures would have roofs added to them, they may incorporate permanent or temporary tensile structures or other free-standing means to provide shelter from the sun or rain.

- **Restaurants Building.** A fourth "room" of theThe main ruins structureNVRG is an ideal restaurant locationlocation for one or more restaurants. It will have excellent visibility from Rio Del Mar. Its adjacency to the event center and wedding venue, providing a synergy with adjacent/nearby social uses. creates a strong synergy with those uses. The enclosure created by the ruins' walls could will provide a very unique dining experience.
- **Pizza and Coffee BuildingCafé.** A fifth and smaller "room" of The NVRG the main ruins structure is well suited for a café or coffee shop similar use. A café or coffee venue that encourages people to spend time socializing and enjoying a placethe NVRG.
- **Winery / Wine Tasting Area.** Another prominent feature within the NVR&G is the round building. At approximately 65' in height, it is visible from the surrounding area and from Highway 29. This structureThe NVRG is envisioned to could be will be renovated to house a use such as a winery and/or wine tasting venue. In such a scenario, Multiple multiple wineries will would have an opportunity to sell their product in a cooperative wine tasting venue. This is an important use that could will serve somewhat as an anchor and will help establish the overall atmosphere and vibrancy of the NVR&GNVRG.
- **Farmer's Market.** Directly west of the round building is a slightly elevated area that is ideal for use by a A farmer's market, craft festival, or other similar event that involves a village of individually tented vendors or exhibitors would be a popular attraction to the NVRG. This area is adjacent to parking, has high visibility from Rio Del Mar and forms the southern edge to the Picnic Area and Ruins Gardens.
- **Picnic Area.** To the west of the main ruins structure is a central A suitable open area that will be open forcan provide passive uses such as picnicking, enjoying a glass of wine and food, and people watching. This area may include elements such as permanent chess/checker tables, benches and seat walls, bocce courts, or a fire pit. This area can also be utilized for additional space for the various festivals or events the NVR&GNVRG will host.
- **Sculpture Garden.** Artisan beverages, food, and gathering venues are fundamental to the creation of a sense of place at the NVR&GNVRG. A strong tie to the arts is a natural fit with this character. The area enclosed by rows of existing concrete monuments next to the Picnic Area is envisioned as a garden. This spaceSpace could be available to host exhibits from local artists, regional museums, private collections from wineries in Napa Valley and other sources. This will be a unique draw for American Canyon as nothing similar exists in the region.
- **Mobile Food Truck Venue.** An exciting movement sweeping the dining industry is the mobile food truck. These businesses Mobile food trucks provide high quality, freshly prepared food and beverages and are untethered to a static location. In most cases they simply arrive at a destination such as a festival or park wherever they can because they are self contained, andcontained and are open for business. In response to this dining industry movement, an area for food trucks will could be provided, and located next to the Community Plaza. This area may will be supplied with power for the trucks, eliminating their need to use generators. While the location and amenity may

end up being fixed to a particular area, ~~is fixed,~~ the individual trucks will vary, thus allowing for variety and change in the offering and a dynamic food experience. Additionally, this area may serve as overflow or flex space when trucks are not present.

- ~~**Community Plaza.** An important objective of the WRSP, consistent with the General Plan goal of creating a Town Center, is to provide a public plaza that is available for unrestricted use by the public and for events sponsored or scheduled by the City. This large open area is set back from Rio Del Mar and has easy access to parking. It also has good visibility from Rio Del Mar. Utilizing the existing concrete monuments to form a backdrop, the existing grade change provides an opportunity to create a slightly elevated stage area to support concerts, performances, or movies. The mobile food truck parking area at the south edge of the Community Plaza will provide support for these types of community events.~~

- **Children's Play Area.** ~~Just to the east of the Community Plaza and to the north of the Sculpture Garden will be a Children's Play Area.~~ Play structures will contain play experiences that encourage discovery of the history of American Canyon, the WRSP Area and the Basalt Plant/Portland Cement Factory ruins.

- ~~Community Center Site~~

- ~~Directly adjacent on the west side of the Community Plaza is a site for a future Community Center building. Until such time that a Community Center is constructed on this site, it will function as overflow space for large events at the plaza, or will provide for passive use when a small to medium sized event is occurring in the plaza.~~

- ~~A future Community Center building will look out onto the community plaza and will be conveniently located in proximity to the children's play area as well as parking.~~

- **Parking.** The manner in which parking is provided for the various uses in the ~~NVR&G~~NVRG is critical to creating a project that is both economically successful and a truly pedestrian oriented place. Parking will be provided on Rio Del Mar as parallel or angled parking and in parking lots that support the various uses. Parking areas will be distributed throughout the ~~NVR&G~~NVRG to allow for proximity and ease of access and to reduce their scale. Parking for larger events may be provided in vineyard or orchard lots that when not in use, simply support the landscape character of the area.

- **Hospitality / Hotel / Hotel Parking.** This use is proposed to be located on the north facing slope of the hill in the eastern side of the ~~NVR&G~~NVRG. This location provides commanding views and allows for the opportunity to provide adequate parking, and a bold landscape statement. The site terrain will be sensitively graded to provide a road to the hilltop site. The Hotel will be a "boutique hotel" of approximately 200 rooms, additional casitas, and ~~with the~~ supporting amenities. There will also be private residences located near the hotel on the south side. The use is intended to be complementary to and work in conjunction with the wedding and event center use in the ~~NVR&G~~NVRG.

- **Overflow/Event Parking.** Large community events and private events will take place at the ~~NVR&G~~NVRG. As these will be scheduled events and not daily activities, the parking needed to accommodate the influx of people can be provided in the orchard. When planted, the orchard ~~will~~ could be laid out to allow appropriate spacing and surfacing (crushed rock or other appropriate multiuse surface). This ~~will~~ would create an area that is functionally suitable for parking, yet when not being utilized, is simply an element of a strong landscape statement. Parking needs for very

large events above and beyond what the on-street and on-site parking can accommodate could be provided through special arrangement at ~~the high school~~American Canyon High School and accessed via shuttle.

- **Additional Parking.** To ~~minimise~~minimize the visual impacts of parking lots, parking is distributed throughout the ~~NVR&G~~NVRG to allow for proximity and ease of access, including parking near the hotel.
- **Brewery / Brew Pub / Distillery.** Another use that is important to support the vibrancy of the ~~NVR&G~~NVRG is the inclusion of a brewery/ brew pub, and/or craft distillery with ~~a~~ associated tasting ~~room~~rooms. ~~This use would be best could be located on a portion of the small existing ruins structure adjacent to Rio Del Mar and the outdoor space on either side that is partially enclosed by existing walls. By locating this use here, it will could help to bring a vibrancy to the east side of the main ruins structure.~~
- **Retail/Commercial.** ~~The remaining portion of the brewery building~~ Areas in the NVRG could be envisioned as a retail, ~~/or~~ commercial ~~space~~, or similar space.
- **Outdoor Performance Venue / Amphitheater.** Adjacent to the east and south ~~side~~ sides of the main ruins structures ~~is an area~~are two areas that due to its topography could be ~~is~~ a natural place for an outdoor stage and performance venue such as an amphitheater. This performance venue ~~will~~ would be conveniently located next to parking, as well as the overflow orchard parking.
- **Community Gardens.** With the importance of agriculture regionally and food being an important element of the ~~NVR&G~~NVRG uses, food production is also an important component. Community gardens ("urban agriculture") ~~will~~ can play an important role in the education and participation in the production of healthy food. Gardens that serve individual restaurants may also be included.
- **Charcuterie.** At the southwest corner of the group of ruins structures is a small concrete structure. This structure and location may be ~~is~~ appropriate for artisan food uses such as a charcuterie.
- **Festival Space.** The space between the Quarry Lake Park and Community Gardens ~~is envisioned as~~could provide a gathering space, where local festivals and community events could occur.
- **Quarry Lake Park.** The former quarry lake and its surroundings can provide a unique park and recreational experience. This park facility is proposed to be privately maintained and operated, yet accessible as a public amenity. Access to the water for recreational purposes will be restricted. On the west, south, and east sides of the lake will be ~~trails~~ a trail and viewing places. Picnic opportunities will be provided, predominantly at the east end where a natural bowl occurs. ~~There is also an opportunity to add a private skate park and/or BMX park, as well as provide a location for food festivals.~~ Specific programming of recreational facilities in public parks will be coordinated with the City Parks and Recreation Department. The ~~trails~~ trail will connect ~~back~~ to the ~~NVR&G~~NVRG and the residential neighborhoods to the south and north.
- ~~**Additional Parking.** To minimize the visual impacts of parking lots, parking is distributed throughout the NVRG to allow for proximity and ease of access, including parking near the hotel.~~
- **Artisan Building.** The "Maker" movement is gaining momentum across the Bay Area and the country. Appreciation for hand crafted items of all types is on the rise. Providing a place for artisans ("makers") to work their craft or art is consistent with the concept of the adaptive reuse of the ruins. ~~The location of this proposed use is a unique concrete building with limited openings. A free-standing roof structure may cover the existing building, making it weather protected, but not~~

necessarily weather tight. Access doors, whether egress-sized or larger roll-up doors, would need to be cut into the concrete walls. It may also house a market similar to the Oxbow Market in Napa that establishes a place for local crafts people and artists to sell their wares, or to enjoy local food from those who produce it.

- **Hospitality / Hotel / Hotel Parking.** This use is proposed to be located on the north facing slope of the hill in the eastern side of the NVRG. This location provides commanding views and allows for the opportunity to provide adequate parking, and a bold landscape statement. The site terrain will be sensitively graded to provide a road to the hilltop site. The Hotel will be a "boutique hotel" of approximately 200 rooms, additional casitas, and supporting amenities. There will also be private residences located near the hotel on the south side. The use is intended to be complementary to and work in conjunction with the wedding and event center use in the NVRG.

- **Overflow/Event Parking.** Large community events and private events will take place at the NVRG. As these will be scheduled events and not daily activities, the parking needed to accommodate the influx of people can be provided in the orchard. When planted, the orchard could be laid out to allow appropriate spacing and surfacing (crushed rock or other appropriate multiuse surface). This would create an area that is functionally suitable for parking, yet when not being utilized, is simply an element of a strong landscape statement. Parking needs for very large events above and beyond what the on-street and on-site parking can accommodate could be provided through special arrangement at American Canyon High School and accessed via shuttle.

- **Live/Work Building.** This location provides anThere could be an opportunity for a future live/work building located in the NVRG. On the south side of the farmer's market area, this structure will provide a backdrop for that activity. Residents will also enjoy views to the south towards the Quarry Lake Park.

- **Mixed Use Building.** This area provides an opportunity for aThere could be an opportunity for a future mixed-use building to house residential above restaurants, retail, or a variety of other uses that complement and add vibrancy to the NVR&GNVRG. Its location will create a sense of enclosure on the north side of the outdoor activity areas in the center of the NVR&GNVRG.

- **Potential Bus Stop / Shelter**. Vine Transit has two bus routes through the City of American Canyon. For more on transit and public services refer to Chapters 7 and 8 of the WRSP. Should a bus route be established along Rio Del Mar East, a stop at the NVR&GNVRG should be considered along the Rio Del Mar East frontage. Specific siting of a stop and shelter will be coordinated with the transportation agency at tentative map stage (see Implementation Chapter 9).

- **River to Ridge Trail Connection**. The River to Ridge Trail is proposed to be incorporated as a multi modal trail along the NVR&GNVRG frontage at Rio Del Mar East, connecting across the WRSP Area to the Newell Open Space on the east.

- **Vineyards.** Around the edges of NVR&GNVRG adjacent to Rio Del Mar East and along the southern edge along the Quarry Lake Park vineyards will may be plantedbe planted to . The vineyards will act as a buffer from the road and will also provide a visual amenity that is coherent with the character of the area.

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3.3.2 WALKABILITY

The various spaces and uses described above are will be interconnected by a network of wide walks and plazas. The entire NVR&GNVRG is intended envisioned to have a European feel, where a devotion to quality of life is evident and the rich history of the site is celebrated. It is a place where safety and service

vehicles have access, but the area is a pedestrian dominated realm. The widest walks can function as promenades where removable bollards allow vehicular access to different areas as needed. For example, vehicular access for drop-off ~~is~~ could be provided at the wedding chapel. When not being used for vehicular access, the space simply feels like part of the gardens, not an asphalt street or parking area.

3.3.3 COMMUNITY ART & SIGNAGE

Given the unique identity established by the ~~NVR&G~~NVRG, community art can have a complementary role in energizing and defining the plaza and surrounding spaces. Community art may take the form of tile mosaics on the buildings, interactive fountains, sculpture, custom street furnishings such as benches, trash receptacles, and manhole covers, or seasonal items such as a playful and unique banner program. It may also include preservation of particularly creative graffiti art on the ruins themselves, or wall space dedicated to shows of street art.

Signage guidelines included in Appendix A, Design Guidelines, Section ~~A.2.5~~ A.5.5 of the WRSP are intended to guide merchants towards unique and individual signage as this is critical in supporting this unique character.

3.3.4 LANDSCAPE CHARACTER

Supporting the unique architectural environment of the ~~NVR&G~~NVRG will be a strong landscape design concept. Plantings will be composed of drought-tolerant species. Landscaping of this area will draw heavily from classic images and include lavender, roses, grasses and flowering vines. Trees such as olives, in groves or strong linear patterns may be used to further reinforce the wine country character. Rows of vineyards create a strong geometric statement and support the wine country aesthetic. Consistent with the direction of the City's Steering Committee, the landscape and public spaces should celebrate the history of the place through thoughtful design and interpretive signage.

The planting palette and design ~~must~~ will be robust to match the strength of the existing ruins structures. Blending structure and gardens, the massive walls of the ruins could support vertical gardens that create soft yet geometric planes of plantings. The opportunity for vertical landscaping (or "green walls") builds on the unique identity of the place. See Appendix A, Design Guidelines, Section ~~A.2.3~~A.5.3 for specific guidelines.

3.4 Neighborhood Design Concept

Residential neighborhoods within the WRSP Area will provide variety in terms of individual character. ~~Those closer to the NVR&G~~NVRG. ~~are more urban with a strongly gridded street pattern. Homes and row town homes along Rio Del Mar are envisioned to have front doors and porches that address the street. Vehicular access to these homes is provided via rear alleys.~~ Moving north away from the ~~NVR&~~NVRG, ~~the topography becomes more variable, and the street pattern grid becomes more organic in form adapting to the natural landform. L~~lots may ~~begin to~~ increase in size resulting in a transition to lower density moving away from the ~~NVR&G~~NVRG.

Neighborhoods are not walled off from each other and pedestrian connectivity between neighborhoods, amenities, and regional trails is provided. A hierarchy of streets is defined in Chapter 7 (Circulation), which shows where they occur in the community and if they provide through connections or simply serve a neighborhood of homes. The street system is based on the concept of "complete streets". Streets are strategically located to provide the greatest access to parks and regional trails. Open-ended cul-de-sacs will be utilized extensively to minimize the conflict for vehicles and pedestrians along major trail routes and to provide both neighborhood traffic calming and visible pedestrian access to amenities.

~~Figure 3.1 depicts these design concepts at a community wide level in a Conceptual Illustrative Plan.~~

3.5 Residential Design Vision

The WRSP provides for a range of residential densities with the intent of creating a dynamically diverse and integrated community of residential neighborhoods. Residential densities will generally be more intense in and around the ~~NVR&G~~NVRG and transition to lower densities moving northward from there. This concept is in keeping with the City General Plan Policy for the Town Center designation. Concentrating density directly adjacent to the ~~NVR&G~~NVRG improves compatibility of adjacent uses and supports activity within this mixed-use area. Transitioning to lower densities in neighborhoods farther away from the ~~NVR&G~~NVRG responds to the increasingly rolling terrain to the north and east.

Drawing on classic neighborhoods of the early twentieth century, a wide range of housing types is envisioned in the interconnected neighborhoods. The range of housing types provided in the WRSP includes: town homes, live/work units, apartments, row town homes, duet units, cottages, paseo oriented homes, small and standard lot homes. This diversity of housing types will both respond to changing lifestyles and preferences in housing as well as offer a wide variety of price levels.

By including options for homes, home buyers will have the ability to choose a home that is affordable by design. Empty nesters may choose the maintenance-free living offered by a townhome. Small business owners may choose the dynamic lifestyle of live-work home in the ~~NVR&G~~NVRG, and families may choose a traditional home with great pedestrian and bicycle connections to trails and parks~~, and the proposed elementary school.~~

While diverse in product type and architectural character, the different neighborhoods will be woven together by the consistent design of the public realm (~~i.e.~~i.e., streets, trails and parks), carefully avoiding the segmenting of separate neighborhood enclaves. Architectural styles are envisioned to provide a wine country flavor to the neighborhoods, without creating a community that is too heavily themed. The architectural palette is a contemporary interpretation of Craftsman and American styles. These styles will be reinforced with a carefully selected landscape palette that creates a memorable community with a strong sense of place compatible with the ~~small town~~small-town character of the City of American Canyon. Refer to Appendix A, Design Guidelines.

3.6 Parks, Recreation, Open Space, and ~~Pedestrian & Bicycle Circulation~~Trails Vision

The parks and open spaces for the WRSP Area form an integrated system with a wide variety of options for people to enjoy. In an urban neighborhood, this system is intended to provide more variety than a typical suburban park that is typically dominated by organized play fields. Park components within the WRSP Area include ~~the Community Plaza at the NVR&G,~~ an active park ~~north of Rio Del Mar~~ in the central WRSP area abutting the Napa Valley Vine Trail, ~~adjacent to the proposed elementary school,~~ small private pocket/mini parks, and ~~a neighborhood park in the northern portion of the WRSP Area along the Napa Valley Vine Trail~~, a park on the Newell Property – called Newell Park – bordered by Newell Drive to the east and Rio Del Mar East to the north~~, where the Community Center will likewise be located.~~. In the southern portion of the WRSP Area is a park surrounding Quarry Lake with passive recreational opportunities. ~~All of these amenities are linked by a system of pedestrian and bicycle trails and pathways~~ Additionally, there are natural drainage areas and basins that are part of the overall WRSP Area drainage system that will include trails that are integrated into the trail network.

An important objective of the WRSP, consistent with the General Plan goal of creating a Town Center, is to provide a place that is available for events sponsored or scheduled by the City. The location for this community gathering space is to the east of the NVRG ruins at the intersection of Rio Del Mar East and Newell Drive. A future community center building will look out onto a community plaza. The community center and plaza are integrated with Newell Park (see Chapter 5 for further discussion).

Many of these recreational amenities ~~are~~ can be linked together by a series of looping pedestrian trails and bikeways,~~—~~ providing access to the immediate neighborhoods as well as connections to the regional amenities of the Napa Valley Vine Trail and the River to Ridge Trail.

The vision for recreational amenities with the WRSP Area also includes the development of small, privately owned and maintained pocket or mini parks within the neighborhoods. These parks may be as small as a single lot and be passive in ~~nature, but~~nature but provide important places of urban relief within their context.

Community gardens ~~are envisioned throughout the WRSP Area. These gardens~~in the NVRG will build and support a sense of community around local food sources and stimulate events in support of health and sustainability. The community gardens may also be available for partnership with food and farm-based education programs for community members and for interactive educational opportunities for youth.

The community gardens ~~will~~ can be located near multiuse paths to allow the pedestrian and bicyclist to view the "farm" from the path, making the gardens part of the daily pedestrian/bicyclist's experience and providing ways for residents to access them without using a motor vehicle.

The WRSP Area provides critical links in two regional trail systems. First, the River to Ridge Trail connects from Highway 29 on the west, along Rio Del Mar East through the Plan area, to the extension of Newell Drive and the Newell Open Space beyond, providing a public connection to this open space on the east side of town. Second, the Napa Valley Vine Trail will run from north to south the length of the WRSP Area. The alignment of the Napa Valley Vine Trail correlates to an existing PG&E gas line easement that runs through the WRSP Area. These two regional trails converge at Rio Del Mar East adjacent to the ~~NVR&G~~NVRG, providing a great example of regional pedestrian connectivity.

Additional detail on the vision for open space, parks, and trails can be found in Chapter 5 (Parks and Open Space).

~~3.7 Special Design Considerations~~

~~While the Illustrative Plan shown in Figures 3.1 and 3.3 demonstrates how the ultimate build out of the WRSP Area might look, it is intended to be a concept only and it is recognized that it may be subject to change. The concept helps to illustrate important features in the overall design vision for the WRSP Area referred to herein as "special design considerations". Figure 3.4 identifies the locations of these areas with special design considerations, further described below. These elements are fundamental to the community vision, and while recognizing that final neighborhood design may change at tentative tract map stage, the intent of these design elements must be adhered to. They are as follows:~~

1. ~~Homes are required to front onto Rio Del Mar at the interface with the NVR&G~~NVRG~~. These homes are also required to have a usable front porch. Porches should be raised a minimum of 12 inches above street level. Individual driveways are not permitted along Rio Del Mar and access to garages shall be provided from the rear of the lots via alleys.~~
2. ~~The access road off of Newell Drive shall align with the Open Space and school location central to the WRSP Area and serve as a focal point experience for this neighborhood. This new road shall intersect with the interior north-south street at a point where the north-south street parallels open~~

space, thereby affording expansive views out over the park and school sites to the Napa River/wetlands beyond.

3. Homes fronting onto the Minor Collector may not have individual driveway access where sightlines are limited. Rear garages accessed by drive lanes (alleys) shall be provided. Homes fronting onto the Minor Collector are required to have a usable front porch. Porches should be raised a minimum of 12 inches or more above street level.
4. The linear greenway connection between Park A and Park B to the north is a very important community element. Where lots/homes are significantly elevated above the park (10 feet or more in vertical separation), they may back onto the park but must utilize open view fences as described in the Design Guidelines in Appendix A, Section A.5.2. Where the adjacent neighborhood and park are generally at the same grade (10 feet or less), at least 75% of the north/south length of the park shall have a public local street adjacent to it.
5. A Community Plaza for public and civic uses and events shall be provided at the NVR&G. The Community Plaza shall be a minimum of one acre in size and may include hardscape, areas for seating such as benches or low walls, landscape and lawn area, as well as a small stage or performance platform.

Chapter 4: Land Use

4.1 Introduction

The proposed Land Use Plan for the Watson Ranch Specific Plan (WRSP) implements the City of American Canyon's General Plan land use designation of "Town Center" (see Figure ~~4.1a~~4.1), which calls for a variety of residential densities and mix of land uses. The organization of land uses responds both to the physical features of the site and the policy framework of the General ~~plan~~Plan.

The formation of the Land Use Plan (Figure 4.2) was a response to ~~five~~ four key factors: (1) the policies set forth in the American Canyon General Plan, (2) the incorporation of ~~the~~ existing Napa Valley Ruins & Gardens (~~NVR&G~~NVRG) ~~ruin~~ structures and quarry lake, (3)~~,~~ the provision of higher residential densities around the ~~Napa Valley Ruins & Gardens (NVR&G~~NVRG~~)~~, transitioning to lower densities, ~~(4) the placement of the 10-acre school site,~~ and (4) the site constraints such as the PG&E gas easement and wetlands.

Any lawfully existing land use occurring at the adoption date of the WRSP may be continued, notwithstanding any omission of a particular use in the Permitted Uses Section.

4.2 Land Use Goals and Objectives

The following goals, objectives, and policies have been prepared to establish the implementation framework for land use oriented Planning Principles found in Chapter 1.

Goal 4A – Provide an integrated and diverse mix of land uses.

Objective 4.1 – Provide integrated neighborhoods that contain both single-family and multifamily residential.

Policy 4.1.1 – Residential neighborhoods shall provide a broad range of housing types, including detached single family, attached single family, townhouses, condominiums, and apartments.

Policy 4.1.2 –The highest residential density shall be located around the ~~NVR&G~~NVRG with a transition to lower density in neighborhoods further away.

Policy 4.1.3 - Within the MDR-16 and/or the HDR residential categories, a diversity in the mix of residential housing types shall be achieved by including both townhome and condominium housing unit types to be constructed as determined by the market. Evaluation of the product mix will occur on a phase by phase basis to ensure adequately integrated neighborhoods with a variety of housing types.

Objective 4.2 – Create a pattern of land use development that respects the environmental setting of the WRSP Area.

Policy 4.2.1 – The environmental resources of the City shall be protected including significant wildlife habitats and vegetation, hillsides and canyons, creeks, rivers, and wetlands.

Policy 4.2.2 – For the portion of the WRSP located within Airport Overflight Zone E, avigation easements shall be required. Prior to development or with the recording of Final Maps in any given phase, whichever occurs first, avigation easements shall be recorded on all existing and proposed parcels located within the given phase.

Objective 4.3 – Provide for recreational, institutional, commercial and service uses that support resident needs within or in close proximity to residential neighborhoods.

~~Policy 4.3.1 – A 10 acre elementary school site shall be centrally located to afford ease of access to the majority of new homes.~~

Policy ~~4.3.2~~ 4.3.1– Neighborhood serving ~~convenience~~ retail and commercial use shall be located in the ~~NVR&G~~NVRG ~~near the frontage of Rio Del Mar~~.

Policy ~~4.3.3~~4.3.2 – Parks, trails and open space amenities shall be interconnected as an open space system and integrated into the fabric of the residential neighborhoods.

Goal 4B – Establish the WRSP Area as a traditional neighborhood development.

Objective 4.4 – Provide diverse, high-quality residential neighborhoods with a range of densities, creating neighborhood character that appears to have developed over time in conjunction with the NVRG.~~.~~

Policy 4.4.1 – Neighborhoods shall include a variety of housing types.

~~Objective 4.5 – Create a neighborhood character that appears to have developed over time in conjunction with the NVR&G~~

~~Policy 4.5.1 - Homes along Rio Del Mar shall face onto the street with rear garage access creating an urban street edge.~~

~~Policy 4.5.2 – Front porches shall be provided on homes along Rio Del Mar.~~

Objective ~~4.6~~4.5 – Provide an open network of streets with pedestrian and bicycle connections.

Policy ~~4.6.1~~4.5.1 – Unique streetscape design standards, including elements such as landscape, street furniture, signage, way-finding elements, street trees and lighting shall be set forth in the development standards and design guidelines herein.

Goal 4C – Establish a "Town Center" for the City of American Canyon.

Objective ~~4.7~~4.6 – Provide a diversity of retail, entertainment and service commercial uses that are oriented to the needs of both residents and visitors and positively contributes to the economic vitality of American Canyon.

Policy ~~4.7.1~~4.6.1 – A range of permitted uses shall be established for the ~~NVR&G~~NVRG (Mixed Use Land Use Category) such as an events center, wine and wine ~~industry~~ industry-related businesses (e.g., brewery, distillery), restaurants, outdoor dining, ~~convenience~~ retail, commercial, hotel and visitor serving uses, etc.

Objective ~~4.8~~4.7 – Provide public gathering places within the ~~NVR&G~~NVRG.

Policy ~~4.8.1~~4.7.1 – The ~~NVR&G~~NVRG shall include opportunities for public and quasi-public community gathering spaces such as a community plaza, ~~community center site,~~ event lawns, and promenades.

Objective ~~4.9~~4.8 – Establish the ~~NVR&G~~NVRG as an important destination within the City of American Canyon.

Policy ~~4.9.1~~4.8.1 – The ruins of the Standard Portland Cement Company (~~NVR&G~~NVRG) site shall be ~~re-established~~rehabilitated as a functioning public and private multiuse complex with new

businesses, gardens, performance spaces, and emerging artist spaces, while retaining the open rural setting.

Policy ~~4.9.2~~4.8.2 – The historic character and significance of the ~~NVR&G~~NVRG ruins shall be retained as part of the adaptive reuse of the site.

Objective ~~4.10~~4.9 – Ensure that commercial development within the ~~NVR&G~~NVRG (Mixed Use Category) be designed to exhibit a high quality of architectural character that reflects its historical and cultural context.

Policy ~~4.10.1~~4.9.1 – Specific design standards and guidelines for architecture in the ~~NVR&G~~NVRG (Mixed Use Category) shall be provided in the WRSP.

4.3 General Plan Land Use Designation

The City of American Canyon General Plan Land Use Element~~,~~ was amended in June 2010~~, assigns~~ to assign a single Town Center (TC) Land Use Designation for the entire subject property ~~as shown in Figure 4.1a~~. In coordination with adoption of the WRSP, the Land Use Element was amended in October 2018 to incorporate the WRSP Land Use Map in further defining specific land uses designated by the WRSP (Figure 4.1). A further General Plan Amendment is required in concurrence with the adoption of this amended WRSP, as summarized in the Executive Summary in this document.

4.3.1 GENERAL PLAN LAND USE DESIGNATION DEFINED

The WRSP Area, as defined by the City of American Canyon's General Plan Section 1.19.2, is designated Town Center (TC):

"Town Center (TC):

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 community plaza or "town square" to facilitate community gatherings and events."

[Figure 4.1: Town Center (TC-1) General Plan Land Use Map]

4.3.2 GENERAL PLAN LAND USE MAP AMENDMENT

The Town Center designation requires the preparation and adoption of a specific plan(s) to implement the General Plan land use. As such, the WRSP includes a General Plan Amendment (see Executive Summary) that, among other things, amends the General Plan land use map to reflect the revised specific land uses set forth in the WRSP Land Use Map (Figure 4.2). This supersedes an amendment to the General Plan made in 2018. For purposes of the General Plan, these land uses are designated Town Center with the prefix TC-1 (see Figure ~~4.1b~~4.1), reflecting the first specific plan to be adopted under the Town Center Designation.

4.4 Specific Plan Land Use Summary

Table 4.1a and Table 4.1b ~~summarizes~~ summarize the various land uses proposed within the WRSP Area. This summary allows for a comparative analysis of the development and corresponds to the Land Use Plan

(Figure 4.2). The amount of development reflected in the "Overall Development Program" and by individual ownership, represents the maximum allowable development intensity permitted under the WRSP.

TABLE 4.1a

Overall Development Program		
Watson Ranch Specific Plan		
Land Use	**Area (+/- Acres)**	**Maximum Development Intensity**
Medium Density Residential (MDR-12)	~~114.4~~102.5	~~604~~ 623 units
Medium Density Residential (MDR-16)	~~51.7~~65.4	~~457~~ 630 units
High Density Residential	~~9.3~~6.0	~~192~~ 186 units (Affordable)
~~Napa Valley Ruins & Gardens~~Mixed Use	~~37.3~~38.6	200 room hotel 176,000 SF Retail/Commercial 58,000 SF Ancillary Commercial
Parks and Open Space	~~52.8~~63.6	
~~School~~	~~10.1~~	
Roads	32.6	
Total	308.7	~~1,253~~1,439 units 200 room hotel 176,000 SF Retail/Commercial 58,000 SF Ancillary Commercial

TABLE 4.1b

American Canyon I, LLC Property		
Land Use	**Area (+/- Acres)**	**Anticipate Development Intensity**
Medium Density Residential (MDR-12)	~~87.2~~86.5	~~485~~ 503 units
Medium Density Residential (MDR-16)	~~47.3~~53.3	~~402~~ 507 units
High Density Residential	~~6.1~~6.0	~~123~~ 186 units (Affordable)
~~Napa Valley Ruins & Gardens~~Mixed Use	~~37.3~~38.6	200 room hotel 176,000 SF Retail/Commercial 58,000 SF Ancillary Commercial
Parks ~~and~~ Open Space and Trails Detention Wetlands	~~40.6~~18.0 14.9 9.4 3.1	~~Includes 20,000 SF Community Center~~
~~School~~	~~10.1~~	
Roads	~~23.2~~22.0	
Total	251.8	~~1,010~~1,196 units 200 room hotel 176,000 SF Retail/Commercial 58,000 SF Ancillary Commercial

Newell Family Property		
Land Use	**Area (+/- Acres)**	**Anticipate Development Intensity**
Medium Density Residential (MDR-12)	~~27.2~~16.0	~~119~~ 120 units
Medium Density Residential (MDR-16)	~~4.4~~12.1	~~55~~ 123 units
~~High Density Residential~~	~~3.2~~	~~69 units~~
Parks~~ and Open Space~~ Open Space and Trails Detention	~~12.3~~7.4 7.5 3.3	(Includes 2.0 acre Community Center)
~~School~~	~~0.0~~	
Roads	~~9.8~~10.6	
Total	56.9	243 units

[Figure 4.2: Specific Plan Land Use Map]

4.4.1 SPECIFIC PLAN LAND USE DESIGNATIONS

The WRSP establishes a land use and regulatory framework within the parameters of the General Plan that allows a maximum of 1,253 residential units (plus additional units allowed by density bonus and related laws), 200,000 square feet of commercial/retail uses, and a 200-room hotel in the WRSP Area. Figure 4.2 identifies the location of the land uses within the WRSP Area.

Below, each Land Use Category and the intended uses are described in more detail. These land use designations are consistent with the overall General Plan Land Use designation of "Town Center" and serve to refine the land use configuration for the WRSP Area. As described in ~~section~~ Section 4.3.2 above, a General Plan Amendment to further define the specific land uses set forth by this specific plan under the Town Center Land Use Designation and supporting policies, amends the General Plan Land Use Map to incorporate the land uses with the prefix TC-1 thereby denoting the WRSP land uses (see Figure ~~4.1b~~4.1). This amendment recognizes and ensures the consistency between the City of American Canyon's General Plan and the WRSP, as required by controlling law.

These land use designations also serve as the "zoning" for the WRSP in reference to the allowable uses described further in Section 4.6, the Development Regulations set forth in Chapter 6, and the Design Guidelines in Appendix A. Where the WRSP and the City zoning regulations may conflict, the WRSP standards will apply. Where the WRSP is silent, the City Zoning regulations will apply.

~~**Napa Valley Ruins & Gardens (NVR&G**~~**NVRG)**~~**:** The NVR&G~~NVRG~~ designation includes the former site of the Standard Portland Cement Factory. It comprises approximately 37 acres. The NVR&G~~NVRG~~ is a mixed-use designation made up of several different uses including but not limited to commercial uses (such as retail, restaurants, personal services, dining, wineries, mobile food trucks, and farmers markets), mixed-use residential (including live/work), and office uses. It also includes visitor-serving uses such as hotel, events center, entertainment, and recreation. Finally, it permits civic uses such as a community plaza, community center and parks. Development within this area may be comprised of single use buildings or buildings containing multiple uses including mixed use and/or live-work housing of up to 50 units (included in the 1253 residential project total)~~

RESIDENTIAL LAND USE~~S~~ DESIGNATIONS

The City's General Plan requires that the Specific Plan(s) for the Town Center land use designation establish the densities and intensities of land uses. For the residential land uses, the WRSP sets forth three residential categories with varying density ranges - Medium Density Residential (MDR-12 and MDR-16) and High Density Residential. The density ranges for the two Medium Density categories overlap slightly with the intention of encouraging a higher diversity of housing product types within single neighborhoods, allowing greater flexibility to respond to market forces and creating an opportunity to achieve what is referred to as the "Missing Middle" of housing types. The "Missing Middle" is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help to achieve work-force housing and promote vibrant walkable residential neighborhoods. At the same time, the densities transition from higher to lower away from the ~~NVR&G~~NVRG consistent with the General Plan Policies.

Medium Density Residential (MDR-12): This Medium Density Residential is intended for single-family homes with a permitted density between 2 to 12 dwelling units per gross developable acre.

Medium Density Residential (MDR-16): This Medium Density Residential is intended for areas of medium density detached and attached housing such as small lot single family homes, duets, duplexes, three-plex, four-plex, townhome and condominium units. The allowable density range is 8 to 16 dwelling units per gross developable acre.

High Density Residential (HDR): High Density Residential is intended for areas of high-density attached housing such as, townhomes, apartments, and condominiums. Per the General Plan, this residential category density shall be provided at a minimum of 20 dwelling units per gross developable acre.

NON-RESIDENTIAL LAND USE DESIGNATIONS

Napa Valley Ruins & Gardens (MU): The MU designation includes the former site of the Standard Portland Cement Factory. It comprises approximately 39 acres. The MU designation is a mixed-use designation made up of several different uses including but not limited to commercial uses (such as retail, restaurants, personal services, dining, wineries, breweries, pubs, distillery, mobile food trucks, and farmers markets), mixed-use residential (including live/work), and office uses. It also includes visitor serving uses such as hotel, events center, entertainment, and recreation. Finally, it permits civic uses such as a community plaza, community center and parks. Development within this area may be comprised of single use buildings or buildings containing multiple uses including mixed use and/or live-work housing of up to 10% of total units (included in the residential project total).

Parks (Park) and Open Space (OS): The Park designation allows for a variety of recreational uses such as the lake, multipurpose trails, tot lots, playground equipment, passive and active recreational amenities such as ball fields, courts, skating ramps, and picnic facilities.

The Open Space (OS) designation includes privately or publicly owned property to be retained for open space purposes such as resource management, storm water management and environmental mitigation. Open space uses may also include passive recreation (such as hiking, walking and biking trails, and nature observation). Passive recreational uses associated with open space areas while encouraged are not eligible for parkland credit.

The Parks and Open Space land uses may also contain civic or community uses such as community gardens, vineyards, orchards, and other edible landscape elements.

Town Center (TC): The Town Center designation allows for community uses such as a community plaza, and community center.

~~Public (P): The Public designation delineates the area where the proposed elementary school is intended to be located.~~

4.5 Adjustment/Transfer/Conversion Regulations

In order to create the most desirable community possible, there is a certain amount of flexibility that needs to be provided for in the WRSP. This flexibility allows the developer to adjust for shifts in market demand. The parameters for this flexibility within the WRSP are detailed in this section. Requests for these adjustments shall be submitted to the City of American Canyon. The Community Development Director or his/her delegate shall make the determination as to their consistency with the intent of the WRSP. If the adjustment meets the definition of minor amendment (see Implementation Chapter), the Community Development Director may approve the adjustments at the administrative level. Major amendments to the

WRSP must be processed pursuant to State Law and will be subject to review and approval by the Planning Commission and City Council.

4.5.1 PLANNING AREA -ADJUSTMENTS

While a Land Use Plan and Land Use Summary Table are contained in the WRSP, precise land use boundaries and acreages shall be established by the recording of Final Maps and with final engineering. A Tentative Map submittal may incorporate an adjustment to the boundaries and acreages on file with the City for minor amendments to the WRSP. An amendment will be considered minor if the total gross acreage of any given land use designation does not change by more than 5 acres or a 20% increase or decrease of the original gross acreage approved under the WRSP, whichever is less. A revised Land Use Plan as well as a revised Land Use Summary Table must be submitted to the City of American Canyon for each proposed amendment or set of amendments to the land use area boundaries (see Implementation Chapter, Section 9.6.3)

[Table 4.2: Permitted and Conditionally Permitted Uses]

Use Classification	Specific Plan Land Use Category					
	MU (NVR&G)	MDR-12	MDR-16	HDR	~~PARKS & OPEN SPACE~~ PARK & OS	~~PUBLIC~~ TC
COMMERCIAL						
Retail stores, shops, galleries and offices supplying commodities or performing services such as those provided by department stores, specialty shops, personal, pet and business service establishments, artists' supply stores and similar uses.	P	-	-	-	-	-
Convenience retail commercial such as a corner convenience store, grocery store and other neighborhood serving retail commercial uses.	P	C	-	-	-	-
Restaurants uses including outdoor eating areas and establishments. For the purpose of this use, a restaurant is an eating establishment which serves food to customers for consumption on or off the premises. It includes, but is not limited to, coffee shops, cafes, brew pub, pizza parlors, soda fountains and full-service dining establishments	P	-	-	-	-	-
Restaurants and pubs that may provide alcoholic beverage sales for drinking on premises.	P	-	-	-	-	-
Distilleries, wineries, Brewery establishments that may or may not include food service and may provide alcoholic beverage sales for consumption off	P	-	-	-	-	-
Entertainment such as non-amplified music in conjunction with a restaurant, coffee house or pub establishment.	P	-	-	-	-	-
Outdoor movies.	P	-	-	-	C	-
Winery and wine tasting establishments	P	-	-	-	-	-
Mixed-use buildings that contain restaurant, retail or storefront office uses on the ground floor with residential, office or educational uses on the floors above.	P	-	-	C	-	-
Artist studios and maker space	P	-	-	-	-	-
Business and technical schools, and schools and studios such as, but not limited to photography, art, music and dance.	P	-	-	-	-	-
Hospitality and visitor serving uses such as a wedding chapel, hotel, condo hotel or time-share.	P	-	-	-	-	-
Assembly, meeting or event spaces for corporate or private events either as a standalone facility or as ancillary to another use.	P	-	-	-	-	-
Parking structures.	P	-	-	P	-	-
Home occupation uses.	P	C	C	C	-	-
Retail sales in kiosks, food trucks, passive recreation, live musical or stage performances, periodic outdoor sales such as art shows, or farmer's markets, community and holiday events.	P	-	-	-	C	C
Office, medical, financial, real estate, general business and personal services.	P	-	-	-	-	-
Small-family day care facilities.	P	-	-	-	-	-
Outdoor Entertainment including amplified music or other productions as scheduled events.	C	-	-	-	P	-
Drive-thru facilities	-	-	-	-	-	-

Use Classification	MU (NVR&G)	MDR-12	MDR-16	HDR	~~PARKS & OPEN SPACE~~ PARK & OS	~~PUBLIC~~ TC
RESIDENTIAL						
Single-family residential with a minimum density in this district is between 2 and a maximum of 12 dwelling units per gross acre and a minimum lot size of 3,200 sf. For other allowable and conditional uses refer to RS-6500 zone district in the City of American Canyon Municipal Code.	-	P	P	P	-	-
Medium Density Residential is intended for areas of medium density detached and attached housing such as small lot single-family homes, duets, duplexes, three-plex, four-plex, townhome and condominium units. The allowable density range is 8 to 16 dwelling units per gross developable acre.	P	-	P	P	-	-
High-density attached housing such as townhomes, apartments and condominiums. The allowable density range is a minimum of 20 dwelling units per gross acre. For other allowable and conditional uses refer to RH zone district in the City of American Canyon Municipal Code.	P	-	-	P	-	-
Mixed Use and Live/work residential units	P	-	C	C	-	-
Secondary living units. Secondary living units do not count as a separate unit from the primary residence.	C	C	C	C	-	-
RECREATIONAL						
Active and passive public recreational uses but not limited to multipurpose trails, tot lots, playground equipment, passive and active recreational amenities including, but not limited to, ball fields, courts, skating ramps, picnic facilities, and recreational use structures. Civic or community uses including but not limited to community gardens, vineyards, orchards and other edible landscape.	P	C	C	C	P	C
Active and passive recreational uses such as play areas, community gardens, swimming pools, etc. that are provided as part of an HOA and are privately maintained.	P	P	P	P	-	-
Environmental mitigation lands, drainage and detention/retention basins, drainage system appurtenances such as culverts, wetlands, and natural drainage ways. Also permitted are pedestrian and bicycle trails, viewing areas, interpretive signage, and site furnishings such as benches, and trash receptacles.	P	P	P	P	P	P
Recreation uses such as ~~a~~ community plazas and small pocket parks.	P	P	P	P	P	P
Community gardens.	P	C	C	C	C	C
PUBLIC						
Civic Uses	P	-	-	-	-	C
Educational and institutional uses. ~~, such as the proposed elementary school.~~	P	-	-	-	-	PC

4.5.2 TRANSFER OF DWELLING UNITS

The transfer of dwelling units between land use areas is permitted provided that there is no net increase to the total dwelling units permitted in the WRSP. A revised Land Use Plan as well as a revised Land Use Summary Table must be submitted to City of American Canyon for each proposed transfer of dwelling units, and the phasing plan and schedule adjusted accordingly (See Implementation Chapter, Section 9.8).

4.6 Permitted and Conditionally Permitted Uses

Table 4.2 summarizes permitted and conditionally permitted uses within the WRSP Area. While the descriptions are fairly comprehensive, they are not intended to prohibit an omitted but related use. Any uses not specifically identified here shall be considered through subsequent approval processes as defined in the Implementation Chapter.

4.7 Inclusionary Housing

The City of American Canyon has an Inclusionary Housing Ordinance (Chapter 19.28 of the City's Municipal Code). The intent of the Inclusionary Housing Ordinance is to see the provision of affordable housing occur throughout the residential neighborhoods of the city. ~~The ordinance was updated in February of 2016 in response to an Affordable Housing Nexus Study.~~ Section 19.28.040 of the ordinance requires that residential projects of "for sale" housing containing five or more parcels or units provide at least 10% of the total applicable project units at affordable prices or rents to lower income households. As of the date of this WRSP amendment, the AC-1 portion of the WRSP Area has fully complied with the City of American Canyon's Inclusionary Housing Ordinance. Compliance has been satisfied by construction of the 186-unit Lemos Pointe affordable housing project located at the intersection of Rio Del Mar East and Marcus Road.~~The ordinance further requires that the inclusionary units be distributed throughout the project unless otherwise demonstrated to be infeasible for any of the following reasons, in which case a waiver may be granted:~~

~~a. "Significant topographic or other constraints exist rendering such distribution infeasible.~~
~~b. Substantially improved site design will result from such waiver.~~
~~c. Substantially improved building design and an improved unit amenity level will result from such waiver.~~
~~d. Significant economic hardships will result from such distribution that does not apply to other projects in the city.~~
~~e.~~a. ~~Significant economic hardships will result from such distribution for the developer of the inclusionary units receiving financial assistance from federal, state, or local governmental agencies if such waiver is not granted."~~

~~The intent of the Inclusionary Housing Ordinance is to see the provision of affordable housing occur throughout the residential neighborhoods of the city. However, the ordinance does also provide for alternatives to meeting the inclusionary housing requirements on site. Section 19.28.050, "Inclusionary Alternatives", states:~~

~~"…the following alternatives to providing inclusionary units on-site may be approved by the decision-making body if it finds that evidence presented by the applicant shows that on-site inclusionary units are infeasible due to project size, location or site characteristics, or that the alternative would further housing opportunities for lower-income households to an equal or greater extent:~~

~~3. The provision of some or all of the required inclusionary units at an off-site location.~~

4. The payment of an in-lieu Affordable Housing Nexus Fee to the city for each developed unit in an ownership project.

    a. The in-lieu contribution shall be paid to the city at the issuance of the building permit for each unit.
    b. Such fee shall be deposited in the city housing fund and can only be used to provide housing affordable to very low and low-income households.

5. The dedication of suitable land to the city, or entity acceptable to the city, for the construction of the inclusionary units. The acceptability of such dedication shall be based on the suitability of the site in terms of location, size, zoning, timing of construction and other applicable factors. The acceptability of such dedication shall also be based on the fair market value of the dedicated land, in comparison to the amount of in-lieu contribution as calculated above.

6. In the event a project exceeds the total number of inclusionary units required in this chapter, the project owner may request inclusionary unit credits that may be used to meet the inclusionary unit requirements of another project, subject to the approval of the city manager. Inclusionary unit credits are issued to and become the possession of the project owner subject to the approval of the City Council. The number of inclusionary unit credits awarded for any project is subject to the approval of the City Council.

Density Bonus: If affordable housing is provided on site that meets the thresholds of controlling law, Government Code Section 65915 – 65918, the City shall grant a density bonus or other incentives as set forth in State Law and in Section 19.28.060 of the City's inclusionary housing ordinance.

Housing Agreement: Where required by the City's ordinance, a housing agreement(s) will be prepared pursuant to section 19.28.080 of the City's inclusionary housing ordinance.

The WRSP provides for a variety of housing types and neighborhoods that are "affordable by design,". Approximately 25% of the such as units that are either high density rental housing, town homes (with approximately 16 units/acre), or small bungalows of approximately 1500 square feet of living space. The WRSP does not specify the provision of inclusionary housing and anticipates meeting the City's Inclusionary Housing requirements utilizing section 19.28.050 Inclusionary Alternatives. This will require the approval of the city council and may take the form of payment of the in-lieu Affordable Housing Nexus Fee, the provision of a suitable site for affordable housing or a combination thereof. The AC-1 portion of the WRSP Area has fully complied with the City of American Canyon's Inclusionary Housing Ordinance.

Chapter 5: Parks and Open Space

5.1 Introduction

The proposed ~~Parks~~parks, ~~T~~trails, and ~~Open~~ open ~~Space~~ space plan for the Watson Ranch Specific Plan (WRSP) includes a variety of parks, trails, and open spaces for a wide ~~variety~~ number of active and passive recreational use. The integrated network of parks, trails, and open space, ~~through trails,~~ both local and regional, is one of the fundamental design principles for WRSP providing the residents and the larger community recreational throughout the plan area. Approximately ~~53~~ 63 acres of recreation facilities, park land, trails, and open space areas are provided within the WRSP Area. The parks, trails, and open space system consists of a series of inter-connected parks and trail types ranging from pocket parks to community parks with linkages to larger regional facilities such as the Napa Valley Vine Trail, River to Ridge Trail, and the Newell Open Space Preserve. Parks are programmed with a variety of uses to support activities throughout all seasons of the year. A range of park and trail typologies are distributed throughout the WRSP Area in order to provide ease of access and close proximity to all residents. The character of each park is based on the use and the role it plays within the overall open space network. They are a combination of the natural and the manicured; the informal and the formal; and the active and the passive, depending upon their location and functions.

The trails system consists of a combination of paved and unpaved trails that link major destinations within the WRSP Area, such as parks and ~~the proposed school and~~ the Napa Valley Ruins & Gardens (~~NVR&G~~NVRG). The internal project trail system includes segments of regional trails (the Napa Valley Vine Trail and the River to Ridge Trail) and connects to the Newell Open Space Preserve. The network forms a series of loops of differing lengths. The loops provide alternative routes and allow choices between short, medium, and long distances for recreation and exercise. The trails run through various parks and open space conditions and their design reflects these differing conditions. The trails provide for a range of user groups including bikers, runners, and pedestrians.

The parks and open space system is designed to provide easy and convenient access to all residents. Most homes within the WRSP Area are no more than ¼-mile walking distance from a park, natural open space area, or trail alignment. This public network serves to encourage walking and to provide opportunities for a convenient and healthy lifestyle choice for all residents.

5.2 Goals, Objectives, and Policies

Goal 5A: Integrate Parks, Trails, and Open Space into a diverse system of active and passive recreation amenities designed to fulfill the needs of residents and support healthful, active lifestyles.

Objective 5.1 – Provide public parks distributed throughout the WRSP Area that include a range of recreational opportunities adequate to support the future population of the WRSP Area.

Policy 5.1.1 – Parks shall meet at minimum the City wide standard of 5 acres per 1,000 residents in the WRSP Area.

Objective 5.2 – Parks, Trails and Open Space will be designed as an integrated system of recreational amenities.

Policy 5.2.1 – Parks shall be programmed and designed through cooperation with the City of American Canyon Parks and Recreation Department and the general public and shall reflect the results of the City's Parks and Recreational Needs Assessment.

~~Policy 5.2.2 – The collocation of the proposed elementary school and a park is encouraged with the potential for shared facility use subject to City and School District approval.~~

Policy ~~5.2.3~~5.2.2 – Parks shall be centrally located in the WRSP Area with access afforded to a majority of the area residents via trail and street access.

Policy ~~5.2.4~~ 5.2.3 – The Napa Valley Vine Trail and the River to Ridge Trail shall be interconnected and aligned to integrate with the primary parks where feasible in the WRSP Area.

Policy ~~5.2.5~~5.2.4 – Adequate open spaces shall be maintained to protect environmental resources. Where feasible, trails and recreational amenities shall be provided along and through open space as part of the larger integrated system of recreational amenities.

Policy ~~5.2.6~~5.2.5 – All trails in the WRSP shall be constructed pursuant to the City design standards and as set forth in Chapter 7 of the WRSP.

5.3 Parkland Requirements

The City of American Canyon General Plan requires a minimum of 5 acres of credited parkland per 1,000 residents (GP Policy 7.1.1). Based on the maximum of ~~1,253~~1,439 WRSP Area dwelling units at 3.49 persons per unit, a total of ~~21.9~~25.1 acres of dedicated parkland is required. The WRSP exceeds this requirement, providing approximately ~~53~~ 63 acres of total land designated as Parks and Open Space within the Land Use Plan. Table 5.1 summarizes the total distribution of these parks and open space.

Depending on the ultimate use and recreational value, however, only partial credit may be granted for some parks, open space land containing informal recreational facilities, open space amenities, or natural features. Approximately ~~23~~ 33 of the ~~53~~ 63 total acres count towards these required parkland credits. Parkland requirements and credits are compared in Table 5.2.

Table 5.3 further details the breakdown of the different parkland uses and credit calculations within the WRSP Area. The credits applied are reflective of each parcel's recreational value as a park or open space amenity. Park parcels and the Community Plaza are credited at 1:1 ratio, while trails and open space are credited at 0.5:1 ratio. Detention basins and wetlands acreage are not counted to fulfil the park requirement.

Parkland facilities are conceptually illustrated in Figure 5.1. Final sizing and location of parkland facilities will be determined during the tentative and final mapping stages.

Table 5.1: Open Space and Park Distribution

Overall Open Space and Park Distribution Watson Ranch Specific Plan	
Open Space Types	**AC**
Parks	~~22.09~~23.4
Community Plaza	~~2.00~~2.0
Open Space and Trails	~~7.63~~22.6
~~Open Space/~~Detention	~~17.06~~12.7
Wetlands	~~4.05~~3.1
Total	~~52.83~~63.6

Table 5.2: Parkland Requirements and Credit Comparison

American Canyon I, LLC Property			
Units	**Units**	**Population (@ 3.49 persons/unit)**	**Park Acreage Required @ 5 ac/1,000 people**
Residential Units	~~1,010~~1,196	~~3,524.94~~4,174	~~17.62~~20.87
Newell Family Property			
Units	**Units**	**Population (@ 3.49 persons/unit)**	**Park Acreage Required @ 5 ac/1,000 people**
Residential Units	243	848.1	4.24
Total			~~21.86~~25.11

[Figure 5.1: Parks Typology Map]

Table 5.3: Detailed Parkland Credit Calculations

Watson Ranch Specific Plan: Open Space/Park Credits			
American Canyon I, LLC Property			
Open Space Type/Name	**Area (acres)**	**Park Credit**	**Credited Park Acreage**
~~Park A~~AC-1 Park	~~3.55~~11.34	1	~~3.55~~11.34
~~Park B~~	~~5.57~~	~~1~~	~~5.57~~
Quarry Lake Park (net)	~~3.69~~6.67	0.5	~~1.85~~3.33
~~Community Plaza~~	~~2.00~~	~~1~~	~~2.00~~
Open Space~~/~~ and Trails	~~6.16~~14.8	0.5	~~3.08~~7.45
Detention	9.4	0.0	--
Wetlands	3.1	0.0	--
	~~20.97~~45.41	Subtotal	~~16.05~~22.12
Newell Family Property			
Open Space Type/Name	**Area (acres)**	**Park Credit**	**Credited Park Acreage**
~~Park A~~Newell Park	~~4.30~~5.4	1	~~4.30~~5.40
~~Park B~~Community Plaza	~~1.95~~2.0	1	~~1.95~~2.00
Open Space/Trails	~~1.47~~7.5	0.5	~~0.74~~3.75
Detention	3.33	0.0	--
Wetlands	0.0	0.0	--
	~~7.72~~18.23	Subtotal	~~6.99~~11.15
		Total Credited Acreage	~~23.03~~33.27

5.4 Parks and Open Space Typologies

The parks and open space system is comprised of differing typologies. The sizes, functions, configurations and locations of the parks are dependent upon their surroundings, use, and social/cultural needs. The typologies are distributed across the WRSP Area to serve the various neighborhoods and provide easy and convenient access to all residents. Refer to Figure ~~5.3~~5.2 for a map identifying the proximity of parks within the WRSP Area.

5.4.1 COMMUNITY PLAZA

Plazas are formal urban parks that serve as focal elements for a community. The community plaza ~~at the NVR&G~~NVRGlocated at the intersection of Rio Del Mar East and Newell Drive is intended to serve as a centerpiece of activity for both the WRSP community and the City of American Canyon as a whole. It should be a flexible space that is comfortable for intimate conversations or solitary people-watching but can also accommodate larger community gatherings such as art festivals, concerts, and other celebrations.

The following program includes amenities appropriate for the plaza.

- Public art~~;~~
- Hardscape surface areas~~;~~
- Turf seating areas~~;~~
- Seat walls~~;~~
- Landscape planters~~;~~
- Landscaping~~;~~
- Lighting~~;~~
- Trash receptacles;
- Formal Tree alley; and
- accommodating a community building of up to 20,000 sf.

All improvements to the Community Plaza and Community Center site and building shall be at the City's sole cost and expense.

[Figure 5.2: Parks Proximity Map]

5.4.2 PARKS

Parks within the WRSP Area will provide a wide range of functions offering smaller recreational and social needs of the neighborhood to larger community wide gathering spaces. The sizes, functions, configurations and locations of the parks are dependent upon their surrounding natural features, neighborhood demographics, and social needs. Both public and private parks are included within the WRSP Area. Private parks include Quarry Lake Park and several neighborhood mini parks. ~~The two large public parks are "Park A," located adjacent to the proposed elementary school, and "Park B," located in the northern portion of the WRSP Area.~~There are two large public parks – "AC-1 Park" located at the neighborhood's center and "Newell Park" located in the southeast corner of the WRSP Area adjacent to the Community Plaza and Community Center site.

Quarry Lake Park

Surrounding and including the Quarry Lake, this park (~~6.7~~8.3 ~~ac~~acres~~,~~ Figure ~~5.4~~5.3) is privately owned and maintained and serves as an important design and community element adjacent to the ~~NVR&G~~NVRG. Net usable area (not including the lake) is approximately 6.7 acres. Public access will be determined by

site access agreement between the property owner and the City. It is envisioned to be used by both visitors and residents and will be designed as a passive park that provides a more “natural” experience.

While offering a water viewing amenity, Quarry Lake may also serve important environmental functions such as water cleaning, biofiltration, stormwater detention, and riparian habitat. Aeration for the lake will be provided as both a visual amenity and for water quality.

The following program elements and landscape features should be considered for Quarry Lake Park:

- ~~A continuous looped trail system around the lake shoreline~~Lakeside trail
- Water observation stations
- Resting spaces with seating
- Exercise par course
- ~~Skate park and/or BMX bike park~~

[Figure 5.3: Conceptual Design – Quarry Lake Park]

- Hardscape plazas or promenades
- Connections to commercial uses and community facilities
- Drought tolerant plant species
- Informal tree clusters
- Enhanced riparian habitat plantings around lake edge
- Landscaping that appears natural vs. manicured
- Accent (manicured) planting at entries
- Limited amount of turf grass
- Low maintenance native grasses
- Downward facing pole-mounted lights and bollards for safety
- Accent lighting on special landscape elements and park features – used sparingly
- Trail connections to the neighborhoods to the south

AC-1 Park ~~“A”~~

This centrally located park is approximately ~~7.9~~11.3 ~~ac.~~acres. ~~Park “A”~~AC-1 Park should be programmed with both passive and active uses. Level turf areas should be provided for active uses such as soccer and ball fields as well as smaller areas for passive recreation. The park should be buffered from the street with shrubs or earth berms. Flowering accent trees can be located to provide landmark areas and focal points, while a long windscreen run of tall narrow trees along the westerly boundary can screen the adjacent uses. ~~The Park “A” Illustrative Plan (Figure 5.5) shows how these play fields and passive elements may be incorporated.~~

The following program elements and amenities should be considered for ~~Park “A”:~~AC-1 Park:

- Playground
- Sports fields (soccer, baseball)
- Picnic facilities
- Community gardens
- Downward facing safety lighting
- Pathways
- Benches
- Trash receptacles
- Bike racks

- Drinking fountains
- Enhanced materials at entry nodes and seating areas
- Incorporation of the Napa Valley Vine Trail
- Wayfinding and educational signage
- Public restroom
- Downward facing pole-mounted lights and bollards for safety
- Accent lighting on special landscape elements and park features – used sparingly

Planting

The planting palette for ~~Park "A"~~this park should include a variety of deciduous and evergreen trees, shrubs, turf and grasses. Deciduous trees should be planted in clusters to separate active uses from passive spaces. Shade will be an important commodity in the summer months to shade users from the hot summer sun. During winter months defoliated trees will allow natural light to filter through, warming the users below. Flowering accent trees can be located at landmark features and focal points.

The following landscape features should be considered ~~for Park "A"~~this park:

- Turf planting for open active areas
- Evergreen shrubs at key landmark or focal areas
- Boundary understory planting at western edge
- Flowering accent trees for landmark and focal areas
- Large canopy shade trees

Newell Park ~~B~~

Newell Park ~~"B"~~ (+/- ~~7.5~~5.4 ac – not including the community center or plaza) ~~includes a larger park space on the northern edge connected to Park "A" by a linear greenway~~is located in a triangular block bounded by Rio Del Mar East to the north, Newell Drive to the east, and a new north-south roadway to the west named "Mallen Way.". ~~.~~ The Community Center will be located adjacent to this Park at the corner of Rio Del Mar East and Newell Drive. ~~–. The larger park space which forms the northern edge of the park accommodates larger play and program elements while the linear portion forms a green connection to Park "A." The connection between Park "A" and Park "B" is an important community element as it offers the opportunity to create an open space network that seamlessly connects the two parks. Additionally, the Napa Valley Vine Trail runs through both parks creating a regional pedestrian / bike connection. The continuous greenway provides opportunity for a safe, convenient, non-vehicular connection for all ages between the neighborhoods on either side of the school. The Park "B" Illustrative Plan (Figure 5.6) shows the various program components.~~

The following program elements and amenities should be considered for ~~Park "B"~~Newell Park:

- Picnic areas
- Playground
- Downward facing safety lighting and bollards
- Pathways
- Benches
- Seat walls
- Trash receptacles
- Bike racks
- Drinking fountains
- Enhanced paving materials at entries and seating areas

- ~~Incorporation of the Napa Valley Vine Trail~~
- Active turf areas
- Dog Park

~~*Lighting*~~

~~Pole-mounted lights should be used sparingly in Park B. The use of illumination for pedestrian circulation, and which generates less ambient light at night, is encouraged. Illuminated bollards can be used primarily along pedestrian pathways to encourage evening strolls. Accent lighting should also be used sparingly and primarily for the use of highlighting nodes or destination spaces.~~

Planting

Like many parks and public spaces, deciduous trees are used in clusters to provide specific functions such as shade for larger areas. Clustering trees separates passive uses from the open turf areas and active uses. Shade will be an important commodity in the summer months; trees shall be located for the purposes of shading the users from the hot summer sun. During the winter months the defoliated trees allow natural light and the limited sun exposure to filter through, warming the users below. General planting elements for ~~Park B~~this park may include:

- Turf planting for open active areas.
- Evergreen shrubs at key landmark or focal areas
- Boundary understory planting at western edge.
- Large canopy shade trees
- Flowering accent trees for landmark or focal areas.

5.4.3 POCKET PARKS AND MINI PARKS

These small passive spaces provide urban relief within a neighborhood. They will be privately owned and maintained and passive in nature. They may be as small as an individual lot and generally include: landscaping that complements the neighborhood, a play structure, turf, and benches or seat walls. While not required they are encouraged throughout the neighborhoods.

5.4.4 OPEN SPACE AREAS

Unprogrammed open space is located along the periphery of the WRSP Area and in transitional landscape areas. The areas comprised of level-to-moderate slopes can be planted with a simple understory mass of evergreen groundcovers and low to medium grasses: A single species of tree may be planted in rows symbolic of orchards and vineyards throughout northern California.

The Open Space Area landscape program may include, but not be limited to the following:

- Native and non-native non-invasive drought tolerant grasses.
- Native and non-native drought tolerant evergreen groundcover.
- Native and non-native trees planted in rows.
- Low maintenance landscape.

Open space areas may include:

Seasonal Wetlands - The seasonal wetlands and their surrounding buffer areas protect the existing sensitive areas within the WRSP Area. They take advantage of natural systems to capture and clean storm water for the community while also providing for passive recreation. These areas will be connected to the rest of the open space system with multi-use trails.

Detention Basins - Detention basins are designed to be multiuse. During the dry months, when not being used for the purpose of detaining stormwater flow, they may allow for some recreational activities. The appropriate design, plant material and program elements make these a valuable component of the open space network providing both physical and visual benefits that are associated with open space.

5.5 Community Gardens and Edible Landscape

Supporting a healthy community with local food production supports establishing the WRSP Area as a contributor to all of American Canyon. To this end, the WRSP encourages the development of small and large community gardens throughout the WRSP Area. The community gardens could occur in locations such as:

- Within the ~~mixed use~~mixed-use ~~NVR&G~~NVRG as public gardens, a garden of a particular restaurant, or on a larger urban farming scale, such as managing and harvesting groves of olive trees that occur within parking fields.
- Community gardens within the public parks.
- Edible ~~schoolyard~~ gardens to teach ~~children~~ where food comes from and how to grow healthy fruits and vegetables.
- Gardens established and managed by homeowners associations for use of their members.
- Individual or neighborhood yard gardens cared for by the resident or a contracted urban farmer.

In addition to community garden space dedicated to growing food, landscape throughout the community may include food bearing plants. There currently exists one significant fig tree in the ~~NVR&G~~NVRG that may be the catalyst for this edible landscape concept. Building on that concept, plantings may combine non-edible and edible species such as combinations of fruit and nut trees, berry bushes, vegetables, herbs, edible flowers, and ornamental plants.

5.6 Pedestrian and Bicycle Circulation

Pedestrian and bicycle circulation is integral to the overall open space and park network. Refer to Chapter 7 Circulation for details.

Chapter 6: Development Regulations

6.1 General Provisions

6.1.1 PURPOSE AND INTENT

The Development Regulations set forth in the Watson Ranch Specific Plan (WRSP) provide a comprehensive set of regulations governing the use and development of the land. While including references to specific provisions of the American Canyon Zoning Ordinance, these Development Regulations replace the American Canyon Zoning Ordinance within the WRSP Area. Should there be a conflict between the WRSP and the American Canyon Zoning Ordinance, the provisions of the WRSP shall govern. Any issue not directly or specifically covered by the WRSP shall be subject to non-conflicting regulations and procedures of the American Canyon Zoning Ordinance.

6.1.2 SEVERABILITY CLAUSE

If any term or provision of the WRSP, or the application of any provision of the WRSP to a particular situation, shall for any reason be found to be void, invalid, illegal or unenforceable by a court of competent jurisdiction, all other terms and provisions of the WRSP or the application of the WRSP to other situations shall remain in full force or effect.

6.2 Residential Development Regulations

The following development regulations apply to all residential developments within the Medium Density Residential (MDR-12 and MDR-16) and High Density Residential (HDR) designations of the WRSP Area. Nonresidential development such as parks~~, schools,~~ and public facilities within these land use designations shall comply with the City of American Canyon Zoning Ordinance.

The regulations for the individual residential category do not specify building prototypes but rather address the building mass, scale and urban form through setback, height, and massing regulations. This will allow for flexibility and accommodation of different product types while still meeting the overall vision of the plan.

Residential plans are shown for graphic illustrative purposes to demonstrate the application of the development regulations. They do not constitute an actual design submittal. Lot sizes shown graphically are not necessarily minimums~~. setbacks~~Setbacks are illustrated as minimums.

6.2.1 ARCHITECTURAL VARIETY (MDR-12 AND MDR-16)

The ~~vision~~ WRSP vision is to craft a community that has variety in the residential neighborhoods, and to prevent~~s~~ homogenous or mono-culture subdivisions. The following standards are intended to support the vision.

6.2.2 MEDIUM DENSITY RESIDENTIAL (MDR-12) AND MEDIUM DENSITY RESIDENTIAL (MDR-16) DETACHED DEVELOPMENT

In order to avoid monotony of streets lined with single family detached homes of similar width, height, and setback, the following criteria shall be applied:

- Corner lots side yard setback shall be at least 5 feet wider than interior lots.
- ~~Excluding oversized corner lots within a block, any row of over 400 feet long that have at least one lot of different width per every six houses. The differing lot may be narrower or wider, but shall vary in width by at least 5'.~~
- Each block shall include at least ~~at least~~ three different and distinct elevations. The elevations shall vary in massing, roof form, and appearance from streets or paseos. The blocks are assumed

to be a maximum of 600 feet and where block sizes exceed that distance, the excess length shall be considered a new block.

- Refer to Table 6.2.1 and Table 6.2.2 for development regulations.

6.2.3 MEDIUM DENSITY RESIDENTIAL (MDR-12) AND MEDIUM DENSITY RESIDENTIAL (MDR-16) ATTACHED DEVELOPMENT

- When buildings are located adjacent to detached units in the same block, the closest attached building will have the same front yard setback as the detached unit.
- To avoid overly long buildings and create the appropriate scale and building wall face, buildings longer than 180 feet or 8 units, whichever is less, are prohibited.
- Refer to Table 6.2.3 for development regulations.

6.2.4 HIGH DENSITY RESIDENTIAL (HDR) DEVELOPMENT

- Building facades facing public rights-of-way or public open spaces exceeding a length of fifty (50) feet shall provide modulation in the building form. Modulation could occur on the horizontal and/or vertical plane and may include, but not be limited to, a change in the building plane, fenestration pattern, material and/or color.
- Blank walls at the ground floor are strongly discouraged. Additional architectural features and/or landscaping shall be provided as an alternative.
- Entries should be a ~~prominant~~prominent feature of the building and be visually distinctive form the rest of the facade.
- Refer to Table 6.2.4 for development regulations.

6.2.5 SETBACKS AND IRREGULAR LOTS

Setbacks are measured from the appropriate front, side, or rear lot line, or ultimate street right of way line, whichever is most restrictive. Irregular ~~Lots~~ lots are defined as lots that are non-rectangular, lots with three sides, or lots with more than four sides ~~and~~ that require specific definition of lot lines in order to achieve the purpose of the specific setbacks. Refer to Figure 6.1 for measuring setbacks on irregular lots.

Front Lot Line: On an interior lot, the line separating the lot from the street. On a corner lot, the shorter lot line abutting a street. On a through lot, the lot line abutting the street or lane providing the primary access to the lot. On a flag or panhandle lot, the interior lot line most parallel to and nearest the street or lane from which access is obtained.

[Figure 6.1: Irregular Lots: Measuring Setbacks]

Table 6.2.1: Medium Density Residential (MDR-12) Development Regulations

Minimum Lot Size	**3,200 sf**	
Minimum width, interior lot	40 ft.	
Minimum width, corner lot	45 ft.	

Minimum lot depth	55 ft.	Lot lines may extend to the center line of the alley if alleys are designed as private streets
Setbacks [1,2]		Chimneys, fireplaces, accent walls or pilasters, bay windows, eaves or similar architectural projections may encroach as per City of American Canyon zoning ordinance.
Front, 1st & 2nd stories	15 ft.	At least 30% of homes on the same block face shall provide a minimum 18 ft. front setback
Front, 3rd story	20 ft.	
Front, front-loaded garage door	20 ft.	
Front, covered porch	10 ft.	
Side, internal lot	5 ft.	
Side, corner lot 1st & 2nd stories	10 ft.	
Side, corner lot 3rd story	15 ft.	
Side, corner lot covered porch	6 ft.	
Rear	15 ft.	Rear setbacks may be reduced to 10' for wide shallow lots if the usable yard space is provided on the side yards.
Rear, garage	5 ft.	
Rear, alley	4 ft.	
Maximum Height	35 ft.	
Maximum FAR	.7	FAR does not include covered garages
Maximum Lot Coverage	55%	Walkways, driveways,porches (covered or uncovered) are excluded from lot coverage calculations

[1]For cluster type residential products, lot sizes required setbacks shall be determined through the review process.
2Minimum front and rear setbacks shall be 25 ft. along arterials, 15 ft. along minor collectors.

Table 6.2.2: Medium Density Residential (MDR-16) - Development Regulations, Detached Dwellings		
Minimum Lot Size	**1,500 sf**	
Minimum width, interior lot	30 ft.	
Minimum width, corner lot	35 ft.	
Minimum lot depth	50 ft.	Lot lines may extend to the center line of the alley if alleys are designed as private streets
Setbacks[1,2]		Chimneys, fireplaces, accent walls or pilasters, bay windows, eaves or similar architectural projections may encroach as per City of American Canyon zoning ordinance.
Front, 1st & 2nd stories	10 ft.	At least 30% of homes on the same block face shall provide a minimum 20 ft. front setback
Front, 3rd story	15 ft.	
Front, front-loaded garage door	20 ft.	
Front, covered porch	10 ft.	
Side, internal lot	3 ft.	
Side, corner lot 1st & 2nd stories	8 ft.	
Side, corner lot 3rd story	10 ft.	
Side, corner lot covered porch	6 ft.	
Rear	10 ft.	
Rear, garage	5 ft.	
Rear, alley	4 ft.	
Maximum Height	35 ft.	
Maximum FAR	.7	FAR does not include covered garages
Maximum Lot Coverage	55%	Walkways, driveways, porches (covered or uncovered) are excluded from lot coverage calculations

[1]For single family cluster type residential products, and single family bungalows designed as part of condominium project lot sizes and required setbacks shall be determined on a case by case basis through the design review process.
[2]Minimum front and rear setbacks shall be 25 ft. from arterials, 15 ft. from minor collectors.

Table 6.2.3: Medium Density Residential (MDR-16) - Development Regulations, Attached Dwellings		
Minimum Lot size[1]	**800 sf**	
Minimum lot width, interior	16 ft.	
Minimum lot width, corner	25 ft.	
Minimum lot depth	50 ft.	Lot lines may extend to the center line of the alley if alleys are designed as private streets
Setbacks[2]		Chimneys, fireplaces, accent walls or pilasters, bay windows, eaves or similar architectural projections may encroach as per City of American Canyon zoning ordinance.
Front, 1st & 2nd stories	10 ft.	
Front, 3rd story	15 ft.	Balconies and decks may encroach 5' into the required setback.
Front, garage	20 ft.	
Front, covered porch	10 ft.	
Side, internal lot	10 ft.	Only applicable to the end of rows of attached units.
Side, corner lot 1st & 2nd stories	10 ft.	
Side, corner lot 3rd story	10 ft.	
Side, corner lot covered porch	6 ft.	
Rear	10 ft.	Porches and stoops may encroach 5' into the required setback.
Rear, alley	4 ft.	
Minimum distance between main buildings	15 ft.	
Maximum Height	35 ft.	
Maximum FAR	1	FAR calculated over gross acreage of proposed attached development and does not include covered garages
Maximum Lot Coverage	55%	Walkways, driveways, porches (covered or uncovered) are excluded from lot coverage calculations

Minimum Usable Open Space	300 sf per unit	Usable open space can be provided as group or private open space. Private open space shall count as usable open space and the actual measurement of an area which meets the criteria of private usable open space, shall be doubled, and the resulting figure applied toward the total usable open space requirements. Exterior usable group open space shall be not less than 400 square feet in area, and a rectangle inscribed within it shall have no dimension less than 20 feet. Exterior private open space shall be not less than 100 square feet in area, and a rectangle inscribed within it shall have no dimension less than 10 feet. Above-ground open space shall not be less than 60 square feet in area, and a rectangle inscribed within it shall have no dimension less than 6 feet

[1]Minimum lot sizes are applicable where attached units are designed on individual lots as fee simple units

[2]Minimum front and rear setbacks shall be 25 ft. along arterials, 15 ft. along minor collectors.

Table 6.2.4: High Density Residential (HDR) Development Regulations

Minimum Lot size	**20,000 sf**	
Minimum lot width, interior	100 ft.	
Minimum lot width, corner	100 ft.	
Minimum lot depth	100 ft.	Lot lines may extend to the center line of the alley if alleys are designed as private streets
Setbacks[1]		Chimneys, fireplaces, accent walls or pilasters, bay windows, eaves or similar architectural projections may encroach as per City of American Canyon zoning ordinance.
Front, 1st & 2nd stories	15 ft.	
Front, 3rd story	15 ft.	Balconies and decks may encroach 5' into the required setback.
Front, covered porch	10 ft.	
Side, internal lot	10 ft.	
Side, corner lot 1st & 2nd stories	15 ft.	
Side, corner lot 3rd story	15 ft.	
Side, corner lot covered porch	10 ft.	

Rear	10 ft.	Porches and stoops may encroach 5' into the required setback.
Rear, alley	4 ft.	For all alley loaded units, rear setbacks are measured from the property line to the face of the garage door
Minimum distance between main buildings	1. Front: 30 ft. 2. Side: 20 ft. 3. Rear: 30 ft.	
Maximum Height	40 ft.	Maximum height may be exceeded by 10' by tower rooms less than 200 sf, and distinctive architectural features such as towers, spires or cupolas. The total square footage of all projections that exceed the maximum height shall not exceed 15% of the roof area.
Maximum FAR	1	FAR does not include covered garages
Maximum Lot Coverage	50%	Walkways, driveways,porches (covered or uncovered)are excluded from lot coverage calculations
Minimum Group Open Space	300 sf per unit	Usable open space can be provided as group or private open space. Private open space shall count as usable open space and the actual measurement of an area which meets the criteria of private usable open space, shall be doubled, and the resulting figure applied toward the total usable open space requirements. Exterior usable group open space shall be not less than 400 square feet in area, and a rectangle inscribed within it shall have no dimension less than 20 feet. Exterior private open space shall be not less than 100 square feet in area, and a rectangle inscribed within it shall have no dimension less than 10 feet. Above-ground open space shall not be less than 60 square feet in area, and a rectangle inscribed within it shall have no dimension less than 6 feet

[1]Minimum front and rear setbacks shall be 25 ft. along arterials, 15 ft. along minor collectors.

The width of the "flag" must be a minimum of 20' and can be no longer than 2 times the width of the lot it serves. One "flag" driveway may access a maximum of 2 lots.

Rear Lot Line: The lot line that is opposite and most distant from the front lot line. In the case of an irregularly shaped lot, a minimum ~~ten-foot-long~~ten-foot-long line which is within the lot and parallel to and most distant from the front lot line shall be considered the rear lot line for purposes of determining setback.

Side Lot Line: All lot lines, which are not front or rear lot lines, shall be considered side lot lines for setback purposes.

6.3 Napa Valley Ruins & Gardens Development Regulations

The following development regulations apply to all non-residential development within the Napa Valley Ruins & Gardens Mixed Use (~~NVR&G~~NVRGMU) land use designation.

Given the unique nature of the ~~NVR&G~~NVRG, development regulations need to provide flexibility while steering new development towards good design.

6.3.1 SETBACK AND HEIGHT REGULATIONS

REQUIRED SETBACKS

Required setbacks are as determined through the design permit review process set forth in the Municipal Code Section 19.41.010 et. seq. The ruins within the ~~NVR&G~~NVRG create a mass and scale that will form the backdrop for new construction. As buildings will be worked in and around the ruins, setback requirements must be flexible to respond to this context. Refer to Table 6.3 for building setbacks.

MAXIMUM BUILDING HEIGHT

The maximum building height for new buildings is 55 feet. Exceptions to this maximum may be considered and permitted as a means of re-establishing a landmark statement within the ~~NVR&G~~NVRG reflective of the historic silos on site. Refer to Table 6.3 for building heights.

Table 6.3: Allowable Building Setbacks and Height

Requirements	~~NVR&G~~NVRG	Other Commercial
Building Setbacks	Flexible to accommodate existing ruins	Per city of American Canyon Zoning Code
Building Heights	55'	Per City of American Canyon Zoning Code

6.3.2 SITE DESIGN REGULATIONS

VEHICULAR ACCESS

Vehicular access to buildings within the ~~NVR&G~~NVRG area is intended to provide for access to parking and service uses, and provide for emergency vehicular access while in a subordinate role to the pedestrian-oriented environment. To preserve the pedestrian nature of the ~~NVR&G~~NVRG, vehicular access may be provided via shared pedestrian ways, or woonerfs, or via plaza hardscape, and controlled through the use of removable bollards or other devices to control access and timing of vehicular access.

~~STREET~~ STREET-LEVEL INTEREST

In order to support successful businesses within this area, activation and diversity of retail and commercial options are important at the street level to make them attractive as a destination for shoppers and visitors.

GROUND FLOOR USES

In order to facilitate a vibrant, ~~pedestrian~~ pedestrian-oriented streetscape, buildings with street or publicly oriented frontage shall provide ~~street~~ street-level ~~pedestrian~~ pedestrian-oriented uses on all street-facing frontages.

NEW BUILDING DESIGN

New buildings shall be designed to complement the pedestrian orientation of their context, integrate into the adjacent ruins structures and community, and contribute to the creation of a vibrant and interesting

mixed-use environment. Buildings located at street corners shall have the same level of design, detail and transparency for both frontages to maintain continuity and pedestrian interest.

PARKING LOCATION

Off-street surface parking shall be located such that it does not interrupt pedestrian flow between various uses. Curb cuts shall be minimized and located in areas least likely to impede pedestrian circulation (see Section 6.4 for parking regulations).

~~GROUND~~ GROUND-LEVEL SERVICE FACILITIES

Loading, delivery and trash removal elements have the potential to present and impose an adverse impact on the pedestrian environment and to create hazards for both people and automobiles if not given proper attention. Therefore, planning in the early stages of development must consider the placement of service facilities and their effects on the public environment so that they do no create unsightly conditions. In order to minimize the negative visual and physical impacts of service facilities, the following treatments shall be applied:

- Trash storage, loading, and truck parking shall be located to minimize visibility from streets, pedestrian ways and building entrances and minimize interference with commercial or retail activities. Service and loading areas shall not be located along important pedestrian or view corridors.
- Service entrances shall not face primary or secondary retail and commercial streets. All service entrances and associated loading docks and storage areas shall be located to the side or rear of a building.
- Loading docks and truck parking shall be screened from public view using building mass, freestanding walls, and/or landscaping. ~~and shall be integral with the building architecture.~~ Structural screening shall be made of materials and colors consistent with that of the principal structure(s).
- ~~Roll~~ Roll-up security doors at service entrances shall be detailed to conceal door housings and tracks and provide an attractive, finished appearance for all exposed components.

All exterior trash receptacles shall be screened from public view on three sides, and on the fourth shall be screened by a gate that also obscures views. The enclosure shall be made of materials and colors compatible with that of the principal structure(s).

BUILDING LIGHTING

Moving, blinking, or strobe lights are prohibited.

Illuminating a franchise building as a form of advertising is prohibited.

6.4 Parking Regulations

6.4.1 PARKING REQUIREMENTS

REQUIRED OFF-STREET PARKING SPACES

Each land use identified below shall be provided at least the number of off-street parking spaces listed. Uses not listed are subject to the parking requirements of Chapter 19.21 of the City of American Canyon Municipal Code.

~~NVR&G~~NVRG area: 1 space for 400 sf of enclosed covered area, and 1 space for 200 sf of outdoor seating area. Overflow parking in parking orchards may be counted towards fulfilling parking requirements. A Parking Management Plan (PMP) shall be submitted as part of the ~~NVR&G~~NVRG Master Plan/ Design Permit (see section 6.4.2.1).

Hotel: 1 parking space per room plus 1 space for every 10 rooms.

Residential: Off-street parking requirements shall be in accordance with Chapter 19.21 of the City of American Canyon municipal Code.

RV parking is not allowed in driveways, front yards, or on streets.

MINIMUM DIMENSIONS, UNCOVERED PARKING

Where parking stalls are located adjacent to landscaped areas, the paved depth of such stalls may be decreased by two feet provided a vehicle overhang area exists. The vehicle overhang area may not encroach into a public sidewalk unless that sidewalk is widened by the depth of the overhang. Parking area parking spaces and drive aisle dimensions shall be as listed below.

Standard space: 9 ft x 18 ft.

Compact space: Up to 15% of the total number of required parking spaces may be designed as compact spaces with minimum dimensions of 8.5 ft x 16 ft.

Drive aisle widths for parking lots with perpendicular parking is 24' minimum.

MINIMUM DIMENSIONS, COVERED PARKING

Garages shall be constructed to meet the following minimum dimensions:

Single car: 12 ft x 20 ft

Two car standard: 20 ft x 20 ft

Two car tandem: 12 ft x 36 ft. (Tandem parking is allowed for all residential types as long as both spaces are assigned to the same unit/residence, and in non-residential parking areas where they are valet parked.

Garages shall provide additional area outside the vehicle parking area to accommodate all trash, garbage, green waste, and recyclables containers. The Community Development Director may waive this requirement if an alternative location is provided on site.

6.4.2 NAPA VALLEY RUINS & GARDENS SHARED PARKING PROGRAM

Shared parking is permitted within the ~~NVR&G~~NVRG area allowing for a reduction of minimum parking requirements for individual uses, as per the City of American Canyon Municipal Code Section 19.11.060 (C) Shared Parking. ~~On~~ On-street parking may be counted towards required off-street parking spaces.

POLICY 6.4.2.1 PARKING MANAGEMENT PLAN.

A Parking Management Plan (PMP) shall be prepared and submitted as part of the Master Plan/Design Permit for the ~~NVR&G~~NVRG area. The Parking Management Plan (PMP) will include, but not be limited to:

- Designated parking areas
- Parking circulation
- Special signage
- Parking fees

- Parking time limits
- Ride sharing incentives
- Biking and walking options
- Shuttle service

~~A Parking Management Plan (PMP) shall be prepared and submitted as part of the Master Plan/Design Permit for the NVR&G~~NVRG ~~area.~~

6.4.3 BICYCLE FACILITIES

A comprehensive system of bicycle ~~racks~~ parking facilities~~suitable for locking a bicycle~~ shall be provided within the WRSP Area. Where bike parking and storage facilities are provided for specific uses, they shall be located at safe and easily accessible locations, in close proximity to the building entrances that they serve. The bike parking facilities shall be provided per the following minimum standards:

NAPA VALLEY RUINS & ~~GARDEN~~GARDENS:

Bike parking shall be appropriately located within the ~~NVR&G~~NVRG to provide easy access to the trail connections and the retail and commercial uses within the village: A minimum of 10 percent of the number of required automobile parking spaces, with a minimum of one two-bike capacity rack.

MULTI-FAMILY RESIDENTIAL

A minimum of 10 percent of the number of required automobile parking spaces, with a minimum of one two-bike capacity rack.

PARKS AND OPEN SPACE:

A minimum of 10 percent of the number of required automobile parking spaces, with a minimum of two four-bike capacity racks.

6.5 Signage Regulations

These regulations are intended to result in functional, attractive signage incorporating a high level of design, graphics and efficient maintenance throughout the WRSP Area. All signs shall meet the Signage Guidelines in the WRSP. A master signage plan shall be prepared for the ~~NVR&G~~NVRG area as part of the first Design Permit entitlement.

6.5.1 PROHIBITED SIGNS

In addition to the signs prohibited pursuant to Section 19.23.060, Prohibited Signs, of the American Canyon Municipal Code, the following signs are prohibited.

- Decal signage on glazing.
- ~~Internally illuminated~~Internally illuminated awnings.
- Plastic-faced monument signs.
- Conventional plastic-faced box or cabinet signs.
- Formed plastic or injection molded plastic signs.
- Signs with luminous vacuum-formed letters.
- Cloth, paper, cardboard or foam signs or decals.
- Blinking, flashing, animated or moving signs.

- Advertising displayed on vehicles to attract attention to a specific business location or sale.

6.5.2 COMMERCIAL TENANT IDENTIFICATION AND STOREFRONT SIGNAGE

Tenant signs shall be limited to the identification of building tenants. Tenant signage must comply with the Design Guidelines contained herein and the master signage program prepared for the ~~NVR&G~~NVRG Mixed Use area.

6.5.3 LIVE-WORK SIGNAGE

The following signs are prohibited for live/work developments:

- Franchise signage
- Internally lit acrylic or plastic signs

6.6 Landscape Regulations

6.6.1 GENERAL LANDSCAPE REGULATIONS

LAYOUT AND DESIGN

Planting layout and design ~~shall~~ should be conducted with knowledge of plant material habits and varieties as a guide for proper spacing and combinations. The ultimate size and growth speed of plant materials ~~shall~~ should be considered to achieve an interesting, diverse landscape effect.

LOCATION

Shrubs shall not be planted within two feet (2') of residential walks, curbs, driveways, or architectural elements.

Trees shall not be planted within two feet (2') of residential walks, curbs, driveways or architectural elements. Trees planted within five feet (5') of walks, curbs, or pavement shall require continuous root barriers.

~~MATERIALS~~PLANT SELECTION

Residential Local Street trees shall be chosen from an approved Street Tree List.

Common Area landscaping (both private and public) shall comply with the City of American Canyon's water efficient landscape ordinance (see Section 6.6.3 below).

Shrubs, grasses, vines, groundcovers and perennials shall be chosen from an approved plant list and shall constitute a minimum of 30% of the plant palette.

~~Private Common Area trees~~Trees in private common areas shall consist of at least 30% from an approved plant list and shall be located appropriately for the available planting space.

PLANT SIZE

Plants shall be of the following minimum size and spacing at the time of installation:

Shrubs: A minimum of 35% of shrubs shall be 5 gallon size.

Ground Cover: Ground cover planting shall be installed at sizes and spacing to provide complete cover within one year of installation.

Vines: Vines shall be a minimum size of five gallons.

Trees: ~~Trees shall be a minimum of 15 gallons. 24-inch box trees shall be planted in areas of special interest such as key intersections, neighborhood entries, or focal points.~~See Section 6.6.2 below.

6.6.2 STREET TREES

Street trees shall be a minimum size of 15 gallons, and all street trees shall be installed with root barriers where necessary to prevent sidewalk uplift. 24-inch box trees shall be planted in areas of special interest such as key intersections, neighborhood entries, or focal points.

A minimum of three street trees shall be planted for every 100 linear feet of street frontage. Street trees shall be spaced a maximum of 30' on center and be in accordance with the following minimum setbacks:

- 30' setback from street corners for sight line visibility (greater setback may be required at specific conditions, as determined by the City Engineer)
- 10' setback from commercial driveways
- 5' setback from residential driveways
- 15' setback from streetlights and traffic control signals
- 5' setback from water, gas and fire service laterals
- 5' setback from sewer and gas laterals
- ~~Street trees shall be a minimum size of 15 gallons.~~
- ~~All street trees shall be installed with root barriers where necessary to prevent sidewalk uplift.~~

6.6.3 MODEL WATER EFFICIENCY LANDSCAPE ORDINANCE

In September 2009, the State adopted the Water Conservation in Landscaping Act of 2006 (AB1661). As of January 1, 2010 all local jurisdictions in California are required to implement this law, with the aim of reducing water consumption by landscaping.

The State Department of Water Resources (DWR) has prepared a Model Water Efficient Landscape Ordinance (MWELO) for use by local jurisdictions. The city of American Canyon has adopted a MWELO for all new development which is found in the Zoning Ordinance (19.22.010 - 19.22.080).

WRSP must comply with the City's MWELO requirements in all landscapes.

6.7 Walls and Fencing Regulations

Fences, walls, and dense hedges shall comply with the following regulations:

- Front Yards: Fences and walls within a required front yard shall not exceed 36 inches in height.
- Corner Intersections: Fences and walls at a corner intersection may not exceed 30 inches within the Public Works Standard for a Controlled Area at an intersection.
- Alleys: Fences and walls located within five feet of the edge of paving of an alley shall not exceed 36 inches in height.
- Where private side yards ~~include sideyards on~~ are adjacent to a street, privacy fencing should only enclose the area that is consolidated into usable yard space~~. Privacy~~; privacy fencing to enclose minimum ~~sideyards~~ side setbacks adjacent to a street is not permitted.
- Sidewalks. Fences and walls within three feet of a sidewalk shall not exceed 36 inches in height.
- Continuous vandal resistant, safety fencing shall be required along the railroad right of way to prevent pedestrian and bicycle access into the railroad right of way. Fencing shall be a minimum of 6 feet in height and shall be designed to comply with the Design Guidelines in Appendix A,

Section A.4.3.1 and the “view fencing” in section A.7. Where homes are located closer than 50 feet to the railroad right of way, a solid fencing design constructed of masonry or metal must be utilized.

See Figure 6.2 for an illustration of wall and fencing regulations.

[Figure 6.2: Fencing Requirements]

6.8 Utility Regulations

All utility transformers and pedestals shall be located below ground in vaults to minimize their appearance in the community.

6.9 Resource Management Guidelines

The sustainability of a community depends on creating and maintaining its economic and environmental health. It is important that for communities to be successful, they develop principles and a collective vision for the future that applies an integrative approach to environmental, economic, and social goals. The WRSP aims to achieve a high level of sustainability incorporating a three-tier approach to sustainability through an effective management of resources at all levels of planning, design, and construction.

TIER 1 DESIGN GUIDELINES

The first tier involves using sustainable principles in community design and overall master planning. An integral relationship exists between how a community is planned and developed through its form, configuration, and use along with its capacity to meet its social, environmental, and economic needs. Community form, which represents the needs and priorities of the community, directly influences community capacity to sustain itself into the future. The sustainability design guidelines used in the overall planning of the WRSP Area include:

- Vehicle miles traveled should be reduced through the provision of a mixed-use community that accommodates a wide range of uses.
- A wide range of housing types should be provided that allow for varied housing opportunities.
- Non-vehicular circulation should be emphasized through the creation of compact, interconnected walkable blocks.
- A healthy lifestyle should be promoted through an integrated system of trails and pedestrian connections.
- Narrow street sections should be provided to reduce surface runoff and reduce urban heat island effect.
- Environmentally sensitive areas should be preserved where possible.
- Existing structures and materials at the ~~NVR&G~~NVRG should be reused where possible.
- Features such as electric charging stations and solar panels should be provided at key community destinations.
- Incorporate horizontal mixed-use into the community to create a walkable, pedestrian friendly community with less need for automobiles.
- If possible, accommodate a public transit stop centrally located near the core activity hub.

TIER 2 DESIGN GUIDELINES

The second tier involves a commitment to using sustainable green building techniques. The technology exists to create buildings that are smarter, more energy efficient, and healthier than those of the past. Homes and commercial buildings should be built incorporating the finest building and energy saving techniques available. The sustainable green building techniques that might be used in the built form include:

- Passive energy should be used to reduce dependency on mechanized energy systems.
- Recycled, refurbished or sustainability farmed building products should be incorporated.
- A lifecycle analysis should be used when choosing building materials.
- Homes and buildings should meet strict energy performance standards by incorporating ENERGY STAR compliant products such as appliances, building, heating and cooling, and lighting products in an effort to reduce greenhouse gas emissions.
- Reduce the energy consumption in homes by the use of energy efficient design and construction methods. These could include, but are not limited to:
    - High Performance Attics~~;~~
    - High Performance Walls~~;~~
    - High Performance HVAC Systems
    - High Performance Windows~~;~~
    - Tankless Water heaters~~; and~~
    - Cooling Ventilation and house fans~~;~~
- Consider incorporating a “cool roof” which reduces the amount of heat conducted to the building. This can be achieved by using highly reflective or “cool color” roofing products.
- Outdoor lighting should incorporate fixtures that produce light using light-emitting diodes (LEDs) which use at least 75 percent less energy than incandescent lighting.
- Residences and public/commercial buildings should be designed to accommodate electric vehicle charging stations.
- Incorporating signage on the sustainable design features on the build environment, specifically LEED certified buildings.
- Homebuilders providing buyers with a system option for the homes to include photovoltaic (solar) and solar water-heating systems. Being solar-ready may include:
    - Having a designated solar zone
    - Adequate electric capacity
    - Designated conduit and plumbing paths
- Commercial parking incorporating photovoltaic (solar) panels over the parking, or solar turbines located on the light poles to harvest energy.

TIER 3 DESIGN GUIDELINES

The third tier involves a commitment to sustainable landscape techniques. Projects shall incorporate The City of American Canyon Model Water Efficient Landscape Ordinance (MWELO) into the design (See Section 6.6.3 above). The desire to create community in accordance with green building principles influences the decisions regarding the landscape design, recreational programming, and physical layout of each development area. The sustainable landscape techniques that may be used include:

- Drought tolerant plants should be selected to reduce water consumption based upon:
    - Their adaptability to the natural conditions of the site.
    - Protection and preservation of native species and natural vegetation
    - Disease and pest resistance
    - Water-conserving plant and turf species
    - Selection of plants from the East Bay Municipal Water District's "Plants and Landscape for Summer-Dry Climates" as the primary reference.
- Plant materials should be selected that promote a diversity of flora and fauna.
- Recycled water for landscape should be considered to reduce the consumption and demand of potable water.
- Pursuant to Zoning Ordinance Chapter 19.22.040, the use of turf in new residential projects is limited to the rear yard. ~~no turf is permitted in front yards and in other areas turf areas should be minimized.~~
- Low impact development principles should be implemented to reduce the impact of the development on the natural environment.
- Incorporate infiltration beds, swales, and basins into the design of a project to allow water to collect and soak into the ground, as required by local agency.
- Utilize pervious or porous surfaces (permeable pavers or blocks) to minimize runoff.
- Encourage the use of rain harvesting or catchment technologies (rain gardens, canisters, etc.)
- ~~Projects shall incorporate The City of American Canyon Model Water Efficient Landscape Ordinance (MWELO) into the design.~~

Chapter 7: Circulation

7.1 Introduction

The Watson Ranch Specific Plan (WRSP), consistent with the City of American Canyon's General Plan Circulation Element, incorporates an array of transportation modes. This is achieved by including a network designed for pedestrians, bicyclists, and motor vehicles. Streets are not only functional systems that allow vehicles to navigate smoothly and safely within the community, ~~they are~~but they are also an important building block in creating a rich and vital pedestrian environment. The Circulation Plan (Figure 7.1) provides access to residential, educational, commercial, and recreational destinations. In addition, the circulation plan promotes "complete streets", a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. In doing so, the circulation plan provides a safe, functional, and ~~pedestrian~~ pedestrian-friendly environment for residents and visitors of the WRSP Area community.

The WRSP Area is connected to the city on its western edge by Rio Del Mar East, which is proposed to be extended to serve as an ~~east~~ east-west connector between Highway 29 and Newell Drive. From the southeast corner of the WSRP Area, Newell Drive is proposed to extend along the eastern edge of the WRSP Area, enabling a future northern connection of Newell Drive to SR 29 at Green Island Road. From a "roundabout" ~~"Y"~~" intersection connecting to the existing Newell Drive, the Newell Drive extension will continue to the north/northeast, while a small local road (named "Mallen Way") heads north connecting Rio Del Mar East and providing access to the hotel site. ~~and Park "B".~~

In keeping with the General Plan goal of creating a well-connected community, the WRSP provides connections along its southern edge to Vintage Ranch. Respecting the existing development pattern of Vintage Ranch, connections are made to both existing Summerwood Drive and Rolling Hills Drive. The Rolling Hills Drive connection provides a connection to and from Vintage Ranch to Rio Del Mar East while ~~the~~ Summerwood Drive connects the ~~proposed~~ southern residential development parcels within the ~~plan area~~WRSP Area to Vintage Ranch ~~and may be limited only to a pedestrian and bicycle access~~. Complying with the American Canyon Fire ~~Projection~~Protection District, the ~~Watson Ranch Plan~~WRSP Area will provide for two means of access during all phases of construction and at build-out.

The main circulation network within the WRSP Area is a modified grid with Rio Del Mar East forming the southern edge of the grid. The interconnected nature of the block pattern disperses traffic so that local streets are pleasant to live on and walk or bike along.

7.2 Goals, Objectives, and Policies

The following goals, objectives, and policies establish a framework to create a circulation network that considers the movement of pedestrians, bicyclists, and vehicles.

Goal 7A – Create a balanced transportation system that moves a variety of users through the community.

Objective 7.1 – Design pedestrian-friendly streets with appropriate traffic calming measures.

Policy 7.1.1 – Sidewalks within residential neighborhoods shall be a minimum of five feet wide ~~and separated from the street by a landscaped parkway strip.~~.

Policy 7.1.2 – Standard crosswalks shall use accentuated markings, changes of material, pedestrian warning indicators, flashing bollards, flashing lane indicators and/or other flashing warning signs near ~~schools,~~ parks, the ~~NVR&G~~NVRG, or major trail crossings.

Policy 7.1.3 – Bulb-outs shall be used at intersections subject to approval of the City of American Canyon and the American Canyon Fire Protection District.

Policy 7.1.4 ~~–~~ All streets, intersections, alleyways and other circulation improvements shall preserve public safety access throughout the ~~specific pan area~~WRSP Area.

Policy 7.1.5 ~~–~~ At-grade railroad crossings~~, whether at Rio Del Mar or S. Napa Junction Road,~~ shall be subject to California Public Utility Commission (CPUC) ~~approval~~ jurisdiction.~~and all CPUC regulations governing vehicular, bicycle and pedestrian safety at the railroad crossing.~~

Policy 7.1.6 – All improvements located with the SR 29 State right of way are subject to approval of an encroachment permit by the California State Department of Transportation (~~Cal Trans~~Caltrans).

Policy 7.1.7 – The "Tie-in" at Rio Del Mar East and SR 29 (see section 7.7 ~~–~~ Off-Site Improvements) ~~are~~ is intended to be consistent with the ~~Cal Trans~~Caltrans District 4 Bike Plan project referred to as ~~NAP 29 – X12~~Nap-29-X12, which will add Class II bike lanes on SR 29 and implement signal/intersection improvements to support bicyclist left turns and movements through the intersection in general.

Goal 7B – Create a street network that enhances the sense of community.

Objective 7.2 – Design streets that are compatible with the character of their neighborhoods.

Policy 7.2.1 – In ~~more~~ more-urban conditions, sidewalks may widen and become curb-adjacent. Tree wells with tree grates should be used in these situations.

~~Policy 7.2.2 – To enhance the neighborhoods in the eastern WRSP Area, a key road intersection shall be placed to access Newell Drive that creates an east/west view across the regional ball fields to the school site.~~

~~Policy 7.2.3 – A minor collector shall be provided in the northwest corner of the WRSP Area that makes a sweeping curve in order to work with the site topography. Homes on the east side of the road along this curve should be accessed through internal local streets while porches face onto the minor collector street.~~

~~Policy 7.2.4 – A connection between Park "A" and Park "B" shall be provided. Homes to the east should back onto the park with open view fences. The western edge of the linear park that connects Park "A" and Park "B" should be adjacent to a local street.~~

Policy 7.2.~~5~~ 2 – Use of alleyways is encouraged. Specific location of alleyways shall be reviewed and approved as a part of the tentative map and design permit entitlement process for individual neighborhoods.

Policy 7.2.~~6~~ 3 – Modified Street sections reflected in the WRSP are approved for use~~,~~; however, specific location and application will be subject to review and approval as part of subsequent ~~Tentative Map/Design Permit~~tentative map and design permit entitlement process~~es~~.

Goal 7C – Create a pedestrian and bicycle trail network.

Objective 7.3 – Provide bicycle and pedestrian amenities throughout the WRSP Area.

Policy 7.3.1 – Short-term and long-term bicycle parking for non-residential uses shall be provided as required in the City of American Canyon Municipal Code ~~section~~ Section ~~19.21.050~~, or as otherwise required in the WRSP.

Policy 7.3.2 – The Napa Valley Vine Trail and River to Ridge Trail segments within the WRSP Area shall incorporate street furniture, ~~drinking fountains,~~ wayfinding signage, interpretive elements, high-visibility crossing treatments, and other amenities where appropriate.

Objective 7.4 – Increase connections through a network of trails, sidewalks, and bike facilities to promote walking and bicycling.

Policy 7.4.1 – The River to Ridge Trail shall be integrated into the WRSP Area along the south side of the Rio Del Mar East alignment fronting ~~on~~ the Napa Valley Ruins & Gardens (~~NVR&G~~NVRG) mixed use area, intersecting with the Napa Valley Vine Trail, fronting Newell Park and the Community Plaza/ Center, and connecting to Newell Drive.

Policy 7.4.2 – The River to Ridge Trail shall have an improved minimum width of 10 feet for the segment passing through the WRSP Area.

Policy 7.4.3 – The Napa Valley Vine Trail shall be aligned generally along the PG&E gas line easement running north to south through the WRSP Area.

Policy 7.4.4 – The Napa Valley Vine Trail shall have a minimum improved width of 12 feet for the segment within the WRSP Area.

Policy 7.4.5 - Class IV bikeways (cycle tracks) may be implemented along Newell Drive and Rio del Mar East in lieu of class II bike lanes.

Policy 7.4.6 – An area-wide looped trail system in the WRSP Area shall be established through multiple secondary trail and sidewalk loops provided along open space areas and through neighborhoods.

Objective 7.5 – Promote safety and security on all trail networks.

Policy 7.5.1 – Posting of rules related to bicycle speed limits and trail use etiquette shall be provided along the trail system.

Policy 7.5.2 – When provided, lighting on multi-use trails shall be downward facing.

Goal 7D – Integrate and connect to regional public transportation.

Objective 7.6 – Provide connections to regional networks for a variety of transportation modes.

Policy 7.6.1 – Transit stops shall be provided at key destinations within the WRSP Area.

Goal 7E – Design "Complete Streets."

Objective 7.7 – Develop a street hierarchy and street system design that considers all potential users and establishes ~~the appropriate modes of transportation for~~ a Complete Streets network in the WRSP Area.

Policy 7.7.1 – Street design shall be consistent with Resolution 2012-72, "Complete Streets Policy of the City of American Canyon."

Policy 7.7.2 – Class II bike lanes (delineated by on-street striping) shall be provided on all arterial and collector level streets throughout the WRSP Area except where Class I or Class IV bikeways are provided.

Policy 7.7.3 – Sidewalks shall be provided on at least one side of all streets.

Policy 7.7.4 – Approaches to signalized intersections should include bicycle detection devices that are operational and properly marked.

Policy 7.7.5 – Safety and access for bicyclists should be improved at at-grade railroad crossings by providing appropriate enhancements such as proper track structure, safe crossing angles, track fillers, lighting, and adequate warning and guidance information, among other features.

Policy 7.7.6 – Street design shall be consistent with the Circulation Element. Modifications not approved as part of this Specific Plan (see Section 7.3) shall be subject to review and approval through the ~~Tentative Map and Design Permit Approval Process~~tentative map and design permit approval process.

Goal 7F – Provide an open street network with connectivity to adjoining neighborhoods.

Objective 7.8 – Wherever possible, local street connections to adjoining neighborhoods should be made to provide local access to the Napa Valley Ruins and Gardens (~~NVR&G~~NVRG) Area.

Policy 7.8.1 – Rolling Hills Drive shall be connected as a local street to ~~the extension of~~ Rio Del Mar East. Where necessary, traffic calming features shall be utilized to avoid "cut-through" traffic.

Policy 7.8.2 – Preserve the potential for the City to achieve a future at-grade crossing connection at the terminus of South Napa Junction Road until such time the City has completely abandoned the option as a secondary access into the ~~NVR&G~~NVRG.

7.3 Street Sections

This section describes the range of street classifications that make up the components of the overall circulation system. The Circulation Plan (Figure 7.1) delineates the location of the backbone street layout for the WRSP Area. The backbone circulation plan ~~generally~~ shows the general alignment of the primary streets. The locations of local streets and smaller streets will be determined at time of tentative map approval. Final street layouts may vary from street configurations illustrated below in this section, and may be determined at time of tentative map approval. ~~– Local streets and smaller are shown in the following graphic (Figure 7.2), which shows potential locations of in-tract local streets.~~ The street sections described below include a series of "modified" street sections that are permissible to use within the WRSP Area. ~~The backbone circulation plan generally shows the alignment of the primary streets. Final street layouts may vary slightly with final design to be determined at time of tentative map approval.~~

In keeping with the ~~sustainable~~ sustainability goals of the WRSP, Low impact Development (LID) techniques ~~maybe~~ may be used to reduce impacts of development on the natural environment. To meet this goal, ~~if required the~~ planting strips ~~along roadways,~~ or landscape medians may be used to treat ~~storm water run-off~~stormwater runoff. The use of parkway strips or medians to treat stormwater may help in meeting the City's MS4 Permit requirements, which is the regulatory framework to address appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address pollutant discharges and prevent increases in runoff flows.

In the following Street Section Graphics certain text may be abbreviated to fit graphically. These are:

- FOC delineates Face of Curb Dimensions~~,~~
- BOC delineates Back of Curb Dimensions~~, and~~
- ROW delineates the Right of Way~~.~~

Street sections illustrated represent the range of proposed streets within the WRSP Area. Specific locations and dimensions may be further refined or modified through the ~~Tentative Map Process~~tentative map process (See Policy 7.7.6).

[Figure 7.1: Circulation Plan]

[REMOVED FIGURE: Figure 7.3.1a: Four Lane Arterial (Newell Drive south of Rio Del Mar)

7.3.1 ~~FOUR LANE ARTERIAL /~~ TWO LANE MAJOR COLLECTOR (NEWELL DRIVE)

~~Newell Drive will consist of two sections, one south of Rio Del Mar and the other north of Rio Del Mar.~~

~~South of Rio Del Mar, this arterial will consist of two vehicular lanes in each direction separated by a landscaped median. On-street bike lanes and 8-foot wide sidewalks separated from the travel ways by 6-foot wide landscaped parkways are also included in the 100-foot wide right-of-way. (See Figure 7.3.1a)~~

~~North of the intersection with Rio Del Mar, the road classification changes to a 2 lane~~This ~~Major~~ major ~~Collector.~~collector ~~Improvements include~~ consists of two 12-foot-wide lanes of travel, a 14-foot-wide median, 5-foot-wide ~~class~~ Class II bike lanes, ~~an~~ 8-~~foot~~ foot-wide ~~parkway~~ parkways, and 8-foot-wide ~~sidewalk on each side~~sidewalks. (See Figure 7.3.1~~b~~)

[Figure 7.3.1: Two Lane Major Collector (Newell Drive north of Rio Del Mar)

7.3.2 MODIFIED MAJOR COLLECTOR

This two lane modified collector is proposed as an east-west extension from the existing Rio Del Mar linking to the extension of Newell Drive. This ~~portion of Rio Del Mar~~modified major collector street consists of a ~~69.5-foot wide~~69.5-foot-wide road section within a ~~105.5-foot wide~~108.5-foot-wide right-of-way. The paved section will accommodate two ~~12-foot wide~~12-foot-wide travel lanes~~,~~ and a 14-foot-wide median that accommodates turn lanes. The roadway has a vertical curb and gutter, and curb returns have a 20-foot radius. ~~, a~~On the north side, there is a 5-~~foot~~ foot-wide on-street Class II bike lane ~~on the north side,~~ and ~~8-foot wide~~8-foot-wide parking bays ~~on the north side~~. Diagonal parking is provided on the south side along the frontage of the ~~NVR&G~~NVRG. ~~The class II bike lane on the south side is routed off street in conjunction with the River to Ridge trail or as a separate Class I bike lane or Class IV cycle track.~~ Alternately, "back-in" diagonal parking may be considered along the ~~NVR&G~~NVRG frontage. ~~The roadway has a vertical curb and gutter and curb returns have a 20-foot radius.~~ An ~~8-foot wide~~8-foot-wide sidewalk is provided on the north side of the street and separated from the travel lanes by an 8-~~foot~~ foot-wide parkway strip. The River to Ridge Trail runs along the south side of the road as a ~~12-foot wide~~12-foot-wide multi-purpose trail for pedestrians and bicycles, separated from the parking areas by a minimum 8-foot wide parkway strip. Where this street runs along the ~~NVR&G~~NVRG, the paving may extend to the curb, thus eliminating the parkway strip and forming more of a promenade atmosphere with street trees in tree grates. (See Figure 7.3.2a and Figure 7.3.2b) Note that these figures represent typical street configurations; they are not indicative of the ultimate configuration of approved or future-approved modified major collector roadways such as Rio Del Mar East.)

[Figure 7.3.2a: Modified Collector (Rio Del Mar extension – in front of ~~NVR&G~~NVRG)

Along the western edge of the site, the Rio Del Mar East ~~extension~~ crosses the existing railroad. The Rio Del Mar railroad crossing will be an at-grade or ~~grade~~ grade-separated crossing. Parking bays are eliminated for this portion of the roadway. Along the western edge of the site where not adjacent to the ~~NVR&G~~NVRG, the diagonal parking will become parallel spaces.

Figure 7.3.2c shows the conceptual ~~at~~ at-grade crossing for Rio Del Mar East, and Figure 7.3.2d shows the ~~grade~~ grade-separated concept. Figure 7.3.2e shows the conceptual layout for the off-site portion of Rio Del Mar East ~~extension~~ from the western property boundary to SR 29. Lane configurations and alignments are conceptual and will be refined at the time of final design.

Rio Del Mar East railroad crossing at grade or grade separated is subject to C.P.U.C. approval. Figure 7.3.2c and 7.3.2d are conceptual only and may be subject to change.

[Circulation Figures 7.3.2b-7.3.2e]

7.3.3 MINOR COLLECTOR

~~This~~Marcus Road is a proposed two lane Minor Collector ~~is proposed as a~~providing a ~~north~~ ~~south~~ primary connection through the project area. ~~linking Rio Del Mar to Newell Drive~~. Marcus Road runs northward from Rio Del Mar East and then curves eastward to a terminus at Newell Drive.

The standard Minor Collector street section consists of a 50-foot wide road section within a 74-foot wide right-of-way. The paved section will accommodate two 12-foot wide travel lanes, 5-foot wide on-street bike lanes, and 8-foot wide parking bays on either side. The roadway has a vertical curb and gutter and curb returns have a 20-foot radius.

~~Six-foot-wide~~Six-foot-wide sidewalks are provided on both sides of the minor collector and are each separated from travel lanes by a ~~6-foot-wide~~6-foot-wide parkway strip. Where the parkway strip might be utilized for stormwater treatment, an increase in width may be necessary. (See Figure 7.3.3)

[Figure 7.3.3: Minor Collector]

7.3.4 LOCAL STREETS (RESIDENTIAL)

The ~~primary purpose of the~~ Local Street (Residential) classification ~~is to provide access to the proposed elementary school. It~~ consists of a 40-foot wide road section within a 64-foot wide right-of-way. The paved section can accommodate two travel lanes and on-street parking on both sides.

The roadway has a vertical curb and gutter, and curb returns have a 20-foot radius. 6-foot-wide sidewalks provided on both sides and are separated from parking areas by a 6-foot wide parkway strip. (See Figure 7.3.4)

[Figure 7.3.4: Local Streets (Residential)]

7.3.5 MODIFIED LOCAL STREET (RESIDENTIAL) - A

The Modified Local Street (Residential) - A is a street that is unique to the WRSP Area and provides access within residential neighborhoods. This street has a 36-foot wide paved section within a 58-foot wide right-of-way. The paved section accommodates two travel lanes with on-street parking on both sides.

The roadway has a vertical curb and gutter, and curb returns have a 20-foot radius. 5-foot wide sidewalks are provided on both sides and are separated from the parking areas by a 6-foot wide parkway strip. (See Figure 7.3.5)

[Figure 7.3.5: Modified Local Street (Residential) - A]

7.3.6 MODIFIED LOCAL STREET (RESIDENTIAL) - B

The Modified Local Street (Residential) - B is a street that is unique to the WRSP Area and provides connection from development parcels along the Southern boundary to Vintage Ranch and from Vintage Ranch to ~~the~~ Rio Del Mar East~~extension~~. The street has a 32-foot wide paved section within a 58-foot wide right-of-way. The paved section accommodates two travels lanes with on-street parking on one side.

A 10-foot wide sidewalk is provided on one side separated from the travel lane by a 6-foot wide parkway strip. A 10-foot wide landscape parkway is provided opposite the side containing the 10-foot sidewalk. (See Figure 7.3.6)

[Figure 7.3.6: Modified Local Street (Residential) - B]

7.3.7 CUL-DE-SAC

The cul-de-sac is utilized at the end of a residential street primarily to serve as a ~~turn around~~turnaround.

The bulb of the cul-de-sac is located in a right-of-way which is 114-feet wide in diameter. The paved driving surface is 90-feet wide in diameter. The curb radius to the connecting neighborhood street is 17-feet. No parking is permitted within the cul-de-sac. A 6-foot wide sidewalk that is separated by a 6-foot wide planting strip is provided. (See Figure 7.3.7)

[Figure 7.3.7: Cul de sac]

7.3.8 RESIDENTIAL ALLEY

Alleys are generally located behind residential lots, providing service access and resident vehicular access to garages. Alleys have a minimum travel way width of 20 feet within ~~a 20-foot wide~~an access easement or right-of-way. Garage doors must be ~~setback~~ set back a minimum of 14 feet from the centerline of the paved surface. No resident or guest parking is allowed within the alley except in designated parking spaces or full length driveway aprons. Alleys are encouraged to be used extensively to minimize the garage dominant streetscape and encourage pedestrian/bicycle activity.

Points of access and certain segments may vary from this minimum standard to accommodate public safety vehicles and garbage trucks. (See Figure 7.3.8)

[Figure 7.3.8: Residential Alley]

7.4 Traffic Calming

The Institute of Transportation Engineers defines traffic calming as “Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.” To promote walkability and to provide a safe pedestrian travel route within the community, various traffic calming measures could be adopted. The WRSP implements bulb-outs at intersections and narrowing at important pedestrian/vehicular intersection points, such as mid-block crossings for trail crossings, as shown in Figure 7.4.

In addition, the following traffic calming measures may also be considered, and their review and approval will be considered at tentative map review.

1) Vertical Deflection (Speed Humps; Speed Tables; Raised Intersections) Small changes in elevation can be used to slow vehicles. A speed hump is typically 12-14 feet in length and a height less than 4

inches, while a speed table is at least 22 feet in length rising up to 6 inches, with a flat central area at least 10 feet in length. Speed humps and tables work well in residential neighborhoods ~~and near schools,~~ and are often used in series. Speed tables are sometimes used at midblock pedestrian crossings, with the crosswalk located across the flat area. ~~They are not, however,~~ Speed humps and speed tables are not used near intersections; rather, the entire intersection may be raised, with bollards to delineate sidewalks and pedestrian zones, making the entire intersection pedestrian-friendly. Special modifications must be made for drainage in the case of vertical deflections. Vertical deflections are not preferred on streets with significant (>8%) grade.

2) Horizontal Shifts (Traffic Circles; Chicanes) Traffic circles are raised islands installed at intersections of local or collector streets with one lane each direction entering the intersection; ~~however, they create problematic~~ they should be adequately sized and configured to accommodate turning conditions for large vehicles such as buses or trucks. Chicanes are a series of at least three alternating curb extensions used at midblock locations only. Careful design must ensure that speeding cannot occur by drivers cutting straight paths across the center line. Chicanes can be created using on-street parking, but are often difficult to design due to driveway access. Horizontal shifts are ~~also~~ sometimes preferred by emergency response teams over vertical deflections, and can provide opportunities for landscaping.

3) Other (Change in Material / Texture; Pedestrian ~~Operated Blinking Lights~~Actuated Signals) Stamped asphalt, brick pavers, and rumble strips can be used to capture the attention of motorists. They are successfully used in conjunction with crosswalks or raised intersections / speed tables, and provide additional emphasis to mixed-use or commercial areas where there is also an increase in pedestrian activity. For especially dangerous geometries or high-volume / high-speed roads, pedestrian-actuated signals with flashers can be used at intersections or at mid-block locations.

[Figure 7.4: Intersection Neckdown/Bulbout]

7.5 Pedestrian and Bike Circulation

The pedestrian and bikeway network is an important component in ensuring connectivity and promoting non-vehicular travel within the WRSP Area. The network has been designed as a truly integral part of the community, providing easy and efficient access to the ~~NVR&G~~NVRG, ~~the elementary school, and~~ parks, and other amenities. This network of bicycle, multi-purpose trail, sidewalk and paseo connections within the community ~~link~~ links neighborhoods together and ~~connect~~ provides connections to ~~the~~ surrounding areas. The WRSP Area is locally and regionally connected to the rest of the City of American Canyon by the crossing of two regional trails. Pedestrian connection opportunities are provided to adjacent uses and allow for easy access into the regional trail and bicycle network that is currently ~~present~~ existing or planned in the City. Figure 7.5 illustrates the proposed bike and pedestrian circulation system.

7.5.1 SIDEWALKS

Sidewalks form ~~the day to day~~day-to-day linkages throughout the community ~~for the majority of pedestrians~~. All streets within the WRSP Area will have sidewalks on at least on one side of the street. The character of the sidewalks should reflect the adjacent land use. For example, sidewalks within residential neighborhoods will be a minimum of 5 feet wide and separated from the street by a landscaped parkway strip. In locations where a ~~more~~ more-urban character is desired such as in front of row town homes, or adjacent to retail or commercial uses, sidewalks may widen and become curb-adjacent with street trees located in tree grates. This flexibility will create projects where the pedestrian experience responds to its context.

7.5.2 PEDESTRIAN PATHS AND BIKEWAYS

Pedestrian and bicycle circulation forms the backbone of the WRSP. This network creates linkages to all portions of the WRSP Area as well as connection opportunities to the regional trail system. ~~This~~ The proposed pedestrian and bicycle network contains the following components:

Community ~~Trail~~ Trails System – The Community Trails network system provides safe and convenient access to parks, natural open spaces, neighborhoods, ~~schools,~~ the ~~NVR&G~~NVRG, and regional trails. The Community Trails system is comprised of a series of ~~loops~~ trails that provide different experiences within the WRSP Area. Loops provide route choices to destinations, offer differing experiences along their alignments and allow users to fit a route to the time they have available and their recreational needs. The primary Community Trail systems within the WRSP Area are:

Napa Valley Vine Trail - The Napa Valley Vine Trail is a proposed major regional multi-use trail from Calistoga to Vallejo. A portion of this proposed trail route passes through the WRSP Area thus providing a valuable regional non-motorized connection. The proposed route runs north-south along the entire length of the property. Portions of the Vine Trial utilize the existing gas easement line that traverses the WRSP Area. ~~The proposed school and mixed-use area are both connected by the Napa Valley Vine Trail.~~ Other local community trails will connect to the Napa Valley Vine Trail thus providing opportunities for various loops within and outside the WRSP Area. Figure 7.6 shows the Napa Valley Vine Trail section.

River to Ridge Trail – The River to Ridge Trail is the proposed trail connecting the western part of the City to the open space areas to the east of Newell Drive. The ~~multiuse~~ multi-use trail will connect to the WRSP Area at its western boundary on Rio Del Mar East and traverse ~~east west~~east-west through the entire width of the site. The trail will provide connections to the ~~NVR&G~~NVRG, ~~Park A~~Newell Park, the Napa Valley Vine Trail, and local multi-use trails. Figure 7.7 shows the River to Ridge Trail ~~section~~alignment.

Multi-Use Trails – In addition to the regional trail systems the WRSP Area also has a network of multi-use trails that connect various open space and community gathering spaces. The multi-use trails run along the western edge of the WRSP Area linking dual use basins, wetlands, parks, ~~proposed school,~~ and other destinations within the WRSP Area. Refer to Figure 7.8 and Figure 7.9 for multi-use trail ~~sections~~alignments.

Class II Bike Lanes – Major streets within the WRSP Area have Class II bikes lanes. Class II bike lanes are designated ~~5-foot wide~~5-foot-wide (minimum) on-street bike lanes demarcated with a solid white stripe, ~~and allow~~allowing for a safe and unrestricted passage for bicyclists.

[Figure 7.5: Pedestrian and Bicycle Circulation]

[Circulation Figures 7.6-7.9 : Trails]

7.6 Public Transit

American Canyon Transit (ACT) provides a deviated fixed route bus service aimed at getting local residents to shopping and healthcare facilities within American Canyon. ACT also connects to the Napa VINE Routes 11 and 29 allowing American Canyon residents and visitors to travel to Napa, Vallejo, the Vallejo Ferry and even BART in the East Bay. The VINE system serves all the cities in the Napa Valley and connects with ~~Soltrans~~SolTrans, Sonoma County Transit, Petaluma Transit, Lake County Transit, BART, the Vallejo Ferry, Amtrak, and Greyhound.

While the WRSP Area is not currently served by ACT, there is the potential for the extension of routes to include key destinations within the WRSP Area. ~~A potential~~Potential transit ~~stop~~ stops within the WRSP Area ~~would likely be located~~could be located in proximity to the ~~NVR&G~~NVRG, hotel site , Newell Park, and the Community Center. To preserve this potential opportunity, the major roads within the WRSP Area are based on the City of American Canyon's ~~Street~~ street standards and have sufficient lane widths and right-of-way to accommodate transit service and transit stops. Potential future routes could include extending existing bus routes or new routes through the WRSP Area on Rio Del Mar East and/or along Newell Drive. Figure 7.10 shows possible future bus routes and potential transit stop locations.

As noted in Section 1.3.4 of the WRSP, the WRSP Area is proximal to the ~~draft~~ Broadway District Specific Plan (BDSP) Area~~. The BDSP~~ , which is a Priority Development Area (PDA) as designated by the Association of Bay Area Governments (ABAG) and Bay Area communities as areas for new growth. ~~PDA's~~PDAs are considered foundational for sustainable regional growth and Plan Bay Area. ~~PDA's~~ PDAs emphasize housing near transit. The WRSP represents an extension of that growth being located less than a quarter mile from the SR 29 corridor. Although separated from the PDA by the Railroad line and commercial properties fronting SR 29, the WRSP provides a key point of access to the BDSP Area and SR 29 through the extension of Rio Del Mar East. This dramatically enhances connectivity to the primary transit corridor in American Canyon. Further, the potential transit stop shown at Rio Del Mar East and the ~~NVR&G~~NVRG frontage is a quarter mile from approximately 46% of the units (+/- 500) within the WRSP Area as well as the ~~elementary school, NVR&G~~NVRG ~~commercial~~ mixed uses and the ~~Hotel~~ hotel site.

[Figure 7.10: Local and Regional Transit]

7.7 Off-Site Improvements

Off-site improvements include ~~two~~ major roadway connections from the WRSP Area to existing American Canyon ~~Roadways~~ roadways and several local street connections to enhance local connectivity. A connection ~~from~~ to the WRSP Area at the existing Highway 29/Rio Del Mar intersection will include surface improvements, roadway widening, and an ~~at grade~~at-grade or ~~grade separated~~grade-separated railroad underpass to access the WRSP site.

The associated off-site improvements for the connection of Rio Del Mar East to SR 29/Broadway will include improvements to the extension of Rio Del Mar East from the western project boundary up to SR 29 and the intersection of Rio Del Mar East and SR 29 referred to as the "Tie-in" (see Figure 7.3.2e). Improvements at the ~~Tie - in~~Tie-in are intended to comply with California Department of Transportation (~~Cal Trans~~Caltrans) Encroachment Permit requirements, which may include the construction or financial contribution toward construction of the bicycle and pedestrian improvements at this intersection, identified in the ~~Cal Trans~~Caltrans District 4 Bike Plan (2018) as NAP-29-X12 ~~(see Policy~~. All improvements within the SR 29 State ~~right of way (ROW)~~right-of-way requires an encroachment permit that is issued by ~~Cal Trans~~Caltrans.

Newell Drive and Mallen Way will be connected to the south where ~~it~~ Newell Drive currently terminates just north of Donaldson Way. Rolling Hills Drive will be connected to the south where it currently terminates just north of Terrazzo Lane.

The off-site improvements are shown on Figure 7.11.

[Figure 7.11: Off-Site Improvements]

7.8 South Napa Junction

Primary Access Option

The City's General Plan Circulation Element (see Figure 3, Circulation Map in General Plan) shows a Major Collector designation and Major Intersection designation connecting SR 29 to Newell Drive. It allows for one of two options to connect to SR 29 from the Watson Ranch Specific Plan Area (Rio Del Mar or South Napa Junction Road). The final determination of which option will be used is to be as set forth in the Specific Plan (Chapter 9 - Implementation).

The Western edge of the Watson Ranch Specific Plan is bound by the Union Pacific Railroad. Primary project access from SR 29 must cross this rail line. Any crossing of the rail line is subject to review and approval by the Public Utilities Commission (PUC).

The preferred planned access to the site is the Rio Del Mar East access alignment with an at grade crossing (see Figure 7.1). An alternative to the at grade crossing at Rio Del Mar East is the grade separated crossing along the Rio Del Mar East alignment (see Figure 7.3.2d). A final option for primary access to the WRSP ~~From~~ from SR 29 is South Napa Junction with an at-grade crossing ~~(Figures 7.12 and 7.13)~~ .

The final selection of the Major Collector alignment and connection to SR 29 from the WRSP site will be determined based upon legal, technical, economic, and other factors as provided for in the AC-1 Development Agreement as set forth in Chapter 9 - Implementation (see 9.3.4 (~~10~~9)). The South Napa Junction alignment is also considered consistent with both the General Plan Circulation Element and the WRSP.

Chapter 8: Infrastructure and Public Services

8.1 Introduction

This chapter addresses the proposed infrastructure system and public services for the Watson Ranch Specific Plan (WRSP) Area. Infrastructure includes the water, wastewater and storm water runoff systems. The Public Services refer to public facilities and services and utilities necessary to serve the area. These include some ~~City wide~~ citywide system improvements that will benefit more than the properties within the WRSP Area. The majority of infrastructure improvements will be privately funded. When warranted, reimbursement or assistance in financing may be provided when improvements exceed the project requirements and pro-rata share of responsibility for system improvements (see Implementation Chapter).

8.2 Goals, Objectives, and Policies

Goal 8A - To provide the infrastructure and public services required to support the WRSP Area without negatively affecting existing neighborhoods and residents of the City of American Canyon.

~~Objective 8.1 – Provide educational institutions adequate in size to support the future population of the WRSP Area.~~

~~Policy 8.1.1 - A 10 acre parcel shall be allocated for the creation of an elementary school within the WRSP Area.~~

Objective ~~8.2~~8.1- Fully comply with the City of American Canyon "Zero Water Footprint Policy" in the development of the water supply and system for the WRSP.

Policy ~~8.2.1~~8.1.1 - New potable water sources shall be identified, or existing water supply lines or uses shall be retrofitted to reduce water consumption so that the proposed development shall comply with the Zero Water Footprint Policy.

Policy ~~8.2.2~~8.1.2 - New development shall comply with the City of American Canyon's Model Water Efficient Landscape Ordinance and with the new water rules established on May 2015.

Objective ~~8.3~~8.2 - Address ~~on~~ on-site storm water drainage and retention through Low Impact Development (L.I.D.) standards and compliance with BASMAA and City of American Canyon requirements.

Policy ~~8.3.1~~8.2.1 - On-site detention basins shall be efficiently sized to accommodate storm water flows from the project without adversely affecting downstream capacities.

Objective ~~8.4~~8.3 - Provide improvements necessary to ensure sufficient downstream capacity in wastewater system.

Policy ~~8.4.1~~8.3.1 - The proposed wastewater system shall be designed and sized accordingly to meet the project needs without adversely affecting downstream capacities.

Objective ~~8.5~~8.4 - Provide solid waste recycling opportunities to reduce dependence on landfilling of solid waste.

Policy ~~8.5.1~~8.4.1 - The existing solid waste collection and recycling service that exists within the City of American Canyon shall be extended to serve the project area.

Objective ~~8.6~~8.5 - Provide state of the art telecommunication and technology infrastructure (e.g., fiber – optic cable) throughout the WRSP ~~area~~Area.

Policy ~~8.6.1~~8.5.1 - City and developer shall work with telecommunications and cable television providers to provide the most advanced, market ready infrastructure for telecommunications and television. Necessary infrastructure shall be installed in the WRSP Area to facilitate upgrades in service as the technology becomes available.

8.3 Infrastructure

This section identifies the infrastructure required to serve the WRSP Area and addresses the overall infrastructure improvements for the WRSP. Each component will be designed and constructed to accommodate build out in a phased approach.

8.3.1 POTABLE WATER

The WRSP Area will require approximately 460 ~~acre feet~~acre-feet per year of potable water. The total potable water demand will be reduced significantly by the use of recycled water for all commercial~~,~~ uses and public landscaping~~;~~, resulting in a reduction of approximately 250 ~~acre feet~~acre-feet per year of potable water. The WRSP Area is subject to the City's Zero Water Footprint policy. Studies ~~are underway to~~ address the policy by a combination of (1) bringing additional sources of water to the City, ~~and/or~~ (2) facilitating potable water savings elsewhere in the City through water conservation improvements, and/or (3) an even more comprehensive use of recycled water. Through a Development Agreement, the AC-1 portion of the WRSP Area has satisfied the City's Zero Water Footprint policy.

The City of American Canyon obtains nearly all of its municipal water supply from the North Bay Aqueduct. This facility is managed by the Napa County Flood Control and Water Conservation District. The Sacramento River Watershed is the aqueduct's supply source. The aqueduct supply is supplemented with connections to the City of Vallejo and the City of Napa.

The WRSP Area is located within two potable water pressure zones: zone 1 and zone 3.

- Zone 1 provides service to areas within the City ranging in approximate elevation from 50 to 100 feet. This zone is supplied by a ~~2.5 million gallon~~2.5-million-gallon tank at the water treatment plant, which is also connected to the ~~2.0 million gallon~~2.0-million-gallon Oat Hill Tank #1.
- Zone 3 provides service to areas within the City ranging in approximate elevation from 100 to 160 feet. The existing Zone 3 tank is the ~~0.2 million gallon~~0.2-million-gallon Oat Hill Tank #2.

Figure 8.1 Water Service Zones includes the preliminary zones for the proposed development. The service limits will be based upon final site grading and elevations.

The following facilities are adjacent to the WRSP Area:

- 6-inch water line (Zone 1) located in South Napa Junction Road.
- 18-inch water line (Zone 1) located on the west side of State Route 29.
- 18-inch water line (Zone 1) located in Newell Drive.
- 8-inch water line (Zone 1) located in Rolling Hills Drive.
- 8-inch water line (Zone 1) located in Summerwood Drive.
- 18-inch water line (Zone 3) located in Newell Drive north of the tank access road.

To provide for adequate potable water to the WRSP Area there will be off-site and on-site improvements to provide the required infrastructure.

OFF-SITE WATER IMPROVEMENTS

Off-site improvements may include the construction of two water tanks (Zone 1 and Zone 3) to provide ~~adequate~~ additional supply (Figure 8.6), which would be the responsibility of the City of American Canyon and funded by the Capital Improvement Program (C.I.P.). These tanks have approved plans from the City. The Zone 1 tank (approximately 2.5 million gallons) has been designed to be constructed adjacent to the existing recycled water tank, north of the ~~high school~~American Canyon High School and southeast of the WRSP Area. The Zone 3 tank (2.0 million gallons) will be constructed at a higher elevation to achieve required water pressure located southeast of the existing recycled water tank and Zone 1 tank sites. Zone 1 and Zone 3 water lines were installed from Newell Drive to the Recycled and the Zone 1 potable water tank sites. An interconnecting water line will be installed between the new Zone 1 and Zone 3 water tanks and an access road of approximately 15 feet in width will be constructed to provide access to the new Zone 3 tank.

Additional off-site improvements include installing a Zone 3 water main that connects the WRSP Area to the existing 18" Zone 3 water main in Newell Drive located north of the tank access road. This ~~zone~~ Zone 3 water main will serve the upper elevations of the WRSP Area and additional properties within the City of American Canyon.

See Figure 8.6 Water Infrastructure – Off-Site Improvements for existing (at the time of adoption of the 2018 WRSP) and proposed off-site water improvements.

ON-SITE WATER IMPROVEMENTS

Proposed on-site backbone improvements ~~will~~ include water lines ranging in size from 6-inch to 12-inch in diameter. The on-site improvements ~~will~~ connect to the following infrastructure lines:

- ~~Existing 6-inch water line (Zone 1) within South Napa Junction Road (6" water line to be upsized to 12" from the Southern Pacific Railroad to State Route 29).~~
- Existing 12-inch water line (Zone 1) within Watson Lane.
- Existing water line (Zone 1) within the east side of Highway 29, at a location approximately 480 feet south of S Napa Junction Road.
- Existing 8-inch water line (Zone 1) within Summerwood Drive.
- Existing 8-inch water line (Zone 1) within Rolling Hills Drive.
- Existing 18-inch water line (Zone 3) within Newell Drive located north of the tank access road.

All of the facilities will be designed and constructed to meet the City of American Canyon Standards.

See Figure 8.2 Water Infrastructure – On-Site Improvements

8.3.2 SANITARY SEWER

A Sewer Flow Monitoring Capacity Study was prepared for the WRSP Area in August 2014 (V&A Report). Its findings presented two methods for estimating peak sewer flow demand. Using existing City criteria the peak flow demand is estimated to be 1.28 mgd (million gallons per day). Using criteria that recognizes the reduced sewer flow that would occur as a result of the planned use of recycled water, the sewer flow demand is estimated to be 0.86 mgd. Both sewer flow results can be accommodated in the existing sewer main in American Canyon Road, if the existing sewer main in State Route 29 is upsized. The replacement and upsizing of the old sewer main in State Route 29, could significantly reduce the existing Inflow/Infiltration burden on the existing sewer system, and would offset most of the WRSP Area's increased burden on the City's wastewater treatment plant.

The City of American Canyon provides collection and treatment of the wastewater throughout the City. Wastewater is collected and directed to the Wastewater Treatment Plant on the eastside of the City for treatment.

The following facilities are adjacent to the WRSP Area:

- ~~6~~15-inch sanitary sewer line running behind the southern lots on South Napa Junction Road (east of State Route 29).
- 10-inch sanitary sewer line located in the west side of State Route 29.
- 6-inch sanitary sewer line running under State Route 29 that connects the 10" sanitary sewer (west side of State Route 29) to the 15-inch sanitary sewer (east side of State Route 29).
- 6-inch sanitary sewer line in Napa Junction Road.
- 8-inch sanitary sewer line in Summerwood Drive.

The WRSP Area ~~will connect~~connects to the existing ~~6" sanitary sewer in South Napa Junction Road, and the existing~~ 10" sanitary sewer in State Route 29. A portion of the WRSP Area ~~may~~ also ~~connect~~ connects to the existing 8-inch sanitary sewer in Summerwood Drive ~~(subject to available capacity)~~. Based on existing flow information, pipe upsizing and replacement is necessary in State Route 29,~~in existing South Napa Junction road and State Route 29. This will include a new 15" sewer line in South Napa Junction Road and improvements of the~~ replacing the existing 10" sewer line ~~in Highway 29~~ to 15" from approximately 500 feet south of South Napa Junction Road to American Canyon Road. The segment of this line from Donaldson Way to American Canyon Road is a City C.I.P. project, the cost of which to be borne by the C.I.P. A sanitary sewer lift station will be required on-site to help maintain a gravity sewer system throughout the WRSP Area.

Backbone on-site facilities will include gravity sewer lines ranging from 8- inches to ~~18~~ 15 -inches in size. Sewer facilities will be designed and constructed in accordance with City of American Canyon Standards.

See Figure 8.3 - Sanitary Sewer Infrastructure Improvements for the backbone sanitary sewer improvements.

8.3.3 RECYCLED WATER

It is estimated that the WRSP Area's use of recycled water will be approximately 250 ~~acre feet~~acre-feet per year. The City currently has the capacity to produce 1,000 ~~acre feet~~acre-feet per year of recycled water and given the current usage, there is sufficient capacity in the existing City recycled water treatment plant.

The City of American Canyon provides recycled water service. At present, limited recycled water facilities are located throughout the City and not all portions of the City contain recycled water infrastructure. There is ~~currently, an existing~~a 12-inch recycled water line within Newell Drive just south of the WRSP Area that was installed with the Vintage Ranch development. This 12-inch mainline is served by a ~~one million gallon~~one-million-gallon recycled water tank located southeast of the site. A recycled water system in the WRSP Area will be tied in to the ~~The~~ following facilities ~~are~~ adjacent or proximate to the WRSP Area:

- 12-inch recycled water line in Newell Drive
- Recycled Water line in State Route 29~~, at the intersection of South Napa Junction Road~~
- 6-inch recycled water line in Watson Lane

As part of the on-site improvements, a 12-inch backbone recycled water system will be extended into the WRSP Area. Alley landscaping, median landscaping, frontage landscaping, City-owned landscape areas, and commercial landscape areas will utilize recycled water.

See Figure 8.4, Recycled Water Infrastructure Improvements, for the existing and proposed recycled water improvements.

8.3.4 STORMWATER DRAINAGE

The City of American Canyon is responsible for stormwater drainage facilities. The drainage pattern within American Canyon is generally in a western direction originating in the hills of the Sulfur Spring Mountains. The WRSP Area is located within two of the five primary watershed areas within the city: North Slough (northern portion of the site) and Rio Del Mar (southern portion of the site). Currently, the Union Pacific Railroad track embankment acts to detain the drainage coming off the eastern hills. The drainage is discharged under the railroad tracks through several culverts and box culverts.

Within the WRSP Area, the site is divided into drainage areas, each with a detention storage basin. On-Site storm drain facilities will collect site drainage and direct it to a specific detention basin. These detention areas will provide storage capacity to allow flows leaving the site to mimic the existing conditions. The detention areas will also incorporate storm water quality features to maximize their benefit. Storm water quality features will conform to the City of American Canyon, and Bay Area Storm Water Management Agencies (BASMAA) quality requirements.

The southern portion of the site is within the Rio Del Mar watershed. Downstream of the site, the existing City storm drain infrastructure has documented existing capacity constraints. All stormwater will be directed to detention basins on-site, which are primarily located downslope at the western edge of the WRSP Area, To help provide relief to this watershed, the existing quarry lake will also be utilized as a detention component of the WRSP storm drain system, helping to minimize the ultimate drainage volumes in the downstream stormwater system. ~~After drainage is collected in a combination detention/water quality basin near the Rio Del Mar extension, the drainage will be directed to both the existing culverts and the quarry lake. The quarry lake will act as a detention feature helping to minimize the ultimate drainage volumes in the downstream Rio Del Mar system.~~

~~The existing Quarry Lake will be used for detention purposes (in addition to the proposed detention basins). As a first means of detention, all stormwater will be directed to the proposed detention basins on-site. Surplus stormwater encountered in large storm events will be routed to the Quarry Lake as a secondary means of detention, in which case the water elevation could rise an additional 5' (maximum). By use of a pump system (subject to approval by the City of American Canyon), the water level in the lake would draw down to its natural elevation within 48 hours. Use of this natural area for detention will help reduce the overall detention footprint for the WRSP Area. See Figure 8.5 – Storm Water Drainage Infrastructure.~~

[Infrastructure Figures 8.1-8.5]

8.4 Public Services

The following is an overview of the public services necessary to meet the needs of the WRSP Area residents in accordance with the policies of the City's General Plan.

8.4.1 FIRE AND EMERGENCY SERVICES

The American Canyon Fire Protection District will provide fire suppression, rescue, and emergency medical services to the WRSP Area. The closest fire and emergency services facility is Station 11, located at 911 Donaldson Way East within the Vintage Ranch neighborhood to the south.

8.4.2 POLICE PROTECTION

The American Canyon Police Department will serve the WRSP Area. The closest police station is located at 911 Donaldson Way East within the Vintage Ranch neighborhood to the south.

8.4.3 LIBRARY

The City of American Canyon operates the American Canyon branch of the Napa County Library located at 300 Crawford Way. No additional library facilities are planned within the WRSP Area.

8.4.4 ELECTRICITY AND GAS

The Pacific Gas and Electric Company currently provides electric and gas service within the City of American Canyon, and will do so for the WRSP Area.

There is an existing 12" high pressure PG&E gas main that traverses the site along the proposed location of the Napa Valley Vine Trail. Site grading and infrastructure will need to be designed and constructed in respect to the existing gas main. Infrastructure and facilities will be coordinated with PG&E.

Smaller gas pipe and services will be installed with the backbone and in-tract infrastructure to serve the WRSP Area.

8.4.5 TELECOMMUNICATIONS

The telecommunications provider will provide telecommunications services to the WRSP Area. They will determine the required facilities to adequately serve the site.

8.4.6 CABLE TELEVISION

The cable service provider will provide cable television and related services to the WRSP Area. The provider will determine the required facilities to adequately serve the site.

8.4.7 SOLID WASTE

Recology will provide solid waste and recycling collection services to the WRSP Area. Land use and development type will dictate trash service requirements. Solid waste and recycling services will be designed to meet the standards and requirements of Recology and the City of American Canyon.

8.4.8 SCHOOLS

The WRSP Area is located within the Napa Valley Unified School District boundary (NVUSD). There are five schools in American Canyon that will accommodate students from the WRSP area, based on existing and projected capacity. Development in the WRSP Area will mitigate its school impacts through the payment of school impact fees per the current published rates on the NVUSD website.

~~The number of potential elementary school students within the WRSP Area generates the need for approximately two-thirds of one elementary school. Based on the projected development and the anticipated student generation rates the WRSP Area will generate 381 elementary school students as well as 165 middle school students. The number of high school students is 188 students. The NVUSD has acknowledgedthat there is sufficient existing capacity in the American Canyon High School. A +/- 10 acre site is reserved for an elementary school and is centrally located within the Watson Ranch Specific Plan area. The WRSP will mitigate for school impacts by implementing those actions regarding the new elementary school and new middle school, as more particularly described in that~~ The agreement entitled: ~~*School Facilities Funding Agreement among Napa Valley Unified School District and Developer* dated October 10, 2016 ("Watson Ranch School Agreement") is no longer of legal force and effect. Therefore, development in the WRSP Area shall mitigate its school impacts through the payment of School Impact~~

~~Fees, pursuant to controlling law. Approximately one third of the elementary school students will be overflow students from the Vintage Ranch neighborhood.~~

~~Figure 8.6 shows the location of the school within the WRSP Area and its relationship to the adjoining neighborhoods. The central location for the school places it in relative walking distance for nearly all residences.~~

~~As the WRSP does not generate enough Middle school and high school students to require a new school with the plan area, the students will attend adjoining schools outside the WRSP.~~

8.5 Off-Site Improvements

8.5.1 OFF-SITE DOMESTIC WATER IMPROVEMENTS

Off-site improvements will include the construction of a new Zone 3 (upper pressure zone) water tank to provide adequate supply, which is the responsibility of the City and funded by the C.I.P. This tank, along with a proposed Zone 1 tank have approved plans from the City. The Zone 1 tank (approximately 2.5 million gallons), which is not a part of the project, would be constructed next to the existing recycled water tank, north of the high school and southeast of the WRSP Area. The Zone 3 tank (2.0 million gallons), which is necessary to serve the portion of the WRSP generally east of the PG&E gas line alignment (see figure 8.1), will be constructed at a higher elevation to achieve required water pressure in a location southeast of the existing recycled water tank and Zone 1 tank site. The Zone 3 water tank will provide service to the upper pressure zone within the WRSP as well as other existing and future projects within the City. Zone 1 and Zone 3 water lines were installed from Newell Drive to the Recycled and the Zone 1 potable water tank site.

A 12" Zone 3 water line will be installed in Newell Drive from the southern boundary of the project to the existing 18" Zone 3 water line in Newell Drive located north of the tank access road. A 12" Zone 3 water line was also installed parallel to – and approximately 480 feet south of – South Napa Junction Road.

~~The existing 6" domestic water line in South Napa Junction Road will be upsized to a 12" domestic water line from the WRSP Area to State Route 29.~~

8.5.2 OFF-SITE SANITARY SEWER IMPROVEMENTS

The WRSP Area will upsize the ~~existing 6" sanitary sewer in South Napa Junction Road to a 15" line, and will upsize the~~ existing 10" sanitary sewer in State Route 29 between South Napa Junction Road and American Canyon Road to a 15" sanitary sewer line. The segment of this line from Crawford Way to American Canyon Road is a City C.I.P. project, to be funded by the C.I.P.

8.5.3 OFF-SITE RECYCLED WATER IMPROVEMENTS

~~The WRSP Area will install a 12" recycled water pipe in South Napa Junction Road, connecting to the City's existing recycled water pipe in State Route 29.~~ Off-site improvements include a 12" recycled water line south of – and running parallel to – South Napa Junction Road. A 12" recycled water line will be installed ~~in~~ east of Watson Lane (east of the Railroad), connecting the WRSP Area to the existing 6" recycled water line in Watson Lane (ends at the Railroad), which is the responsibility of the City and funded by the C.I.P. Both of the ~~WRSP's~~ WRSP Area's offsite recycled water connections will provide better redundancy in the existing City system.

8.5.4 OFF-SITE STORM DRAIN IMPROVEMENTS

Off-site improvements include a ~~storm drain pipe that connects from a WRSP Area detention basin to the existing City detention basin on Main Street and other minor drainage improvements for the Rio Del~~

~~Mar/State Route 29 roadway connection.~~connection from detention basins in the southwest corner of the WRSP Area to the existing storm drain located just east of State Route 29 and south of South Napa Junction Road, which is the responsibility of the City and funded by the C.I.P.

[Figure 8.6: Water Infrastructure – Off-Site Improvements]

Chapter 9: Implementation

9.1 Introduction

This chapter fulfills the requirements of California Government Code Section 65451(a) (4), which requires that a Specific Plan include a program of implementation measures. This chapter shall serve as the program of implementation measures for the Watson Ranch Specific Plan (WRSP). It includes administrative procedures, public works projects, phasing and proposed methods of financing needed to carry out the WRSP.

The purpose of the implementation chapter is to ensure that:

- Public infrastructure and services are provided concurrently with private development.
- Adequate financing is in place to pay for the construction of necessary public facilities and improvements as defined in the Backbone Infrastructure.
- Adequate financing is in place to pay for the operation and maintenance of privately maintained facilities.
- Construction of public infrastructure by the city is coordinated with that constructed by the development.
- Consistency is achieved between the provisions of the WRSP and Development Agreement(s).
- Administrative procedures are in place to regulate development, in accordance with the standards and policies of the WRSP.
- Appropriate flexibility is provided to allow the project to respond to changing market conditions.

9.2 Land Use Regulations

9.2.1 TOWN CENTER (TC) ZONING AND WRSP LAND USE - ZONING

Consistent with the City of American Canyon's Town Center (TC) Zone (Municipal Code 19.12.020), supported by the City of American Canyon General Plan, the WRSP General Plan amendment and the WRSP. ~~which is the controlling regulatory document,~~ the regulations within the WRSP shall guide development in the WRSP area. The WRSP has established a WRSP Land Use Map (see Figure 4.2) that delineates the different Land Use – Zoning categories in the WRSP. These include Medium Density Residential (MDR-12 and MDR-16), High Density Residential (HDR), Napa Valley Ruins & Gardens Mixed Use (~~NVR&G~~MU), ~~Public (Pub),~~ Parks (~~P~~PARK), and Open Space (OS). Within the context of the WRSP and as authorized by the City of American Canyon Municipal Code Section 19.12.010 – 050, these designations shall serve as combined Land Use-Zoning designations for purposes of implementing the WRSP and related regulations.

9.2.2 DEVELOPMENT REGULATIONS

The WRSP contains development regulations and guidelines, including those found within Appendix A to govern architectural design character, site planning, setbacks, architectural form, and landscape selection for both residential and nonresidential uses. These regulations are intended to supplement the City of American Canyon Zoning Ordinance and serve as the regulations for the WRSP ~~Plan~~ Area; and supersede conflicting standards in the City of American Canyon Zoning Ordinance and subdivision regulations. Unless otherwise provided for in approved Development Agreement(s), ~~Where~~ where the WRSP standards do not provide express direction, the City of American Canyon Zoning Ordinance and subdivision regulations shall be used as appropriate.

9.2.3 ENTITLEMENT PROCESSING

Unless otherwise provided for in approved Development Agreement(s), applications for subsequent entitlements within the WRSP shall be processed in accordance with the City of American Canyon Municipal Code Sections 19.41.010 – 060 (see Subsequent Entitlements, Section 9.7 below). Development Plans within the WRSP shall integrate the design and development objectives, policies, regulations and guidelines contained in approved Development Agreement(s), the WRSP, and specific Design Guidelines that may be approved with specific development. Where conflicts arise with City ordinance, the policies, guidelines, and regulations contained in the WRSP and other city regulations, the City ordinances, policies, guidelines, and regulations contained in approved Development Agreement(s) herein shall prevail.

9.3 Phasing

This WRSP anticipates the phasing of construction and of land dedications as generally set forth below. There are four phases of residential development and four phases of NVR&GNVRG development. Each phase is described in more detail below and in the following tables. The phasing plan as shown in Figure 9.1, Residential Phasing Map, reflects the general order of anticipated residential development with the WRSP. Actual phasing of development will be at the discretion of the developer(s). The phasing plan as shown in Figure 9.2 NVR&G Phasing Map reflects the general order of anticipated development of the NVR&G. The phasing plan also identifies the backbone infrastructure associated with each phase of development, but thetThe phasing concept includes four phases, although the location and extent of each phase and the pace of the phased development may vary based upon market conditions and other economic factors. As a result, each phase may have smaller sub-phases which respond to market and financing conditions. For purposes of environmental review, the Project is anticipated to startbegan construction in 20212119 with each phase time frame being 2 to 3 years. The conceptual phasing program also assumes some overlap in phases resulting in a total projected build-out of 8 years. Actual build out may extend over a longer period of time subject to the variations in the market. Table 9.1 below shows the anticipated start dates for each phase.

Projected phasing durations are as follows:

Phase I: 2019 - 2023

Phase II: 2022 - 2025

Phase III: 2023 - 2026

Phase IV: 2024 - 2027

Should the pace of project phasing advance significantly faster than the proposed pace identified aboveanticipated build-out of 8 years (based on the commencement of construction in July 2021), and below in Table 9.1, the developer shall be required to do an updated air quality analysis to identify which additional mitigation requirements may need to be implemented.

9.3.1 RESIDENTIAL DEVELOPMENT (TABLE 9.1)

The following descriptions of unit mix and product type in each phase are based upon the potential mix of units reflected in the conceptual illustrative plan (see Figure 3.1). These are provided for illustrative purposes only. Specific product types and square footages are estimates and are subject to change based upon actual market demand at the time of implementation of each phase. Residential phasing will be a product of economic conditions, market demand, and infrastructure availability. If there is market demand and if infrastructure is constructed in a manner that ensures availability when such residential development

comes “on line,” then there shall be no phasing limitations on such residential development. It is necessary that adequate infrastructure is planned, constructed, and available for whatever residential development is supported by economic conditions and market demand.

Further determinations of phasing may be contained in approved Development Agreement(s). For a description of the number and types of residential uses allowed in the WRSP Area, see Chapter 4.

~~Phase 1:~~

~~Approximately 397 units will be developed in Phase 1. These may include up to 328 units of medium density single family housing product including alley, cluster and bungalow type homes of approximately 1,000 - 2,500 square feet, and attached town homes. Phase I may also include 69 High Density Residential Units.~~

~~Phase 2:~~

~~Approximately 345 units of housing units will be developed in Phase 2. The units will vary from townhomes, small lot alleys and bungalows. The homes will range from approximately 1,000 to 2,800 square feet.~~

~~Phase 3:~~

~~Approximately 267 units with single family homes of approximately 2,300 to 2,800 square feet will be developed in Phase 3.~~

~~Phase 4:~~

~~Approximately 244 units including 123 high density units and 121 single family homes will be developed in Phase 4. The size of the single family homes of will be in the range of approximately 2,500 to 3,200 square feet.~~

~~**NVR&G DEVELOPMENT (TABLE 9.2; FIGURE 9.2)**~~

~~As seen in Figure 9.2 and Table 9.2, development of~~ NVR&G~~NVRG has sub-phases It is anticipated to occur that Phase 1 of NVR&G~~NVRG~~ may occur in phases, based on economic conditions and market demand. concurrent with Phase 1 of the residential development however, vertical construction of NVR&G~~NVRG improvements must commence no later than concurrent with the commencement of the phase 2 of the residential development. Subsequent NVR&G~~NVRG~~ phases will occur independent of the WRSP residential phasing based on economic conditions and market demand. Parking will be provided to meet the demand of each phase of the NVR&G~~NVRG. In early phases, to the extent necessary, interim parking areas will be provided to supplement parking demand. The phases include:~~

~~Phase 1:~~

~~Will~~ May include all of the uses allowed in Phase 1, Phase 2, Phase 3, and Phase 4, ~~includinge~~ adaptive reuses of the existing ruins and the following uses: the chapel, wedding and event center, restaurant, pizza and coffee building, farmers market, winery, picnic area, sculpture garden, mobile food truck venue, children’s play area, the associated required parking and the dedication of the community plaza and community center site.~~Phase 2:~~

~~May include all of the uses allowed in Phase 1, Phase 2, Phase 3, and Phase 4, including Will include a the hotel, retail, commercial and dining space consisting of the following: 100 rooms of the hotel, brewery, outdoor performance center, charcuterie, festival space, community garden, Quarry Lake Park, plus additional parking.~~

~~Phase 3:~~

May include all of the uses allowed in Phase 1, Phase 2, Phase 3, and Phase 4, including Will include the redevelopment and additional parking of the ruins, the remaining 100 rooms of the 200 room hotel and the development of an Artisan building.

Phase 4:

May include all of the uses allowed in Phase 1, Phase 2, Phase 3, and Phase 4, including Includes a mixed use building of approximately 29,560 square feet, and a live-work building.

The phasing discussed above and represented in Table 9.2 is conceptual and subject to variations based upon economic and market conditions.

9.3.19.3.2 INFRASTRUCTURE PHASING

Infrastructure shall be constructed to serve development with the WRSP Area. As such, infrastructure planning, development, construction, completion, operation and maintenance shall be commensurate with development within the WRSP Area. Table 9.3 includes a conceptual illustration of how specific listing of infrastructure improvements may be constructed over time, by phase, which includinge roadways, water and sewer lines and storm drainage improvements, parks and an elementary school. Timing for some of these improvements may vary subject to economic and market conditions, or other factors such as acquisition of land dedicated to parks. For example, Park A is located upon two separate underlying ownerships and acquisition of the full land complement may not occur in a single phase. It may be in the best interest of the City to delay park improvement until the full acreage for the park has been dedicated.

As noted above for Table 9.2, Table 9.3 represents the conceptual timing and sequence of improvements associated with each phase which may be subject to variations in timing based upon economic or market conditions.

The WRSP includes the following backbone infrastructure in Table 9.3. Each of these improvements is described in detail in Chapters 8 and 9. Infrastructure improvements are described in Chapter 8.

The following maps (Figures 9.39.1 through 9.79.5) depict the anticipated proposed phasing of Backbone Infrastructure for the WRSP Area.—. These figures are for illustrative purposes only to indicate the general progression of infrastructure improvements anticipated through project completion. Actual phasing will be established in the adopted Development Agreement(s).

[Implementation Figures 9.1-9.5]

PHASE 1 INFRASTRUCTURE IMPROVEMENTS

Phase 1 Infrastructure Improvements include all backbone improvements within Rio Del Mar, South Napa Junction Road, Newell Drive, Loop Road and phase 1 in-tract backbone improvements. DOES IT? Onsite improvements include: storm drain, detention basins, sanitary sewer and an on-site sanitary sewer lift station, domestic water, and recycled water systems. Offsite improvements include: sanitary sewer upgrade in South Napa Junction Road and Highway 29, Zone 1 water system upgrades in South Napa Junction Road and water system improvements in Newell Drive, and recycled water system improvements in Newell Drive. Zone 3 Water Tank is anticipated in Phase 1 but may be deferred to Phase 3 if no development occurs east of the PG&E gas line running north-south through the project area.

Backbone roadways constructed as part of phase 1 include Rio Del Mar, a segment of Newell Drive south of Rio Del Mar connecting to Newell Drive at Donaldson Way and Loop Road providing access to the school site (see Figure 9.7)

~~PHASE 2 INFRASTRUCTURE IMPROVEMENTS~~

~~Phase 2 Infrastructure Improvements include all backbone improvements within Newell Drive, Rolling Hills Drive, Loop Road and phase 2 in-tract backbone improvements. Onsite improvements include: storm drain, sanitary sewer, domestic water, and recycled water systems, and a detention basin.~~

~~Phase 2 backbone roadway improvements include further extension of Loop Road , Rolling Hills Drive, and the extensions of Newell Drive north as a two lane major collector from the intersection with Rio Del Mar to the northern boundary of phase 2.~~

~~PHASE 3 INFRASTRUCTURE IMPROVEMENTS~~

~~Phase 3 Infrastructure Improvements include all backbone improvements within Newell Drive, Loop Road and phase 3 in-tract backbone improvements. Onsite improvements include storm drain, sanitary sewer, domestic water, and recycled water systems, and a detention basin.~~

~~Phase 3 backbone roadway improvements include the completion of Loop Road and the extensions of Newell Drive north as a two lane major collector to the northern boundary of phase 3.~~

~~PHASE 4 INFRASTRUCTURE IMPROVEMENTS~~

~~Phase 4 Infrastructure Improvements include all backbone improvements within Newell Drive and phase 4 in-tract backbone improvements. Onsite improvements include: storm drain, sanitary sewer, domestic water, and recycled water systems; a detention basin, and a domestic water connection from the existing water pipe in Watson Lane. Offsite improvements include: recycled water system improvements in Watson Lane.~~

~~Phase 4 backbone roadway improvements include the extension of Newell Drive as a two lane major collector to the northern Project boundary.~~

~~9.3.2~~9.3.3 PHASING OF LAND DEDICATIONS

1. General

   All land necessary for public improvements and facilities as required by the WRSP, shall be offered for dedication to the City of American Canyon in accordance with the timeframes generally described below and more specifically defined in the Development Agreement(s).

   All land subject to dedication shall be offered for dedication at no cost to the City, unless otherwise agreed to by City and Owner and shall be free and clear of all liens and encumbrances that would preclude its intended use.

   Land dedication requirements of any subdivision map or parcel map approved within the WRSP Area shall not exceed the standards of the Specific Plan or accompanying Development Agreement(s).

   Certain required elements of the WRSP's public infrastructure is located outside of the Plan's boundaries, and on lands not owned by the property owner. The general location of such infrastructure elements are indicated in graphics in Chapter 7, Circulation, and Chapter 8, Infrastructure and Public Facilities. The City and the WRSP developers shall work collaboratively to secure such sites and rights-of-way necessary for critical backbone infrastructure.

2. Land Dedication Conditions for First Final Map:

   - Newell Drive as described in the approved Development Agreement(s)
   - Rio Del Mar East from Newell Drive to the Western Project Boundary

- Associated road rights of way and utilities as described in the approved Development Agreement(s)
- Associated Parks and Open Space as described in the approved Development Agreement(s)

3. Land Dedication Conditions of Subsequent Final Maps
   - Associated road rights of way, utilities and associated Parks trails and open space areas as described in the approved Development Agreement(s)

~~9.3.3~~9.3.4 PHASING OF PUBLIC AND QUASI-PUBLIC INFRASTRUCTURE

The public and quasi-public infrastructure in the WRSP Area is comprised of the streets, parks, open space, and trails. ~~and school site. The phasing for streets and associated infrastructure is provided in Table 9.2.~~ The Parks and Open Space areas will be provided in conjunction with the appropriate subdivision map and may include dedication with first subdivision map and construction of subdivision improvements. ~~Parks A and B are public facilities spanning two ownerships. The timing of full park improvements may be delayed until full parkland dedication of both ownerships is complete.~~ Specific conditions and timing of improvements shall be described in the Development Agreement(s).

~~9.3.4~~9.3.5 PHASING OF PRIVATE DEVELOPMENT

General Policies Regarding the Phasing of Private Development

~~1.~~3. ~~NVR&G~~NVRG is a development priority in the WRSP. Development of the ~~NVR&G~~NVRG may commence pursuant to the phasing plan as part of phase 1. If not initiated during phase 1 of the residential development, the ~~NVR&G~~NVRG must commence development in conjunction with the start of phase 2 of the residential development.

~~2. Subsequent residential phases will not be approved to proceed until the first phase of the NVR&G~~NVRG ~~area is substantially complete.~~

~~3.~~4. Property owner shall have the right to commence development of the ~~NVR&G~~NVRG at any time provided Backbone Infrastructure (as designated in the Phasing Plan) has been approved and is under construction.

~~4.~~5. Private development in a subsequent phase of residential development may commence before development of a previous phase is complete provided Infrastructure Backbone (as designated in the Phasing Plan) has been approved and is under construction.

~~5.~~6. ~~Phase boundaries are shown on Figure 9.1 "Residential Phasing Map."~~ Phase boundaries may be modified if necessary as development progresses, subject to the approval of the City and general consistency with the proposed phasing plan.

~~6.~~7. Multiple final maps may be filed with each phase of development when approved as part of the tentative map entitlement stage.

~~7.~~8. Dedication and construction (or the requirement to cause the finance and construction) of Rolling Hills Drive shall occur at the commencement of Phase 2 of the residential development.

~~8. The commencement of WRSP Phase 4 of development shall be conditioned upon the developer's construction of the "Last Segment of Newell Drive" (Segment 4) which is the segment of Newell Drive north of the Project site connecting Newell Drive to SR 29 at Green Island Road. This construction shall be revenue neutral to the developer. Said condition shall not be invoked unless and until the City has first secured all design and improvement plans, all permits, permissions and authorities from the~~

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~~permitting agencies, all right of way and funding required for construction as more fully detailed in the Development Agreement(s).~~

9. Phase 1 of the WRSP residential development may commence without the completion of the Rio Del Mar East extension (off site improvement) subject to the approval of at least two points of access to the Phase 1 area. No more than ~~397~~ 743 homes may be constructed without completion of the Rio Del Mar East railroad crossing and the connection to SR29. The 186 affordable housing units do not count towards this limit.

10. The Railroad crossing at Rio Del Mar East shall first be pursued for PUC approval as an at grade crossing. Should the at grade crossing not be approved, the grade separated crossing will be pursued. ~~Should the grade separated crossing not be approved or be infeasible to construct due to cost, an at grade crossing at S. Napa Junction Road (previously approved by the PUC) may be utilized.~~

9.4 Public Facilities ~~And~~and Infrastructure Financing

This ~~chapter~~ section describes how the public facilities and infrastructure needed to support development in the WRSP Area will be financed. Specifically, this chapter:

- Describes an overall financing framework
- Identifies infrastructure requirements for the plan area
- Sets forth principles and policies regarding how these financing obligations will be met
- Identifies potential financing mechanisms
- Proposes action items to implement the financing framework

9.4.1 PRIVATE DEVELOPER FINANCING

The WRSP will be implemented through different public and private financing mechanisms. There may be improvements that in the broader community context, provide benefits to populations or areas beyond the boundaries of the WRSP. This Infrastructure financing framework recognizes four geographic tiers of infrastructure benefit, which help to define conceptually how costs could be allocated. Tiers one through three represent improvements that may be eligible for some level of credit or public financing assistance.

9.4.1.1 CITYWIDE

Costs for infrastructure items that are determined to be of citywide benefit, are included in the City's Capital Improvement Program, and could be funded by impact fees, "in-kind" construction, connection charges, or other citywide funding sources. An example of this category of improvement would be new water storage facilities that provide a ~~city wide~~citywide benefit.

9.4.1.2 SURROUNDING GROWTH AREA

Costs for infrastructure items that will benefit development proximate to the WRSP Area could be funded by allocating costs to each City sub-area based on "benefit received." An example of this type of infrastructure benefit may be the Rio Del Mar rail underpass.

9.4.1.3 WATSON RANCH SPECIFIC PLAN

Costs for infrastructure items that are directly related to and will benefit development within the WRSP Area shall be funded primarily by private development within those areas.

9.4.1.4 BACKBONE INFRASTRUCTURE COST ALLOCATION

The cost for the Master Backbone infrastructure, which includes backbone roadways (see Figure ~~9.7~~9.5) and associated wet and dry utilities, ~~Parks and the School Site~~ and parks, will be allocated on a prorated basis ($/acre) between the two primary ownerships (AC-1 and the Newell Family properties) within the WRSP Area. Specific costs and allocations will be determined through Development Agreement(s) and subsequent Tentative and Final Subdivision Map and Improvement Plan approvals.

9.4.1.5 SPECIFIC PLAN PREPARATION COSTS AND COSTS OF STATE AND FEDERAL PERMITS

Pursuant to controlling law (Government Code Section 65456 (a)), the City legally can require the property (and its property owners) within the WRSP to pay for the costs associated with the preparation and adoption of the WRSP.

In this case, the costs associated with the preparation and adoption of the WRSP include, without limitation, the costs associated with environmental review of the WRSP, the costs associated with the planning and financial consultants hired to assist with the preparation and adoption of the WRSP and related General Plan Amendment and Zoning criteria, the costs associated with funding and administering the preparation and adoption of the WRSP, the costs of securing all state and federal permits, and similar direct and indirect costs (WRSP Costs).

Generally, the AC-1 Property shall be responsible for approximately eighty-two percent (82%) of the total WRSP ~~costs~~ Costs, ~~associated with the preparation and adoption of the WRSP,~~ whereas the Newell Family Property shall be responsible for eighteen (18%) of the total WRSP ~~costs~~ Costs.~~associated with the preparation and adoption of the WRSP.~~ The owner of AC-1 portion of the property has already paid for the bulk (if not all) of the WRSP ~~costs~~ Costs. ~~associated with the preparation and adoption of the WRSP.~~ Therefore, the City, after adopting the WRSP, shall ~~act to ensure that~~ determine the total WRSP ~~cost~~ Costs, the City shall determine the amount the Newell Family Property owes toward those total WRSP Costs, and the City shall impose a requirement that the Newell Family Property pay its portion of the WRSP Costs before it is approved for any development. ~~for preparation of the WRSP and impose a WRSP Fee to be collected for the purpose of defraying the expense of preparation of the WRSP. The WRSP Fee shall be established on a prorated basis and imposed upon persons benefitting from the WRSP on a prorated basis.~~ Reimbursement for WRSP ~~costs~~ Costs ~~already incurred will~~may also be addressed in ~~determined through~~ Development Agreement(s).

9.4.2 INFRASTRUCTURE AND IMPROVEMENTS

The infrastructure requirements for the WRSP Area are composed of a variety of backbone infrastructure projects including land dedications, roadways, water supply improvements, and sewer infrastructure ~~and a new school~~. The WRSP Area also includes a variety of other public facilities that have community benefits beyond the WRSP Area.

9.4.3 FINANCING PRINCIPLES AND POLICIES

The following principles and related policies will govern the funding of infrastructure and public facilities for the WRSP Area. The principles will guide future decisions regarding formation of financing entities, adoption of financing mechanisms, and project approvals.

Note: The approved Development Agreement between AC-1 and the City of American Canyon establishes precise direction implementing the WRSP principles and policies. In any areas of conflict, the terms and conditions of the Development Agreement shall control.

1. A financial analysis and funding strategy shall be prepared that identifies the private and public infrastructure and facilities (improvements) required for the WRSP Area, the allocation of these costs, and proposed methods for funding.

   Policy 1.1: The financial analysis and funding strategy shall take into account the phasing and build out of the proposed development and all improvements needed to accomplish the development and their respective costs, and it should provide a financial analysis of all funding mechanisms proposed.

2. The WRSP shall not be a burden to existing residents and will cover the pro rata cost for development associated with the build out of the WRSP Area.

   P**olicy 2.1:** Funding mechanisms shall be established such that new development and property owners within the WRSP and in the City fund the infrastructure and facilities required to provide needed public services and utilities to the WRSP Area.

   Policy 2.2: Existing residents within or nearby the WRSP Area should not be burdened with assessments or taxes to pay for new public facilities if no benefit is received. Any new assessments or taxes should be directly related to the benefit received and not place an undue burden on these residents.

   Policy 2.3: ~~Existing~~ City development impact fees should be reevaluated to determine the development impact fee amount that new development outside the WRSP Area should have to pay toward ~~if there is any overlap between the~~ infrastructure improvements and facilities included within ~~the City's Impact Fee Program and those that will be provided as part of new development pursuant to~~ the WRSP Area. ~~Where there is overlap,~~ Additionally, a partial or full impact fee credit may be granted for public infrastructure and facilities that are provided as part of new development in the WRSP Area (as further described in Policy 7 below).

   Policy 2.4: Properties outside the WRSP Area that benefit from public improvements provided by the WRSP should contribute their fair share to public improvement funding.

3. Future development within the WRSP Area shall pay the costs of mitigating impacts of the WRSP development on existing facilities and infrastructure in other parts of the City as identified in the WRSP FEIR and Mitigation Monitoring Program and as set forth in the Development Agreement(s). Future development within the WRSP Area shall not pay the cost of addressing existing deficiencies in parks and all other public improvements in the City of American Canyon.

   Policy 3.1: WRSP Area ~~Development~~ development shall mitigate offsite public infrastructure and facility impacts as specified in the WRSP Environmental Impact Report. WRSP Area ~~Development~~ development shall pay existing impact fees, help fund public improvements, or undertake needed public improvements in order to mitigate impacts on existing facilities and infrastructure in other parts of the City as defined in and determined by ~~the~~ approved Development Agreement(s).

4. Infrastructure costs shall be allocated among WRSP Area and surrounding properties based on the principle of benefit received (fair share allocation or rational nexus).

   Policy 4.1: The City shall establish, on the basis of the financial analysis, a fair-share cost allocation for required public improvements to be borne by all benefiting new development within and adjoining the WRSP Area. These public improvement cost obligations shall be funded by developer construction and dedication of improvements, as an area development impact fee, and/or included in a local land-secured financing district covering the WRSP Area.

   Policy 4.2: The City shall identify land (e.g., right of way) requirements for public improvements and establish a "fair share" (average) allocation to all developers and property owners in the WRSP Area.

5. Total public infrastructure and financing costs in the WRSP Area should not exceed industry standards of financial feasibility or benefit/cost burden on property owners.

   Policy 5.1: Develop a detailed infrastructure phasing schedule that links the timing of infrastructure and facility construction to the timing of new residential, commercial/retail, and public facility development to the extent possible.

   Policy 5.2: The City should encourage measures that minimize public improvement costs borne by new development in the WRSP Area. Such measures could include cost sharing agreements with other benefiting areas, use of revenue bond funding for utility improvements, and construction and reimbursement agreements with developers, which can lower costs generally associated with public construction projects. The City shall consider credits against City fees to the extent permissible by law and for public facilities constructed by WRSP Area developers that would otherwise be funded by City fees.

6. The City should assist in securing methods of WRSP Area infrastructure financing where feasible through the establishment of necessary financing entities and arrangements.

   Policy 6.1: The City should assist in coordinating landowners, developers, and other jurisdictions in the establishment of the appropriate ~~WRSP~~ funding mechanisms.

   Policy 6.2: At the request of landowners or developers in the WRSP Area, the City shall assist in the establishment of a financing district or districts (e.g., Community Facilities District) to provide necessary land-secured debt financing.

7. Generally, improvements that are to be located on a particular property in the WRSP Area shall be improved by the owner of such property (land). If such a landowner is required to make improvements (e.g., oversizing public infrastructure) with a higher value than the benefits that landowner receives, the excess value shall be reimbursed to such landowner from other benefiting properties.

   Policy 7.1: The City shall require dedication of land for road improvements and construction of public improvements consistent with City policies and capital improvement programs.

   Policy 7.2: The City shall require development projects in the WRSP Area to fund or support financing for oversizing of facilities if required by the City and as set forth in the Development Agreement(s).

   Policy 7.3: The City shall consider mechanisms for future development to reimburse landowners or developers who oversize infrastructure or dedicate excess land, possibly as part of WRSP fee or related credit and reimbursement agreements.

   Policy 7.4: The City shall consider credits against City impact fees to the extent that WRSP Area ~~property~~ landowners or developers build public improvements and/or dedicate land that would otherwise be funded by City impact fees and/or provide community benefit and to the extent permissible by law.

8. Mechanisms shall be identified or established to assure ongoing operations and maintenance of public improvements and extension of public services to accommodate new development.

   Policy 8.1: Landowners or ~~Developers~~ developers shall consider participating~~e~~ in duly established financing mechanisms that provide funding for operation and maintenance of public facilities and/or municipal services such as public safety services within the WRSP Area, to the extent standard tax revenues are insufficient to support appropriate levels of maintenance.

9.4.4 FINANCING MECHANISMS AND RESOURCES

A number of funding and public financing mechanisms may be used to fund the public services, facilities, and infrastructure associated with the development in the WRSP Area. The ultimate mix of funding mechanisms shall be determined in the implementation process based on final technical analyses of costs, benefits and burdens on existing and future property owners, and on deliberations involving City staff, property owners, developers, elected officials, bond counsel, underwriters and finance experts.

This chapter describes the key features of the funding mechanisms available to finance WRSP Area infrastructure development. The mechanisms discussed in this section fall into four distinct categories:

1. Area-specific fees, dedications, and exactions
2. Assessment and special tax secured financing
3. Citywide sources
4. Federal and State grants
5. Other sources

Potential financing mechanisms including without limitation are discussed in the following section.

WATSON RANCH SPECIFIC PLAN AREA FEES, DEDICATIONS, AND EXACTIONS

WATSON RANCH SPECIFIC PLAN IMPACT FEES

WRSP impact fees may be enacted by a legislative body (i.e., city or county) through adoption of an ordinance. Such fees, if adopted prior to the development of the WRSP, do not require a public vote to be enacted, but they do require public hearings. WRSP fees must be directly related to the benefits received. They do not create a lien against property, but must be paid in full as a condition of approval. The principal use of these fees is to construct backbone infrastructure and facilities essential to the development of the WRSP Area that is not otherwise part of the City-wide impact fee program or other City funding source. WRSP fees are established so that all properties within the WRSP Area pay their fair share at the time they are developed. The WRSP fee effectively replaces a myriad of other funding devices (e.g. Area of benefit assessments, etc.). Proceeds may be used to reimburse property owners who pay up-front costs for facilities benefiting other properties.

DEDICATIONS AND EXACTIONS

Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for public facilities required or affected by their project (e.g., road right-of-way ~~fronting individual properties~~). Dedications are typically made for road and utility rights-of-way, park sites, and land for other public facilities. Cash contributions are made for other public facilities that are directly required by their projects (e.g., payments for a traffic signal).

LAND SECURED FINANCING

SPECIAL ASSESSMENT DISTRICTS (1911, 1913, 1915 ACTS)

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g., city council), subject to majority protest of property owners. Assessments are distributed in proportion to the benefits received by each property as determined by engineering analysis, and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed

property owner. Only improvements with property-specific benefits (e.g., roads, and sewer and water improvements) may be financed with assessments.

MELLO-ROOS COMMUNITY FACILITIES DISTRICTS

California's Mello-Roos Community Facilities Act of 1982 allows for the creation of a special district authorized to levy a special tax and issue tax exempt bonds to finance public infrastructure, facilities and services. A CFD may be initiated by the legislative body or by property owner petition, and must be approved by a two-thirds majority of either property owners or registered voters (if there are more than 12 registered voters living in the area). Special taxes are collected annually with property taxes, and may be prepaid if prepayment provisions are specified in the tax formula. The special tax amount is based upon a special tax lien against the property. There is no requirement that the tax be apportioned on the basis of direct benefit. Because there is no requirement to show direct benefit, Mello-Roos levies may be used to fund improvements of general benefit, such as schools, fire and police facilities, libraries and parks, open space, detention basins, etc. as well as improvements that benefit specific properties. The provision also allows for the allocation of cost burdens to alleviate burdens on specific classes of development.

ENHANCED INFRASTRUCTURE FINANCING DISTRICT

The Enhanced Infrastructure Financing District (EIFD) is a new financing tool (see Government Code Section 53398.50 et, seq.) providing broad authority to local agencies to use tax increment to finance a wide variety of projects ranging from infrastructure such as roads, bridges and wastewater facilities to parks and open space, affordable housing, and other community facilities. An EIFD can be used for a single street, in a neighborhood or throughout the entire City. With the WRSP Area being completely undeveloped, there is a unique opportunity to capitalize on the future tax increment value associated with the project build out to help fund significant infrastructure improvements associated with the WRSP Area. The City, working with the ~~WRSP~~ developers, will evaluate and initiate the use of an EIFD, as deemed appropriate~~, the use of an EIFD~~.

LANDSCAPE AND LIGHTING MAINTENANCE DISTRICTS

Landscaping and lighting maintenance districts (LLMDs) may be used for installation, maintenance, and servicing of landscaping and lighting through annual assessments on benefiting properties. LLMDs may also provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They may also be used to fund and maintain parks above normal park standards maintained from General Fund revenues. The City has an existing LLAD and may determine that the WRSP Area join the existing LLAD as a new zone.

CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY (CSCDA)

California Statewide Communities Development Authority ("CSCDA") allows cities to provide CFD financing for infrastructure without acting as the issuer of the bonds. The City of American Canyon is a member of the Statewide Community Infrastructure Program ("SCIP"), a program run by CSCDA. In the event Developer elects to proceed with CSCDA financing, Developer shall notify City of its intent to proceed with CSCDA and CSCDA shall issue the bonds while adhering to the City's policy's pertaining to tax rates and value to lien ratios.

BENEFIT COVENANT TRANSFER FEE

The project applicant is assessing the appropriateness of a Benefit Covenant Transfer Fee on all properties in the WRSP Area. The fee, set at a percentage of sale price, would be levied on property transfer

transactions. Such a fee may be used to create a long-term revenue stream that could be applied to infrastructure development or facilities maintenance in the WRSP Area.

CITYWIDE DEVELOPMENT IMPACT FEES

The City has a number of existing impact fees. These fees may provide funding as credits to offset the costs of developing backbone infrastructure in the WRSP Area for improvements of citywide benefit. Impact fee credits may only be used on City-wide facilities included in the City's impact fee program for like improvements (e.g. traffic impact fee for traffic improvements credit) or as otherwise approved in the Development Agreement(s).

FEDERAL AND STATE GRANTS

Investigation of potential funding for public facilities from other levels of government is appropriate. Since the availability of funding from these sources is unknown, it has not been assumed that these sources would be available for development financing.

9.4.5 IMPLEMENTATION

The following Implementation Plan describes the process that shall be undertaken to establish the required financing mechanisms and build required infrastructure associated with development of the WRSP Area. The Action Steps detail the method to be followed by the City, in cooperation with development interests in the WRSP Area, to establish the preferred financing mechanisms. The implementing actions have been specified to respond to varying circumstances, including variations in the infrastructure financed under the WRSP and the intensity of WRSP Area development. The recommended steps are presented according to their sequence and relative importance.

ACTION STEPS

1. Establish infrastructure financing requirements and obligations.

   Action 1.1: Assure consistency with WRSP EIR.

   The EIR prepared for the WRSP is required to evaluate impacts of the project upon public facilities and services. This evaluation should be coordinated with parallel efforts by the City or the WRSP developers. Mitigation measures, to the extent they are required, should be consistent with the financing mechanisms implemented pursuant to the WRSP.

   Action 1.2: Draft and adopt a Development Agreement(s) with WRSP developers.

   The standard Development Agreement shall be offered to all developers in the WRSP Area and modified to meet each developer's particular circumstances. The Development Agreement is viewed as necessary to convey development program entitlements commensurate with the WRSP, in exchange for the financial commitments that will be asked of the developers (including participation in land secured financing mechanisms and acceptance of the area development impact fees).

   Action 1.3: Reflect infrastructure and financing obligations in tentative subdivision maps.

   The City shall establish a standard set of subdivision map conditions for certain subdivision map applications within the WRSP Area. These conditions should incorporate obligations for funding specific improvements, land dedications needed for public improvements; and participation in any financing districts established.

2. Finalize cost and phasing assumptions.

   Action 2.1: Identify final set of facilities.

Before financing mechanisms can be established, the City must provide direction and clarity concerning the backbone infrastructure and facilities to be financed as a part of the WRSP. This facility identification should be done in cooperation with the involved property owners or developers within the WRSP Area.

Action 2.2: Formulate final cost estimates.

The City must also establish a set of infrastructure costs that will be financed within the WRSP. The infrastructure cost estimates included in this report can be "preliminary and for planning purposes." More specific engineering estimates will need to be prepared as actual financing mechanisms are adopted.

Action 2.3: Establish infrastructure phasing based upon development priorities.

This task serves to ensure that a financially feasible and acceptable Financing Plan can be created to support development in the WRSP Area.

3. Establish preferred financing mechanisms.

   Implementing the Financing Plan within the context of overall WRSP implementation may require that the City, or State Agency, establish a CFD or assessment district to help improve the developer's ability to meet the City's infrastructure requirements, both with regard to amount and timing of the improvements.

9.5 Maintenance of Common Facilities

Common facilities within the WRSP Area will include both public and private facilities. Determination of public versus private shall be established ~~at~~ through the tentative map process. The City shall be responsible for maintenance of public facilities while private facilities shall be maintained under the framework of a Master Homeowner's Association, with sub-associations for individual neighborhoods as deemed appropriate.

9.6 Implementation Policies

9.6.1 ADMINISTRATION

9.6.1.1 DEVELOPMENT AGREEMENTS ~~FOR AC-1 WATSON RANCH RESIDENTIAL, AC-1 NVR&G, AND THE NEWELL PROPERTY~~

To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Government Code sections 65864 et seq. ("Development Agreement Statute"), which authorizes the City to enter into a development agreement with any person having a legal or equitable interest in real property providing for the development of that property and establishing certain development rights in the property. The City of American Canyon Municipal Code Chapter 19.47 further establishes the authority for the City to enter into development agreements.

The Development Agreement by and between American Canyon 1, LLC (AC-1) and the City of American Canyon (Ordinance 2019-06) establishes the administration of the terms and conditions of the WRSP. ~~Participating property owners (AC-1 and the Newell Family) (Project Proponents) within the WRSP boundary shall enter into one or more Development Agreements with the City of American Canyon to establish the administration of the terms and conditions in the WRSP.~~ The Development Agreement ~~(s) will ensure~~ ensures predictable and equitable allocation of costs of basic and shared infrastructure, reimbursements of improvement costs benefiting other properties, and provisions for reciprocal and

mutually benefiting right-of-way dedications and grants of easements for public and private infrastructure. ~~The Development Agreement(s) may be approved in conjunction with or subsequent to approval and adoption of the WRSP.~~ The administration of the terms and conditions of the WRSP for the development of property owned by the Newell Family may be established in separate development agreement(s) between the Newell Family and the City of American Canyon.

The Development Agreement is subject to future modification by a mutually executed document signed by the parties thereto. In the case of a conflict between the WRSP's description of the Development Agreement and the terms and conditions of the Development Agreement, the terms and conditions of the Development Agreement shall control.

~~Participating property owners (AC-1 and the Newell Family) (Project Proponents) within the WRSP boundary shall enter into one or more Development Agreements with the City of American Canyon to establish the administration of the terms and conditions in the WRSP. The Development Agreement(s) will ensure predictable and equitable allocation of costs of basic and shared infrastructure, reimbursements of improvement costs benefiting other properties, and provisions for reciprocal and mutually benefiting right-of-way dedications and grants of easements for public and private infrastructure. The Development Agreement(s) may be approved in conjunction with or subsequent to approval and adoption of the WRSP.~~

~~The Development Agreement(s) shall be prepared in accordance with California Government Code §65864 et seq. A Term Sheet, identifying the core provisions of the Development Agreement(s) was approved by the City on January 16, 2018.~~

~~In the case of a conflict between the WRSP's description of the anticipated Development Agreement and the terms and conditions of the Development Agreement, the terms and conditions of the Development Agreement shall control.~~

9.6.2 ADOPTION

The WRSP ~~shall be~~was adopted by ordinance on October 16, 2018 (Ordinance 2018-08), in accordance with Section 19.17.070 of the American Canyon Municipal Code.

9.6.3 AMENDMENT

Amendment of the WRSP shall be done in the same manner as adoption of the WRSP. Pursuant to City of American Canyon Municipal Code Section 19.17.070 (D), the WRSP provides provisions for minor and major amendments.

9.6.3.1 WRSP AMENDMENTS - MAJOR

Major WRSP Amendments are those determined by the Community Development Director to be changes that could significantly alter the design intent and vision of the WRSP or affect environmental impacts and approved mitigation measures. Major Amendments to the WRSP must be reviewed and approved by Planning Commission and City Council. The following will likely be considered to be a major WRSP Amendment:

- Introduction of new land use categories.
- Changes in the boundaries of the Land Use-Zoning categories in conjunction with the approval of a tentative subdivision map or parcel map, resulting in an increase or decrease in area of more than 20% or 5 acres, whichever is greater.
- Changes to the circulation system or community facility design which would materially affect a planning concept detailed in this WRSP, or this WRSP as subsequently amended.

- Density increases in excess of the maximum allowable stated density or Density Transfers in excess of limits set in Section 9.8 below.
- Any change that would result in a significant adverse environmental impact.
- Goals, Objectives and/or policies changes.
- Changes that would substantially alter the design character or vision of the WRSP.

9.6.3.2 WRSP AMENDMENTS - MINOR

Minor WRSP Amendments are those amendments determined by the Community Development Director to be consistent with the intent of the Plan's vision, goals, objectives and policies. Minor WRSP Amendments may be denied or approved at the discretion of the Community Development Director with conditions imposed to safeguard public safety and health. No Planning Commission or City Council review is required for Minor Amendments unless an Appeal is filed. Examples of Minor Amendments to the WRSP subject to the approval of the Community Development Director include, but are not limited to, the following:

- An amendment that will not significantly affect the physical character, goals or intent of the WRSP.
- An amendment that will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity.
- An amendment that will not significantly increase environmental impacts beyond levels identified in the WRSP FEIR.
- An amendment to the sequencing or size of phases described in the Phasing Plan ~~(see Fig. 9.1).~~.
- An amendment to a Land Use-Zoning boundary in conjunction with the approval of a tentative subdivision map or parcel map, that does not result in an increase or decrease in area of more than 20% or 5 acres, whichever is less.

9.6.3.3 REQUIRED FINDINGS

All amendments to the WRSP must be found to be consistent with the City of American Canyon General Plan and this WRSP. Individually, major and minor amendments must have supporting findings which document their consistency with the sections above. For Minor Amendments, the Community Development Director shall include the findings in a letter of approval, a copy of which is to be kept on file with the City. Findings required are:

- Changes have occurred in the community since the adoption of the WRSP which warrant approving the proposed amendment.
- The proposed amendment is consistent with the City of American Canyon General Plan.
- The proposed amendment will result in a public benefit to neighborhoods within the WRSP Area.
- The proposed amendment will not result in any unmitigated impact to adjacent properties.
- The proposed amendment will enable the delivery of services and public facilities to the population within the WRSP Area.

9.7 Subsequent Entitlements

The WRSP sets in place the vision and approach to development of the property within the WRSP Area. As a part of implementing the WRSP vision, additional entitlements are required. Some of these may be processed in conjunction with the WRSP, but most will likely follow the adoption of the WRSP. The

entitlement approvals anticipated to be granted by the City of American Canyon subsequent to adoption of the WRSP are described below. The City's process for these entitlements will apply.

9.7.1 MAPPING AND DESIGN PERMITS

9.7.1.1 SUBDIVISION MAPS

Development proposals requiring division of property will require the filing of a subdivision map and review and approval by the City of American Canyon. Tentative maps must be consistent with the goals, objectives, policies and standards set forth in the WRSP. All subdivisions within the WRSP Area will be governed by the State Subdivision Map Act (Government Code Sections 66410-66499.58) as well as City of American Canyon regulations and policies not included in the WRSP (see Municipal Code Chapter 18.22).

All projects with approved maps must submit final subdivision maps to the City Engineer for review and approval. Final maps must be consistent with the tentative map, must include all information required by the City of American Canyon Municipal Code, and will be governed by the Subdivision Map Act (Government Code Sections 66410-66499.58). Subdivision maps must be recorded prior to the expiration of the tentative maps. Multiple final maps may be filed with each phase of development when approved as part of the tentative map entitlement stage.

9.7.1.2 IMPROVEMENT PLANS

Implementation of the WRSP will require the submittal and approval of improvement plans by the City. Improvement plans must include detailed engineered grading, street improvement and utility plans for both on and off site improvements. All improvement plans shall comply with the requirements of the WRSP and other City standards not otherwise specified in the WRSP.

9.7.1.3 DESIGN PERMITS - ARCHITECTURE AND SITE APPROVAL

All Architecture and Site approvals require a Design Permit. Development proposals shall be consistent with the goals, policies and regulations of the WRSP and shall implement the Community Design Guidelines set forth in the WRSP, Appendix A. Architectural and Site Approval shall be required for all development within the Watson Ranch Area and shall be subject to review and approval of the City staff and Planning Commission pursuant to the City of American Canyon Municipal Code Sections 19.41.010 through 19.41.060. Applications shall provide a site development plan, architectural design drawings, landscaping plans and any other information deemed necessary by the American Canyon Community Development Director. All Design Permits may be processed concurrently with Tentative Tract Map application(s).

A single Design Permit may be processed for the ~~NVR&G~~NVRG Area. The Design Permit will include all that area defined as ~~NVR&G~~NVRG on Figure 4.2 and may include the adjoining open space properties ~~(Quarry Lake Park, Community Center Site and Community Plaza)~~ and will include the Parking Management Plan (PMP). This Design Permit may serve as a master plan for the ongoing implementation of the NVRG.~~NVR&G by phase as reflected in Figure 9.2.~~

9.7.1.4 CONDITIONAL USE PERMITS

Uses defined as conditional uses under each of the land use categories within the WRSP Area shall be subject to the City of American Canyon Municipal Code Section 19.42.020. An application for conditional use permit shall be submitted to the City of American Canyon for review by City staff and the Planning Commission. The Planning Commission shall review the application at a properly noticed public hearing and consider approval or denial of the Conditional Use Permit pursuant to the required findings set forth in 19.42.020 (D).

9.7.1.5 OTHER APPROVALS

Other approvals as may be required by the City of American Canyon and any other public agency having legal jurisdiction regarding development and use of property within the WRSP (e.g., final map approvals, execution of subdivision improvement agreements, building permits, certificates of occupancy, etc.).

9.7.2 ENVIRONMENTAL REVIEW/CEQA EXEMPTION

In advance of adopting this WRSP, the City of American City Council Certified an Environmental Impact Report (EIR) evaluating the significant environmental impacts associated with buildout of the WRSP and adopted mitigation and monitoring program which has been incorporated by reference into the WRSP.

Under the California Environmental Quality Act (CEQA), the WRSP is a "project" subject to evaluation of potential adverse impacts to the environment. The information obtained in a project's environmental review provides decision makers with the insight necessary to guide policy development, thereby ensuring that the WRSP's policies will address and provide the means to avoid potential environmental impacts.

Although the EIR and the WRSP are separate documents, it is important to note that the environmental review process has been an integral component of the planning process to ensure the WRSP's sensitivity to critical environmental concerns. The WRSP was reviewed as a project anticipated to be developed over an extended period of time. This approach enabled the City of American Canyon to comprehensively evaluate the cumulative impacts of the WRSP and consider alternatives and area-wide mitigation measures in conjunction with the adoption of the WRSP.

Subsection (a) of Government Code Section 65457 states: "Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a WRSP for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the WRSP, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the WRSP is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan".

A large portion of the WRSP involves residential neighborhoods that will be eligible for the exemption from CEQA under this provision.

As specific development projects are proposed within the boundary of the WRSP, the City of American Canyon will evaluate if any additional environmental review is required under CEQA. The environmental document and review process required will depend on the nature of the project and circumstances at the time.

9.8 Unit Transfers

It is the intent of the WRSP to permit flexibility in adjusting unit and product mix in response to market demand. Transfers of residential units between neighborhoods and residential land use categories are permitted as long as the overall number of units does not exceed the total project entitlement of 1253 units. In addition to the 1253 units, 186 affordable units are provided at Lemos Point, and additional allowed residential units may be secured through density and affordability bonus law. ~~(not including the 186 affordable units provided by Lemos Point and not including increased density allowed by Density Bonus law and other applicable law).~~ Additionally, the area density resulting from unit transfers shall not exceed

the maximum allowable density for each residential Land Use-Zoning category specified in the WRSP. The number of units in each land use category (MDR-12, MDR-16, HDR) as defined by WRSP (see Table 4.1) may be increased administratively a maximum of 10%. Unit transfers must be identified as part of a final subdivision map and are subject to the approval of the Community Development Director. There is no limit on the total unit decrease in any given neighborhood.

Up to 10% of the total units may be transferred from the residential area to the Mixed Use area (~~NVR&G~~NVRG) as integrated mixed use residential units. This allocation of density may also be applied to the Hotel on a unit to room equivalent (e.g. 10 units = 10 rooms).

The request for unit transfer may be administratively approved by the Community Development Director. Each request must specify the total number of units being adjusted, including a summary showing what area the units are transferring from, with a running total for the entire WRSP Area of individual ownership. Transfers of units between the separate ownerships (e.g. AC-1 and Newell Family) shall not be permitted without written consent of all parties involved.

Unit transfers must not result in impacts beyond those identified in the WRSP Environmental Impact Report.

Appendix A: Design Guidelines

There were minimal revisions to Appendix A, as indicated below.

Section A4.3, second paragraph

The predominant ground plane in each lot ~~shall~~should be planted with groundcovers, turf or shrubs to maintain an open character and view corridors throughout the community while providing neighborhood identity. The use of turf in the front yard is strongly discouraged

Section A4.3.3, first paragraph bullets

• Overspray onto paving, fences or walls should be avoided and soil erosion ~~shall~~ should be minimized by the use of in-line or in-head check valves.

• Turf areas should be irrigated by an overhead spray or rotor system or by subsurface irrigation drip tubing. Overspray onto paving, fences or walls ~~shall~~ should be avoided and soil erosion should be minimized by the use of in-line or in-head check valves.

Section A5.1.1, first paragraph

NVR&G should create an environment where people are comfortable walking and spending time ~~and incorporating~~ , and should incorporate the following Design Guidelines:

Appendix B: General Plan Consistency

B.0 General Plan Policy

A “town center” should be established in proximity to the closed basalt plant which functions as the symbolic center of American Canyon. A wide diversity of uses characterized by a high level of activity should be accommodated, including government, retail, office, service, entertainment, housing, and open space. The center should be developed as a pedestrian-oriented village that is physically linked by pedestrian and bicycle trails and other elements to surrounding neighborhoods and districts.

Watson Ranch Specific Plan (WRSP) calls for housing, parks and open space, and a non-residential component – the Town Center Mixed Use area (TC-1 MU) also referred to as the Napa Valley Ruins & Gardens (~~NVR&G~~NVRG), which allows retail, entertainment, hotels, events center for weddings, receptions, farmers’ market, restaurants, winery, wine tasting and related uses. The WRSP also provides a site which would allow public and or private community facilities such as church, day care, non-profit community-oriented service or government offices.

The WRSP will function as the symbolic center of the city due to the following aspects:

- Retention of iconic structures such as the rotunda building.
- High level of activity programmed for the TC-1 MU area, including both public and private functions.
- WRSP Circulation Plan includes multi-use trails which link TC-1 MU subarea to the remainder of the WRSP, existing residential neighborhoods, and other off-site destinations.

B.1 Land Use Element

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)

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)

Events and festivals open to the public such as a farmers’ market and community gardens are allowable uses for the TC-1 MU area.

~~The Implementation and Administration (Chapter 9)~~Chapter 9 (Implementation) proposes the establishment of a Community Facilities District (CFD) and/or a Lighting Landscaping Assessment District (LLAD) to pay for the cost of public park maintenance, street lighting and other similar improvements. There will be Homeowners Association (HOA) for the residential portion of the WRSP. The HOA will maintain any private recreational facilities and common areas. See Implementation Chapter for financing information.

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)

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)

1.18.4 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)

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 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

The WRSP designates land for public parks. Other community facilities which may be developed as day care or other community facilities are allowable uses in the ~~NVR&G~~NVRG.

While the TC-1 MU Land Use Category provides a list of allowable uses and development standards, the precise nature and intensity of such uses cannot be determined at the time of consideration of the WRSP.

~~While the NVR&G~~NVRG ~~section provides a list of allowable uses and development standards, the precise nature and intensity of such uses cannot be determined at the time of consideration of the WRSP.~~

Potential conflicts between residential and commercial uses will be addressed in the context of subsequent approval when there is a specific development proposal.

The WRSP has two sub-areas: (1) Watson Ranch Residential and (2) ~~NVR&G~~NVRG. The Watson Ranch Residential provides residential neighborhoods surrounding the nonresidential uses in the ~~NVR&G~~NVRG subarea. The allowable uses and the proposed public improvements within the ~~NVR&G~~NVRG:

- Provide a focal point for community activities ~~in the Quarry Pond Park and Plaza~~
- Functions as a regional destination with such allowed uses as a hotel, winery, and specialty retail and events center.

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 Neighborhood.

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 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

The WRSP consists of two principal land use areas. The Town Center Mixed Use area ~~(NVR&G~~NVRG~~)~~(MU) corresponds to the Town Center Core Area. The remainder of the WRSP consists of residential uses, corresponding to the Town Center Residential Neighborhoods.

The TC-1 MU area provides for a diverse range of land uses. The land uses allowed include: specialty retail, restaurants, hotel, event center, wine tasting, winery, brewery, distillery, parking, open space and public park. This subarea land uses also include a variety of live/work residential.

~~The plan for the TC-1 MU~~The TC-1 TC area includes the provision of a 1 to 2 acre public plaza with an adjoining site for a community center.

The WRSP residential areas surround the TC-1 MU area (corresponding to the Town Center Core Area). Higher density uses are located more proximal to the TC-1 MU area~~ and located to the south east and west~~. The densities then transition to lower densities moving away from the TC-1 MU to the north. The WRSP provides for a broad range of housing types 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~~public parks, 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 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.

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.

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

The WRSP provides for approximately ~~23.26~~23 acres of public parks ~~and an elementary school site~~. The acreage of the public parks exceeds ~~to~~ the City's park land dedication policy of 5 acres of public park land per 1000 residents. ~~The school site will accommodate an elementary school which could serve up to 600 students. The projected number of elementary students within the WRSP is 374.~~

The WRSP provides an alignment for Newell Drive along the eastern boundary of the property. The alignment is consistent with the Circulation Element depiction. This alignment is within the boundary of the WRSP and within the existing city limits.

The WRSP determines the location of land uses within the entire area designated by the City's General Plan as "Town Center".

The WRSP provides for three residential density categories: ~~low density,~~ medium density (MDR-12 land use designation – between 2 and 12 dwelling units per gross developable area), medium density (MDR-16 – between 8 and 16 dwelling units per gross developable acre), and high density (HDR – minimum of 20 dwelling units per gross developable acre).

The ~~land plan~~Land Use Plan shows that ~~medium~~ MDR-16 and HDR ~~and high density~~ areas are immediately around or within the ~~NVR&G~~NVRG. The ~~low density~~ medium density (MDR-12) residential is generally further from the ~~NVR&G~~NVRG Area.

Chapter 4 contains a description of the range of non-residential uses within the WRSP. Appendix A contains design guidelines for WRSP.

1.19.11 Ensure that the Town Center is a sustainable, "green" development through the implementation of low impact development practices, highlighted in Appendix A. Such features could include:

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 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~~;~~.

The WRSP details out low impact development practices, outlined in Appendix A. The WRSP ~~Requires~~requires use of recycled water for landscape irrigation for major park and arterial landscape parkways, ~~,~~and provides guidance for the ~~Includes~~ use of drought tolerant landscaping~~.~~, and ~~E~~energy efficient homes~~, including the following menu of features or options.~~. The Plan ~~Includes~~includes an extensive system of neighborhood multi-use paths (pedestrian and bicycle) which links neighborhoods with parks~~, schools~~ and commercial areas; in addition, the local paths will connect with two regional trails – Napa Valley Vine Trail and River to Ridge Trail. The WRSP

~~Features~~features a mix of land uses including residential, ~~school,~~ parks, and commercial areas which will reduce automobile travel.

Residential neighborhoods within the WRSP are linked to the ~~NVR&G~~NVRG Area (Town Center Core) ~~Area~~ through a system of multi-use trails. The ~~NVR&G~~NVRG Area will include public gathering space such as a plaza which will accommodate gatherings for community events.

WRSP design guidelines, as contained in Appendix A, provide unique standards for the ~~NVR&G~~NVRG Area.

A substantial portion of ruins will be activated~~, as described in the Reuse and Preservation Plan (Appendix C)~~; those preserved portions will be incorporated into commercial and public activities.

The Quarry Pond will be preserved and the surrounding area will be dedicated to the city and improved as a public park.

Development Policy: Community Subarea M – Town Center

Uses/Density:

- **Location and types of land uses, residential densities and non-residential intensities shall be determined through approval of subsequent Specific Plan(s) (1.19.7)**

Design and Development:

- **WRSP 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) (1.19.10)**
- **Adherence to Town Center Design and Development Principles sections 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, plaza and buildings constructed to the right-of-way line (1.19.12)**
- **Incorporate pedestrian and bicycle circulation linkages to the Community Commercial Center along Rio Del Mar**
- **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 non-residential uses; Residential Neighborhoods will surround the Core Area and will generally have lower residential densities and will include community facilities such as a park**

The WRSP identifies Land Uses, a range of residential densities and describes non-residential uses and densities.

WRSP is being proposed in advance of development of the area.

The circulation plan calls for a pedestrian and bike trail along Rio Del Mar to Highway 29.

A substantial portions of ruins will be preserved and re-used. ~~in accordance with the Preservation and Reuse Plan (Appendix C)~~.

WRSP calls for Medium and High Density residential surrounding core area.

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)

The Design Guidelines in the WRSP address landscape design and the use of drought-tolerant species.

The WRSP Master Landscape Plan requires uses of drought-tolerant species.

B.2 Housing Element

PROGRAM 2.1.2

Sustain residential land use designations that:

1. Include a minimum density for each designation's range of permitted densities.
2. Allow flexibility in the types of units that may be constructed in master-planned communities and other planned developments.
3. Include a density category that, when combined with an affordable housing density bonus, is sufficiently high enough to facilitate the development of lower-income housing.

The residential portion of WRSP provides three density categories: LDR. MDR, and HDR. Each density category has a minimum and maximum density as defined by the City's General Plan.

WRSP will be a master planned community. It provides flexibility in the types of housing units as follows:

4. Medium Density Residential allows single family detached, single family attached and townhouses
5. High Density Residential allows both apartments and townhomes
6. The Implementation Chapter 9 allows a density transfer, which means the redistribution of residential units from one planning area to another, under specified procedures and criteria

The High Density Residential has a density range of 18 to 30 dwelling units per acre

Policy 2.2.1 Allow flexibility in the type of units developed on vacant, residentially designated properties in master-planned communities and other planned developments.

Policy 2.2.2 Require larger projects to include a mix of housing types

Policy 2.2.3 Encourage the development of residential uses in association with compatible nonresidential uses

Objective 2.3 Promote residential design that is functional, people and pedestrian-oriented, aesthetically pleasing, and contributes to a sense of community through the sensitive arrangement of buildings, open space (public and private), and circulation (vehicular and pedestrian). Encourage innovative and creative design in residential projects

Policy 2.3.1 Ensure that new residential development fulfills the above objective through the establishment and application of comprehensive design guidelines and development standards.

Objective 2.6 Expand the availability of affordable housing in American Canyon

WRSP will be a master planned community. It provides flexibility in the types of housing units as follows: Low Density Residential allows both single family detached and secondary living units

Medium Density Residential allows single family detached, single family attached and townhouses High Density Residential allows both apartments and townhomes

The Implementation Chapter 9 allows a density transfer, which means the redistribution of residential units from one planning area to another, under specified procedures and criteria.

WRSP allows a broad range of housing types including single family attached, single family detached, townhomes, apartments, condominiums, and secondary living units.

WRSP proposed residential uses in conjunction with nonresidential uses.

The WRSP Circulation Plan provides an extensive system of multi-use trails linking the plan area and providing connections to regional trails. WRSP provides approximately 36 acres of public and private open space.

WRSP contains comprehensive design guidelines and development standards

WRSP does not call for the construction affordable housing within the project boundaries.

PROGRAM 2.13.1 Require all residential projects of ten or more above moderate-income units to include affordable units

The intent of the Inclusionary Alternatives is to provide options for developers while still meeting the City's affordable housing demand. Alternatives to providing on-site inclusionary units are 1) the provision of the units at an acceptable off-site location or 2) payment of in-lieu fees to the City's Housing Fund, to be used in the provision of housing affordable to lower-income households, or 3) the dedication of suitable land to the City for future inclusionary units, or 4) if the project exceeds its required inclusionary amount, the project owner may request inclusionary credits be counted toward another project subject to the approval of the City Manager

Included within Zoning Code Chapter 19.28 Inclusionary Housing Requirements is Section 19.28.050, Inclusionary Alternatives. Subsection B.2. states:

Provided, however, that the following alternatives to providing inclusionary units on-site may be approved by the decision-making body if it finds that evidence presented by the applicant shows that on-site inclusionary units are infeasible due to project size, location or site characteristics, or that the alternative would further housing opportunities for lower-income households to an equal or greater extent: The provision of some or all of the required inclusionary units at an offsite location.

The payment of an in-lieu contribution to the City equal to $10,250.00 per unit in an ownership project. (The in-lieu contribution alternative is not available to rental projects.)

All fees shall be updated annually to adjust for market conditions.

Dedication of suitable land can be accepted as a substitute for payment of fees

The WRSP proposes that project will comply with the Inclusionary Housing Ordinance through payment of an in-lieu fee or its financial equivalent.

B.3 Economic Development

Town Center Development

The City currently does not have a Town Center. Designation of the basalt plant area to be a government center and a commercial core will provide at least one stimulus for further development in the long term.

3.6.2 Provide and promote opportunities for uses which capitalize on the City's proximity to the wine country and the airport, as well as take advantage of the City's natural resources. Consider tourist- supported commercial activities, such as a wine train depot, winery outlets, hotel, and golf course. (1 3.6

3.7.1 Adopt a Specific Plan for the Highway 29 commercial corridor and Town Center to guide future developments. Provide for a cohesive urban design which creates and maintains an attractive image to ensure that the City captures its full potential share of market demand. (I 3.1)

Objective 3.8 In the long term, improve and strengthen the City's identity though the creation of a Town Center as a principal government and commercial center.

3.8.5 Encourage the development of uses in the designated Town Center area (e.g., theater complex, auditorium, cultural entertainment, dining, retail, or other) that would draw residents, promote foot traffic and provide evening activity. (I 3, 6)

The ~~NVR&G~~NVRG provides for a variety of commercial uses within the ~~NVR&G~~NVRG Area.

The ~~NVR&G~~NVRG provides for commercial uses in and around the ruins of the Portland Cement Company structures and basalt plant structures. These structures provide a unique environment for specialty retail, wineries, pubs, distillery, special events and entertainment. Development of this unique property assists in establishing the City's identify and image.

The allowable uses within the ~~NVR&G~~NVRG includes several regional (tourist-oriented) uses such as hotel, events center for weddings and receptions, winery, pubs, distillery, and specialty retail.

The WRSP is the specific plan for the Town Center area. It will include design guidelines to ensure a cohesive and attractive design.

The ~~NVR&G~~NVRG Area corresponds to the Town Center Core Area in the General Plan. It is planned as a mixed-use area where government uses are an allowable use.

The uses allowed in the ~~NVR&G~~NVRG include uses that generate activity such as: specialty retail, events center for weddings and receptions, winery, brewery, distillery, hotel, restaurants, farmers market and outdoor amphitheater for entertainment.

B.4 Circulation Element

Achieve and maintain a Multimodal LOS D or better for roadways and intersections during peak hours where possible and as long as possible. However, recognizing that LOS D may not be achievable or cannot be maintained upon full build-out of the General Plan, due to traffic generated from sources beyond the control of the City, the City Council shall have the discretion to only require feasible mitigation measures that may not achieve LOS D, but will reduce the impact of any development use or density planned for in the Land Use Element of the General Plan.

1.24 Impacts of new development. Based upon the findings of a transportation impact analysis, consistent with Guiding Policy 1.26, new development will be responsible for mitigation of transportation related impacts.

1.34 Rights-of-Way fully within master plan boundaries. Planning areas shall not use roadway centerlines as boundaries. Roadways shall be built to their full width within the annexed City limits. Part- width roads shall not be permitted where master plan areas abut unincorporated properties that are not expected to be annexed to the City within the time frame of this General Plan. Road rights-of-way that demarcate the edge of a planning area shall be fully contained within the development area boundary, and expanded only within that boundary.

4.10 New railroad crossings. Provide new crossings across the railroad (UPRR) in conjunction with the planned roadway improvements shown on Figure 3. The provision of new crossings will ensure at least one cross-town route is maintained in case rail activity interrupts local and regional traffic flow and/or emergency access. New crossings will be at: Newell Drive (grade separated); and Rio Del Mar or South Napa Junction Road (initially at-grade, may be grade separated in the future).

An Environmental Impact Report ~~will be~~was prepared by the City prior to its consideration of WRSP. A determination of the LOS ~~will be~~was made through the EIR process.

New development shall mitigate its share of transportation-related impacts.

The alignment for Newell Drive extension is proposed along the eastern boundary of the WRSP. The proposed roadway is entirely within the city limits and entirely within the boundary of the WRSP.

The WRSP incorporates a below grade or at grade crossing at Rio Del Mar connecting Highway 29 with Newell Drive. This will ensure a cross town connection without interruption by the rail activity. ~~Construction would occur with the first phase of the development within WRSP.~~

Should an at-grade or grade-separated railroad crossing at Rio Del Mar prove unfeasible, an alternate route for providing the connection with Highway 29 is South Napa Junction Road. There exists a private at-grade railroad crossing at South Napa Junction that is the subject of a previous settlement agreement.

B.5 Utilities Element

5.8.1 Require improvements to the existing water supply, distribution, storage, and treatment facilities necessitated by a new development proposal be borne by the project proponent (in proportion to benefit); either through the payment of fees, or by the actual construction of the improvements. (I5.2, I 5.8, and I 5.9)

5.10.3 Require that adequate storm drain and flood control facilities be constructed coincident with new development. (I 5, 24, 15,25, and I 5.33)

5.11. Require improvements to existing storm drain and flood control facilities necessitated by a new development proposal be borne by the project proponent; either through the payment of fees, or by the actual construction of the improvements in accordance with State Nexus Legislation. (I 5.30, I 5.31, and I 5.33)

5.16.1 Require that the cost for improvements to the existing wastewater collection and treatment facilities necessitated by a new development proposal be borne by the project proponent in proportion to benefit; either through the payment of fees, or by the actual construction of the improvements. (I 5.51 and I 5.52)

The Infrastructure Chapter of WRSP identifies the improvements for water distribution, storage and treatment necessary to serve the proposed development. A Water Supply Assessment ~~will be~~was prepared in conjunction with the EIR. ~~The WRSP states new development will not occur until the City determines there is sufficient water supply.~~

New development with WRSP will make a proportionate contribution to the City's water distribution, storage and treatment facilities.

The Infrastructure Chapter of WRSP identifies the storm water detention and conveyance facilities needed to serve the development. The WRSP states that appropriate storm water detention and conveyance facilities shall be constructed with each phase of development. These facilities will be designed and constructed to accommodate a 100-year storm event.

New development with WRSP will make a proportionate contribution to the City's wastewater collection and treatment facilities.

B.6 Public Services and Facilities

6.1.1 Work with the Napa Valley Unified School District to ensure that school facilities and programs are expanded commensurate with the City's population growth and development. (I 6.1 and I 6.2)

~~The WRSP Land Plan designates a 10-acre site for an elementary school. That the timing and scope of the elementary school facility shall be determined through a subsequent School Mitigation Agreement, between the property owner(s) and the Napa Valley Unified School District~~ Development in the WRSP Area shall mitigate its school impacts through the payment of school impact fees, pursuant to controlling law.

6.1.13 Locate preschool and day care facilities in appropriate areas throughout the City to meet the needs of a growing population. Require master planned areas to designate sites for daycare facilities. (16.1 and I 6.4)

The WRSP Land Use Plan includes the Town Center Mixed Use (TC-1 MU) area (~~NVR&G~~NVRG) where allowable uses include community facilities such as a community center site, preschool and day care uses.

B.7 Parks and Recreation

7.1.1 Provide a sufficient number of mini, neighborhood, community and regional park facilities to achieve a minimum standard of 5 acres of parkland per 1,000 residents (see Figure 5-1 and Table 5-1 for an illustration and explanation of existing park facilities). (I 7.1)

7.1.3 Work toward the establishment of a system of public parks interconnected by off-street trails or bicycle lanes. (I 7.1 and I 7.4

7.2.5 Require all large scale developments to incorporate an internal trail system with linkages to the surrounding sidewalk network. (I 7.7)

The WRSP Land Use Program allows for a maximum of ~~1253~~ 1439 dwelling units. Using the 3.49 persons per dwelling unit figure in the City's General Plan, the project would have ~~4373~~ 5022 residents. At 5 acres per 1000 residents, the standard for parkland for the WRSP is ~~21.9~~25.1 acres. The WRSP Land Use Plan designates approximately ~~23.26~~33.27 acres for public park and open space uses, exceeding the City standard.

As shown on Figure 5.1 of WRSP, the public parks are connected by a series of multi-use trails.

As shown on Figure 5.1 of WRSP, there is an internal system of multi-use trails which connect neighborhoods with public parks, commercial areas and regional trails.

7.3.1 Establish the following classifications for American Canyon's parks:

a. Mini-Park-Mini parks are less than one acre in size and are not designed for active recreational uses. They do, however, provide passive open space and buffering from adjacent urban development and typically include elements such as walking paths and benches.

b. Neighborhood Park Neighborhood parks are usually two and a half to five acres in size and are primarily planned for children five to fourteen years of age. To maximize the use of the parcel, these parks are ideally located within the center of a neighborhood and sited adjacent to a school whenever possible. Recreation facilities typically provided in neighborhood parks include children's play areas (ideally equipped with a variety of play equipment for a range of users), picnic tables, and basketball courts. The service area for a neighborhood park is generally one-quarter to a one-half mile radius.

7.4.4 Require that adequate development and maintenance funds are available before new parklands are acquired. (I 7.24)

7.4.7 Require that new residential subdivisions dedicate parklands within their project boundaries, unless it is the City's objective to develop a park that serves the subdivision at an alternative location as specified in the Parks and Recreation Master Plan, in which case in-lieu fees shall be provided by the developer. (/7.1 and I 7.3)

7.4.8 Require that new multi-family residential developments of five or more units provide recreational or open space facilities onsite and contribute fees that aid in the public development of other facilities to offset additional demands generated by their resident population. (/7.1 and i 7.3)

The WRSP Land Use Plan shows ~~three~~ two large parks which serve the WRSP community. ~~Park B is in the approximate center of WRSP and is adjacent to a public elementary school.~~ The type of recreational facilities and recreational uses within each park will be determined through City approval of a conceptual park plan concurrent with a tentative subdivision map.

The parks within WRSP will be dedicated and improved by the project for fee credits. That policy also requires that public parks be maintained through a Lighting Landscaping Assessment District, which must be established concurrently with final subdivision map approval.

The dedication of park land shall occur through the City's approval of final subdivision maps.

The Development Standards require multifamily residential development to include private open space at a ratio of 80 square feet per dwelling unit and 150 square feet of common open space per dwelling unit. The common open space would provide for recreational and open space facilities onsite.

7.7.4 Design and improve community and neighborhood parks according to the following:

a. locate on collector or neighborhood streets, accessible to adjacent residential neighborhoods;

b. site uses so that they do not adversely impact adjacent residencies (e.g. locate high activity, noise- generating uses away from residencies);

c. provide parking so that it does not disrupt abutting residences;

d. design for defensible space;

e. site parks away from high noise generators (highways) and other nuisances (i.e. power lines); and

f. incorporate park landscape that is compatible with the landscape of adjacent areas. (I 7.4, 1 7.5, and 1 7.28)

As shown on the Land Use Plan, all public parks are located on collector or neighborhood streets and accessible to surrounding residential neighborhoods.

Landscaping within the parks should support the overall character of the Watson Ranch Community as defined by the Design Guidelines.

B.8 Natural & Historic/Cultural Element

Goal 8E To promote the preservation and restoration of the sites, structures and districts that have architectural, historical, archaeological and/or cultural significance to the City of American Canyon.

Objective 8.19 Ensure that the City's historically and archaeologically significant resources are protected in a manner that preserves and/or enhances the resources' inherent historic value,

~~WRSP includes a Preservation and Reuse Plan which identifies those structures within the ruins for preservation, the manner of preservation and re-use plan.~~

Policies

8.19.1 Conduct a comprehensive survey of archaeological and cultural resources and historic vegetation that is based on established criteria and encompasses the entire City and its Sphere of Influence. (I 8.40)

8.19.2 Adopt a Preservation Ordinance that will authorize the City to designate appropriate vegetation or archaeological sites deemed to be of historic, archaeological, or cultural significance an American Canyon City Historic Point, Site or District. Such an ordinance shall conform to state and federal criteria for establishing a preservation ordinance. (I 8.5, I 8.48, and I 8.49)

8.19.4 Though the design review process, encourage compatibility between new development and existing adjacent historic structures in terms of scale, massing, building materials and general architectural treatment. (J 8.29)

8.20.4 Prohibit demolitions if other alternatives exist that enable a property owner to sensitively add to the existing structure, or develop an accompanying building on the site that allows property development rights to be realized. Variances of setbacks, heights and parking requirements should be given to make the preservation of an existing historic building feasible when no other reasonable alternative exists. (J 8.49)

8.20.4 Prohibit demolitions if other alternatives exist that enable a property owner to sensitively add to the existing structure, or develop an accompanying building on the site that allows property development rights to be realized. Variances of setbacks, heights and parking requirements should be given to make the preservation of an existing historic building feasible when no other reasonable alternative exists. (J 8.49)

8.20.5 Encourage appropriate adaptive reuse of historic resources such as the Basalt Plant in order to prevent misuse, disrepair and demolition, taking care to protect surrounding neighborhoods and/or agricultural land from incompatible uses. (I 8.49)

~~WRSP includes a Preservation and Reuse Plan which identifies those structures for preservation, the manner of preservation and re-use plan.~~

The City has not established criteria or conducted an archaeological and cultural resources survey for the city and its Sphere of Influence. An archaeological survey was prepared by ESA (dated 4/2006). Further assessment ~~will be~~was included in the EIR. The evaluation of the resources onsite will be evaluated in accordance with applicable State and federal criteria and guidelines.

The City has not adopted a Preservation Ordinance.

~~The Preservation and Reuse Plan is included in the WRSP.~~

8.13.1 Encourage the preservation of agricultural uses on the City's periphery through the creation of a permanent greenbelt. (I 8.11, I 8.17, r 8.26, I 8.28, and I 8.41)

Through the initiative process, the City has adopted a Urban Limit Line ("ULL"), as part of its General Plan. In accordance with the provisions of that initiative, no urban development may occur outside the ULL. The term of the initiative remain in effect until January 1, 2030.

B.9 Geology Element

9.4.1 Require the determination of the landslide, slope instability, and erosion potential of all proposed development sites with a grade of 10 percent or greater and incorporate pertinent measures in the project design to mitigate this potential. Exceptions to these mitigation requirements shall be considered for agricultural areas. (I 9.1, I 9.6, I 9.25, 19.27, and I 9.28)

9.4.3 Prohibit the mass grading of slopes with a grade of 25 percent or greater and development on slopes with a grade of 50 percent or greater. For projects built upon slopes with a grade of between 15 and 25 percent, cluster the units and reduce overall density in accordance with Natural/Cultural Resources Policy 8.18.2. (I 9.1 and 19.2)

A preliminary geotechnical study shall be prepared in conjunction with the WRSP EIR. The study evaluates the potential for landslides, slope instability and erosion and proposes mitigation measures. Development shall comply with any adopted mitigation measures in accordance with the Mitigation Monitoring and Reporting Program.

Development in WRSP is on land with a slope less than 15%.

B.10 Flood Hazards Element

10.1.4 Ensure that storm water drainage is designed for peak flow conditions. (I 10.1)

All storm water detention and conveyance facilities within the WRSP are designed to accommodate a 100-year storm event.

B.11 Noise Element

Airport Vicinity Land Use Compatibility Criteria Land Use Zone E (Figure 11-2): Prohibited Uses: Noise-sensitive outdoor uses

Other Development Conditions: Overflight easement or deed notice required Examples of Normally Acceptable Uses: Any permitted use

Examples of Uses not Normally Acceptable:

- **Amphitheaters**

- **Landfills**
- **Ponds**
- **Airport Land Use Zone E**

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.

Objective 11.6 Minimize the potentially adverse noise impacts associated with the development of mixed-use structures in which residential units are located above ground floor commercial uses.

Policies 11.6.1 Require that the commercial component of a mixed-use project not generate excessive noise. (I 11.9)

11.9.1 Require that entertainment and restaurant/bar uses take appropriate steps to control the activities of their patrons onsite, as well as within a reasonable and legally justified distance from the place of business, to minimize potential noise-related impacts on adjacent residential neighborhoods. (I 11.11)

The WRSP ~~will be~~was submitted to ALUC for review and a conformance determination with the Airport Land Use Plan was made.

A Residential Compatibility Plan shall be prepared prior to approval of nonresidential development; noise standards and noise mitigation measures are included in that Plan.

11.9.2 Discourage the development of new nightclubs, discotheques, and other high noise-generating entertainment uses directly adjacent to any residential neighborhoods, residential dwelling units, schools, health care facilities, or other "noise-sensitive" land uses, unless it is demonstrated that adequate measures can be installed and employed by these establishments to adequately mitigate the potential impacts of onsite operations and/or offsite customer activities upon these areas. (I 11.8)

Such high noise-generating uses are not permitted per WRSP Table 4.2 (Permitted and Conditionally Permitted Uses).

WATSON RANCH SPECIFIC PLAN

SPECIFIC PLAN AMENDMENT
APRIL 2023

Watson Ranch

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ACKNOWLEDGEMENTS

City of American Canyon

City Council

Leon Garcia, Mayor

Pierre Washington, Council Member

Mariam Aboudamous, Council Member

Mark Joseph, Council Member

David Oro, Council Member

Kenneth Leary, Council Member*

Planning Commission

Crystal Dispo Mallare, Chair

Eric Altman, Commissioner

Brando Cruz, Commissioner

Andrew Goff, Commissioner

David Mohammed, Commissioner

Tyrone Navarro, Commissioner*

Tammy Wong, Commissioner*

Bernie Zipay, Commissioner*

Parks and Community Services Commission

Clarence Mamaril, Chair

Cathy Margolati, Commissioner

David Garcia, Commissioner

Charlie Plummer, Commissioner

Gina Griggs, Commissioner

Selah Hmun, Honorary Commissioner

Kristin Einberger, Commissioner*

Karina Servente, Commissioner*

Janelle Sellick, Commissioner*

Open Space, Active Transportation, and Sustainability (OSATS) Commission (Formerly Open Space Advisory Committee)

Nance Matson, Chair

Barry Christian, Commissioner

Tara Clinton-Horner, Commissioner

Scott Artis, Commissioner

Kim Hester Williams, Committee Member*

Todd Novak, Committee Member*

**Active during original adoption (2018)*

Steering Committee

Leon Garcia, Mayor

Mark Joseph, Councilmember

Barry Christian, Open Space Advisory Committee Representative

Don Evans, NVUSD Representative

Vanessa Kearns, Vintage Ranch Resident

Sanjay Mishra, Vintage Ranch Resident

Elizabeth Putnam, Planning Commission Representative

Janelle Sellick, Parks and Community Services Commission Representative

Staff

Jason Holley, City Manager

William Ross, City Attorney

John Wilbanks, Contract Planner

Brent Cooper, Community Development Director

Erica Ahmann Smithies, Public Works Director

Alexandra Ikeda, Parks and Recreation Director

Steve Hartwig, Public Works Director*

Creighton Wright, Parks and Community Services Director*

**Active during original adoption (2018)*

Applicants

American Canyon I, LLC

Newell Family

Adopted by Ordinance (Ordinance 2018-08)

October 16, 2018

Second Reading November 6, 2018

Amended by Ordinance (Ordinance 2019-06)

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EXECUTIVE SUMMARY

The Watson Ranch Specific Plan (WRSP) Area is located within the city limits of American Canyon, in Napa County, California. The WRSP is a comprehensive planning document that will guide development of the approximately 309-acre WRSP Area. The WRSP Area is an important part of the City's General Plan and is intended to contribute significantly to the identity of American Canyon with its unique draw of new residential neighborhoods and the Napa Valley Ruins & Gardens (NVRG). The adaptive re-use of the NVRG will support community and private gatherings in a setting that is unlike anything else in the region. The WRSP completes the fabric of American Canyon by linking the community through roadways and regional trails and by creating a "Town Center" with community gathering places. New residential neighborhoods will provide a wide range of housing options. The WRSP development program includes the following elements:

amphitheater(s)

1. A mix of commercial, recreational, and community uses in and around the NVRG that will consist of:
    a. An adaptive reuse of the NVRG area to include a variety of commercial uses, including a combination of indoor and outdoor spaces for ~~an~~ amphitheater, restaurants, pubs, distillery, wine tasting, breweries, food trucks, farmers' market, weddings, and corporate/public/private events. Uses not listed in the NVRG may be allowed through the City development review process (e.g., Conditional Use Permit).
    b. A boutique hotel with approximately 200 rooms and 30 private residences as part of the hotel.
    c. The Quarry Lake, with park, trail and open space uses.
    d. Mixed-use and/or live-work housing of up to 10% of total units (included in residential project total).
2. Residential development consisting of varying housing types and densities to accommodate the current and future demographic trends. The summary of residential uses proposed in the plan are:
    a. Approximately 102 acres (623 units) of medium density residential (MDR-12).
    b. Approximately 65 acres (630 units) of medium density residential (MDR-16).
    c. Approximately 6 acres (186 units) of high density residential (HDR) affordable housing.
3. Community amenities consisting of:
    a. Approximately 63 acres of parks and open space.
    b. A community trail system that includes connecting portions of the Napa Valley Vine Trail and the River to Ridge Trail.
    c. A community plaza and site for an approximately 20,000 square foot community center that will serve as a gathering place for American Canyon visitors and residents.
4. Infrastructure improvements that include:
    a. The extension of Newell Drive along the WRSP Area's eastern boundary.
    b. The extension of Rio Del Mar from SR 29 to the Newell Drive Extension, to be named "Rio Del Mar East."
    c. A new rail crossing at the Union Pacific rail line at Rio Del Mar East or South Napa Junction Road.
    d. Internal circulation for the WRSP Area.
    e. The water distribution system, sanitary sewer system, storm water drainage system and dry utilities to service the WRSP Area.

Finally, the WRSP sets forth a conceptual phasing plan and a financing program to address the timing of build out and the funding of the infrastructure associated with the WRSP.

General Plan Amendment

The General Plan Land Use and Circulation Elements were amended in October 2018 as specified in the WRSP and concurrent with adoption of the WRSP. A General Plan Amendment will be required as specified in this amended WRSP, as described below and in subsequent chapters.

PURPOSE

The purpose of the General Plan Amendment is to recognize, and ensure consistency with and between, the City of American Canyon General Plan and the Watson Ranch Specific Plan, as required by controlling law, by amending the Land Use Element and by amending the Circulation Element to provide for the optimally feasible access and circulation connection between SR 29 and Newell Drive through the WRSP Area.

In concert with the General Plan Amendment, which requires the adoption of this amended WRSP, the WRSP will be the document regulating development of the WRSP Area. Specifically, this General Plan Amendment revises the General Plan Land Use Element to reflect the WRSP and the Land Uses set forth therein, and revises the General Plan Circulation Element to reflect the roadways set forth therein and summarized below.

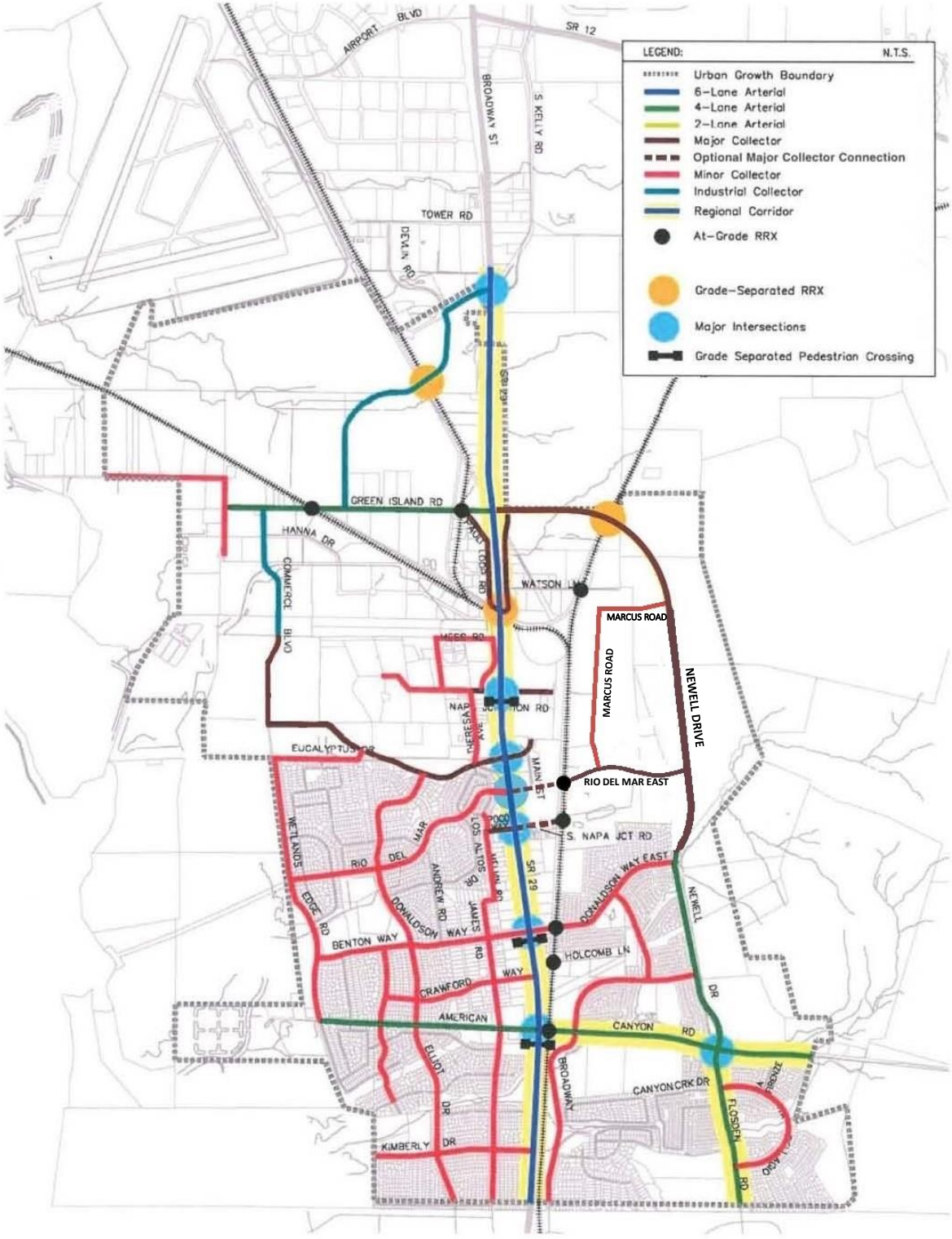
PROPOSED AMENDMENT

The General Plan amendment will be consistent with this amended WRSP, and will require the following changes:

5. Land Use Element
    a. Amend the General Plan Map (Land Use Map) Figure 1-1 to incorporate the revised Land Use Plan set forth in the amended WRSP (Figure 4.1).
    b. Amend the Land Use Element Policy 1.19.5 to read as follows: Require that the Town Center Residential Neighborhoods provide sites for public parks, with the size of facilities corresponding to the future population of the Town Center and which may allow community facilities that support residences.
6. Circulation Element
    a. Amend Figure 3 (Major Circulation Improvements) of the Circulation Element to incorporate the revised Circulation Plan set forth in this amended WRSP (Figure 7.1). Amendments consist of:
        - Adding Marcus Road (formerly Loop Road) between Rio Del Mar East and Newell Drive as a “Minor Collector” roadway classification.
        - Changing the roadway classification of Newell Drive between Rio Del Mar East and the south project boundary to “Major Collector.”
        - Realigning Rio Del Mar East between the Union Pacific rail line and Newell Drive.

The above amendments to the Land Use Element and Circulation Element are consistent with the Goals, Objectives and Policies of the General Plan, which remain otherwise unchanged.

FIGURE 3:
CIRCULATION MAP



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CHAPTER 1 - INTRODUCTION

1.1 Purpose

The Watson Ranch Specific Plan (WRSP) is a detailed planning document which provides the land use and policy framework for the future development of approximately 309 acres within the City of American Canyon. The WRSP Area is located toward the northeastern side of American Canyon and to the east of Lincoln Highway, which is also designated as California State Highway 29. It is generally bound by open space to the north and the Vintage Ranch residential neighborhood to the south. It is further framed by Union Pacific railroad tracks and existing development to the west, and the City limit line, grassland, and open space to the east. Within the City of American Canyon General Plan, the WRSP Area is designated as Town Center (TC). The City's objective for the WRSP Area as stated by its General Plan is to:

"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 the Napa Valley (GP Objective 1.19)"

An extensive public outreach process, demographic and market research, and the physical characteristics of the land have molded the WRSP to foster a premier mixed-use community with a strong sense of place. The development in accordance with the WRSP will provide an array of new residential homes and services for both residents and visitors. The WRSP is consistent with the community vision of American Canyon, as a community with a small-town character and feel, socially and ethnically diverse, and ideally located in Napa County in close proximity to the Bay Area. The proposed mix of housing, retail, commercial, entertainment, and parks will further strengthen the existing community ties while also providing a community gathering place. The purpose of the WRSP is to provide a comprehensive set of goals, objectives, policies, development standards, and design guidelines for the development of the WRSP Area. The implemented WRSP will result in a unique and appealing new community which provides a variety of new amenities and infrastructure improvements necessary to implement the development. The organization of this document reflects the progression of the planning process that helped shape the WRSP, moving from an explanation of the over-arching goals to specific chapters that deal with certain topics such as land use, and circulation which have policies that implement those goals.

The WRSP details the following elements:

- A range of new housing types and densities including High Density Residential (HDR) and Medium Density Residential (MDR-12 and MDR-16) neighborhoods.
- The Napa Valley Ruins & Gardens (NVRG) area consisting of civic, retail, entertainment, commercial, visitor serving, and residential uses focused in and around NVRG.
- Community amenities, including parks, trails and open space areas.
- Necessary public and private infrastructure improvements, including streets, pedestrian circulation, water distribution system, sanitary sewer system, storm water drainage system, and dry utilities for the WRSP Area.

1.2 Specific Plan Authority

Pursuant to the California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457), the WRSP is both a regulatory and policy document that will encourage and guide development within the WRSP Area over the coming years.

The WRSP provides a strong vision, a mix of land uses, development regulations, design guidelines, infrastructure improvements and an implementation plan for the creation of a cohesive community.

California Government Code (Section 65450) states that planning agencies may prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan. A specific plan shall include text and diagrams which specify all of the following in detail:

- The distribution, location, and extent of the uses of the land within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, domestic water, recycled water, storm drainage, solid waste disposal. dry utilities, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, including development standards, design guidelines and a phasing program.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the plan.
- A statement of the relationship of the specific plan to the General Plan.

The WRSP has been prepared in accordance with the requirements of the California Government Code, Sections 65450-65457. These sections establish the WRSP as a legal mechanism by which future development within the WRSP Area is regulated.

1.3 Relevant Documents and Policies

This section examines several existing documents, policies and programs that have bearing on or otherwise provide direction for the WRSP. These relevant documents and policies are summarized below:

1.3.1 AMERICAN CANYON GENERAL PLAN

The WRSP is consistent with the American Canyon General Plan, which directs that a specific plan be prepared for the area identified as Town Center. The General Plan directs this area to be a mixed-use development with a mix of commercial, residential, parks and open space. State law states that specific plans can only be adopted or amended if they are consistent with the General Plan. The WRSP implements this policy direction and provides more specific detail and implementation policies. Appendix B contains a discussion of WRSP compliance with the City's General Plan.

The City of American Canyon Land Use Element, updated in 2010 and amended through October 2018, is an integrative element containing policy to guide development consistent with all elements of the general plan, addressing the retention of existing uses and open spaces, re-use of obsolete uses, and development of vacant lands. It also outlines opportunities and constraints, most notably the City's lack of a cohesive identity and structure within neighborhood districts and the need for a "symbolic and functional "downtown" for American Canyon. Additionally, the NVRG presented a uniquely identifiable asset to create a regionally significant project. The Land Use Element was amended in October 2018, as specified by the 2018 WRSP, to incorporate an amended General Plan Map (Land Use Map) and amended Policy 1.19.6.

The City of American Canyon Circulation Element, updated in 2013 and amended through October 2018, identifies a core value "to provide safe and easy travel within and through the City for pedestrians, bicyclists, and motor vehicles correlated with the Land Use Element". The City has adopted a "Complete Streets" policy which further reinforces the City's intention to ensure safe, comfortable, and attractive access and promoting connectivity between uses and areas of the City. The WRSP incorporates the City's core value for circulation and the complete streets policy.

The WRSP provides the community vision, land use plan, circulation plan, development regulations, design guidelines, and implementation measures to ensure development in a manner that is consistent with the goals, objectives, principles, and policies of the City of American Canyon General Plan.

1.3.2 AMERICAN CANYON MUNICIPAL CODE

The City of American Canyon Municipal Code, Title 19 (Zoning Ordinance) provides standards for site- specific development and land use regulations that govern the size, shape, and type of use for development in the City of American Canyon. In any instance where the WRSP regulations and development standards may vary from the Zoning Ordinance, the WRSP will take precedence. Where the WRSP is silent on a topic, the City of American Canyon Zoning Ordinance requirements will remain in force.

The WRSP will be adopted by ordinance and become the controlling zoning for the WRSP property pursuant to City of American Canyon Municipal Code Title 19, Chapter 19.12. Town Center Zoning District.

1.3.3 NAPA COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

The Napa County Airport Land Use Commission (ALUC) has the responsibility of preparing an Airport Land Use Compatibility Plan ensuring that land uses in the area surrounding the airport are compatible with airport operations. A very small portion of the WRSP Area is partially subject to airport restrictions for Airport Zone D in the northwestern corner of the WRSP Area. Under the Napa Airport Land Use Compatibility Plan, this zone restricts residential development. The proposed plan is compatible with this requirement. A majority of the WRSP Area is within Zone E where there are no land use restrictions.

1.3.4 RELATIONSHIP TO OTHER PLANS

The WRSP Area is located adjacent to the SR 29 Priority Development Area (PDA) designated by Association of Bay Area Governments and Metropolitan Transportation Commission. The goal of the PDA is to relieve congestion and adopt a complete streets concept for the section of Highway 29 through American Canyon, while promoting a healthy mix of uses surrounding the highway that support the various modes of transportation.

The Broadway District Specific Plan (BDSP) was adopted by City Council in 2019 and updated September 1, 2020. The WRSP and the BDSP represent parallel planning efforts that work together to meet regional housing requirements and provide the opportunity for improved transit and walkability consistent with the City's General Plan. The Broadway District is a Priority Development Area (PDA) as designated by the Association of Bay Area Governments (ABAG) and Bay Area communities. PDAs are areas specifically designated for new housing and job growth with some incentives to encourage investment. PDAs are considered foundational for sustainable regional growth and Plan Bay Area. PDAs emphasize housing at higher densities near transit or transit corridors.

Both the WRSP and the BDSP are coordinated with one another, especially on the Rio Del Mar extension which connects Highway 29 to Newell Drive. The overall goal of both projects is to create a complete street concept with mixed use walkable neighborhoods that is consistent with the vision of the American Canyon General Plan within both project boundaries. The WRSP has planned connections to and segments of the Napa Valley Vine and River to Ridge Trails. The WRSP Area is a key part of these future trail extensions, and will provide an important part of the overall regional trail system. The Napa Valley Vine Trail is expected to link 47 miles of dedicated multi-use trails from Calistoga south to Vallejo Ferry Terminal crossing through the WRSP Area from the north and intersecting the River to Ridge Trail (running east/west) as it makes its way south. The Circulation Element was amended in October 2018, as specified by the 2018 WRSP, to incorporate an amended Circulation Map and amended Table 3 (Major Circulation Improvements).

1.4 Public Outreach

1.4.1 STEERING COMMITTEE

For development of the 2018 WRSP, the City appointed an eight person Steering Committee made up of two Council members, one Planning Commissioner, one member each from the Parks and Community Services Commission (PCSC) and the Open Space Advisory Committee (OSAC), a representative of the Napa Valley Unified School District and two residents at large. City Department Heads also attended the Steering Committee meetings. Over several meetings early in the WRSP preparation process, the Steering Committee identified the Planning Principles which defined the vision for the WRSP Area. These Principles have been restated in Section 1.5 below,

1.4.2 COMMUNITY INPUT

The City values public involvement in the planning process. So, in addition to the involvement of the Steering Committee throughout the WRSP process, an extensive Community Outreach Program was implemented including community workshops and opportunities to participate and comment online.

1.5 Planning Principles

The WRSP Steering Committee (a group of citizens, City staff members, and elected officials) identified key issues and desired outcomes for the WRSP. After a review of General Plan goals, policies, and a visual character exercise, the Steering Committee identified a series of Watson Ranch Planning Principles that frame the vision for the WRSP Area. The following Principles have been restated and are intended to guide the WRSP Area towards a residential, commercial, and recreational destination that will serve as a centerpiece for the City and home to future residents. Planning principles are defined as vision-oriented statements developed by the Steering Committee during the community outreach process.

1.5.1 WATSON RANCH PLANNING PRINCIPLES

Principle 1 - Create an active, vibrant town center.

Principle 2 - Deliver an access and circulation plan that sufficiently addresses traffic.

Principle 3 - Advance an economically viable project that is compatible with existing American Canyon businesses.

Principle 4 - Provide a mix of retail, commercial, hospitality, and residential land uses.

Principle 5 - Protect and integrate the NVRG as a central feature/place.

Principle 6 - Provide a variety of public spaces and amenities.

Principle 7 - Reinforce the distinctive character of American Canyon and reflect the comfortable, and nostalgic small-town charm.

Principle 8 - Provide a blend of visitor and local serving uses.

Principle 9 - Provide gathering places for locals.

Principle 10 - Prioritize the restoration of the NVRG into the Town Center.

Principle 11 - Ensure a sustainable project – economic, social and environmental.

Principle 12 - Connect and integrate neighborhoods with vehicular, bicycle, and pedestrian connections throughout the WRSP Area.

Principle 13 - Ensure a range of housing opportunities to meet physical, economic and social needs of the population.

Principle 14 - Create traditional neighborhoods with strong architectural character and tree-lined streets.

Principle 15 - Reflect a historic small-town character in the residential neighborhoods adjacent to the NVRG

Principle 16 - Create a unique place that is the “gem” of American Canyon.

CHAPTER 2 - EXISTING CONDITIONS

2.1 Project Location

The City of American Canyon is situated along the southern tip of Napa County. Located on Highway 29, American Canyon is approximately eight miles south of the City of Napa and thirty-five miles northeast of San Francisco. The Watson Ranch Specific Plan (WRSP) Area occupies a portion of the eastern edge of American Canyon within the City's urban limit line.

Figures 2.1 and 2.2 show the location of the WRSP Area in context with the surroundings, both regional and citywide.

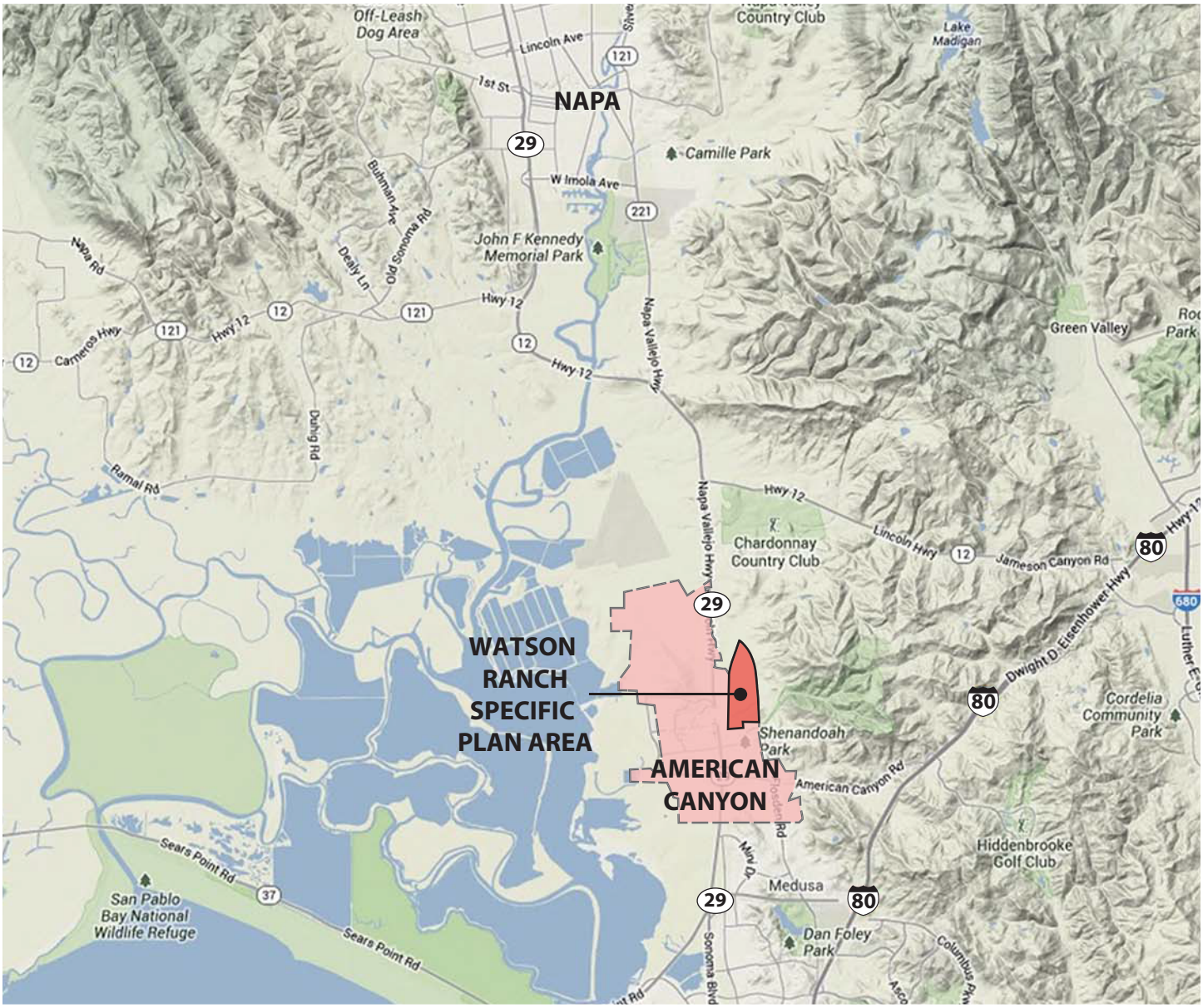

Figure 2.1: Regional Site Context

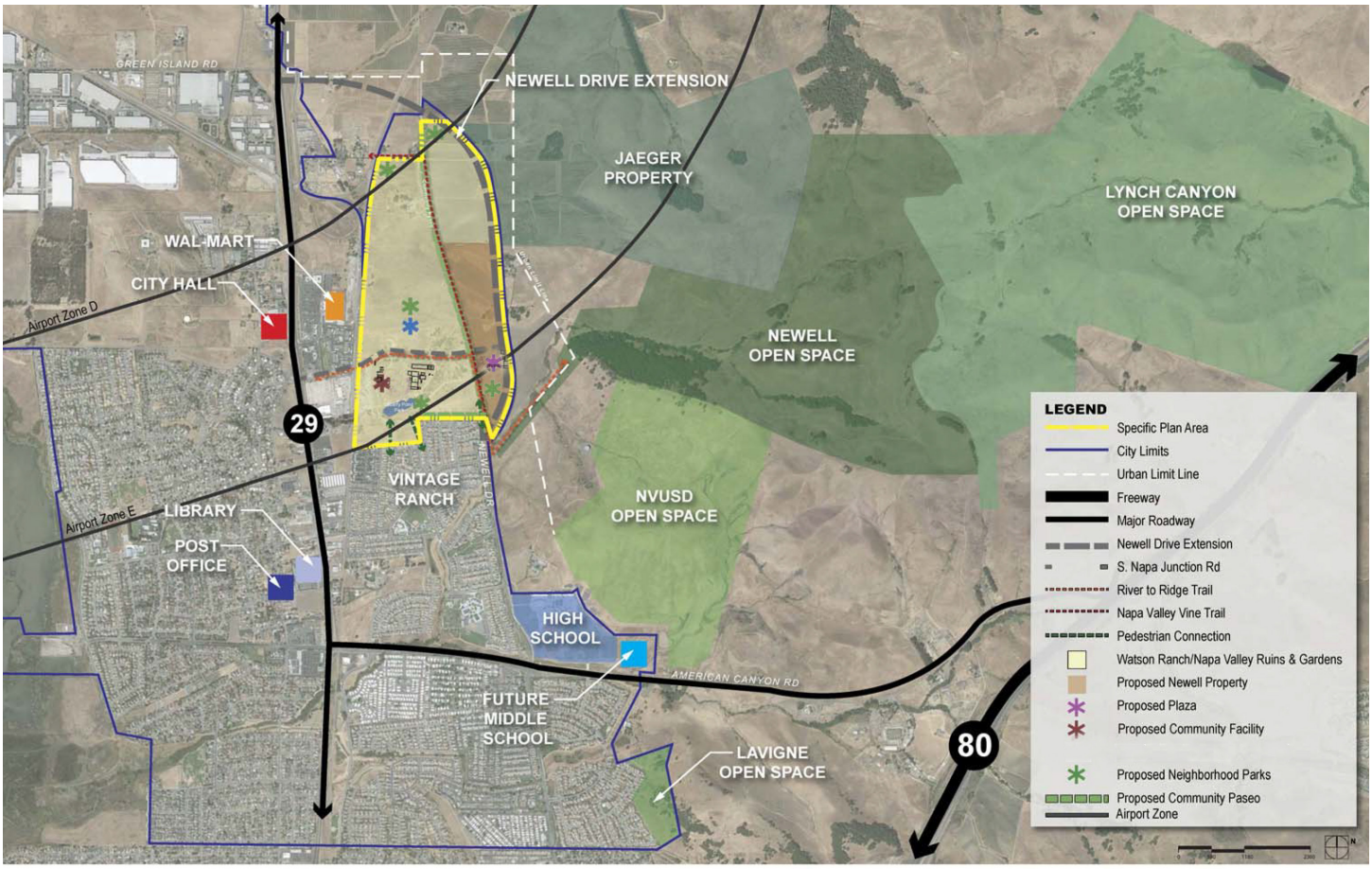

Figure 2.2: Local Context

2.2 Ownership

The WRSP Area is approximately 309 acres of which approximately 252 acres is owned by American Canyon I, LLC (and its successor interests), while the remaining 57 acres is owned by the Newell Family interests. Figure 2.3 indicates the location of each individual ownership within the WRSP Area. American Canyon I, LLC, and the Newell Family interests are co-applicants for the WRSP.

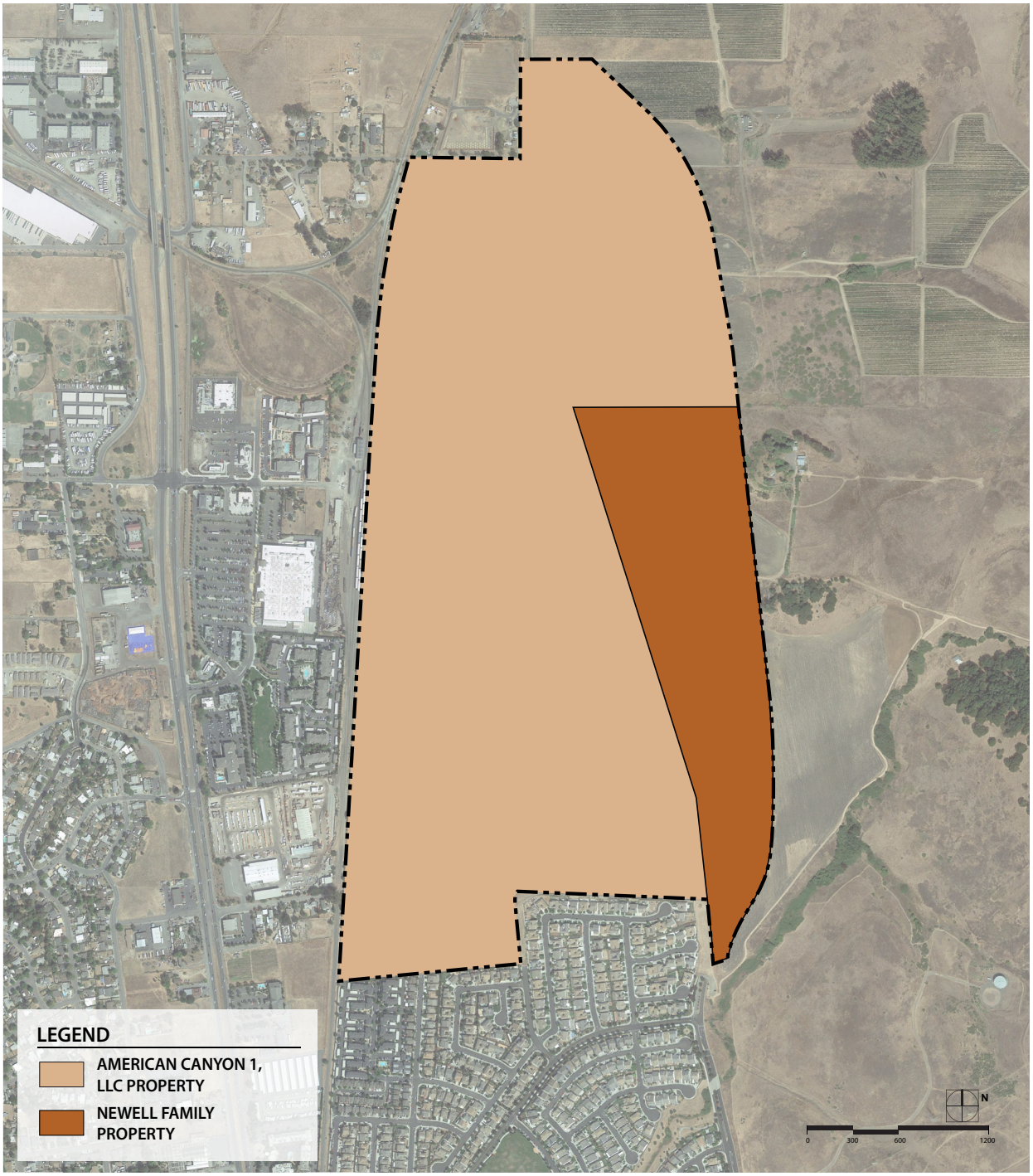

Figure 2.3: Property Ownership

2.3 Project Setting

The WRSP Area is bound on the west by a Union Pacific Railroad line, which is currently leased to California Northern Railroad (CFNR). CFNR has a switching yard adjacent to the western edge of the WRSP Area at Napa Junction Road. There is a permitted and unimproved private at-grade crossing at South Napa Junction Road. The rail line while active, is not heavily used. To the immediate south of the WRSP Area is the existing Vintage Ranch neighborhood development. The eastern edge of the WRSP Area is the City limit line and will be defined by the future extension of Newell Drive. Beyond Newell Drive to the east is open space which includes the Newell Open Space Preserve. A small rural residential enclave is located outside the City limits off Watson Lane at the northwest end of the WRSP Area. (See Figure 2.4)

The existing terrain within the WRSP Area varies from relatively flat in the west, to gently rolling hills to the north

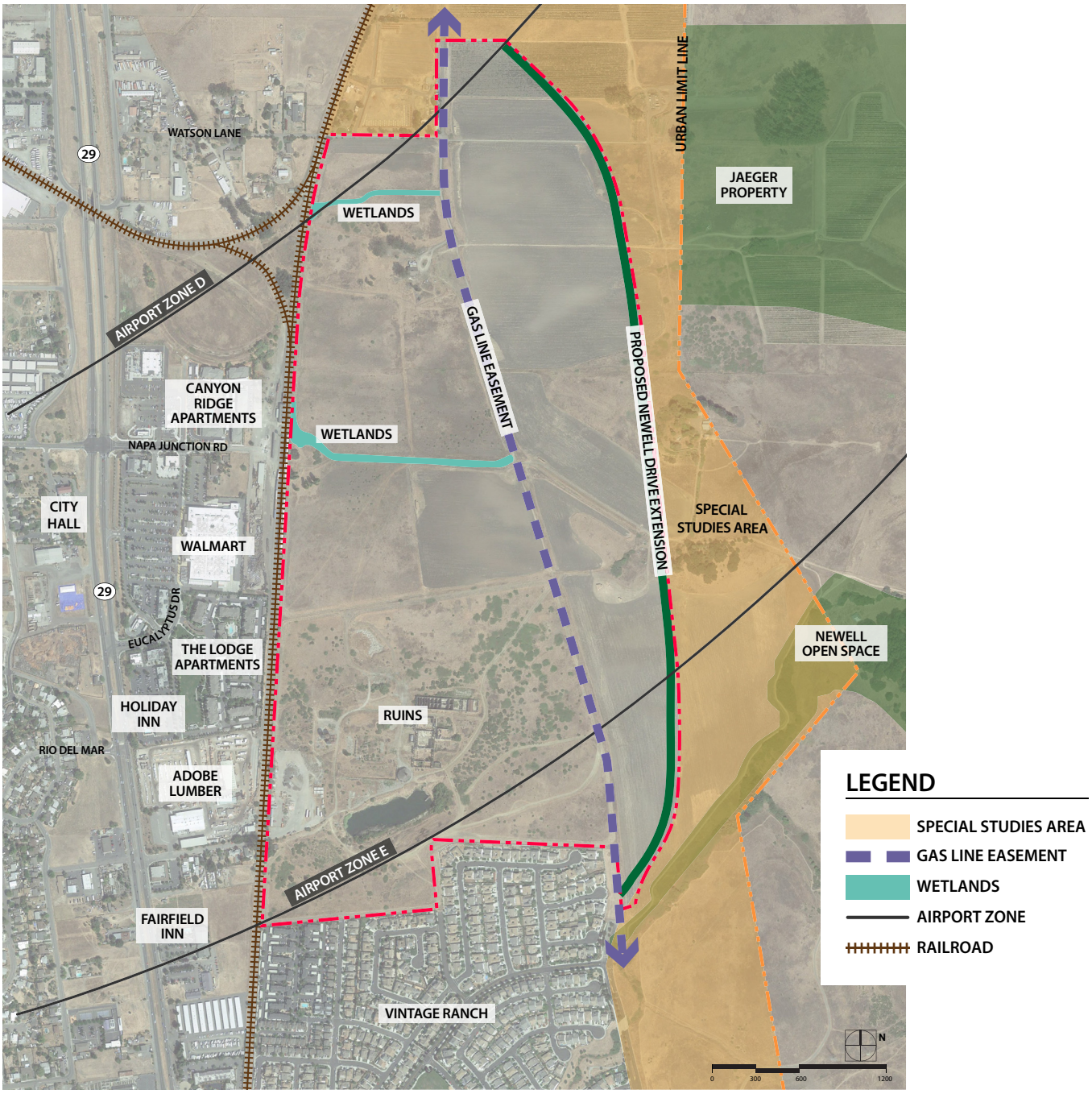

Figure 2.4: Existing Conditions Map

and east. In general, elevations drop from the east to the west. The vegetation on-site is predominantly short seasonal grasses with some limited hay production. Trees on site are limited with a cluster of eucalyptus trees on the north end of the WRSP Area.

Located in proximity to the Napa Valley Ruins & Gardens (NVRG) is an approximately two (2) acre lake referred to as the “quarry lake” or “pond”. There are two minor wetlands that generally run east to west across the site between the PG&E Gas Line and the Union Pacific Rail line. Numerous field studies were conducted for the WRSP Area. Biological features including wetlands and special status species were evaluated and preliminary results are reflected on Figure 2.4. Additional analysis and information may be found in the WRSP Environmental Impact Report (EIR).

Existing structures on site include the substantial concrete structures in the south end known as the NVRG. These are the remnants of a Portland cement plant, a turn of the century industrial use which manufactured cement. The Napa County Airport is located approximately two (2) miles northwest of the WRSP Area. As a result, the WRSP Area is subject to Napa County Airport Land Use Plan Compatibility Zones. These zones are designed to address airport noise and safety concerns by restricting certain land uses that are incompatible with airport operations. A small portion of the northwestern corner of the WRSP Area is affected by Zone D, which substantially restricts residential development. No residential uses are proposed for this area of the WRSP. A large portion of the WRSP Area is within Zone E (see Figure 2.4). Zone E has no land use restrictions but requires review by the Airport Land Use Commission for any General Plan Amendment or Specific Plan Amendment or approval. Therefore, the WRSP was referred to the Airport Land Use Commission (ALUC) in 2016, and the ALUC made a determination of consistency for the WRSP with the Airport Land Use Plan. The amended WRSP was referred to the ALUC in 2022, and the ALUC made a determination of consistency for the amended WRSP with the Airport Land Use Plan.

2.4 Site History

The Standard Portland Cement Company opened in 1898 to manufacture cement by excavating clay & limestone, which created seven limestone quarries in the southern portion of the site within the WRSP Area. This company, with up to 400 employees working in 12-hour shifts, produced 2,000 barrels of cement a day. This cement was vital in helping rebuild San Francisco after the 1906 earthquake and fire.

In the 1930s the cement company closed. In the 1950s, the Basalt Rock Company took over and produced lightweight aggregate used in concrete for high-rise buildings. This continued until 1978 when the Basalt Rock Company closed.

The 1898-1930 industrial uses created most of the structures known as the “ruins” that remain on the site today within the NVRG. Because of this long time frame, the walls and facilities have an amazing texture and context from weathering leaving the aggregate rough and exposed, giving it the feel of something from ancient Rome or Greece.

In 1985, Jaeger Vineyards purchased the property. After failed attempts at grape cultivation, it was determined that the soils on the site will not support vineyards and the property should be put to other uses.

American Canyon incorporated as a city in 1992. Thirty acres of the subject site, in the vicinity of the ruins, were included within the newly formed City limits. The remaining acreage stayed in the unincorporated County of Napa. Interest in the property began to grow as the future site of a new Town Center and, in 1994, the City’s General Plan designated the property as the “Town Center”. In 1999, as a result of ongoing public support for the project, American Canyon voters approved “Measure C” with more than 83% of the vote. This citizen initiative pre-zoned 70 acres of the property to “Town Center”. That same year, Napa County LAFCO added the 70-acre portion to the City’s Sphere of Influence, making it eligible for annexation.

In 2008, an Urban Limit Line (“ULL”) was approved by the City of American Canyon. The ULL governs growth boundaries for the City through the year 2030. In 2010, LAFCO approved the annexation of the WRSP Area. A lot line adjustment establishing the approved City limits was recorded in 2011.

In 2012, a concept for adaptive reuse of the ruins within the NVRG as a local and regional destination was prepared. The City of American Canyon reviewed the concept as well as the feasibility study prepared by the consulting firm Economic and Planning Systems, Inc. (EPS). In 2013 the City of American Canyon updated its Circulation Element, which assumed the land uses set forth in the WRSP. In 2018 the Circulation Element was amended to incorporate amendments set forth in the 2018 WRSP. The Circulation Element (along with the Land Use Element) will again be amended to reflect land use and circulation changes set forth therein as described in subsequent chapters. Both the Circulation Plan in Chapter 7 and the Land Use Concept in Chapter 4 respond to the policies and standards included in the Circulation Element.

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CHAPTER 3 - VISION AND DESIGN STRATEGY

3.1 Vision

The Watson Ranch Specific Plan (WRSP) promotes the development of a vibrant, progressive, and fully integrated community; one that will be recognized as a memorable place to live, work, and play for present and future generations. The overall plan will include a series of neighborhoods that integrate housing, recreation, retail, and commercial opportunities. The WRSP Area will be a vibrant, memorable place where civic, destination shopping, dining, hospitality, employment, residential, and recreational uses converge. This opportunity provides a community gathering space within the City of American Canyon serving visitors and residents while preserving American Canyon's small town feel and character. The execution of this character is governed by the Development Regulations in Chapter 6 and influenced by the Design Guidelines in Appendix A of the WRSP.

Key components to the success of this urban fabric include community threads such as pedestrian and bicycle friendly streets, open space connections, and vistas to important community monuments, such as the Napa Valley Ruins & Gardens (NVRG). These urban design features link neighborhoods into a cohesive community yet allow them to have individual character. These linkages and their focal points establish the framework and character of the new community. In addition to this community structure, strong and simple distinctive architecture and landscape themes will help to establish a unique identity.

Standard Portland Cement Company ruins, present day

Community event opportunities

3.2 Community Framework

Primary access points into the WRSP Area will be from Newell Drive, Rolling Hills Drive, Summerwood Drive, and Rio Del Mar East, the latter of which will provide a direct link from Highway 29 to the Newell Drive extension. Rio Del Mar East extends into the WRSP Area in an east-west alignment along the north side of the NVRG and ultimately connects to Newell Drive on the east. It provides access to various activities and establishments within the NVRG as well as residential neighborhoods to the north.

Connectivity is a key component to ensuring the WRSP Area is an integrated, walkable community that accommodates a variety of uses. Pedestrian-oriented streets form a modified grid system where neighborhoods flow together and are

Activated street scene as could occur at the NVRG

Organized community events

Casual community gathering spaces

Homes activate the streetscape

Event at the ruins

not developed in tracts separated by walls. The modified grid also allows the neighborhood pattern to work with the existing topography.

The majority of the residential neighborhoods lie to the north of Rio Del Mar East and are accessed from Rio Del Mar East and Newell Drive via a minor collector road (Marcus Road). This road includes on-street striped bike lanes and six-foot wide sidewalks that encourage walking and cycling within the community to trails, parks, and the NVRG.

To further strengthen community connectivity, two regional trails, the River to Ridge Trail and the Napa Valley Vine Trail are linked to a series of internal trails that loop through the WRSP Area. Parks are strategically located along the primary trail linkages with one major park creating a larger combined central open space feature. A detailed description of the parks and trails is provided in Chapter 5.

The Napa Valley Vine Trail is a major north/south pedestrian and bicycle amenity forming the backbone of the community. In order to facilitate an optimum trail experience, road crossings are minimized to only two road crossings. Pedestrian and bicycle connectivity to the adjacent neighborhoods is seamlessly integrated, while east/west vehicular connectivity is minimized. To promote pedestrian and vehicular access to the Napa Valley Vine Trail, a variety of design techniques are used, such as single loaded streets, integration of the park and trail systems, and an extensive network of secondary trails and sidewalks that connect the neighborhoods with the regional trail. Section A.3.1 in Appendix A addresses how roads and homes interact with this trail corridor.

A palette of coordinated streetscape furnishings will enhance the WRSP's urban areas. Furnishings such as bike racks, drinking fountains, newspaper racks, trash receptacles, and benches are envisioned to be provided at appropriate locations.

The NVRG will function as a mixed-use Town Center and will be the focal point of the WRSP community where uses such as festivals, wine tasting, brew pubs, distillery, dining opportunities, hospitality, and retail all converge within the central organizing element of the NVRG structures. It is anticipated that this area will develop organically over time so the standards and guidelines in this document, while being directive, are intended to allow flexibility to encourage creative uses and design solutions in the adaptive reuse of the existing NVRG structures.

Coordinated streetscape furnishings

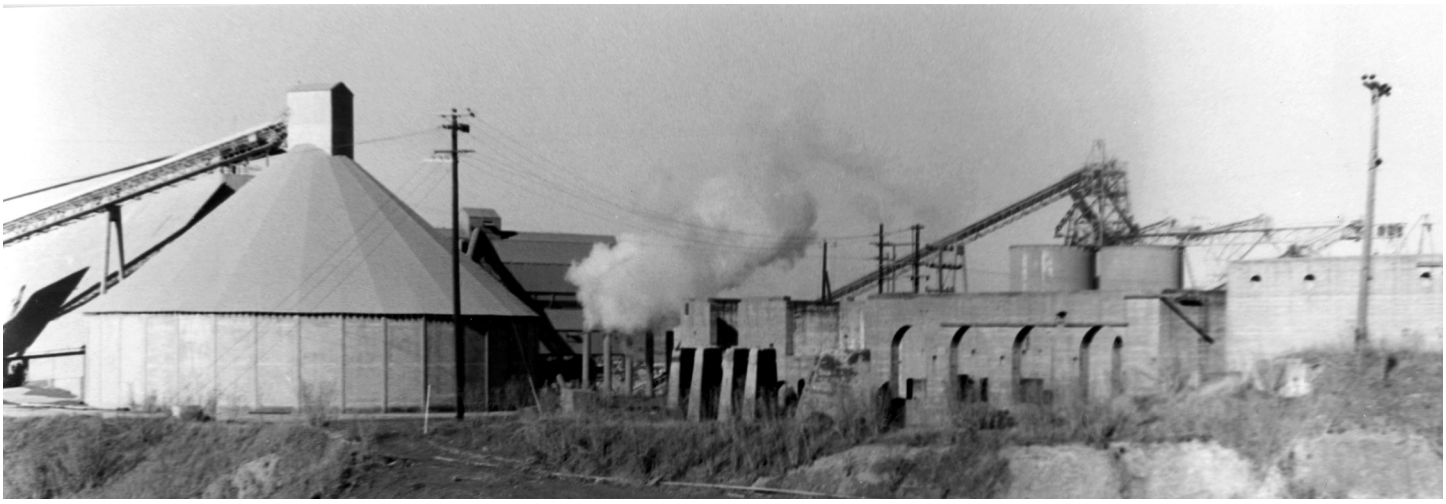
Appropriately located street furnishings; trail connections

3.3 Napa Valley Ruins & Gardens Vision

A unique feature of this site is the physical remnants of the property's former industrial history. The surviving concrete walls and partial structures from the late 1800s operations are commonly referred to as "the ruins." These ruins form an important and highly visible feature within the WRSP Area. These building remnants, which have a unique mass and scale, will play an important role in establishing the WRSP Area as a memorable place and important community feature of the City of American Canyon. See Figure 3.1 for the location of the existing structures.

The vision for the NVRG is to ensure the return of the site to a productive use for the enjoyment of future generations as a public and private multi-use area while maintaining the significance of the historic resource and integrating the historic essence throughout the WRSP Area by reusing

Lights add ambiance to gathering spaces



Historic photo of operational industrial use

Existing structures today

Existing structures today

Figure 3.1: Existing Structures

some building elements such as concrete footing piers creatively on site as markers, signs or landscape elements.

With the uses intended for the NVRG, it is important to understand how the existing structures will be repurposed. This overview outlines that intent. NVRG

As structures with local historical interest, the ruins of the Standard Portland Cement Company plant, which were built between 1898 and the 1950s (including the round building & silos), are considered important to the City of American Canyon. The site includes two buildings which still have partial roofs, numerous concrete monuments, and a quarry. The site has an informal rustic and industrial yet rural character. The existing structures occupy a knoll on the east side of the City of American Canyon. The site has views of open space oak savannah and hills to the east; the City of American Canyon to the south; the City of American Canyon, Napa River, wetlands, Marin County, and Mt. Tamalpais to the west; and American Canyon, vineyards, and greenbelt to the north.

Where commercially feasible, many of the existing structures on the site will be retained for reuse. Given the property's advanced state of deterioration, a mix of preservation approaches will be used, including rehabilitation, alteration, addition, selective demolition, stabilization, and new alternative uses.

The site includes several buildings with partial roofs, numerous concrete monuments, and a quarry. The warehouses, rotary kilns, manufacturing buildings, machine shop, laboratory, and cooperage are envisioned to be stabilized and repurposed preserving the character defining arches. The silos may or may not be demolished depending on economic and market factors.

3.3.1 ENVISIONED FEATURES AND USES OF THE NAPA VALLEY RUINS & GARDENS

Uses within the NVRG are envisioned to be integrated among the ruins with a blend of new structures, semi-improved ruins with and without roofs, and dedicated outdoor spaces. The envisioned uses include small- scale convenience or grocery, retail shops, micro-brew pub, distillery, wine tasting and picnic venues, amphitheater(s), restaurants and mobile food venues, hospitality, wedding event center, corporate and private event center, an area for community event activities such as farmers markets, art shows, and/or seasonal festivals, as well as other consistent uses. In addition to traditional café, restaurant, and take-out uses, a gourmet food truck parking court is proposed. Other uses such as a public market that focuses on local food and products and community gardens are intended to celebrate the agricultural heritage of the Napa region and bring food production directly into the site. Live/work and/or mixed-use residential units are also proposed to complement the surrounding commercial and hospitality uses.

The layout of the NVRG takes its cues from the existing main ruins structures. These structures create a series of "rooms" or cloisters that are distinct yet connected. While the intent is described here, the WRSP provides for flexibility of the commercial uses and locations that is needed in order to respond to market opportunities. The NVRG is intended to be a private commercial and retail facility that has the feel of public open space and serves as a central community facility offering access for both public and private events. The NVRG will be privately maintained and operated with agreement for public use defined through separate agreement with the City (see Implementation Chapter 9).

The following are some examples of potential types of uses and amenities envisioned for the NVRG.

- **Chapel / Wedding Area.** Amenities such as a small structure and gardens may be used for weddings and other similar private gatherings.
- **Main Ruins Structure.** The main structure is envisioned to contain spaces, gardens and plazas for various events such as receptions, business venues and other private gatherings. While it is not envisioned that the main ruins structures would have roofs added to them, they may incorporate permanent or temporary tensile structures or other free-standing means to provide shelter from the sun or rain.
- **Restaurants.** The NVRG is an ideal location for one or more restaurants, providing a synergy with adjacent/ nearby social uses.
- **Café.** The NVRG is well suited for a café or similar use that encourages people to spend time socializing and enjoying the NVRG.

Ruins structures today

Potential use for weddings and events

Ruins walls form enclosed spaces or "cloisters" in the main ruins area

- **Winery / Wine Tasting Area.** The NVRG is envisioned to house a use such as a winery and/or wine tasting venue. This is an important use that could serve somewhat as an anchor and will help establish the overall atmosphere and vibrancy of the NVRG.
- **Farmer's Market.** A farmer's market, craft festival, or other similar event that involves a village of individually tented vendors or exhibitors would be a popular attraction to the NVRG.
- **Picnic Area.** A suitable open area can provide passive uses such as picnicking, enjoying a glass of wine and food, and people watching. This area may include elements such as permanent chess/checker tables, benches and seat walls, bocce courts, or a fire pit. This area can also be utilized for additional space for the various festivals or events the NVRG will host.
- **Sculpture Garden.** Artisan beverages, food, and gathering venues are fundamental to the creation of a sense of place at the NVRG. A strong tie to the arts is a natural fit with this character. Space could be available to host exhibits from local artists, regional museums, private collections from wineries in Napa Valley and other sources. This will be a unique draw for American Canyon as nothing similar exists in the region.

The Round Building at NVRG

Activities at NVRG

Activities at NVRG

Sculpture Garden

- **Mobile Food Truck Venue.** Mobile food trucks provide high quality, freshly prepared food and beverages and are untethered to a static location. In most cases they simply arrive at a destination such as a festival or park wherever they can because they are self–contained and are open for business. In response to this dining industry movement, an area for food trucks could be provided. This area may be supplied with power for the trucks, eliminating their need to use generators. While the location and amenity may end up being fixed to a particular area, the individual trucks will vary, thus allowing for variety and change in the offering and a dynamic food experience. Additionally, this area may serve as overflow or flex space when trucks are not present.

- **Children's Play Area.** Play structures will contain play experiences that encourage discovery of the history of American Canyon, the WRSP Area and the Basalt Plant/Portland Cement Factory ruins.

- **Parking.** The manner in which parking is provided for the various uses in the NVRG is critical to creating a project that is both economically successful and a truly pedestrian oriented place. Parking will be provided on Rio Del Mar East as parallel or angled parking and in parking lots that support the various uses. Parking areas will be distributed throughout the NVRG to allow for proximity and ease of access and to reduce their scale. Parking for larger events may be provided in vineyard or orchard lots that when not in use, simply support the landscape character of the area.

- **Hospitality / Hotel / Hotel Parking.** This use is proposed to be located on the north facing slope of the hill in the eastern side of the NVRG. This location provides commanding views and allows for the opportunity to provide adequate parking, and a bold landscape statement. The site terrain will be sensitively graded to provide a road to the hilltop site. The Hotel will be a "boutique hotel" of approximately 200 rooms, additional casitas, and supporting amenities. There will also be private residences located near the hotel on the south side. The use is intended to be complementary to and work in conjunction with the wedding and event center use in the NVRG.

- **Overflow/Event Parking.** Large community events and private events will take place at the NVRG. As these will be scheduled events and not daily activities, the parking needed to accommodate the influx of people can be provided in the orchard. When planted, the orchard could be laid out to allow appropriate spacing and surfacing (crushed rock or other appropriate multiuse surface). This would create an area that is functionally

Potential area for outdoor performances

Mobile culinary trucks

Example gathering space

suitable for parking, yet when not being utilized, is simply an element of a strong landscape statement. Parking needs for very large events above and beyond what the on-street and on-site parking can accommodate could be provided through special arrangement at American Canyon High School and accessed via shuttle.

- **Additional Parking.** To minimize the visual impacts of parking lots, parking is distributed throughout the NVRG to allow for proximity and ease of access, including parking near the hotel.
- **Brewery / Brew Pub / Distillery.** Another use that is important to support the vibrancy of the NVRG is the inclusion of a brewery/ brew pub, and/or craft distillery with associated tasting rooms.
- **Retail/Commercial.** Areas in the NVRG could be envisioned as a retail, commercial, or similar space.
- **Outdoor Performance Venue / Amphitheater.** Adjacent to the east and south sides of the main ruins structures are two areas that due to its topography could be a natural place for an outdoor stage and performance venue such as ~~an~~ amphitheater. This performance venues would be conveniently located next to parking, as well as the overflow orchard parking.
- **Community Gardens.** With the importance of agriculture regionally and food being an important element of the NVRG uses, food production is also an important component. Community gardens ("urban agriculture") can play an important role in the education and participation in the production of healthy food. Gardens that serve individual restaurants may also be included.

Hotel Example

Amphitheater(s)

Brewery Example

Example children's play area

Example community gardens

- **Charcuterie.** At the southwest corner of the group of ruins structures is a small concrete structure. This structure and location may be appropriate for artisan food uses such as a charcuterie.
- **Festival Space.** The space between the Quarry Lake Park and Community Gardens could provide a gathering space, where local festivals and community events could occur.
- **Quarry Lake Park.** The former quarry lake and its surroundings can provide a unique park and recreational experience. This park facility is proposed to be privately maintained and operated, yet accessible as a public amenity. Access to the water for recreational purposes will be restricted. On the west, south, and east sides of the lake will be a trail and viewing places. Picnic opportunities will be provided, predominantly at the east end where a natural bowl occurs. Specific programming of recreational facilities in public parks will be coordinated with the City Parks and Recreation Department. The trail will connect to the NVRG and the residential neighborhoods to the south and north.
- **Artisan Building.** The "Maker" movement is gaining momentum across the Bay Area and the country. Appreciation for hand crafted items of all types is on the rise. Providing a place for artisans ("makers") to work their craft or art is consistent with the concept of the adaptive reuse of the ruins. It may also house a market similar to the Oxbow Market in Napa that establishes a place for local crafts people and artists to sell their wares, or to enjoy local food from those who produce it.
- **Live/Work Building.** There could be an opportunity for a future live/work building located in the NVRG.
- **Mixed Use Building.** There could be an opportunity for a future mixed-use building to house residential above restaurants, retail, or a variety of other uses that complement and add vibrancy to the NVRG.
- **Potential Bus Stop / Shelter**. Vine Transit has two bus routes through the City of American Canyon. For more on transit and public services refer to Chapters 7 and 8 of the WRSP. Should a bus route be established along Rio Del Mar East, a stop at the NVRG should be considered along the Rio Del Mar East frontage. Specific siting of a stop and shelter will be coordinated with the transportation agency at tentative map stage (see Implementation Chapter 9).

Existing graffiti art at NVRG

Existing Quarry Lake

Existing graffiti art at NVRG

Artistic, unique signage

- **River to Ridge Trail Connection.** The River to Ridge Trail is proposed to be incorporated as a multi modal trail along the NVRG frontage at Rio Del Mar East, connecting across the WRSP Area to the Newell Open Space on the east.
- **Vineyards.** Around the edges of NVRG adjacent to Rio Del Mar East and along the southern edge along the Quarry Lake Park vineyards may be planted to act as a buffer from the road and will also provide a visual amenity that is coherent with the character of the area.

3.3.2 WALKABILITY

The various spaces and uses described above will be interconnected by a network of wide walks and plazas. The entire NVRG is envisioned to have a European feel, where a devotion to quality of life is evident and the rich history of the site is celebrated. It is a place where safety and service vehicles have access, but the area is a pedestrian dominated realm. The widest walks can function as promenades where

Artistic, unique signage

Existing community art

Landscape furnishings as community art

removable bollards allow vehicular access to different areas as needed. For example, vehicular access for drop-off could be provided at the wedding chapel. When not being used for vehicular access, the space simply feels like part of the gardens, not an asphalt street or parking area.

3.3.3 COMMUNITY ART & SIGNAGE

Given the unique identity established by the NVRG, community art can have a complementary role in energizing and defining the plaza and surrounding spaces. Community art may take the form of tile mosaics on the buildings, interactive fountains, sculpture, custom street furnishings such as benches, trash receptacles, and manhole covers, or seasonal items such as a playful and unique banner program. It may also include preservation of particularly creative graffiti art on the ruins themselves, or wall space dedicated to shows of street art.

Signage guidelines included in Appendix A, Design Guidelines, Section A.5.5 of the WRSP are intended to guide merchants towards unique and individual signage as this is critical in supporting this unique character.

3.3.4 LANDSCAPE CHARACTER

Supporting the unique architectural environment of the NVRG will be a strong landscape design concept. Plantings will be composed of drought-tolerant species. Landscaping of this area will draw heavily from classic images and include lavender, roses, grasses and flowering vines. Trees such as olives, in groves or strong linear patterns may be used to further reinforce the wine country character. Rows of vineyards create a strong geometric statement and support the wine country aesthetic. Consistent with the direction of the City's Steering Committee, the landscape and public spaces should celebrate the history of the place through thoughtful design and interpretive signage.

Vertical landscaping

The planting palette and design will be robust to match the strength of the existing ruins structures. Blending structure and gardens, the massive walls of the ruins could support vertical gardens that create soft yet geometric planes of plantings. The opportunity for vertical landscaping (or "green walls") builds on the unique identity of the place. See Appendix A, Design Guidelines, Section A.5.3 for specific guidelines.

3.4 Neighborhood Design Concept

Residential neighborhoods within the WRSP Area will provide variety in terms of individual character. NVRG. Moving north away from the NVRG, lots may increase in size resulting in a transition to lower density moving away from the NVRG.

Neighborhoods are not walled off from each other and pedestrian connectivity between neighborhoods, amenities, and regional trails is provided. A hierarchy of streets is defined in Chapter 7 (Circulation), which shows where they occur in the community and if they provide through connections or simply serve a neighborhood of homes. The street system is based on the concept of "complete streets". Streets are strategically located to provide the greatest access to parks and regional trails. Open-ended cul-de-sacs will be utilized extensively to minimize the conflict for vehicles and pedestrians along major trail routes and to provide both neighborhood traffic calming and visible pedestrian access to amenities.

3.5 Residential Design Vision

The WRSP provides for a range of residential densities with the intent of creating a dynamically diverse and integrated community of residential neighborhoods. Residential densities will generally be more intense in and around the NVRG and transition to lower densities moving northward from there. This concept is in keeping with the City General Plan Policy for the Town Center designation. Concentrating density directly adjacent to the NVRG improves compatibility of adjacent uses and supports activity within this mixed-use area. Transitioning to lower densities in neighborhoods farther away from the NVRG responds to the increasingly rolling terrain to the north and east.

Drawing on classic neighborhoods of the early twentieth century, a wide range of housing types is envisioned in the interconnected neighborhoods. The range of housing types provided in the WRSP includes town homes, live/work units, apartments, row town homes, duet units, cottages, paseo oriented homes, small and standard lot homes. This diversity of housing types will both respond to changing lifestyles and preferences in housing as well as offer a wide variety of price levels.

By including options for homes, home buyers will have the ability to choose a home that is affordable by design. Empty nesters may choose the maintenance-free living offered by a townhome. Small business owners may choose the dynamic lifestyle of live-work home in the NVRG, and families may choose a traditional home with great pedestrian and bicycle connections to trails and parks.

While diverse in product type and architectural character, the different neighborhoods will be woven together by the consistent design of the public realm (i.e., streets, trails and parks), carefully avoiding the segmenting of separate neighborhood enclaves. Architectural styles are envisioned to provide a wine country flavor to the neighborhoods, without creating a community that is too heavily themed. The architectural palette is a contemporary interpretation

Agrarian inspired style

Rustic, wine country architectural style

Craftsman architectural style

Simple forms inspired by the agrarian structures

of Craftsman and American styles. These styles will be reinforced with a carefully selected landscape palette that creates a memorable community with a strong sense of place compatible with the small-town character of the City of American Canyon. Refer to Appendix A, Design Guidelines.

3.6 Parks, Recreation, Open Space, and Trails Vision

The parks and open spaces for the WRSP Area form an integrated system with a wide variety of options for people to enjoy. In an urban neighborhood, this system is intended to provide more variety than a typical suburban park that is typically dominated by organized play fields. Park components within the WRSP Area include an active park in the central WRSP area abutting the Napa Valley Vine Trail, small private pocket/mini parks, and a park on the Newell Property – called Newell Park – bordered by Newell Drive to the east and Rio Del Mar East to the north. In the southern portion of the WRSP Area is a park surrounding Quarry Lake with passive recreational opportunities. Additionally, there are natural drainage areas and basins that are part of the overall WRSP Area drainage system that will include trails that are integrated into the trail network.

An important objective of the WRSP, consistent with the General Plan goal of creating a Town Center, is to provide a place that is available for events sponsored or scheduled by the City. The location for this community gathering space is to the east of the NVRG ruins at the intersection of Rio Del Mar East and Newell Drive. A future community center building will look out onto a community plaza. The community center and plaza are integrated with Newell Park (see Chapter 5 for further discussion).

Many of these recreational amenities can be linked together by a series of looping pedestrian trails and bikeways, providing access to the immediate neighborhoods as well as connections to the regional amenities of the Napa Valley Vine Trail and the River to Ridge Trail.

The vision for recreational amenities with the WRSP Area also includes the development of small, privately owned and maintained pocket or mini parks within the neighborhoods. These parks may be as small as a single lot and be passive in nature but provide important places of urban relief within their context.

Community gardens in the NVRG will build and support a sense of community around local food sources and stimulate events in support of health and sustainability. The community gardens may also be available for partnership with food and

Community gathering area

Large active play areas

Pedestrian and bike paths

farm-based education programs for community members and for interactive educational opportunities for youth.

The community gardens can be located near multiuse paths to allow the pedestrian and bicyclist to view the “farm” from the path, making the gardens part of the daily pedestrian/ bicyclist’s experience and providing ways for residents to access them without using a motor vehicle.

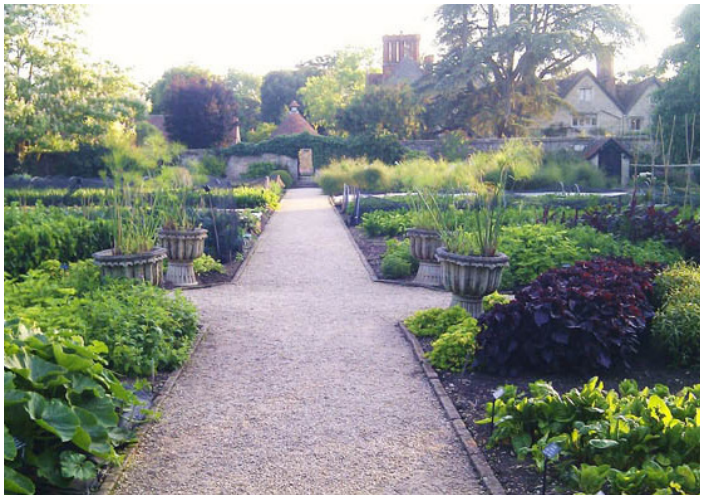
The WRSP Area provides critical links in two regional trail systems. First, the River to Ridge Trail connects from Highway 29 on the west, along Rio Del Mar East through the Plan area, to the extension of Newell Drive and the Newell Open Space beyond, providing a public connection to this open space on the east side of town. Second, the Napa Valley Vine Trail will run from north to south the length of the WRSP Area. The alignment of the Napa Valley Vine Trail correlates to an existing PG&E gas line easement that runs through the WRSP Area. These two regional trails converge at Rio Del Mar East adjacent to the NVRG, providing a great example of regional pedestrian connectivity.

Additional detail on the vision for open space, parks, and trails can be found in Chapter 5 (Parks and Open Space).

Play area

Informal gathering areas

Dog park



Community gardens

CHAPTER 4 - LAND USE

4.1 Introduction

The proposed Land Use Plan for the Watson Ranch Specific Plan (WRSP) implements the City of American Canyon's General Plan land use designation of "Town Center" (see Figure 4.1), which calls for a variety of residential densities and mix of land uses. The organization of land uses responds both to the physical features of the site and the policy framework of the General Plan.

The formation of the Land Use Plan (Figure 4.2) was a response to four key factors: (1) the policies set forth in the American Canyon General Plan, (2) the incorporation of the existing Napa Valley Ruins & Gardens (NVRG) structures and quarry lake, (3) the provision of higher residential densities around the NVRG, transitioning to lower densities, and (4) the site constraints such as the PG&E gas easement and wetlands.

Any lawfully existing land use occurring at the adoption date of the WRSP may be continued, notwithstanding any omission of a particular use in the Permitted Uses Section.

4.2 Land Use Goals and Objectives

The following goals, objectives, and policies have been prepared to establish the implementation framework for land use oriented Planning Principles found in Chapter 1.

Goal 4A – Provide an integrated and diverse mix of land uses.

Objective 4.1 – Provide integrated neighborhoods that contain both single-family and multifamily residential.

Policy 4.1.1 – Residential neighborhoods shall provide a broad range of housing types, including detached single family, attached single family, townhouses, condominiums, and apartments.

Policy 4.1.2 –The highest residential density shall be located around the NVRG with a transition to lower density in neighborhoods further away.

Policy 4.1.3 - Within the MDR-16 and/or the HDR residential categories, a diversity in the mix of residential housing types shall be achieved by including both townhome and condominium housing unit types to be constructed as determined by the market. Evaluation of the product mix will occur on a phase by phase basis to ensure adequately integrated neighborhoods with a variety of housing types.

Objective 4.2 – Create a pattern of land use development that respects the environmental setting of the WRSP Area.

Policy 4.2.1 – The environmental resources of the City shall be protected including significant wildlife habitats and vegetation, hillsides and canyons, creeks, rivers, and wetlands.

Policy 4.2.2 – For the portion of the WRSP located within Airport Overflight Zone E, avigation easements shall be required. Prior to development or with the recording of Final Maps in any given phase, whichever occurs first, avigation easements shall be recorded on all existing and proposed parcels located within the given phase.

Objective 4.3 – Provide for recreational, institutional, commercial and service uses that support resident needs within or in close proximity to residential neighborhoods.

Policy 4.3.1– Neighborhood serving retail and commercial use shall be located in the NVRG.

Policy 4.3.2 – Parks, trails and open space amenities shall be interconnected as an open space system and integrated into the fabric of the residential neighborhoods.

Goal 4B – Establish the WRSP Area as a traditional neighborhood development.

Objective 4.4 – Provide diverse, high-quality residential neighborhoods with a range of densities, creating neighborhood character that appears to have developed over time in conjunction with the NVRG.

Policy 4.4.1 – Neighborhoods shall include a variety of housing types.

Objective 4.5 – Provide an open network of streets with pedestrian and bicycle connections.

Policy 4.5.1 – Unique streetscape design standards, including elements such as landscape, street furniture, signage, way-finding elements, street trees and lighting shall be set forth in the development standards and design guidelines herein.

Goal 4C – Establish a "Town Center" for the City of American Canyon.

Objective 4.6 – Provide a diversity of retail, entertainment and service commercial uses that are oriented to the needs of both residents and visitors and positively contributes to the economic vitality of American Canyon.

Policy 4.6.1 – A range of permitted uses shall be established for the NVRG (Mixed Use Land Use Category) such as an events center, wine and wine industry-related businesses (e.g., brewery, distillery), restaurants, outdoor dining, retail, commercial, hotel and visitor serving uses, etc.

Objective 4.7 – Provide public gathering places within the NVRG.

Policy 4.7.1 – The NVRG shall include opportunities for public and quasi-public community gathering spaces such as a community plaza, event lawns, and promenades.

Objective 4.8 – Establish the NVRG as an important destination within the City of American Canyon.

Policy 4.8.1 – The ruins of the Standard Portland Cement Company (NVRG) site shall be rehabilitated as a functioning public and private multiuse complex with new businesses, gardens, performance spaces, and emerging artist spaces, while retaining the open rural setting.

Policy 4.8.2 – The historic character and significance of the NVRG ruins shall be retained as part of the adaptive reuse of the site.

Objective 4.9 – Ensure that commercial development within the NVRG (Mixed Use Category) be designed to exhibit a high quality of architectural character that reflects its historical and cultural context.

Policy 4.9.1 – Specific design standards and guidelines for architecture in the NVRG (Mixed Use Category) shall be provided in the WRSP.

4.3 General Plan Land Use Designation

The City of American Canyon General Plan Land Use Element was amended in June 2010 to assign a single Town Center (TC) Land Use Designation for the entire subject property. In coordination with adoption of the WRSP, the Land Use Element was amended in October 2018 to incorporate the WRSP Land Use Map in further defining specific land uses designated by the WRSP (Figure 4.1). A further General Plan Amendment is required in concurrence with the adoption of this amended WRSP, as summarized in the Executive Summary in this document.

4.3.1 GENERAL PLAN LAND USE DESIGNATION DEFINED

The WRSP Area, as defined by the City of American Canyon's General Plan Section 1.19.2, is designated Town Center (TC):

"Town Center (TC):

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 community plaza or "town square" to facilitate community gatherings and events."

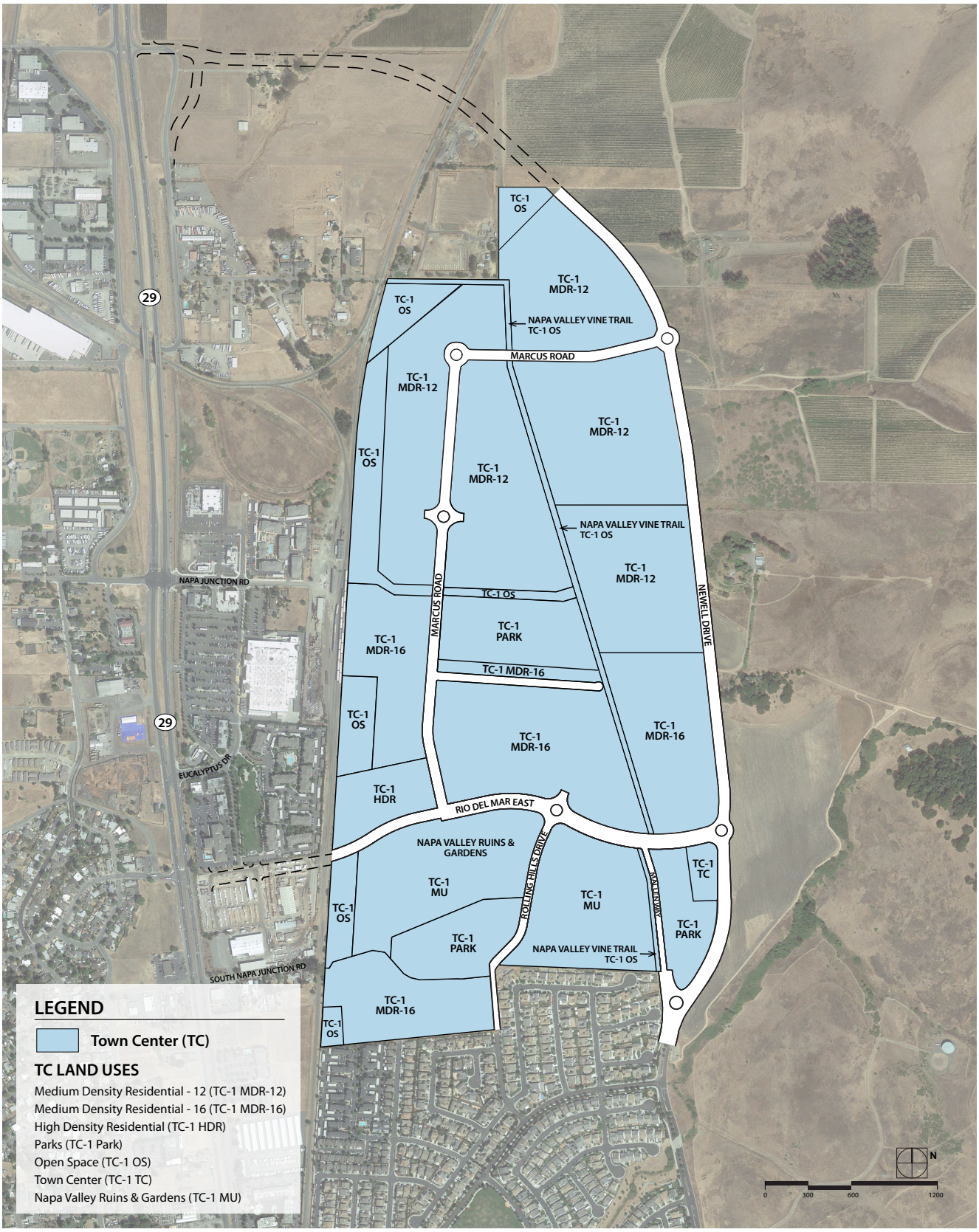


Figure 4.1: Town Center (TC-1) General Plan Land Use Map

4.3.2 GENERAL PLAN LAND USE MAP AMENDMENT

The Town Center designation requires the preparation and adoption of a specific plan(s) to implement the General Plan land use. As such, the WRSP includes a General Plan Amendment (see Executive Summary) that, among other things, amends the General Plan land use map to reflect the revised specific land uses set forth in the WRSP Land Use Map (Figure 4.2). This supersedes an amendment to the General Plan made in 2018. For purposes of the General Plan, these land uses are designated Town Center with the prefix TC-1 (see Figure 4.1), reflecting the first specific plan to be adopted under the Town Center Designation.

4.4 Specific Plan Land Use Summary

Table 4.1a and Table 4.1b summarize the various land uses proposed within the WRSP Area. This summary allows for a comparative analysis of the development and corresponds to the Land Use Plan (Figure 4.2). The amount of development reflected in the "Overall Development Program" and by individual ownership, represents the maximum allowable development intensity permitted under the WRSP.

Overall Development Program		
Watson Ranch Specific Plan		
Land Use	**Area (+/- Acres)**	**Maximum Development Intensity**
Medium Density Residential (MDR-12)	102.5	623 units
Medium Density Residential (MDR-16)	65.4	630 units
High Density Residential	6.0	186 units (Affordable)
Mixed Use	38.6	200 room hotel 176,000 SF Retail/Commercial 58,000 SF Ancillary Commercial
Parks and Open Space	63.6	
Roads	32.6	
Total	308.7	1,439 units 200 room hotel 176,000 SF Retail/Commercial 58,000 SF Ancillary Commercial

Table 4.1a: Overall Land Use Summary Table

American Canyon I, LLC Property		
Land Use	**Area (+/- Acres)**	**Anticipate Development Intensity**
Medium Density Residential (MDR-12)	86.5	503 units
Medium Density Residential (MDR-16)	53.3	507 units
High Density Residential	6.0	186 units (Affordable)
Mixed Use	38.6	200 room hotel 176,000 SF Retail/Commercial 58,000 SF Ancillary Commercial
Parks	18.0	
Open Space and Trails	14.9	
Detention	9.4	
Wetlands	3.1	
Roads	22.0	
Total	251.8	1,196 units 200 room hotel 176,000 SF Retail/Commercial 58,000 SF Ancillary Commercial
Newell Family Property		
Land Use	**Area (+/- Acres)**	**Anticipate Development Intensity**
Medium Density Residential (MDR-12)	16.0	120 units
Medium Density Residential (MDR-16)	12.1	123 units
Parks	7.4	(Includes 2.0 acre Community Center)
Open Space and Trails	7.5	
Detention	3.3	
Roads	10.6	
Total	56.9	243 units

Table 4.1b: Land Use Summary Table by Ownership

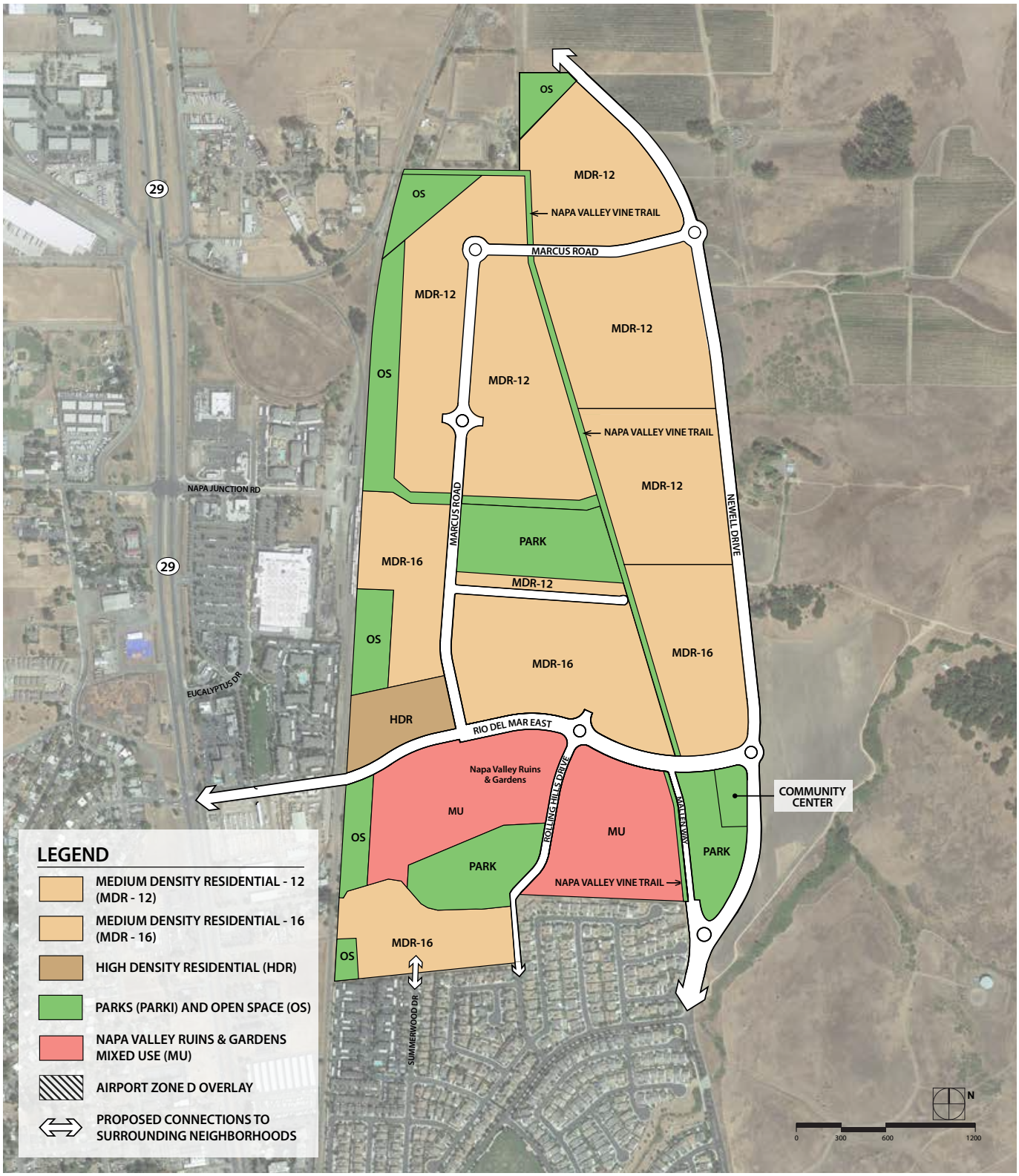


Figure 4.2: Specific Plan Land Use Map

4.4.1 SPECIFIC PLAN LAND USE DESIGNATIONS

The WRSP establishes a land use and regulatory framework within the parameters of the General Plan that allows a maximum of 1,253 residential units (plus additional units allowed by density bonus and related laws), 200,000 square feet of commercial/retail uses, and a 200-room hotel in the WRSP Area. Figure 4.2 identifies the location of the land uses within the WRSP Area.

Below, each Land Use Category and the intended uses are described in more detail. These land use designations are consistent with the overall General Plan Land Use designation of "Town Center" and serve to refine the land use configuration for the WRSP Area. As described in Section 4.3.2 above, a General Plan Amendment to further define the specific land uses set forth by this specific plan under the Town Center Land Use Designation and supporting policies, amends the General Plan Land Use Map to incorporate the land uses with the prefix TC-1 thereby denoting the WRSP land uses (see Figure 4.1). This amendment recognizes and ensures the consistency between the City of American Canyon's General Plan and the WRSP, as required by controlling law.

These land use designations also serve as the "zoning" for the WRSP in reference to the allowable uses described further in Section 4.6, the Development Regulations set forth in Chapter 6, and the Design Guidelines in Appendix A. Where the WRSP and the City zoning regulations may conflict, the WRSP standards will apply. Where the WRSP is silent, the City Zoning regulations will apply.

RESIDENTIAL LAND USE DESIGNATIONS

The City's General Plan requires that the Specific Plan(s) for the Town Center land use designation establish the densities and intensities of land uses. For the residential land uses, the WRSP sets forth three residential categories with varying density ranges - Medium Density Residential (MDR-12 and MDR-16) and High Density Residential. The density ranges for the two Medium Density categories overlap slightly with the intention of encouraging a higher diversity of housing product types within single neighborhoods, allowing greater flexibility to respond to market forces and creating an opportunity to achieve what is referred to as the "Missing Middle" of housing types. The "Missing Middle" is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help to achieve work-force housing and promote vibrant walkable residential neighborhoods. At the same time, the densities transition from higher to lower away from the NVRG consistent with the General Plan Policies.

Medium Density Residential (MDR-12): This Medium Density Residential is intended for single-family homes with a permitted density between 2 to 12 dwelling units per gross developable acre.

Medium Density Residential (MDR-16): This Medium Density Residential is intended for areas of medium density detached and attached housing such as small lot single family homes, duets, duplexes, three-plex, four-plex, townhome and condominium units. The allowable density range is 8 to 16 dwelling units per gross developable acre.

High Density Residential (HDR): High Density Residential is intended for areas of high-density attached housing such as, townhomes, apartments, and condominiums. Per the General Plan, this residential category density shall be provided at a minimum of 20 dwelling units per gross developable acre.

NON-RESIDENTIAL LAND USE DESIGNATIONS

Napa Valley Ruins & Gardens (MU): The MU designation includes the former site of the Standard Portland Cement Factory. It comprises approximately 39 acres. The MU designation is a mixed-use designation made up of several different uses including but not limited to commercial uses (such as retail, restaurants, personal services, dining, wineries, breweries, pubs, distillery, mobile food trucks, and farmers markets), mixed-use residential (including live/work), and office uses. It also includes visitor serving uses such as hotel, events center, entertainment, and recreation. Finally, it permits civic uses such as a community plaza, community center and parks. Development within this area may be comprised of single use buildings or buildings containing multiple uses including mixed use and/or live-work housing of up to 10% of total units (included in the residential project total).

Parks (Park) and Open Space (OS): The Park designation allows for a variety of recreational uses such as the lake, multipurpose trails, tot lots, playground equipment, passive and active recreational amenities such as ball fields, courts, skating ramps, and picnic facilities.

The Open Space (OS) designation includes privately or publicly owned property to be retained for open space purposes such as resource management, storm water management and environmental mitigation. Open space uses may also include passive recreation (such as hiking, walking and biking trails, and nature observation). Passive recreational uses associated with open space areas while encouraged are not eligible for parkland credit.

The Parks and Open Space land uses may also contain civic or community uses such as community gardens, vineyards, orchards, and other edible landscape elements.

Town Center (TC): The Town Center designation allows for community uses such as a community plaza, and community center.

4.5 Adjustment/Transfer/ Conversion Regulations

In order to create the most desirable community possible, there is a certain amount of flexibility that needs to be provided for in the WRSP. This flexibility allows the developer to adjust for shifts in market demand. The parameters for this flexibility within the WRSP are detailed in this section. Requests for these adjustments shall be submitted to the City of American Canyon. The Community Development Director or his/her delegate shall make the determination as to their consistency with the intent of the WRSP. If the adjustment meets the definition of minor amendment (see Implementation Chapter), the Community Development Director may approve the adjustments at the administrative level. Major amendments to the WRSP must be processed pursuant to State Law and will be subject to review and approval by the Planning Commission and City Council.

4.5.1 PLANNING AREA ADJUSTMENTS

While a Land Use Plan and Land Use Summary Table are contained in the WRSP, precise land use boundaries and acreages shall be established by the recording of Final Maps and with final engineering. A Tentative Map submittal may incorporate an adjustment to the boundaries and acreages on file with the City for minor amendments to the WRSP. An amendment will be considered minor if the total gross acreage of any given land use designation does not change by more than 5 acres or a 20% increase or decrease

	Specific Plan Land Use Category					
Use Classification	**MU (NVRG)**	**MDR-12**	**MDR-16**	**HDR**	**PARK & OS**	**TC**
COMMERCIAL						
Retail stores, shops, galleries and offices supplying commodities or performing services such as those provided by department stores, specialty shops, personal, pet and business service establishments, artists' supply stores and similar uses.	P	-	-	-	-	-
Convenience retail commercial such as a corner convenience store, grocery store and other neighborhood serving retail commercial uses.	P	C	-	-	-	-
Restaurants uses including outdoor eating areas and establishments. For the purpose of this use, a restaurant is an eating establishment which serves food to customers for consumption on or off the premises. It includes, but is not limited to, coffee shops, cafes, brew pub, pizza parlors, soda fountains and full-service dining establishments	P	-	-	-	-	-
Restaurants and pubs that may provide alcoholic beverage sales for drinking on premises.	P	-	-	-	-	-
Distilleries, wineries, Brewery establishments that may or may not include food service and may provide alcoholic beverage sales for consumption off	P	-	-	-	-	-
Entertainment such as non-amplified music in conjunction with a restaurant, coffee house or pub establishment.	P	-	-	-	-	-
Outdoor movies.	P	-	-	-	C	-
Winery and wine tasting establishments	P	-	-	-	-	-
Mixed-use buildings that contain restaurant, retail or storefront office uses on the ground floor with residential, office or educational uses on the floors above.	P	-	-	C	-	-
Artist studios and maker space	P	-	-	-	-	-
Business and technical schools, and schools and studios such as, but not limited to photography, art, music and dance.	P	-	-	-	-	-
Hospitality and visitor serving uses such as a wedding chapel, hotel, condo hotel or time-share.	P	-	-	-	-	-
Assembly, meeting or event spaces for corporate or private events either as a standalone facility or as ancillary to another use.	P	-	-	-	-	-
Parking structures.	P	-	-	P	-	-
Home occupation uses.	P	C	C	C	-	-
Retail sales in kiosks, food trucks, passive recreation, live musical or stage performances, periodic outdoor sales such as art shows, or farmer's markets, community and holiday events.	P	-	-	-	C	C
Office, medical, financial, real estate, general business and personal services.	P	-	-	-	-	-
Small-family day care facilities.	P	-	-	-	-	-
Outdoor Entertainment including amplified music or other productions as scheduled events.	C	-	-	-	P	-
Drive-thru facilities	-	-	-	-	-	-

Table 4.2: Permitted and Conditionally Permitted Uses

Use Classification	MU (NVRG)	MDR-12	MDR-16	HDR	PARK & OS	TC
RESIDENTIAL						
Single-family residential with a minimum density in this district is between 2 and a maximum of 12 dwelling units per gross acre and a minimum lot size of 3,200 sf. For other allowable and conditional uses refer to RS-6500 zone district in the City of American Canyon Municipal Code.	-	P	P	P	-	-
Medium Density Residential is intended for areas of medium density detached and attached housing such as small lot single-family homes, duets, duplexes, three-plex, four-plex, townhome and condominium units. The allowable density range is 8 to 16 dwelling units per gross developable acre.	P	-	P	P	-	-
High-density attached housing such as townhomes, apartments and condominiums. The allowable density range is a minimum of 20 dwelling units per gross acre. For other allowable and conditional uses refer to RH zone district in the City of American Canyon Municipal Code.	P	-	-	P	-	-
Mixed Use and Live/work residential units	P	-	C	C	-	-
Secondary living units. Secondary living units do not count as a separate unit from the primary residence.	C	C	C	C	-	-
RECREATIONAL						
Active and passive public recreational uses but not limited to multipurpose trails, tot lots, playground equipment, passive and active recreational amenities including, but not limited to, ball fields, courts, skating ramps, picnic facilities, and recreational use structures. Civic or community uses including but not limited to community gardens, vineyards, orchards and other edible landscape.	P	C	C	C	P	C
Active and passive recreational uses such as play areas, community gardens, swimming pools, etc. that are provided as part of an HOA and are privately maintained.	P	P	P	P	-	-
Environmental mitigation lands, drainage and detention/retention basins, drainage system appurtenances such as culverts, wetlands, and natural drainage ways. Also permitted are pedestrian and bicycle trails, viewing areas, interpretive signage, and site furnishings such as benches, and trash receptacles,	P	P	P	P	P	P
Recreation uses such as community plazas and small pocket parks.	P	P	P	P	P	P
Community gardens.	P	C	C	C	C	C
PUBLIC						
Civic Uses	P	-	-	-	-	C
Educational and institutional uses.	P	-	-	-	-	P

Table 4.2 (continued): Permitted and Conditionally Permitted Uses

of the original gross acreage approved under the WRSP, whichever is less. A revised Land Use Plan as well as a revised Land Use Summary Table must be submitted to the City of American Canyon for each proposed amendment or set of amendments to the land use area boundaries (see Implementation Chapter, Section 9.6.3)

4.5.2 TRANSFER OF DWELLING UNITS

The transfer of dwelling units between land use areas is permitted provided that there is no net increase to the total dwelling units permitted in the WRSP. A revised Land Use Plan as well as a revised Land Use Summary Table must be submitted to City of American Canyon for each proposed transfer of dwelling units, and the phasing plan and schedule adjusted accordingly (See Implementation Chapter, Section 9.8).

4.6 Permitted and Conditionally Permitted Uses

Table 4.2 summarizes permitted and conditionally permitted uses within the WRSP Area. While the descriptions are fairly comprehensive, they are not intended to prohibit an omitted but related use. Any uses not specifically identified here shall be considered through subsequent approval processes as defined in the Implementation Chapter.

4.7 Inclusionary Housing

The City of American Canyon has an Inclusionary Housing Ordinance (Chapter 19.28 of the City's Municipal Code). The intent of the Inclusionary Housing Ordinance is to see the provision of affordable housing occur throughout the residential neighborhoods of the city. Section 19.28.040 of the ordinance requires that residential projects of "for sale" housing containing five or more parcels or units provide at least 10% of the total applicable project units at affordable prices or rents to lower income households. As of the date of this WRSP amendment, the AC-1 portion of the WRSP Area has fully complied with the City of American Canyon's Inclusionary Housing Ordinance. Compliance has been satisfied by construction of the 186-unit Lemos Pointe affordable housing project located at the intersection of Rio Del Mar East and Marcus Road.

CHAPTER 5 - PARKS AND OPEN SPACE

5.1 Introduction

The proposed parks, trails, and open space plan for the Watson Ranch Specific Plan (WRSP) includes a variety of parks, trails, and open spaces for a wide number of active and passive recreational use. The integrated network of parks, trails, and open space, both local and regional, is one of the fundamental design principles for WRSP providing the residents and the larger community recreational throughout the plan area. Approximately 63 acres of recreation facilities, park land, trails, and open space areas are provided within the WRSP Area. The parks, trails, and open space system consists of a series of inter-connected parks and trail types ranging from pocket parks to community parks with linkages to larger regional facilities such as the Napa Valley Vine Trail, River to Ridge Trail, and the Newell Open Space Preserve. Parks are programmed with a variety of uses to support activities throughout all seasons of the year. A range of park and trail typologies are distributed throughout the WRSP Area in order to provide ease of access and close proximity to all residents. The character of each park is based on the use and the role it plays within the overall open space network. They are a combination of the natural and the manicured; the informal and the formal; and the active and the passive, depending upon their location and functions.

The trails system consists of a combination of paved and unpaved trails that link major destinations within the WRSP Area, such as parks and the Napa Valley Ruins & Gardens (NVRG). The internal project trail system includes segments of regional trails (the Napa Valley Vine Trail and the River to Ridge Trail) and connects to the Newell Open Space Preserve. The network forms a series of loops of differing lengths. The loops provide alternative routes and allow choices between short, medium, and long distances for recreation and exercise. The trails run through various parks and open space conditions and their design reflects these differing conditions. The trails provide for a range of user groups including bikers, runners, and pedestrians.

The parks and open space system is designed to provide easy and convenient access to all residents. Most homes within the WRSP Area are no more than ¼-mile walking distance from a park, natural open space area, or trail alignment. This public network serves to encourage walking and to provide opportunities for a convenient and healthy lifestyle choice for all residents.

5.2 Goals, Objectives, and Policies

Goal 5A: Integrate Parks, Trails, and Open Space into a diverse system of active and passive recreation amenities designed to fulfill the needs of residents and support healthful, active lifestyles.

Objective 5.1 – Provide public parks distributed throughout the WRSP Area that include a range of recreational opportunities adequate to support the future population of the WRSP Area.

Policy 5.1.1 – Parks shall meet at minimum the City wide standard of 5 acres per 1,000 residents in the WRSP Area.

Objective 5.2 – Parks, Trails and Open Space will be designed as an integrated system of recreational amenities.

Policy 5.2.1 – Parks shall be programmed and designed through cooperation with the City of American Canyon Parks and Recreation Department and the general public and shall reflect the results of the City's Parks and Recreational Needs Assessment.

Policy 5.2.2 – Parks shall be centrally located in the WRSP Area with access afforded to a majority of the area residents via trail and street access.

Policy 5.2.3 – The Napa Valley Vine Trail and the River to Ridge Trail shall be interconnected and aligned to integrate with the primary parks where feasible in the WRSP Area.

Policy 5.2.4 – Adequate open spaces shall be maintained to protect environmental resources. Where feasible, trails and recreational amenities shall be provided along and through open space as part of the larger integrated system of recreational amenities.

Policy 5.2.5 – All trails in the WRSP shall be constructed pursuant to the City design standards and as set forth in Chapter 7 of the WRSP.

5.3 Parkland Requirements

The City of American Canyon General Plan requires a minimum of 5 acres of credited parkland per 1,000 residents (GP Policy 7.1.1). Based on the maximum of 1,439 WRSP Area dwelling units (including 186 affordable units) at 3.49 persons per unit, a total of 25.1 acres of dedicated parkland is required. The WRSP exceeds this requirement, providing approximately 63 acres of total land designated as Parks and Open Space within the Land Use Plan. Table 5.1 summarizes the total distribution of these parks and open space.

Depending on the ultimate use and recreational value, however, only partial credit may be granted for some parks, open space land containing informal recreational facilities, open space amenities, or natural features. Approximately 33 of the 63 total acres count towards these required parkland credits. Parkland requirements and credits are compared in Table 5.2.

Table 5.3 further details the breakdown of the different parkland uses and credit calculations within the WRSP Area. The credits applied are reflective of each parcel's recreational value as a park or open space amenity. Park parcels and the Community Plaza are credited at 1:1 ratio, while trails and open space are credited at 0.5:1 ratio. Detention basins and wetlands acreage are not counted to fulfil the park requirement.

Parkland facilities are conceptually illustrated in Figure 5.1. Final sizing and location of parkland facilities will be determined during the tentative and final mapping stages.

Overall Open Space and Park Distribution	
Watson Ranch Specific Plan	
Open Space Types	**AC**
Parks	23.4
Community Plaza	2.0
Open Space and Trails	22.4
Detention	12.7
Wetlands	3.1
Total	63.6

Table 5.1: Open Space and Park Distribution

American Canyon I, LLC Property			
Units	**Units**	**Population (@ 3.49 persons/unit)**	**Park Acreage Required @ 5 ac/1,000 people**
Residential Units	1,196	4,174	20.87
Newell Family Property			
Units	**Units**	**Population (@ 3.49 persons/unit)**	**Park Acreage Required @ 5 ac/1,000 people**
Residential Units	243	848.1	4.24
Total			25.11

Table 5.2: Parkland Requirement and Credit Comparison

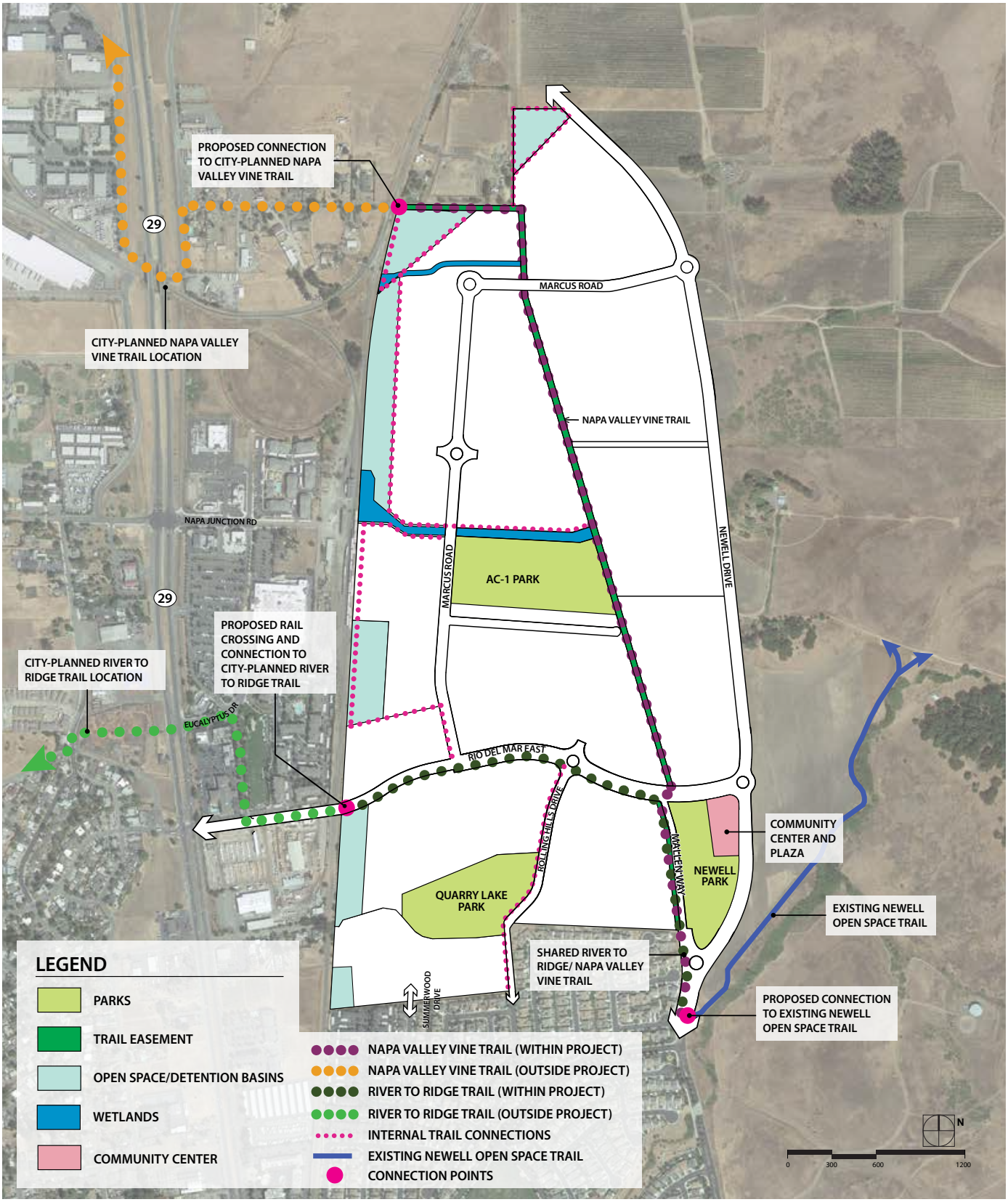


Figure 5.1: Parks Typology Map

Watson Ranch Specific Plan: Open Space/Park Credits			
American Canyon I, LLC Property			
Open Space Type/Name	**Area (acres)**	**Park Credit**	**Credited Park Acreage**
AC-1 Park	11.34	1	11.34
Quarry Lake Park (net)	6.67	0.5	3.33
Open Space and Trails	14.9	0.5	7.45
Detention	9.4	0.0	--
Wetlands	3.1	0.0	--
	45.41	Subtotal	22.12
Newell Family Property			
Open Space Type/Name	**Area (acres)**	**Park Credit**	**Credited Park Acreage**
Newell Park	5.4	1	5.40
Community Plaza	2.0	1	2.00
Open Space/Trails	7.5	0.5	3.75
Detention	3.33	0.0	--
Wetlands	0.0	0.0	--
	18.23	Subtotal	11.15
		Total Credited Acreage	**33.27**

Table 5.3: Detailed Parkland Credit Calculations

5.4 Parks and Open Space Typologies

The parks and open space system is comprised of differing typologies. The sizes, functions, configurations and locations of the parks are dependent upon their surroundings, use, and social/cultural needs. The typologies are distributed across the WRSP Area to serve the various neighborhoods and provide easy and convenient access to all residents. Refer to Figure 5.2 for a map identifying the proximity of parks within the WRSP Area.

5.4.1 COMMUNITY PLAZA

Plazas are formal urban parks that serve as focal elements for a community. The community plaza located at the intersection of Rio Del Mar East and Newell Drive is intended to serve as a centerpiece of activity for both the WRSP community and the City of American Canyon as a whole. It should be a flexible space that is comfortable for intimate conversations or solitary people-watching but can also accommodate larger community gatherings such as art festivals, concerts, and other celebrations.

The following program includes amenities appropriate for the plaza:

- Public art
- Hardscape surface areas
- Turf seating areas
- Seat walls
- Landscape planters
- Landscaping
- Lighting
- Trash receptacles
- Formal Tree alley
- Accommodating a community building of up to 20,000 sf.

All improvements to the Community Plaza and Community Center site and building shall be at the City's sole cost and expense.

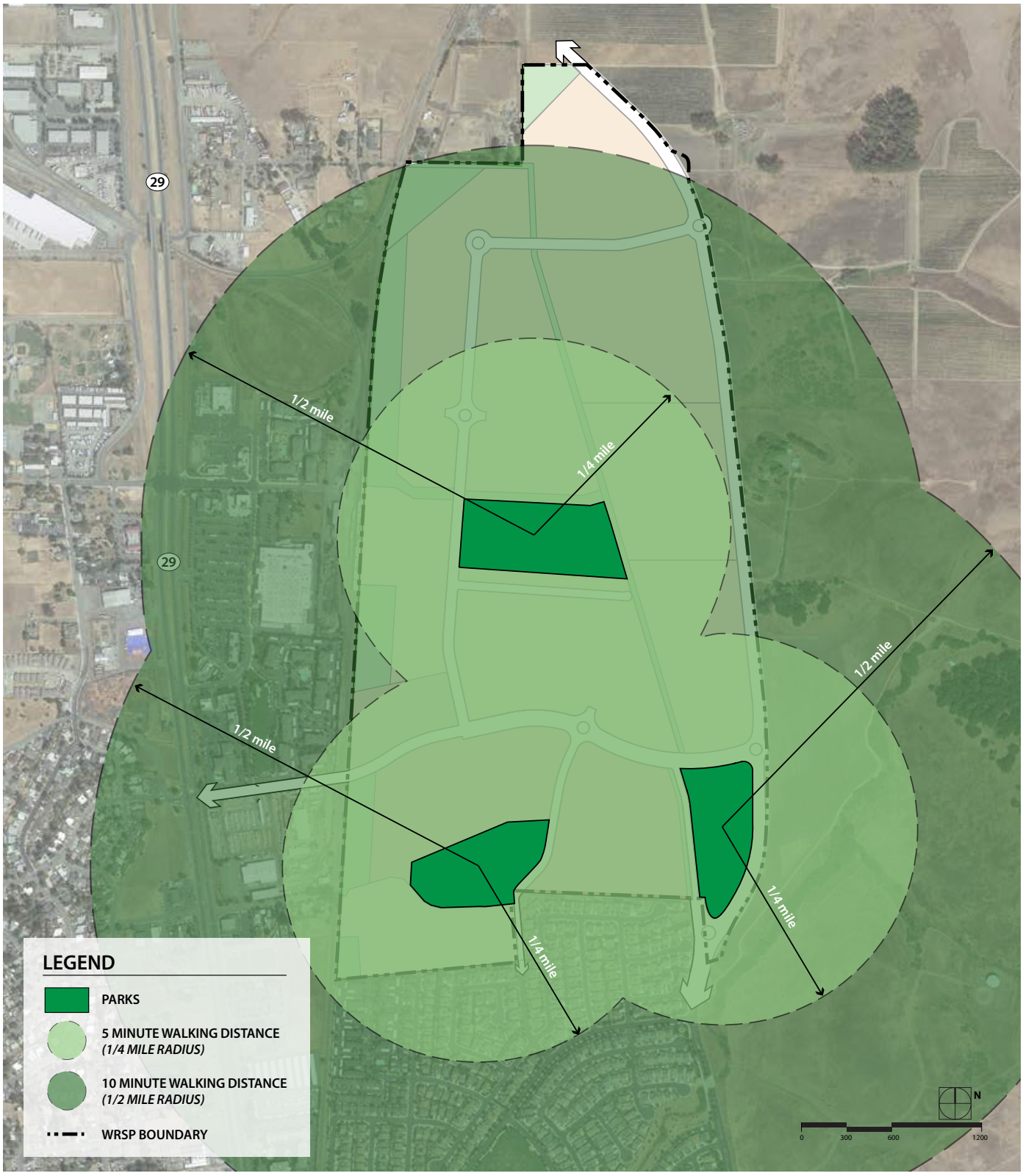


Figure 5.2: Parks Proximity Map

5.4.2 PARKS

Parks within the WRSP Area will provide a wide range of functions offering smaller recreational and social needs of the neighborhood to larger community wide gathering spaces. The sizes, functions, configurations and locations of the parks are dependent upon their surrounding natural features, neighborhood demographics, and social needs. Both public and private parks are included within the WRSP Area. Private parks include Quarry Lake Park and several neighborhood mini parks. There are two large public parks – "AC-1 Park" located at the neighborhood's center and "Newell Park" located in the southeast corner of the WRSP Area adjacent to the Community Plaza and Community Center site.

QUARRY LAKE PARK

Surrounding and including the Quarry Lake, this approximately 8.4-acre park (Figure 5.3) is privately owned and maintained and serves as an important design and community element adjacent to the NVRG. Net usable area (not including the lake) is approximately 6.7 acres. Public access will be determined by site access agreement between the property owner and the City. It is envisioned to be used by both visitors and residents and will be designed as a passive park that provides a more "natural" experience.

While offering a water viewing amenity, Quarry Lake may also serve important environmental functions such as water cleaning, biofiltration, stormwater detention, and riparian habitat. Aeration for the lake will be provided as both a visual amenity and for water quality.

The following program elements and landscape features should be considered for Quarry Lake Park:

- Lakeside trail
- Water observation stations
- Resting spaces with seating
- Exercise par course
- Hardscape plazas or promenades
- Connections to commercial uses and community facilities

This illustration represents a preliminary concept for the Quarry Lake area and is subject to modification

Figure 5.3: Conceptual Design - Quarry Lake Park

- Drought tolerant plant species
- Informal tree clusters
- Enhanced riparian habitat plantings around lake edge
- Landscaping that appears natural vs. manicured
- Accent (manicured) planting at entries
- Limited amount of turf grass
- Low maintenance native grasses
- Downward facing pole-mounted lights and bollards for safety
- Accent lighting on special landscape elements and park features – used sparingly
- Trail connections to the neighborhoods to the south

AC-1 PARK

This centrally located park is approximately 11.3 acres. AC-1 Park should be programmed with both passive and active uses. Level turf areas should be provided for active uses such as soccer and ball fields as well as smaller areas for passive recreation. The park should be buffered from the street with shrubs or earth berms. Flowering accent trees can be located to provide landmark areas and focal points, while a long windscreen run of tall narrow trees along the westerly boundary can screen the adjacent uses.

The following program elements and amenities should be considered for AC-1 Park:

- Playground
- Sports fields (soccer, baseball)
- Picnic facilities
- Community gardens
- Downward facing safety lighting
- Pathways
- Benches
- Trash receptacles
- Bike racks
- Drinking fountains
- Enhanced materials at entry nodes and seating areas
- Incorporation of the Napa Valley Vine Trail
- Wayfinding and educational signage
- Public restroom
- Downward facing pole-mounted lights and bollards for safety
- Accent lighting on special landscape elements and park features – used sparingly

Pedestrian path along water feature

PLANTING

The planting palette for this park should include a variety of deciduous and evergreen trees, shrubs, turf and grasses. Deciduous trees should be planted in clusters to separate active uses from passive spaces. Shade will be an important commodity in the summer months to shade users from the hot summer sun. During winter months defoliated trees will allow natural light to filter through, warming the users below. Flowering accent trees can be located at landmark features and focal points.

The following landscape features should be considered this park:

- Turf planting for open active areas
- Evergreen shrubs at key landmark or focal areas
- Boundary understory planting at western edge
- Flowering accent trees for landmark and focal areas
- Large canopy shade trees

NEWELL PARK

Newell Park (+/- 5.4 acres – not including the community center or plaza) is located in a triangular block bounded by Rio Del Mar East to the north, Newell Drive to the east, and a new north-south roadway to the west named “Mallen Way.” The Community Center will be located adjacent to this park at the corner of Rio Del Mar East and Newell Drive.

The following program elements and amenities should be considered for Newell Park:

- Picnic areas
- Playground
- Downward facing safety lighting and bollards
- Pathways
- Benches
- Seat walls
- Trash receptacles
- Bike racks
- Drinking fountains
- Enhanced paving materials at entries and seating areas
- Active turf areas
- Dog Park

PLANTING

Like many parks and public spaces, deciduous trees are used in clusters to provide specific functions such as shade for larger areas. Clustering trees separates passive uses from the open turf areas and active uses. Shade will be an important commodity in the summer months; trees shall be located for the purposes of shading the users from the hot summer sun. During the winter months the defoliated trees allow natural light and the limited sun exposure to filter through, warming the users below. General planting elements for this park may include:

- Turf planting for open active areas.
- Evergreen shrubs at key landmark or focal areas
- Boundary understory planting at western edge.
- Large canopy shade trees
- Flowering accent trees for landmark or focal areas.

Play Fields

Children’s Play Area

5.4.3 POCKET PARKS AND MINI PARKS

These small passive spaces provide urban relief within a neighborhood. They will be privately owned and maintained and passive in nature. They may be as small as an individual lot and generally include: landscaping that complements the neighborhood, a play structure, turf, and benches or seat walls. While not required they are encouraged throughout the neighborhoods.

5.4.4 OPEN SPACE AREAS

Unprogrammed open space is located along the periphery of the WRSP Area and in transitional landscape areas. The areas comprised of level-to-moderate slopes can be planted with a simple understory mass of evergreen groundcovers and low to medium grasses: A single species of tree may be planted in rows symbolic of orchards and vineyards throughout northern California.

The Open Space Area landscape program may include, but not be limited to the following:

- Native and non-native non-invasive drought tolerant grasses.
- Native and non-native drought tolerant evergreen groundcover.
- Native and non-native trees planted in rows.
- Low maintenance landscape.

Open space areas may include:

Seasonal Wetlands - The seasonal wetlands and their surrounding buffer areas protect the existing sensitive areas within the WRSP Area. They take advantage of natural systems to capture and clean storm water for the community while also providing for passive recreation. These areas will be connected to the rest of the open space system with multi-use trails.

Detention Basins - Detention basins are designed to be multiuse. During the dry months, when not being used for the purpose of detaining stormwater flow, they may allow for some recreational activities. The appropriate design, plant material and program elements make these a valuable component of the open space network providing both physical and visual benefits that are associated with open space.

Naturalized Planting

Open Play Area

Children's Play Area

Dog Park

Community Garden

5.5 Community Gardens and Edible Landscape

Supporting a healthy community with local food production supports establishing the WRSP Area as a contributor to all of American Canyon. To this end, the WRSP encourages the development of small and large community gardens throughout the WRSP Area. The community gardens could occur in locations such as:

- Within the mixed-use NVRG as public gardens, a garden of a particular restaurant, or on a larger urban farming scale, such as managing and harvesting groves of olive trees that occur within parking fields.
- Community gardens within the public parks.
- Edible gardens to teach where food comes from and how to grow healthy fruits and vegetables.
- Gardens established and managed by homeowners associations for use of their members.
- Individual or neighborhood yard gardens cared for by the resident or a contracted urban farmer.

In addition to community garden space dedicated to growing food, landscape throughout the community may include food bearing plants. There currently exists one significant fig tree in the NVRG that may be the catalyst for this edible landscape concept. Building on that concept, plantings may combine non-edible and edible species such as combinations of fruit and nut trees, berry bushes, vegetables, herbs, edible flowers, and ornamental plants.

5.6 Pedestrian and Bicycle Circulation

Pedestrian and bicycle circulation is integral to the overall open space and park network. Refer to Chapter 7 Circulation for details.

Park Furniture

Bike Racks

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CHAPTER 6 - DEVELOPMENT REGULATIONS

6.1 General Provisions

6.1.1 PURPOSE AND INTENT

The Development Regulations set forth in the Watson Ranch Specific Plan (WRSP) provide a comprehensive set of regulations governing the use and development of the land. While including references to specific provisions of the American Canyon Zoning Ordinance, these Development Regulations replace the American Canyon Zoning Ordinance within the WRSP Area. Should there be a conflict between the WRSP and the American Canyon Zoning Ordinance, the provisions of the WRSP shall govern. Any issue not directly or specifically covered by the WRSP shall be subject to non-conflicting regulations and procedures of the American Canyon Zoning Ordinance.

6.1.2 SEVERABILITY CLAUSE

If any term or provision of the WRSP, or the application of any provision of the WRSP to a particular situation, shall for any reason be found to be void, invalid, illegal or unenforceable by a court of competent jurisdiction, all other terms and provisions of the WRSP or the application of the WRSP to other situations shall remain in full force or effect.

6.2 Residential Development Regulations

The following development regulations apply to all residential developments within the Medium Density Residential (MDR-12 and MDR-16) and High Density Residential (HDR) designations of the WRSP Area. Nonresidential development such as parks and public facilities within these land use designations shall comply with the City of American Canyon Zoning Ordinance.

The regulations for the individual residential category do not specify building prototypes but rather address the building mass, scale and urban form through setback, height, and massing regulations. This will allow for flexibility and accommodation of different product types while still meeting the overall vision of the plan.

Residential plans are shown for graphic illustrative purposes to demonstrate the application of the development regulations. They do not constitute an actual design submittal. Lot sizes shown graphically are not necessarily minimums. Setbacks are illustrated as minimums.

6.2.1 ARCHITECTURAL VARIETY (MDR-12 AND MDR-16)

The WRSP vision is to craft a community that has variety in the residential neighborhoods, and to prevent homogenous or mono-culture subdivisions. The following standards are intended to support the vision.

6.2.2 MEDIUM DENSITY RESIDENTIAL (MDR-12) AND MEDIUM DENSITY RESIDENTIAL (MDR-16) DETACHED DEVELOPMENT

In order to avoid monotony of streets lined with single family detached homes of similar width, height, and setback, the following criteria shall be applied:

- Corner lots side yard setback shall be at least 5 feet wider than interior lots.
- Each block shall include at least three different and distinct elevations. The elevations shall vary in massing, roof form, and appearance from streets or paseos. The blocks are assumed to be a maximum of 600 feet and where block sizes exceed that distance, the excess length shall be considered a new block.
- Refer to Table 6.2.1 and Table 6.2.2 for development regulations.

6.2.3 MEDIUM DENSITY RESIDENTIAL (MDR-12) AND MEDIUM DENSITY RESIDENTIAL (MDR-16) ATTACHED DEVELOPMENT

- When buildings are located adjacent to detached units in the same block, the closest attached building will have the same front yard setback as the detached unit.
- To avoid overly long buildings and create the appropriate scale and building wall face, buildings longer than 180 feet or 8 units, whichever is less, are prohibited.
- Refer to Table 6.2.3 for development regulations.

6.2.4 HIGH DENSITY RESIDENTIAL (HDR) DEVELOPMENT

- Building facades facing public rights-of-way or public open spaces exceeding a length of fifty (50) feet shall provide modulation in the building form. Modulation could occur on the horizontal and/or vertical plane and may include, but not be limited to, a change in the building plane, fenestration pattern, material and/or color.
- Blank walls at the ground floor are strongly discouraged. Additional architectural features and/or landscaping shall be provided as an alternative.
- Entries should be a prominent feature of the building and be visually distinctive form the rest of the facade.
- Refer to Table 6.2.4 for development regulations.

6.2.5 SETBACKS AND IRREGULAR LOTS

Setbacks are measured from the appropriate front, side, or rear lot line, or ultimate street right of way line, whichever is most restrictive. Irregular lots are defined as lots that are non-rectangular, lots with three sides, or lots with more than four sides that require specific definition of lot lines in order to achieve the purpose of the specific setbacks. Refer to Figure 6.1 for measuring setbacks on irregular lots.

Front Lot Line: On an interior lot, the line separating the lot from the street. On a corner lot, the shorter lot line abutting a street. On a through lot, the lot line abutting the street or lane providing the primary access to the lot. On a flag or panhandle lot, the interior lot line most parallel to and nearest the street or lane from which access is obtained.

The width of the "flag" must be a minimum of 20' and can be no longer than 2 times the width of the lot it serves. One "flag" driveway may access a maximum of 2 lots.

Rear Lot Line: The lot line that is opposite and most distant from the front lot line. In the case of an irregularly shaped lot, a minimum ten-foot-long line which is within the lot and parallel to and most distant from the front lot line shall be considered the rear lot line for purposes of determining setback.

Side Lot Line: All lot lines, which are not front or rear lot lines, shall be considered side lot lines for setback purposes.

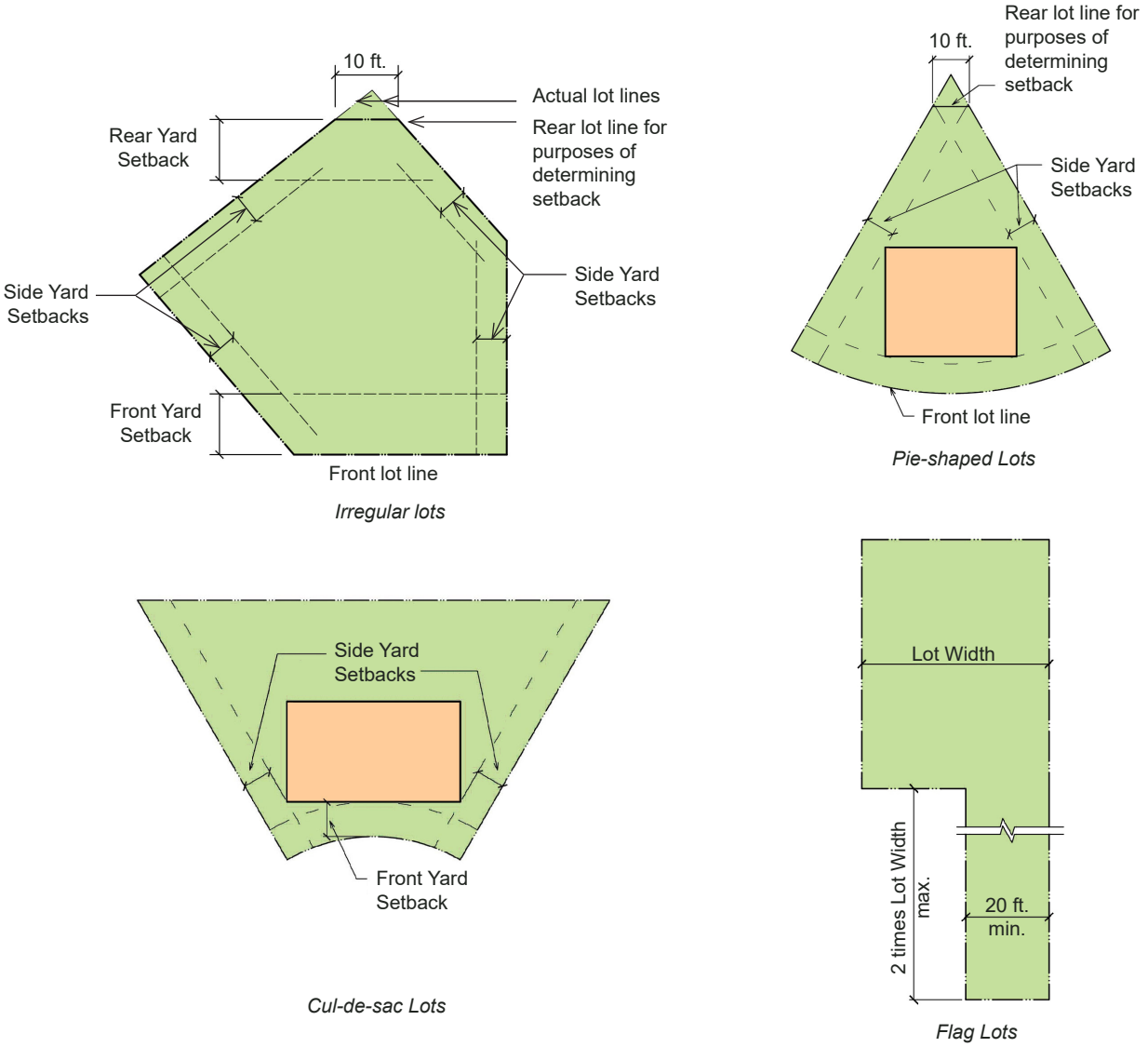
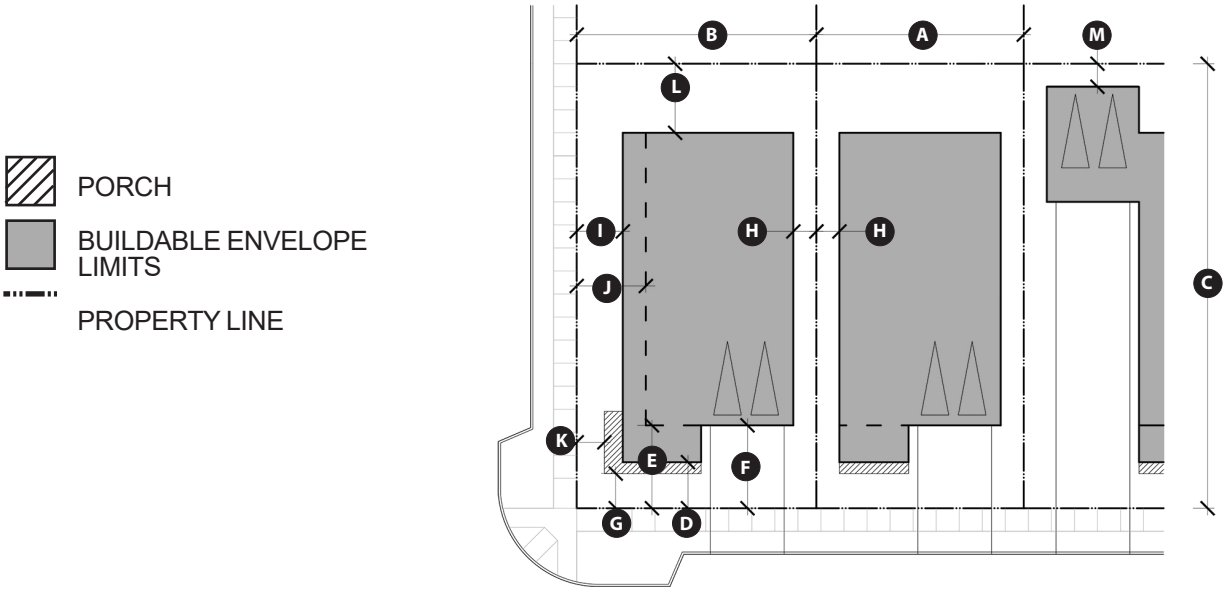


Figure 6.1: Irregular Lots: Measuring Setbacks

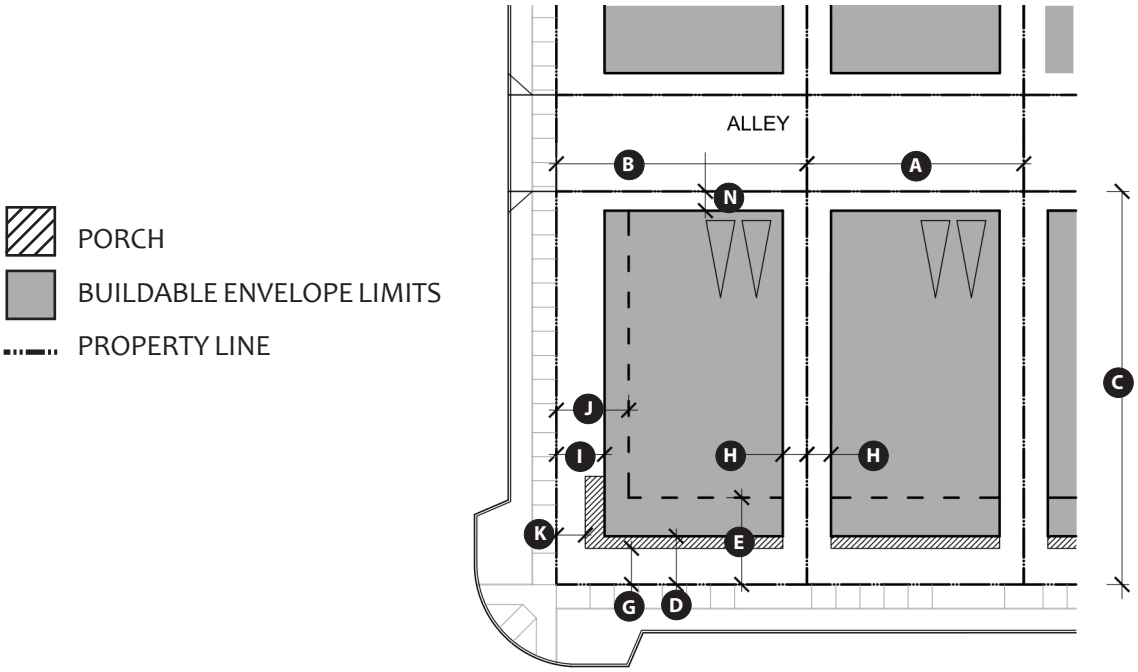
Table 6.2.1: Medium Density Residential (MDR-12) Development Regulations		
Minimum Lot Size	**3,200 sf**	
A Minimum width, interior lot	40 ft.	
B Minimum width, corner lot	45 ft.	
C Minimum lot depth	55 ft.	Lot lines may extend to the center line of the alley if alleys are designed as private streets
Setbacks [1,2]		Chimneys, fireplaces, accent walls or pilasters, bay windows, eaves or similar architectural projections may encroach as per City of American Canyon zoning ordinance.
D Front, 1st & 2nd stories	15 ft.	At least 30% of homes on the same block face shall provide a minimum 18 ft. front setback
E Front, 3rd story	20 ft.	
F Front, front-loaded garage door	20 ft.	
G Front, covered porch	10 ft.	
H Side, internal lot	5 ft.	
I Side, corner lot 1st & 2nd stories	10 ft.	
J Side, corner lot 3rd story	15 ft.	
K Side, corner lot covered porch	6 ft.	
L Rear	15 ft.	Rear setbacks may be reduced to 10' for wide shallow lots if the usable yard space is provided on the side yards.
M Rear, garage	5 ft.	
N Rear, alley	4 ft.	
Maximum Height	35 ft.	
Maximum FAR	.7	FAR does not inlcude covered garages
Maximum Lot Coverage	55%	Walkways, driveways,porches (covered or uncovered) are excluded from lot coverage calculations

1For cluster type residential products, lot sizes required setbacks shall be determined through the review process.

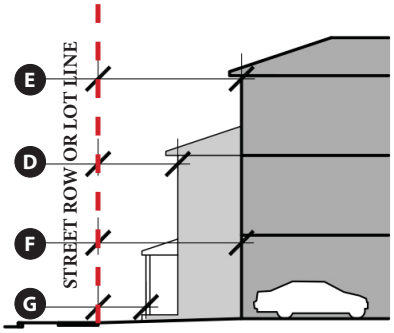
2Minimum front and rear setbacks shall be 25 ft. along arterials, 15 ft. along minor collectors.



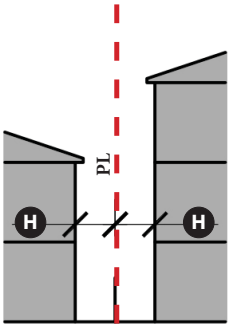
Medium Density Residential (MDR-12)



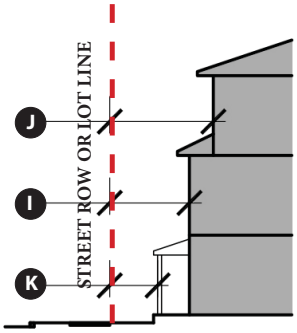
Medium Density Residential (MDR-12) - Alley Loaded



Front setbacks



Side setbacks at internal lots



Side setbacks at corner

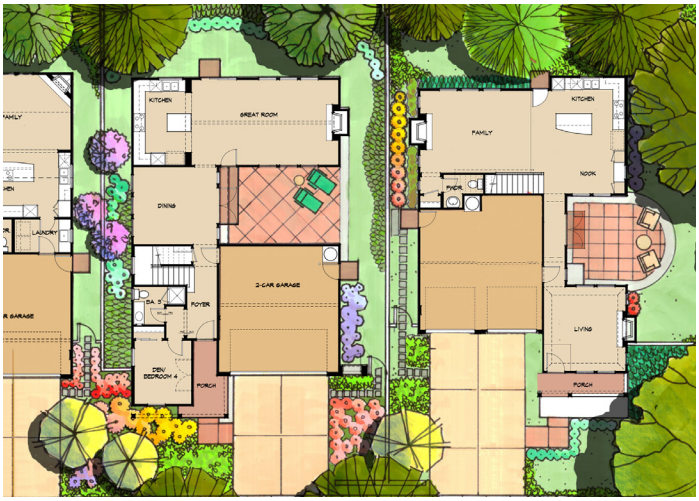
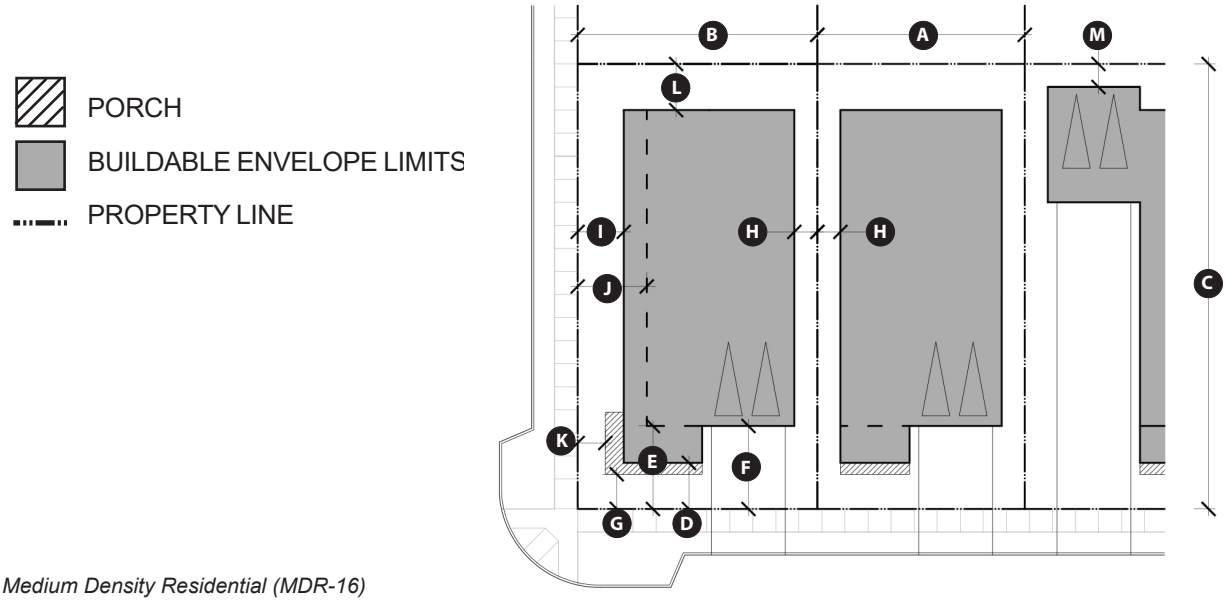


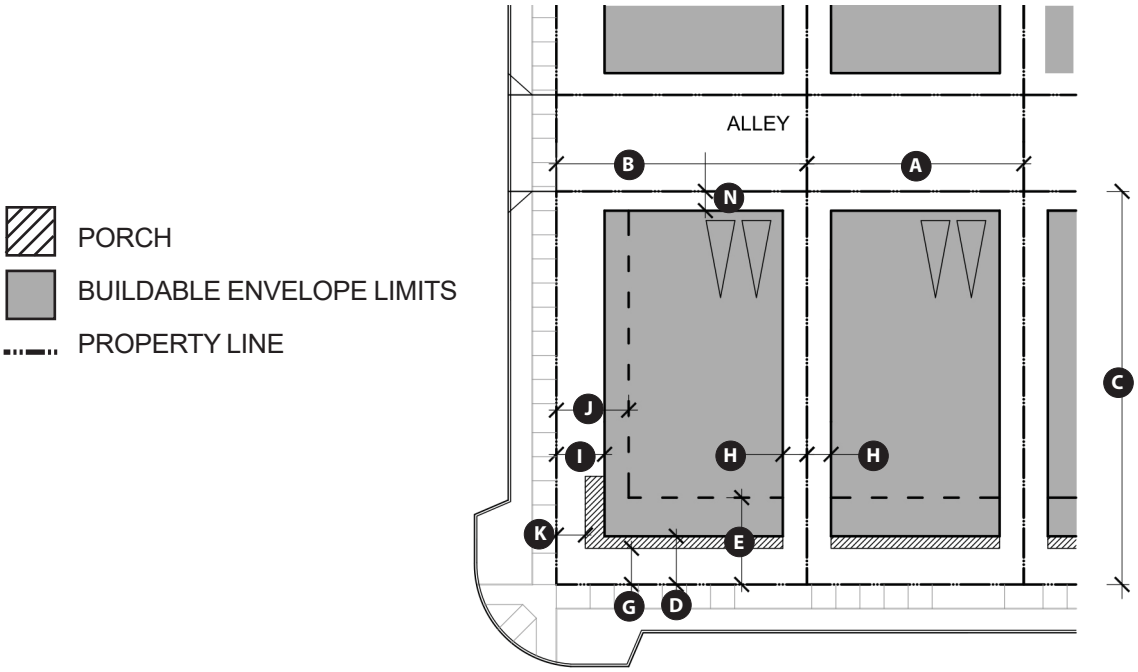
Table 6.2.2: Medium Density Residential (MDR-16) - Development Regulations, Detached Dwellings		
Minimum Lot Size	**1,500 sf**	
A Minimum width, interior lot	30 ft.	
B Minimum width, corner lot	35 ft.	
C Minimum lot depth	50 ft.	Lot lines may extend to the center line of the alley if alleys are designed as private streets
Setbacks[1,2]		Chimneys, fireplaces, accent walls or pilasters, bay windows, eaves or similar architectural projections may encroach as per City of American Canyon zoning ordinance.
D Front, 1st & 2nd stories	10 ft.	At least 30% of homes on the same block face shall provide a minimum 20 ft. front setback
E Front, 3rd story	15 ft.	
F Front, front-loaded garage door	20 ft.	
G Front, covered porch	10 ft.	
H Side, internal lot	3 ft.	
I Side, corner lot 1st & 2nd stories	8 ft.	
J Side, corner lot 3rd story	10 ft.	
K Side, corner lot covered porch	6 ft.	
L Rear	10 ft.	
M Rear, garage	5 ft.	
N Rear, alley	4 ft.	
Maximum Height	35 ft.	
Maximum FAR	.7	FAR does not inlcude covered garages
Maximum Lot Coverage	55%	Walkways, driveways,porches (covered or uncovered) are excluded from lot coverage calculations

1For single family cluster type residential products, and single family bungalows designed as part of condominium project lot sizes and required setbacks shall be determined on a case by case basis through the design review process.

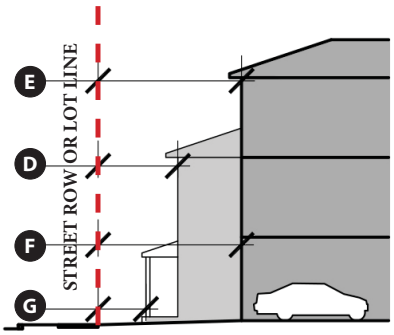
2Minimum front and rear setbacks shall be 25 ft. from arterials, 15 ft. from minor collectors.



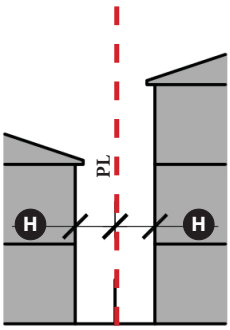
Medium Density Residential (MDR-16)



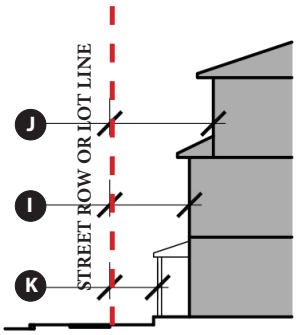
Medium Density Residential (MDR-16) - Detached, Alley Loaded



Front setbacks



Side setbacks at internal lots

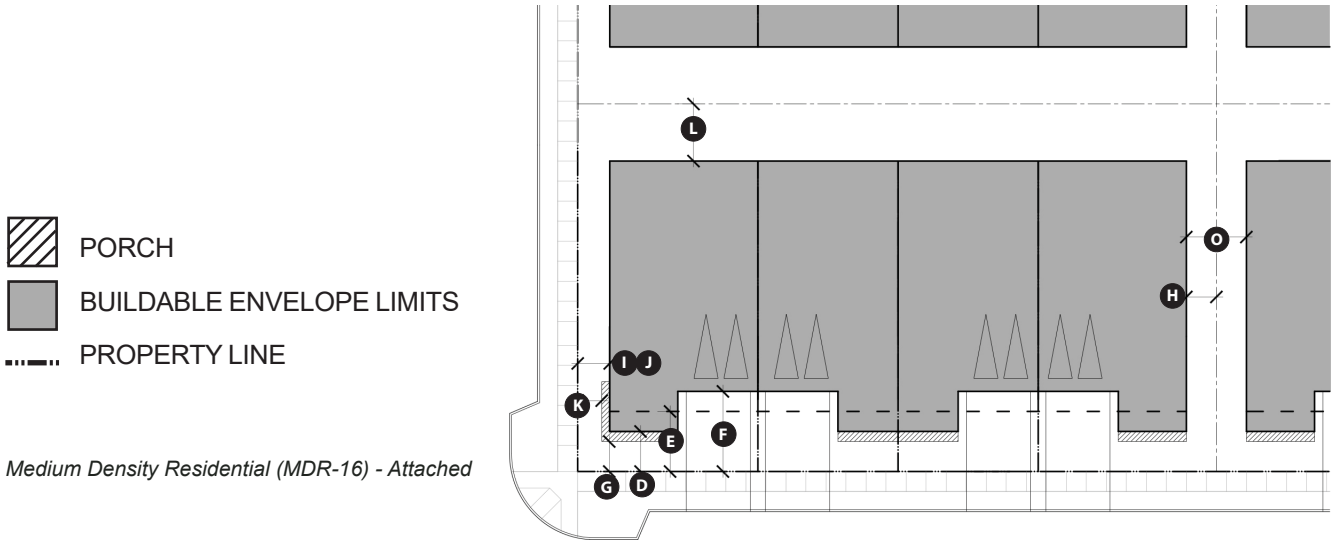


Side setbacks at corner

Table 6.2.3: Medium Density Residential (MDR-16) - Development Regulations, Attached Dwellings		
Minimum Lot size[1]	**800 sf**	
Minimum lot width, interior	16 ft.	
Minimum lot width, corner	25 ft.	
Minimum lot depth	50 ft.	Lot lines may extend to the center line of the alley if alleys are designed as private streets
Setbacks[2]		Chimneys, fireplaces, accent walls or pilasters, bay windows, eaves or similar architectural projections may encroach as per City of American Canyon zoning ordinance.
D Front, 1st & 2nd stories	10 ft.	
E Front, 3rd story	15 ft.	Balconies and decks may encroach 5' into the required setback.
F Front, garage	20 ft.	
G Front, covered porch	10 ft.	
H Side, internal lot	10 ft.	Only applicable to the end of rows of attached units.
I Side, corner lot 1st & 2nd stories	10 ft.	
J Side, corner lot 3rd story	10 ft.	
K Side, corner lot covered porch	6 ft.	
L Rear	10 ft.	Porches and stoops may encroach 5' into the required setback.
N Rear, alley	4 ft.	
O Minimum distance between main buildings	15 ft.	
Maximum Height	35 ft.	
Maximum FAR	1	FAR calculated over gross acreage of proposed attached development and does not include covered garages
Maximum Lot Coverage	55%	Walkways, driveways, porches (covered or uncovered) are excluded from lot coverage calculations
Minimum Usable Open Space	300 sf per unit	• Usable open space can be provided as group or private open space. Private open space shall count as usable open space and the actual measurement of an area which meets the criteria of private usable open space, shall be doubled, and the resulting figure applied toward the total usable open space requirements. • Exterior usable group open space shall be not less than 400 square feet in area, and a rectangle inscribed within it shall have no dimension less than 20 feet. • Exterior private open space shall be not less than 100 square feet in area, and a rectangle inscribed within it shall have no dimension less than 10 feet. • Above-ground open space shall not be less than 60 square feet in area, and a rectangle inscribed within it shall have no dimension less than 6 feet

[1]Minimum lot sizes are applicable where attached units are designed on individual lots as fee simple units

[2]Minimum front and rear setbacks shall be 25 ft. along arterials, 15 ft. along minor collectors.

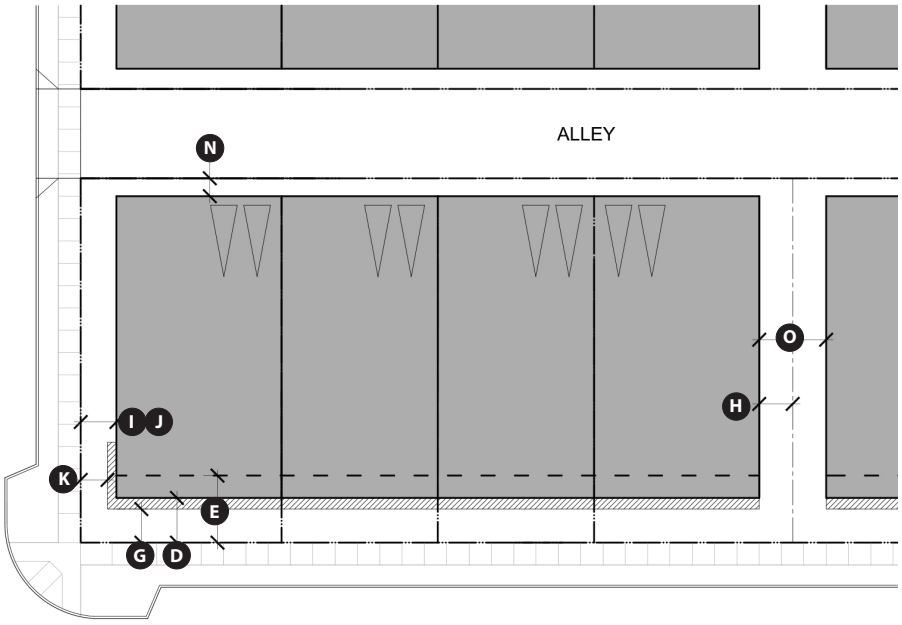


Medium Density Residential (MDR-16) - Attached

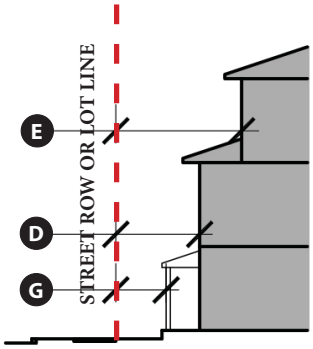
PORCH

BUILDABLE ENVELOPE LIMITS

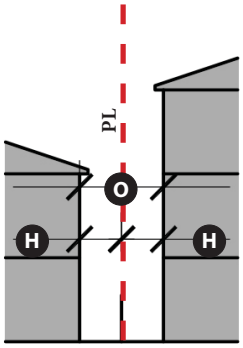
PROPERTY LINE



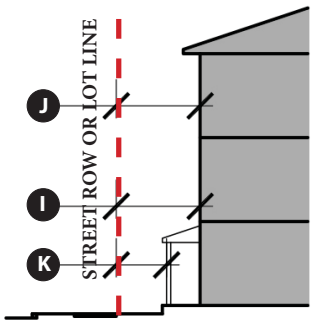
Medium Density Residential (MDR-16) - Attached, Alley Loaded



Front setbacks



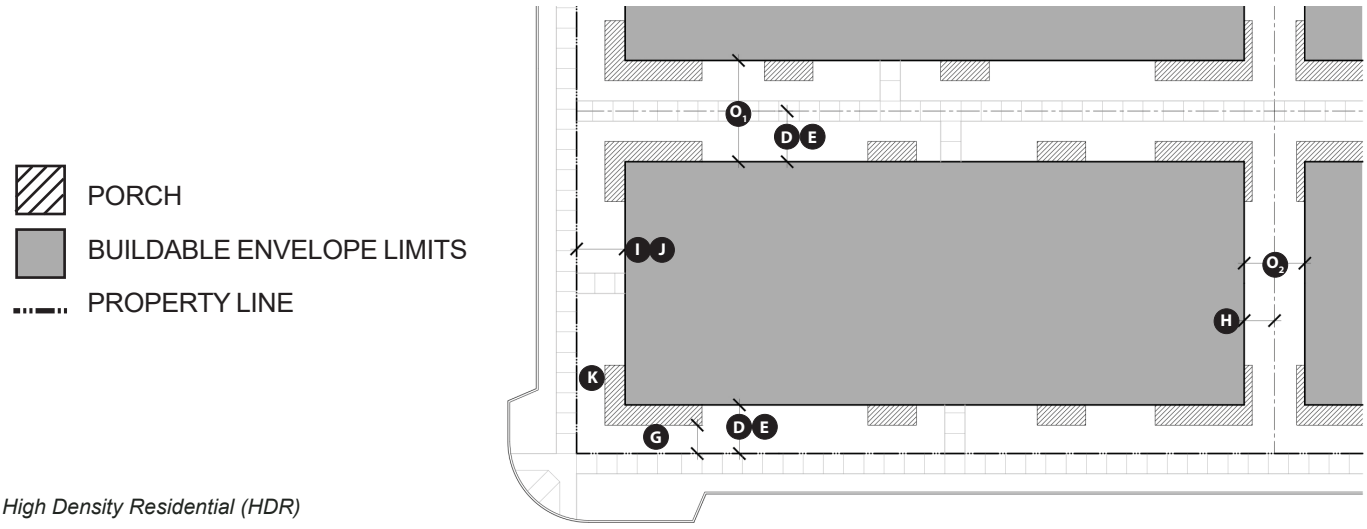
Side setbacks at internal lots



Side setbacks at corner

Table 6.2.4: High Density Residential (HDR) Development Regulations		
Minimum Lot size	**20,000 sf**	
Minimum lot width, interior	100 ft.	
Minimum lot width, corner	100 ft.	
Minimum lot depth	100 ft.	Lot lines may extend to the center line of the alley if alleys are designed as private streets
Setbacks[1]		Chimneys, fireplaces, accent walls or pilasters, bay windows, eaves or similar architectural projections may encroach as per City of American Canyon zoning ordinance.
D Front, 1st & 2nd stories	15 ft.	
E Front, 3rd story	15 ft.	Balconies and decks may encroach 5' into the required setback.
G Front, covered porch	10 ft.	
H Side, internal lot	10 ft.	
I Side, corner lot 1st & 2nd stories	15 ft.	
J Side, corner lot 3rd story	15 ft.	
K Side, corner lot covered porch	10 ft.	
L Rear	10 ft.	Porches and stoops may encroach 5' into the required setback.
N Rear, alley	4 ft.	For all alley loaded units, rear setbacks are measured from the property line to the face of the garage door
O Minimum distance between main buildings	1. Front: 30 ft. 2. Side: 20 ft. 3. Rear: 30 ft.	
Maximum Height	40 ft.	Maximum height may be exceeded by 10' by tower rooms less than 200 sf, and distinctive architectural features such as towers, spires or cupolas. The total square footage of all projections that exceed the maximum height shall not exceed 15% of the roof area.
Maximum FAR	1	FAR does not include covered garages
Maximum Lot Coverage	50%	Walkways, driveways,porches (covered or uncovered)are excluded from lot coverage calculations
Minimum Group Open Space	300 sf per unit	• Usable open space can be provided as group or private open space. Private open space shall count as usable open space and the actual measurement of an area which meets the criteria of private usable open space, shall be doubled, and the resulting figure applied toward the total usable open space requirements. • Exterior usable group open space shall be not less than 400 square feet in area, and a rectangle inscribed within it shall have no dimension less than 20 feet. • Exterior private open space shall be not less than 100 square feet in area, and a rectangle inscribed within it shall have no dimension less than 10 feet. • Above-ground open space shall not be less than 60 square feet in area, and a rectangle inscribed within it shall have no dimension less than 6 feet

[1]Minimum front and rear setbacks shall be 25 ft. along arterials, 15 ft. along minor collectors.

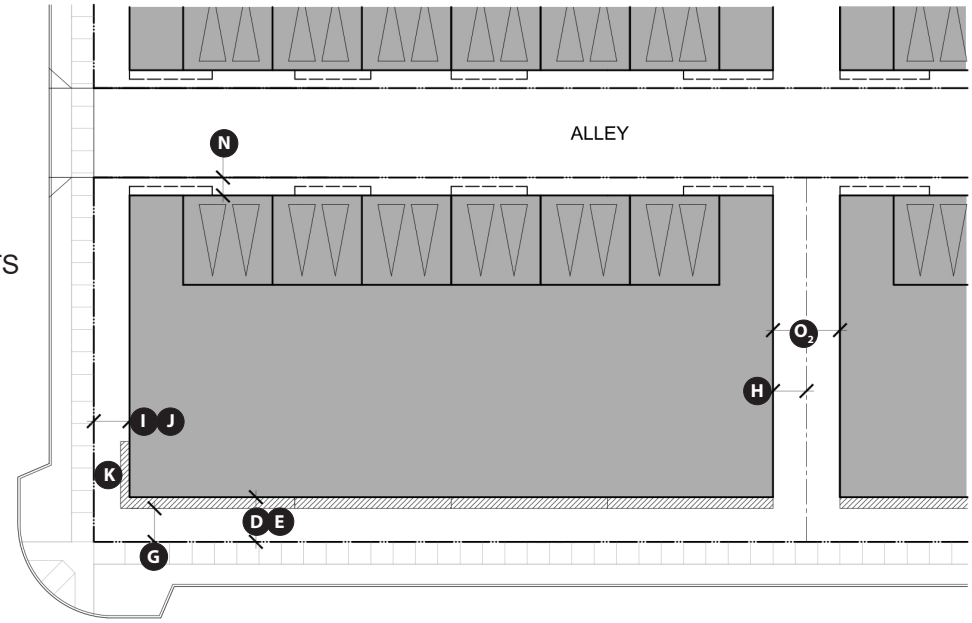


High Density Residential (HDR)

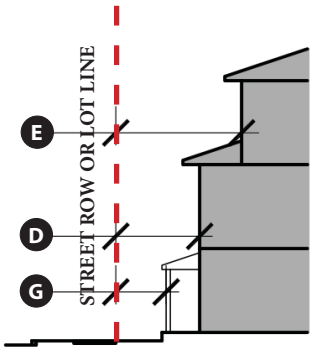
PORCH

BUILDABLE ENVELOPE LIMITS

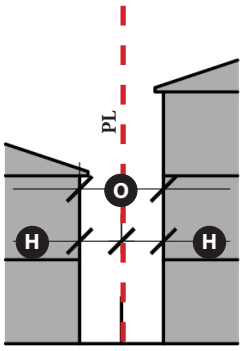
PROPERTY LINE



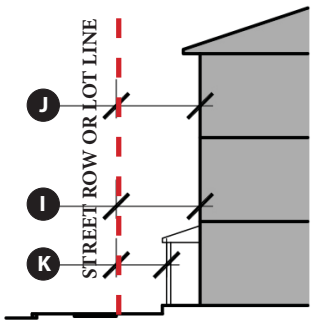
High Density Residential (HDR) - Alley Loaded



Front setbacks



Side setbacks at internal lots



Side setbacks at corner

6.3 Napa Valley Ruins & Gardens Development Regulations

The following development regulations apply to all non-residential development within the Napa Valley Ruins & Gardens Mixed Use (NVRGMU) land use designation.

Given the unique nature of the NVRG, development regulations need to provide flexibility while steering new development towards good design.

6.3.1 SETBACK AND HEIGHT REGULATIONS

REQUIRED SETBACKS

Required setbacks are as determined through the design permit review process set forth in the Municipal Code Section 19.41.010 et. seq. The ruins within the NVRG create a mass and scale that will form the backdrop for new construction. As buildings will be worked in and around the ruins, setback requirements must be flexible to respond to this context. Refer to Table 6.3 for building setbacks.

MAXIMUM BUILDING HEIGHT

The maximum building height for new buildings is 55 feet. Exceptions to this maximum may be considered and permitted as a means of re-establishing a landmark statement within the NVRG reflective of the historic silos on site. Refer to Table 6.3 for building heights.

6.3.2 SITE DESIGN REGULATIONS

VEHICULAR ACCESS

Vehicular access to buildings within the NVRG area is intended to provide for access to parking and service uses, and provide for emergency vehicular access while in a subordinate role to the pedestrian- oriented environment. To preserve the pedestrian nature of the NVRG, vehicular access may be provided via shared pedestrian ways, or woonerfs, or via plaza hardscape, and controlled through the use of removable bollards or other devices to control access and timing of vehicular access.

Requirements	NVR&G	Other Commercial
Building Setbacks	Flexible to accommodate existing ruins	Per city of American Canyon Zoning Code
Building Heights	55’	Per City of American Canyon Zoning Code

Table 6.3: Allowable Building Setbacks and Height

STREET-LEVEL INTEREST

In order to support successful businesses within this area, activation and diversity of retail and commercial options are important at the street level to make them attractive as a destination for shoppers and visitors.

GROUND FLOOR USES

In order to facilitate a vibrant, pedestrian-oriented streetscape, buildings with street or publicly oriented frontage shall provide street-level pedestrian-oriented uses on all street-facing frontages.

NEW BUILDING DESIGN

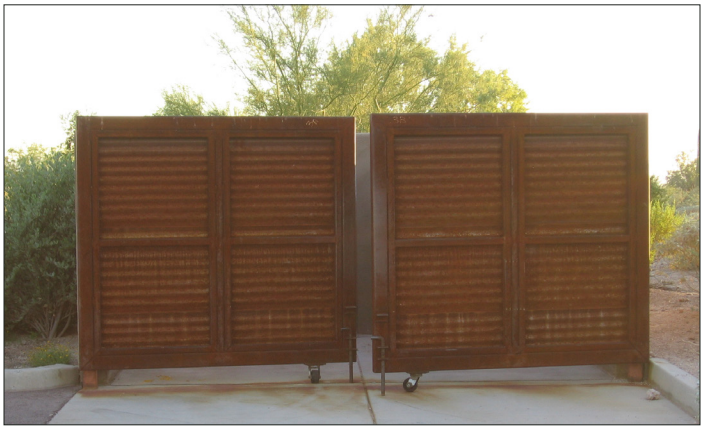
New buildings shall be designed to complement the pedestrian orientation of their context, integrate into the adjacent ruins structures and community, and contribute to the creation of a vibrant and interesting mixed-use environment. Buildings located at street corners shall have the same level of design, detail and transparency for both frontages to maintain continuity and pedestrian interest.

PARKING LOCATION

Off-street surface parking shall be located such that it does not interrupt pedestrian flow between various uses. Curb cuts shall be minimized and located in areas least likely to impede pedestrian circulation (see Section 6.4 for parking regulations).

GROUND-LEVEL SERVICE FACILITIES

Loading, delivery and trash removal elements have the potential to present and impose an adverse impact on the pedestrian environment and to create hazards for



Trash enclosures shielded from public view

both people and automobiles if not given proper attention. Therefore, planning in the early stages of development must consider the placement of service facilities and their effects on the public environment so that they do no create unsightly conditions. In order to minimize the negative visual and physical impacts of service facilities, the following treatments shall be applied:

- Trash storage, loading, and truck parking shall be located to minimize visibility from streets, pedestrian ways and building entrances and minimize interference with commercial or retail activities. Service and loading areas shall not be located along important pedestrian or view corridors.
- Service entrances shall not face primary or secondary retail and commercial streets. All service entrances and associated loading docks and storage areas shall be located to the side or rear of a building.
- Loading docks and truck parking shall be screened from public view using building mass, freestanding walls, and/or landscaping. Structural screening shall be made of materials and colors consistent with that of the principal structure(s).
- Roll-up security doors at service entrances shall be detailed to conceal door housings and tracks and provide an attractive, finished appearance for all exposed components.

All exterior trash receptacles shall be screened from public view on three sides, and on the fourth shall be screened by a gate that also obscures views. The enclosure shall be made of materials and colors compatible with that of the principal structure(s).

BUILDING LIGHTING

Moving, blinking, or strobe lights are prohibited.

Illuminating a franchise building as a form of advertising is prohibited.

6.4 Parking Regulations

6.4.1 PARKING REQUIREMENTS

REQUIRED OFF-STREET PARKING SPACES

Each land use identified below shall be provided at least the number of off-street parking spaces listed. Uses not listed are subject to the parking requirements of Chapter 19.21 of the City of American Canyon Municipal Code.

NVRG area: 1 space for 400 sf of enclosed covered area, and 1 space for 200 sf of outdoor seating area. Overflow parking in parking orchards may be counted towards fulfilling parking requirements. A Parking Management Plan (PMP) shall be submitted as part of the NVRG Master Plan/ Design Permit (see section 6.4.2.1).

Hotel: 1 parking space per room plus 1 space for every 10 rooms.

Residential: Off-street parking requirements shall be in accordance with Chapter 19.21 of the City of American Canyon municipal Code.

RV parking is not allowed in driveways, front yards, or on streets.

MINIMUM DIMENSIONS, UNCOVERED PARKING

Where parking stalls are located adjacent to landscaped areas, the paved depth of such stalls may be decreased by two feet provided a vehicle overhang area exists. The vehicle overhang area may not encroach into a public sidewalk unless that sidewalk is widened by the depth of the overhang. Parking area parking spaces and drive aisle dimensions shall be as listed below.

Standard space: 9 ft x 18 ft.

Compact space: Up to 15% of the total number of required parking spaces may be designed as compact spaces with minimum dimensions of 8.5 ft x 16 ft.

Drive aisle widths for parking lots with perpendicular parking is 24’ minimum.

MINIMUM DIMENSIONS, COVERED PARKING

Garages shall be constructed to meet the following minimum dimensions:

Single car: 12 ft x 20 ft

Two car standard: 20 ft x 20 ft

Two car tandem: 12 ft x 36 ft. (Tandem parking is allowed

for all residential types as long as both spaces are assigned to the same unit/residence, and in non-residential parking areas where they are valet parked.

Garages shall provide additional area outside the vehicle parking area to accommodate all trash, garbage, green waste, and recyclables containers. The Community Development Director may waive this requirement if an alternative location is provided on site.

6.4.2 NAPA VALLEY RUINS & GARDENS SHARED PARKING PROGRAM

Shared parking is permitted within the NVRG area allowing for a reduction of minimum parking requirements for individual uses, as per the City of American Canyon Municipal Code Section 19.11.060 (C) Shared Parking. On-street parking may be counted towards required off-street parking spaces.

POLICY 6.4.2.1 PARKING MANAGEMENT PLAN.

A Parking Management Plan (PMP) shall be prepared and submitted as part of the Master Plan/Design Permit for the NVRG area. The Parking Management Plan (PMP) will include, but not be limited to:

- Designated parking areas
- Parking circulation
- Special signage
- Parking fees
- Parking time limits
- Ride sharing incentives
- Biking and walking options
- Shuttle service

6.4.3 BICYCLE FACILITIES

A comprehensive system of bicycle parking facilities shall be provided within the WRSP Area. Where bike parking and storage facilities are provided for specific uses, they shall be located at safe and easily accessible locations, in close proximity to the building entrances that they serve. The bike parking facilities shall be provided per the following minimum standards:

NAPA VALLEY RUINS & GARDENS:

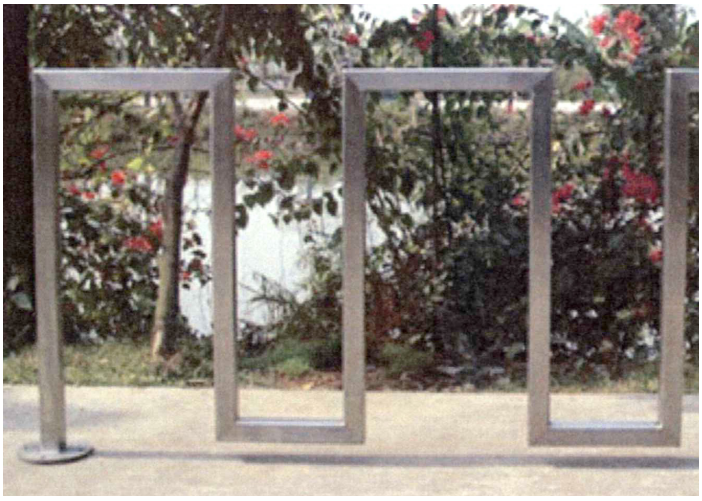
Bike parking shall be appropriately located within the NVRG to provide easy access to the trail connections and the retail and commercial uses within the village: A minimum of 10 percent of the number of required automobile parking spaces, with a minimum of one two-bike capacity rack.

MULTI-FAMILY RESIDENTIAL

A minimum of 10 percent of the number of required automobile parking spaces, with a minimum of one two-bike capacity rack.

PARKS AND OPEN SPACE:

A minimum of 10 percent of the number of required automobile parking spaces, with a minimum of two four-bike capacity racks.



Examples of bike racks

6.5 Signage Regulations

These regulations are intended to result in functional, attractive signage incorporating a high level of design, graphics and efficient maintenance throughout the WRSP Area. All signs shall meet the Signage Guidelines in the WRSP. A master signage plan shall be prepared for the NVRG area as part of the first Design Permit entitlement.

6.5.1 PROHIBITED SIGNS

In addition to the signs prohibited pursuant to Section 19.23.060, Prohibited Signs, of the American Canyon Municipal Code, the following signs are prohibited.

- Decal signage on glazing.
- Internally illuminated awnings.
- Plastic-faced monument signs.
- Conventional plastic-faced box or cabinet signs.
- Formed plastic or injection molded plastic signs.
- Signs with luminous vacuum-formed letters.
- Cloth, paper, cardboard or foam signs or decals.
- Blinking, flashing, animated or moving signs.
- Advertising displayed on vehicles to attract attention to a specific business location or sale.

6.5.2 COMMERCIAL TENANT IDENTIFICATION AND STOREFRONT SIGNAGE

Tenant signs shall be limited to the identification of building tenants. Tenant signage must comply with the Design Guidelines contained herein and the master signage program prepared for the NVRG Mixed Use area.

6.5.3 LIVE-WORK SIGNAGE

The following signs are prohibited for live/work developments:

- Franchise signage
- Internally lit acrylic or plastic signs

Examples of creative signage appropriate at the Napa Valley Ruins & Gardens

6.6 Landscape Regulations

6.6.1 GENERAL LANDSCAPE REGULATIONS

LAYOUT AND DESIGN

Planting layout and design should be conducted with knowledge of plant material habits and varieties as a guide for proper spacing and combinations. The ultimate size and growth speed of plant materials should be considered to achieve an interesting, diverse landscape effect.

LOCATION

Shrubs shall not be planted within two feet (2') of residential walks, curbs, driveways, or architectural elements.

Trees shall not be planted within two feet (2') of residential walks, curbs, driveways or architectural elements. Trees planted within five feet (5') of walks, curbs, or pavement shall require continuous root barriers.

PLANT SELECTION

Residential Local Street trees shall be chosen from an approved Street Tree List.

Common Area landscaping (both private and public) shall comply with the City of American Canyon's water efficient landscape ordinance (see Section 6.6.3 below).

Shrubs, grasses, vines, groundcovers and perennials shall be chosen from an approved plant list and shall constitute a minimum of 30% of the plant palette.

Trees in private common areas shall consist of at least 30% from an approved plant list and shall be located appropriately for the available planting space.

PLANT SIZE

Plants shall be of the following minimum size and spacing at the time of installation:

Shrubs: A minimum of 35% of shrubs shall be 5 gallon size.

Ground Cover: Ground cover planting shall be installed at sizes and spacing to provide complete cover within one year of installation.

Vines: Vines shall be a minimum size of five gallons.

Trees: See Section 6.6.2 below.

6.6.2 STREET TREES

Street trees shall be a minimum size of 15 gallons, and all street trees shall be installed with root barriers where necessary to prevent sidewalk uplift. 24-inch box trees shall be planted in areas of special interest such as key intersections, neighborhood entries, or focal points.

A minimum of three street trees shall be planted for every 100 linear feet of street frontage. Street trees shall be spaced a maximum of 30' on center and be in accordance with the following minimum setbacks:

- 30' setback from street corners for sight line visibility (greater setback may be required at specific conditions, as determined by the City Engineer)
- 10' setback from commercial driveways
- 5' setback from residential driveways
- 15' setback from streetlights and traffic control signals
- 5' setback from water, gas and fire service laterals
- 5' setback from sewer and gas laterals

6.6.3 MODEL WATER EFFICIENCY LANDSCAPE ORDINANCE

In September 2009, the State adopted the Water Conservation in Landscaping Act of 2006 (AB1661). As of January 1, 2010 all local jurisdictions in California are required to implement this law, with the aim of reducing water consumption by landscaping.

The State Department of Water Resources (DWR) has prepared a Model Water Efficient Landscape Ordinance (MWELO) for use by local jurisdictions. The city of American Canyon has adopted a MWELO for all new development which is found in the Zoning Ordinance (19.22.010 - 19.22.080).

WRSP must comply with the City's MWELO requirements in all landscapes.

6.7 Walls and Fencing Regulations

Fences, walls, and dense hedges shall comply with the following regulations:

- Front Yards: Fences and walls within a required front yard shall not exceed 36 inches in height.
- Corner Intersections: Fences and walls at a corner intersection may not exceed 30 inches within the Public Works Standard for a Controlled Area at an intersection.
- Alleys: Fences and walls located within five feet of the edge of paving of an alley shall not exceed 36 inches in height.
- Where private side yards are adjacent to a street, privacy fencing should only enclose the area that is consolidated into usable yard space; privacy fencing to enclose minimum side setbacks adjacent to a street is not permitted.
- Sidewalks. Fences and walls within three feet of a sidewalk shall not exceed 36 inches in height.
- Continuous vandal resistant, safety fencing shall be required along the railroad right of way to prevent pedestrian and bicycle access into the railroad right of way. Fencing shall be a minimum of 6 feet in height and shall be designed to comply with the Design Guidelines in Appendix A, Section A.4.3.1 and the "view fencing" in section A.7. Where homes are located closer than 50 feet to the railroad right of way, a solid fencing design constructed of masonry or metal must be utilized.

See Figure 6.2 for an illustration of wall and fencing regulations.

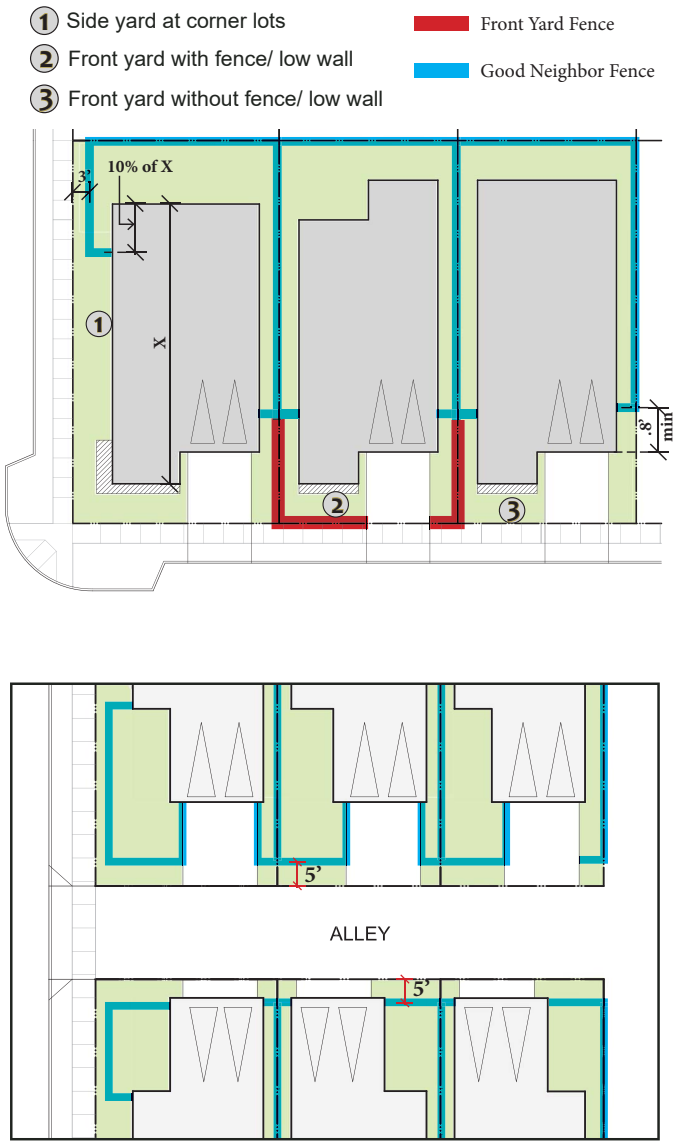


Figure 6.2: Fencing Regulations

6.8 Utility Regulations

All utility transformers and pedestals shall be located below ground in vaults to minimize their appearance in the community.

6.9 Resource Management Guidelines

The sustainability of a community depends on creating and maintaining its economic and environmental health. It is important that for communities to be successful, they develop principles and a collective vision for the future that applies an integrative approach to environmental, economic, and social goals. The WRSP aims to achieve a high level of sustainability incorporating a three-tier approach to sustainability through an effective management of resources at all levels of planning, design, and construction.

TIER 1 DESIGN GUIDELINES

The first tier involves using sustainable principles in community design and overall master planning. An integral relationship exists between how a community is planned and developed through its form, configuration, and use along with its capacity to meet its social, environmental, and economic needs. Community form, which represents the needs and priorities of the community, directly influences community capacity to sustain itself into the future. The sustainability design guidelines used in the overall planning of the WRSP Area include:

- Vehicle miles traveled should be reduced through the provision of a mixed-use community that accommodates a wide range of uses.
- A wide range of housing types should be provided that allow for varied housing opportunities.
- Non-vehicular circulation should be emphasized through the creation of compact, interconnected walkable blocks.
- A healthy lifestyle should be promoted through an integrated system of trails and pedestrian connections.
- Narrow street sections should be provided to reduce surface runoff and reduce urban heat island effect.
- Environmentally sensitive areas should be preserved where possible.
- Existing structures and materials at the NVRG should be reused where possible.
- Features such as electric charging stations and solar panels should be provided at key community destinations.
- Incorporate horizontal mixed-use into the community to create a walkable, pedestrian friendly community with less need for automobiles.
- If possible, accommodate a public transit stop centrally located near the core activity hub.

TIER 2 DESIGN GUIDELINES

The second tier involves a commitment to using sustainable green building techniques. The technology exists to create buildings that are smarter, more energy efficient, and healthier than those of the past. Homes and commercial buildings should be built incorporating the finest building and energy saving techniques available. The sustainable green building techniques that might be used in the built form include:

- Passive energy should be used to reduce dependency on mechanized energy systems.
- Recycled, refurbished or sustainability farmed building products should be incorporated.
- A lifecycle analysis should be used when choosing building materials.
- Homes and buildings should meet strict energy performance standards by incorporating ENERGY STAR compliant products such as appliances, building, heating and cooling, and lighting products in an effort to reduce greenhouse gas emissions.
- Reduce the energy consumption in homes by the use of energy efficient design and construction methods. These could include, but are not limited to:
    - High Performance Attics
    - High Performance Walls
    - High Performance HVAC Systems
    - High Performance Windows
    - Tankless Water heaters
    - Cooling Ventilation and house fans
- Consider incorporating a “cool roof” which reduces the amount of heat conducted to the building. This can be achieved by using highly reflective or “cool color” roofing products.
- Outdoor lighting should incorporate fixtures that produce light using light-emitting diodes (LEDs) which use at least 75 percent less energy than incandescent lighting.

- Residences and public/commercial buildings should be designed to accommodate electric vehicle charging stations.
- Incorporating signage on the sustainable design features on the build environment, specifically LEED certified buildings.
- Homebuilders providing buyers with a system option for the homes to include photovoltaic (solar) and solar water-heating systems. Being solar-ready may include:
    - Having a designated solar zone
    - Adequate electric capacity
    - Designated conduit and plumbing paths
- Commercial parking incorporating photovoltaic (solar) panels over the parking, or solar turbines located on the light poles to harvest energy.

TIER 3 DESIGN GUIDELINES

The third tier involves a commitment to sustainable landscape techniques. Projects shall incorporate The City of American Canyon Model Water Efficient Landscape Ordinance (MWELO) into the design (See Section 6.6.3 above). The desire to create community in accordance with green building principles influences the decisions regarding the landscape design, recreational programming, and physical layout of each development area. The sustainable landscape techniques that may be used include:

- Drought tolerant plants should be selected to reduce water consumption based upon:
    - Their adaptability to the natural conditions of the site.
    - Protection and preservation of native species and natural vegetation
    - Disease and pest resistance
    - Water-conserving plant and turf species
    - Selection of plants from the East Bay Municipal Water District's "Plants and Landscape for Summer-Dry Climates" as the primary reference.
- Plant materials should be selected that promote a diversity of flora and fauna.
- Recycled water for landscape should be considered to reduce the consumption and demand of potable water.
- Pursuant to Zoning Ordinance Chapter 19.22.040, the use of turf in new residential projects is limited to the rear yard.
- Low impact development principles should be implemented to reduce the impact of the development on the natural environment.
- Incorporate infiltration beds, swales, and basins into the design of a project to allow water to collect and soak into the ground, as required by local agency.
- Utilize pervious or porous surfaces (permeable pavers or blocks) to minimize runoff.
- Encourage the use of rain harvesting or catchment technologies (rain gardens, canisters, etc.)

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CHAPTER 7 - CIRCULATION

7.1 Introduction

The Watson Ranch Specific Plan (WRSP), consistent with the City of American Canyon's General Plan Circulation Element, incorporates an array of transportation modes. This is achieved by including a network designed for pedestrians, bicyclists, and motor vehicles. Streets are not only functional systems that allow vehicles to navigate smoothly and safely within the community, but they are also an important building block in creating a rich and vital pedestrian environment. The Circulation Plan (Figure 7.1) provides access to residential, educational, commercial, and recreational destinations. In addition, the circulation plan promotes "complete streets", a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. In doing so, the circulation plan provides a safe, functional, and pedestrian-friendly environment for residents and visitors of the WRSP Area community.

The WRSP Area is connected to the city on its western edge by Rio Del Mar East, which is proposed to be extended to serve as an east-west connector between Highway 29 and Newell Drive. From the southeast corner of the WSRP Area, Newell Drive is proposed to extend along the eastern edge of the WRSP Area, enabling a future northern connection of Newell Drive to SR 29 at Green Island Road. From a "roundabout" intersection connecting to the existing Newell Drive, the Newell Drive extension will continue to the north/northeast, while a small local road (Mallen Way) heads north connecting Rio Del Mar East and providing access to the hotel site.

In keeping with the General Plan goal of creating a well-connected community, the WRSP provides connections along its southern edge to Vintage Ranch. Respecting the existing development pattern of Vintage Ranch, connections are made to both existing Summerwood Drive and Rolling Hills Drive. The Rolling Hills Drive connection provides a connection to and from Vintage Ranch to Rio Del Mar East while Summerwood Drive connects the southern residential development parcels within the WRSP Area to Vintage Ranch. Complying with the American Canyon Fire Protection District, the WRSP Area will provide for two means of access during all phases of construction and at build-out.

The main circulation network within the WRSP Area is a modified grid with Rio Del Mar East forming the southern edge of the grid. The interconnected nature of the block pattern disperses traffic so that local streets are pleasant to live on and walk or bike along.

7.2 Goals, Objectives, and Policies

The following goals, objectives, and policies establish a framework to create a circulation network that considers the movement of pedestrians, bicyclists, and vehicles.

Goal 7A – Create a balanced transportation system that moves a variety of users through the community.

Objective 7.1 – Design pedestrian-friendly streets with appropriate traffic calming measures.

Policy 7.1.1 – Sidewalks within residential neighborhoods shall be a minimum of five feet wide.

Policy 7.1.2 – Standard crosswalks shall use accentuated markings, changes of material, pedestrian warning indicators, flashing bollards, flashing lane indicators and/or other flashing warning signs near parks, the NVRG, or major trail crossings.

Policy 7.1.3 – Bulb-outs shall be used at intersections subject to approval of the City of American Canyon and the American Canyon Fire Protection District.

Policy 7.1.4 – All streets, intersections, alleyways and other circulation improvements shall preserve public safety access throughout the WRSP Area.

Policy 7.1.5 – At-grade railroad crossings shall be subject to California Public Utility Commission (CPUC) jurisdiction.

Policy 7.1.6 – All improvements located with the SR 29 State right of way are subject to approval of an encroachment permit by the California State Department of Transportation (Caltrans).

Policy 7.1.7 – The "Tie-in" at Rio Del Mar East and SR 29 (see section 7.7 – Off-Site Improvements) is intended to be consistent with the Caltrans District 4 Bike Plan project referred to as –Nap-29-X12, which will add Class II bike lanes on SR 29 and implement signal/intersection improvements to support bicyclist left turns and movements through the intersection in general.

Goal 7B – Create a street network that enhances the sense of community.

Objective 7.2 – Design streets that are compatible with the character of their neighborhoods.

Policy 7.2.1 – In more-urban conditions, sidewalks may widen and become curb-adjacent. Tree wells with tree grates should be used in these situations.

Policy 7.2.2 – Use of alleyways is encouraged. Specific location of alleyways shall be reviewed and approved as a part of the tentative map and design permit entitlement process for individual neighborhoods.

Policy 7.2.3 – Modified Street sections reflected in the WRSP are approved for use; however, specific location and application will be subject to review and approval as part of subsequent tentative map and design permit entitlement processes.

Goal 7C – Create a pedestrian and bicycle trail network.

Objective 7.3 – Provide bicycle and pedestrian amenities throughout the WRSP Area.

Policy 7.3.1 – Short-term and long-term bicycle parking for non-residential uses shall be provided as required in the City of American Canyon Municipal Code, or as otherwise required in the WRSP.

Policy 7.3.2 – The Napa Valley Vine Trail and River to Ridge Trail segments within the WRSP Area shall incorporate street furniture, wayfinding signage, interpretive elements, high-visibility crossing treatments, and other amenities where appropriate.

Objective 7.4 – Increase connections through a network of trails, sidewalks, and bike facilities to promote walking and bicycling.

Policy 7.4.1 – The River to Ridge Trail shall be integrated into the WRSP Area along the south side of the Rio Del Mar East alignment fronting the Napa Valley Ruins & Gardens (NVRG) mixed use area, intersecting with the Napa Valley Vine Trail, fronting Newell Park and the Community Plaza/ Center, and connecting to Newell Drive.

Policy 7.4.2 – The River to Ridge Trail shall have an improved minimum width of 10 feet for the segment passing through the WRSP Area.

Policy 7.4.3 – The Napa Valley Vine Trail shall be aligned generally along the PG&E gas line easement running north to south through the WRSP Area.

Policy 7.4.4 – The Napa Valley Vine Trail shall have a minimum improved width of 12 feet for the segment within the WRSP Area.

Policy 7.4.5 - Class IV bikeways (cycle tracks) may be implemented along Newell Drive and Rio Del Mar East in lieu of class II bike lanes.

Policy 7.4.6 – An area-wide looped trail system in the WRSP Area shall be established through multiple secondary trail and sidewalk loops provided along open space areas and through neighborhoods.

Objective 7.5 – Promote safety and security on all trail networks.

Policy 7.5.1 – Posting of rules related to bicycle speed limits and trail use etiquette shall be provided along the trail system.

Policy 7.5.2 – When provided, lighting on multi-use trails shall be downward facing.

Goal 7D – Integrate and connect to regional public transportation.

Objective 7.6 – Provide connections to regional networks for a variety of transportation modes.

Policy 7.6.1 – Transit stops shall be provided at key destinations within the WRSP Area.

Goal 7E – Design "Complete Streets."

Objective 7.7 – Develop a street hierarchy and street system design that considers all potential users and establishes a Complete Streets network in the WRSP Area.

Policy 7.7.1 – Street design shall be consistent with Resolution 2012-72, "Complete Streets Policy of the City of American Canyon."

Policy 7.7.2 – Class II bike lanes (delineated by on-street striping) shall be provided on all arterial and collector level streets throughout the WRSP Area except where Class I or Class IV bikeways are provided.

Policy 7.7.3 – Sidewalks shall be provided on at least one side of all streets.

Policy 7.7.4 – Approaches to signalized intersections should include bicycle detection devices that are operational and properly marked.

Policy 7.7.5 – Safety and access for bicyclists should be improved at at-grade railroad crossings by providing appropriate enhancements such as proper track structure, safe crossing angles, track fillers, lighting, and adequate warning and guidance information, among other features.

Policy 7.7.6 – Street design shall be consistent with the Circulation Element. Modifications not approved as part of this Specific Plan (see Section 7.3) shall be subject to review and approval through the tentative map and design permit approval process.

Goal 7F – Provide an open street network with connectivity to adjoining neighborhoods.

Objective 7.8 – Wherever possible, local street connections to adjoining neighborhoods should be made to provide local access to the Napa Valley Ruins and Gardens (NVRG) Area.

Policy 7.8.1 – Rolling Hills Drive shall be connected as a local street to Rio Del Mar East. Where necessary, traffic calming features shall be utilized to avoid "cut-through" traffic.

Policy 7.8.2 – Preserve the potential for the City to achieve a future at-grade crossing connection at the terminus of South Napa Junction Road until such time the City has completely abandoned the option as a secondary access into the NVRG.

7.3 Street Sections

This section describes the range of street classifications that make up the components of the overall circulation system. The Circulation Plan (Figure 7.1) delineates the location of the backbone street layout for the WRSP Area. The backbone circulation plan shows the general alignment of the primary streets. The locations of local streets and smaller streets will be determined at time of tentative map approval. Final street layouts may vary from street configurations illustrated below in this section, and may be determined at time of tentative map approval. The street sections described below include a series of "modified" street sections that are permissible to use within the WRSP Area.

In keeping with the sustainability goals of the WRSP, Low impact Development (LID) techniques may be used to reduce impacts of development on the natural environment. To meet this goal, planting strips or landscape medians may be used to treat stormwater runoff. The use of parkway strips or medians to treat stormwater may help in meeting the City's MS4 Permit requirements, which is the regulatory framework to address appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address pollutant discharges and prevent increases in runoff flows.

In the following Street Section Graphics certain text may be abbreviated to fit graphically. These are:

- FOC delineates Face of Curb Dimensions
- BOC delineates Back of Curb Dimensions
- ROW delineates the Right of Way

Street sections illustrated represent the range of proposed streets within the WRSP Area. Specific locations and dimensions may be further refined or modified through the tentative map process (See Policy 7.7.6).

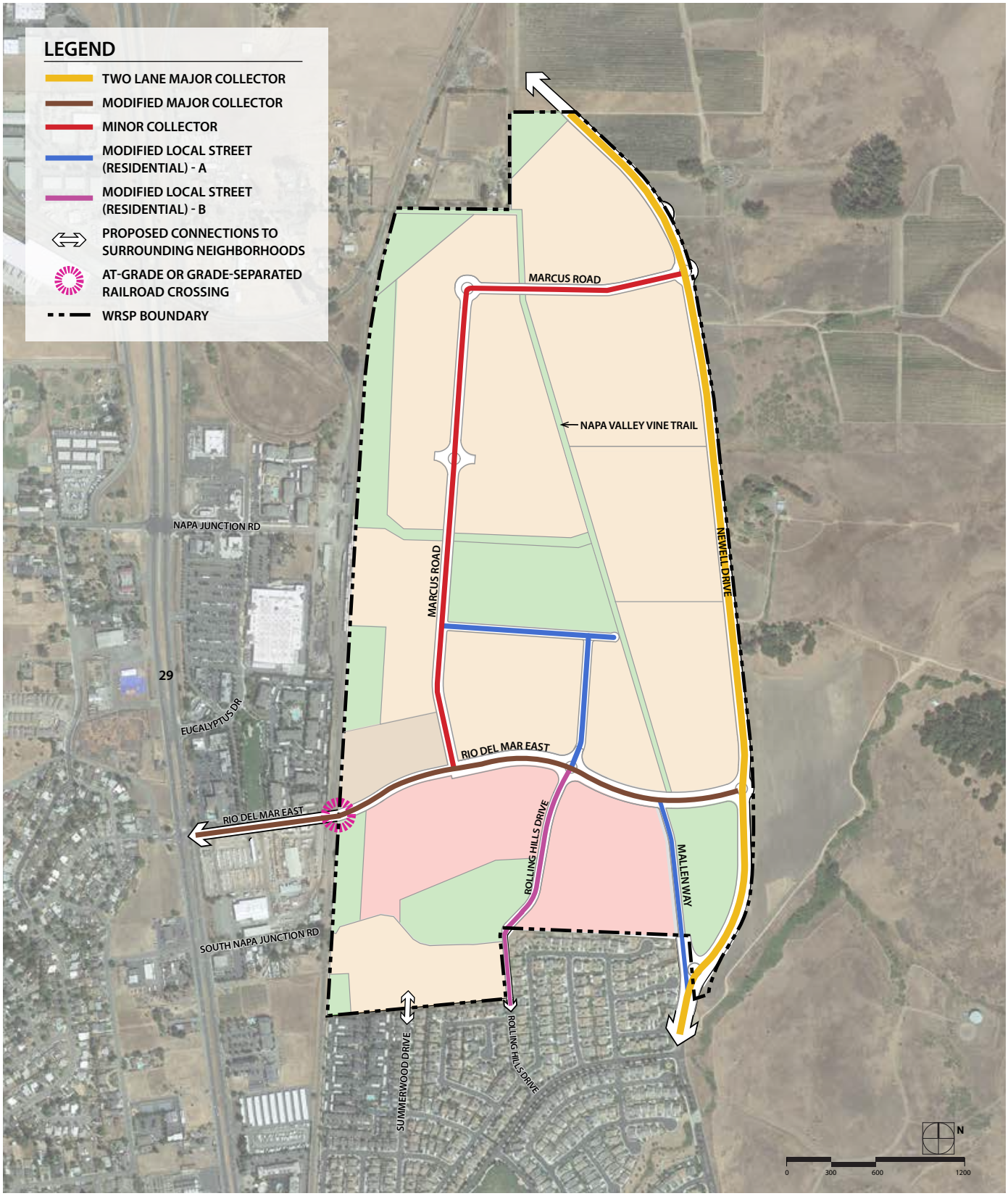


Figure 7.1: Circulation Plan

7.3.1 TWO LANE MAJOR COLLECTOR (NEWELL DRIVE)

This major collector consists of two 12-foot-wide lanes of travel, a 14-foot-wide median, 5-foot-wide Class II bike lanes, 8-foot-wide parkways, and 8-foot-wide sidewalks.

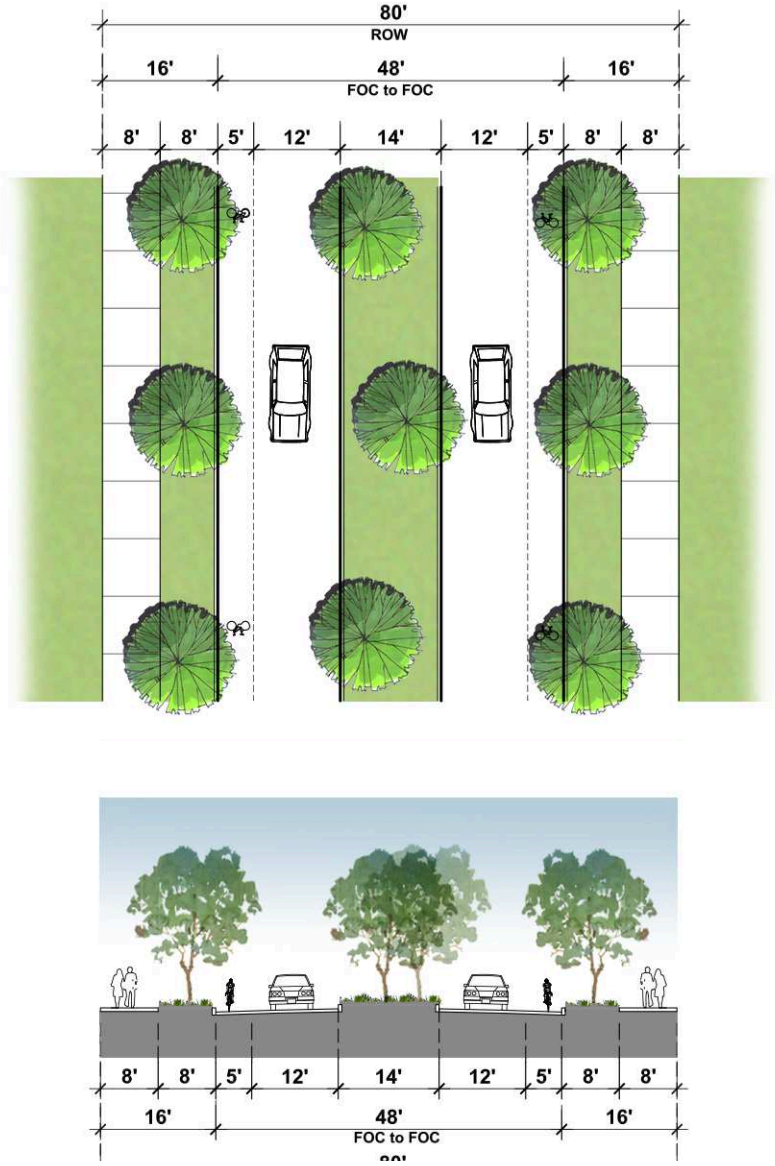


Figure 7.3.1: Two Lane Major Collector (Newell Drive)
Subject to modification

7.3.2 MODIFIED MAJOR COLLECTOR

This two lane modified collector is proposed as an east-west extension from the existing Rio Del Mar linking to the extension of Newell Drive. The modified major collector street consists of a 69.5-foot-wide road section within a 108.5-foot-wide right-of-way. The paved section will accommodate two 12-foot-wide travel lanes and a 14-foot-wide median that accommodates turn lanes. The roadway has a vertical curb and gutter, and curb returns have a 20-foot radius. On the north side, there is a 5-foot-wide on-street Class II bike lane and 8-foot-wide parking bays. Diagonal parking is provided on the south side along the frontage of the NVRG. Alternately, “back-in” diagonal parking may be considered along the NVRG frontage. An 8-foot-wide sidewalk is provided on the north side of the street and separated from the travel lanes by an 8-foot-wide parkway strip. The River to Ridge Trail runs along the south side of the road as a 12-foot-wide multi-purpose trail for pedestrians and bicycles, separated from the parking areas by a minimum 8-foot-wide parkway strip. Where this street runs along the NVRG, the paving may extend to the curb, thus eliminating the parkway strip and forming more of a promenade atmosphere with street trees in tree grates. (See Figure 7.3.2a and Figure 7.3.2b. Note that

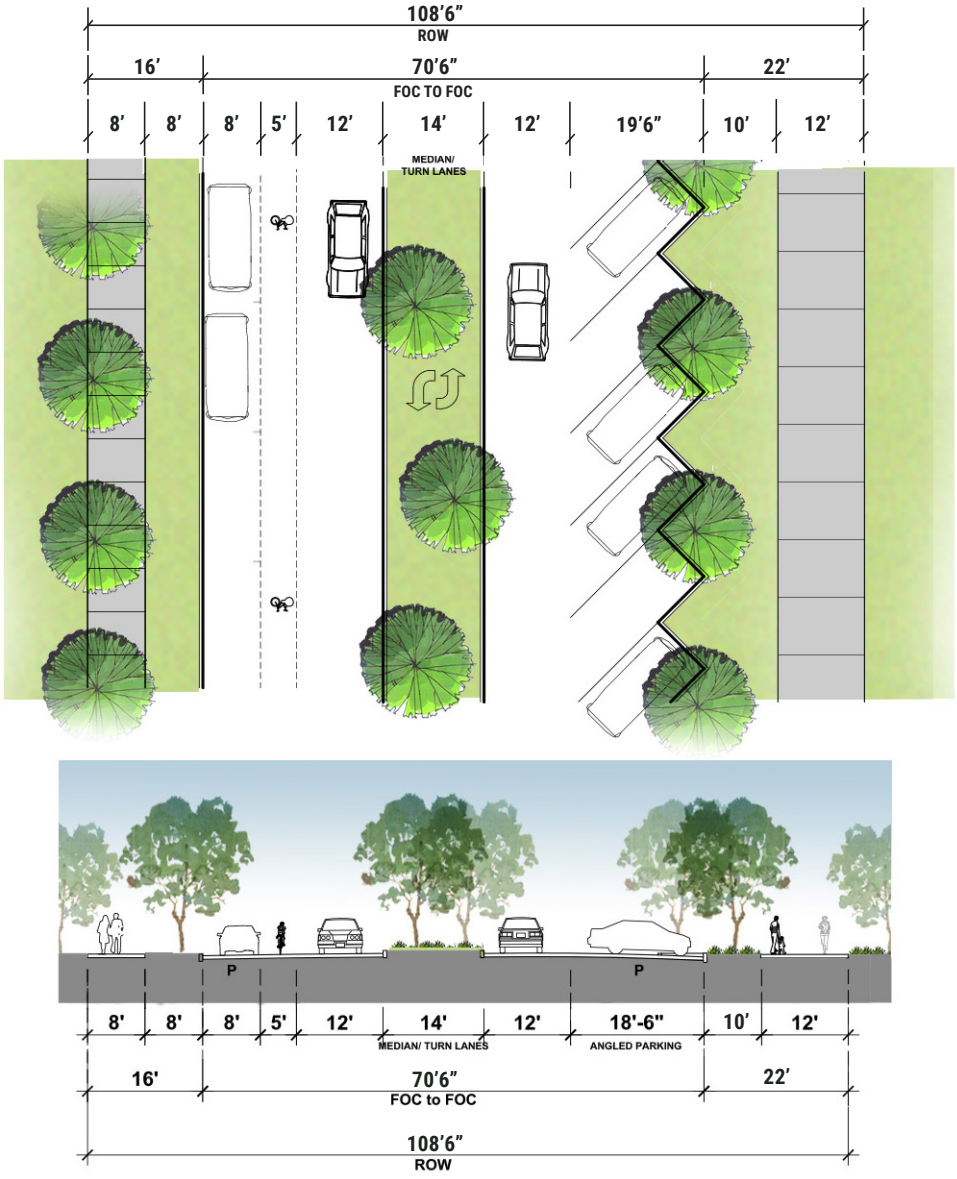


Figure 7.3.2a: Modified Collector (Rio Del Mar extension - in front of NVRG)
Subject to modification

these figures represent typical street configurations; they are not indicative of the ultimate configuration of approved or future-approved modified major collector roadways such as Rio Del Mar East.)

Along the western edge of the site, Rio Del Mar East crosses the existing railroad. The Rio Del Mar East railroad crossing will be an at-grade or grade-separated crossing. Parking bays are eliminated for this portion of the roadway. Along the western edge of the site where not adjacent to the NVRG, the diagonal parking will become parallel spaces.

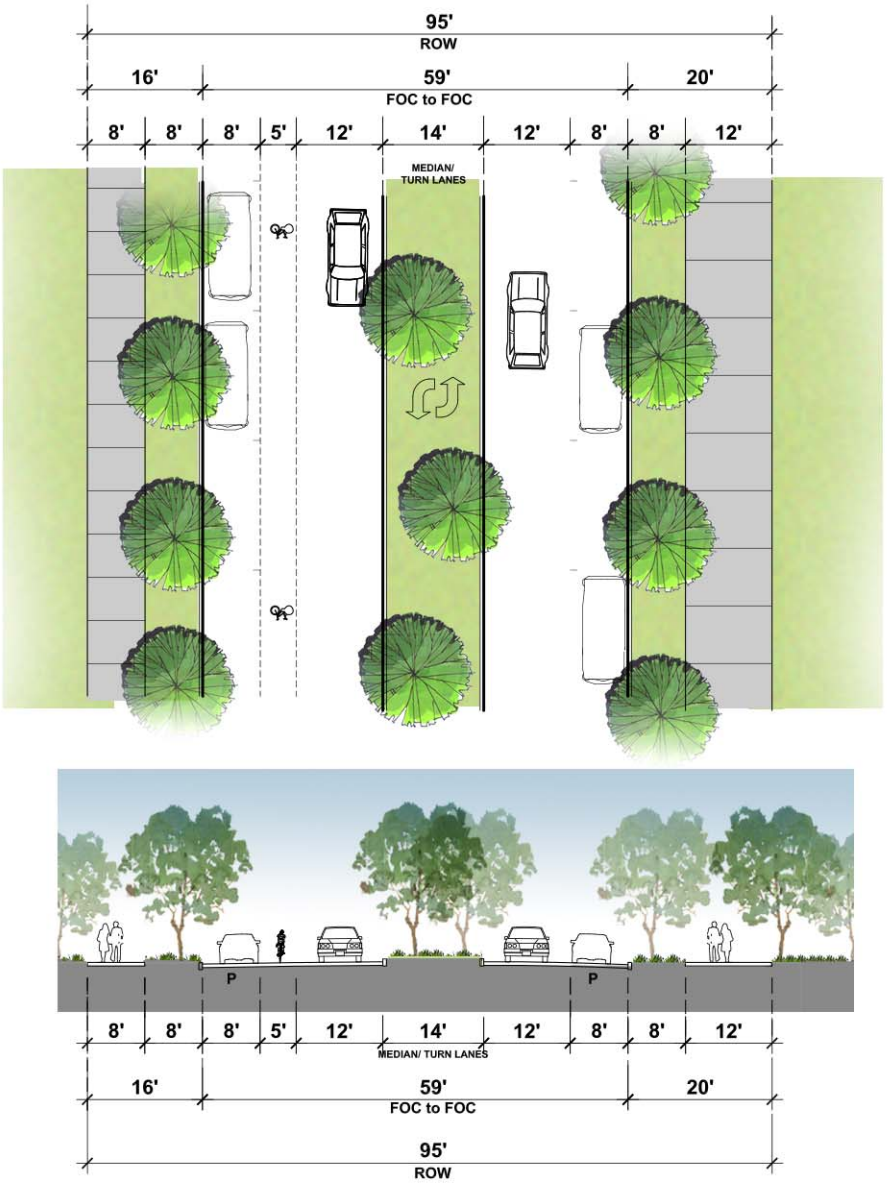


Figure 7.3.2b: Modified Collector (Rio Del Mar extension - from Napa Valley Vine Trail crossing to Newell Drive)
Subject to modification

Figure 7.3.2c shows the conceptual at-grade crossing for Rio Del Mar East, and Figure 7.3.2d shows the grade-separated concept. Figure 7.3.2e shows the conceptual layout for the off-site portion of Rio Del Mar East from the western property boundary to SR 29. Lane configurations and alignments are conceptual and will be refined at the time of final design.

Rio Del Mar East railroad crossing at grade or grade separated is subject to C.P.U.C. approval. Figure 7.3.2c and 7.3.2d are conceptual only and may be subject to change.

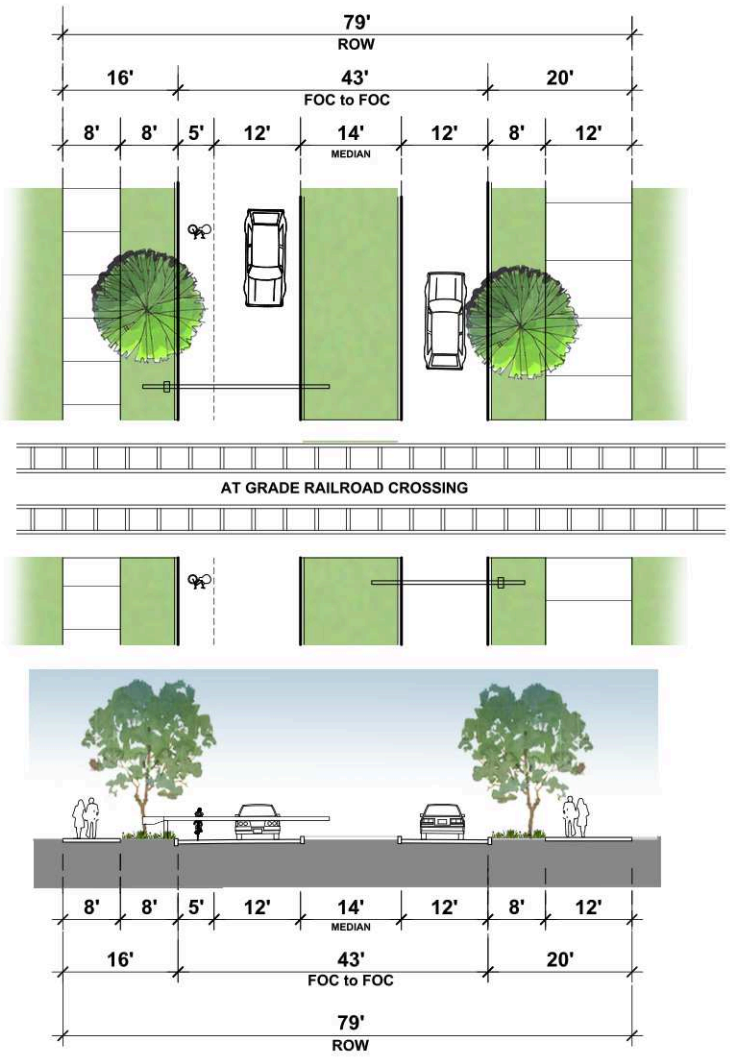


Figure 7.3.2c: Modified Collector (Rio Del Mar extension - at grade crossing)

Final grade crossing design is subject to C.P.U.C. approval and must meet C.P.U.C. regulations for vehicular, bicycle and pedestrian safety crossing features. Figure 7.3.2c is conceptual only and may be subject to change.

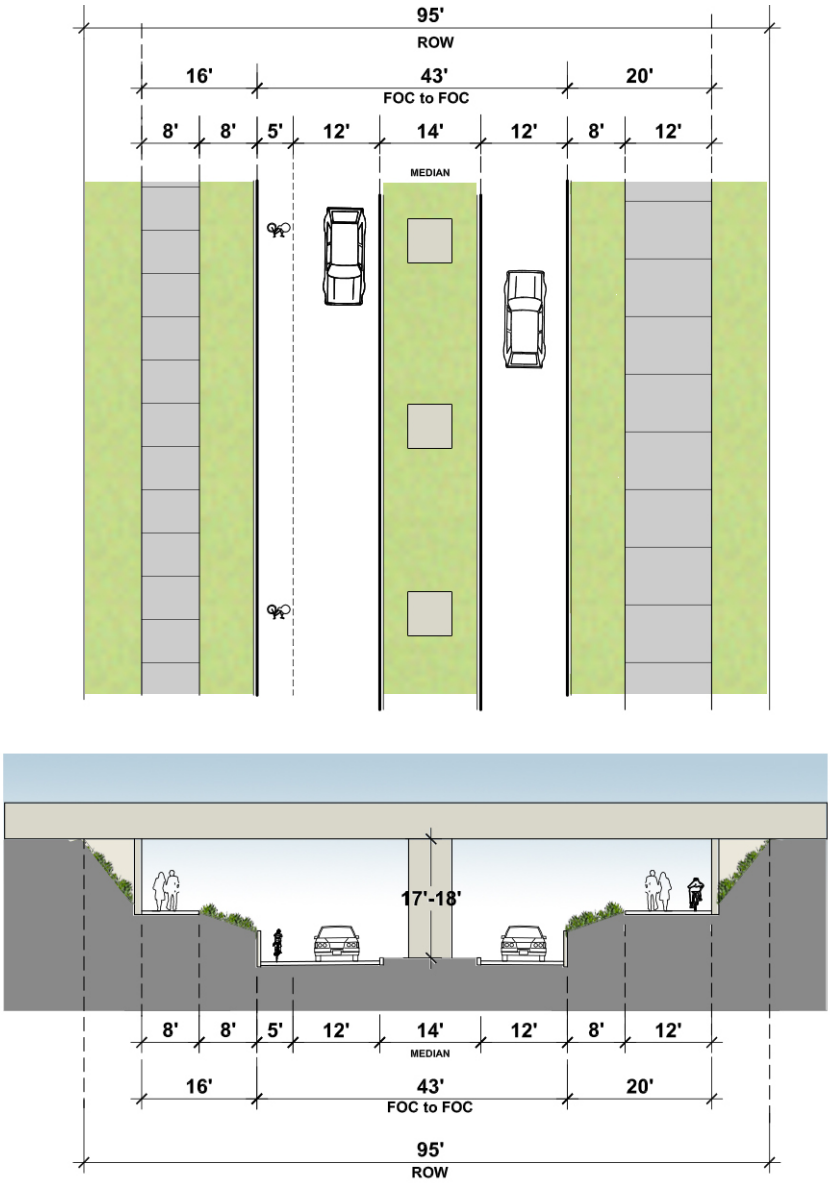


Figure 7.3.2d: Modified Collector (Rio Del Mar extension - RR underpass)

Final railroad crossing is subject to C.P.U.C. approval and must meet C.P.U.C. regulations for vehicular, bicycle and pedestrian safety crossing features. Figure 7.3.2d is conceptual only and may be subject to change.

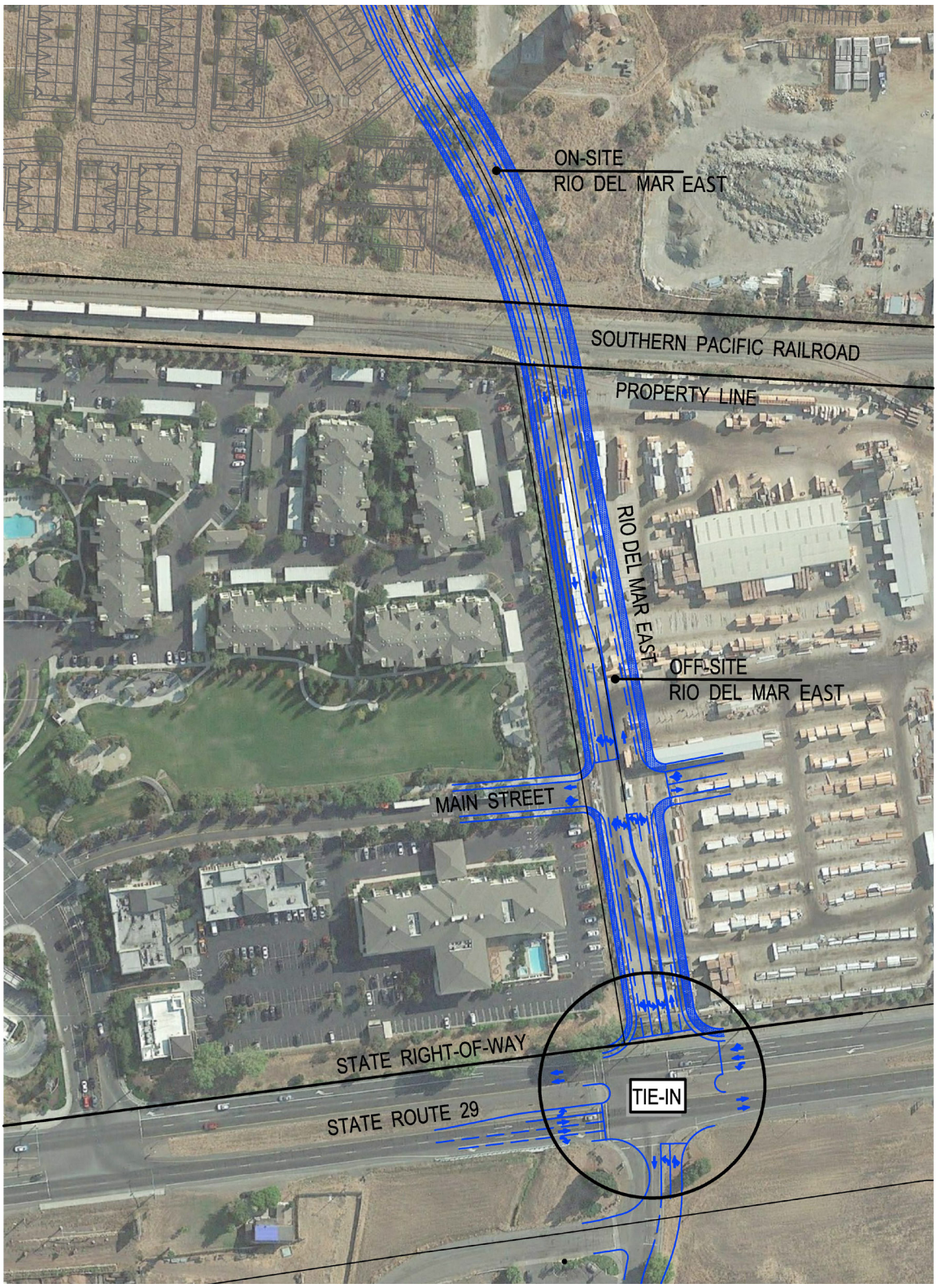


Figure 7.3.2e: Modified Collector (Rio Del Mar extension - from SR 29 to western property boundary)
Subject to modification

7.3.3 MINOR COLLECTOR

Marcus Road is a proposed two lane Minor Collector providing a primary connection through the project area. Marcus Road runs northward from Rio Del Mar East and then curves eastward to a terminus at Newell Drive.

The standard Minor Collector street section consists of a 50-foot wide road section within a 74-foot wide right-of-way. The paved section will accommodate two 12-foot-wide travel lanes, 5-foot wide on-street bike lanes, and 8-foot-wide parking bays on either side. The roadway has a vertical curb and gutter and curb returns have a 20-foot radius.

Six-foot-wide sidewalks are provided on both sides of the minor collector and are each separated from travel lanes by a 6-foot-wide parkway strip. Where the parkway strip might be utilized for stormwater treatment, an increase in width may be necessary.

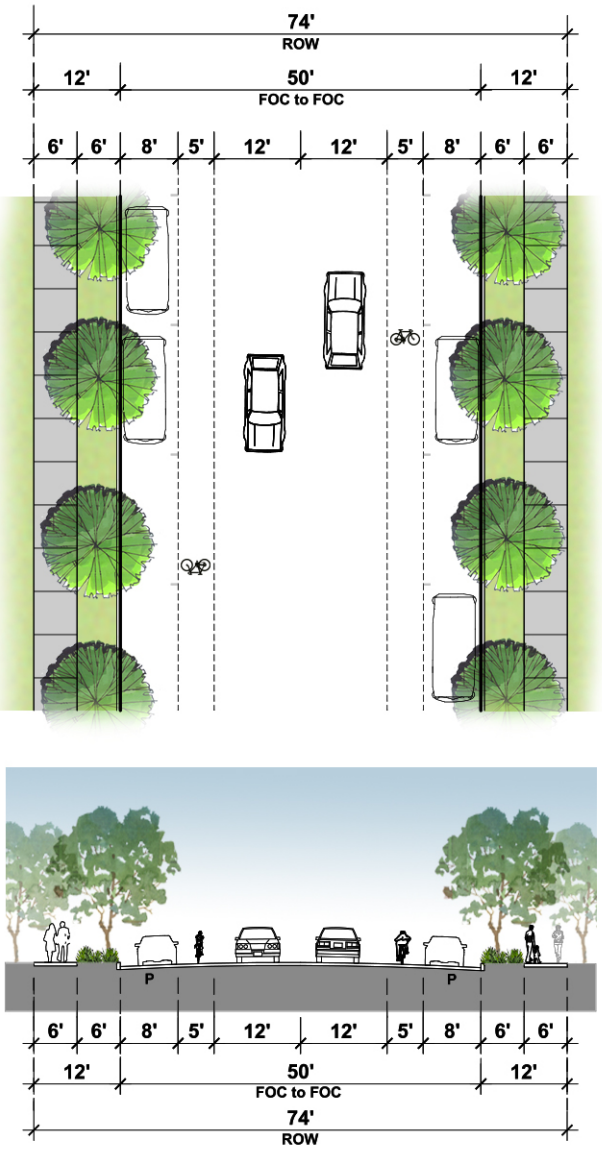


Figure 7.3.3: Minor Collector
Subject to modification

7.3.4 LOCAL STREETS (RESIDENTIAL)

The Local Street (Residential) classification consists of a 40-foot-wide road section within a 64-foot-wide right-of-way. The paved section can accommodate two travel lanes and on-street parking on both sides.

The roadway has a vertical curb and gutter, and curb returns have a 20-foot radius. 6-foot-wide sidewalks provided on both sides and are separated from parking areas by a 6-foot-wide parkway strip.

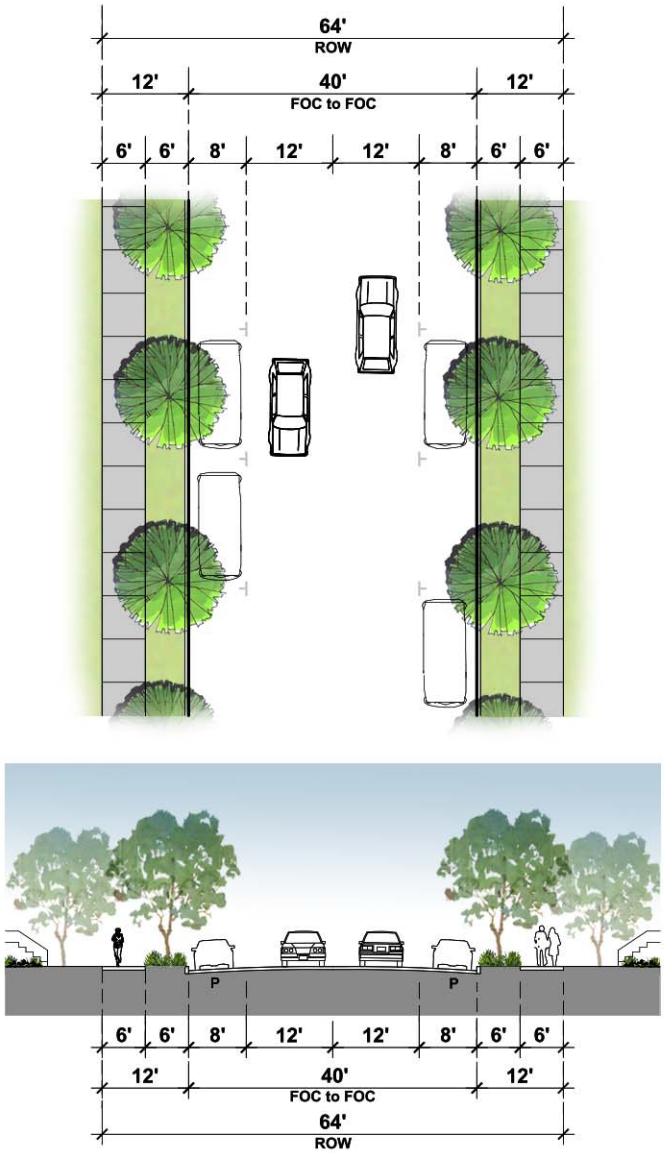


Figure 7.3.4: Local Streets (Residential)
Subject to modification

7.3.5 MODIFIED LOCAL STREET (RESIDENTIAL) - A

The Modified Local Street (Residential) - A is a street that is unique to the WRSP Area and provides access within residential neighborhoods. This street has a 36-foot-wide paved section within a 58-foot-wide right-of-way. The paved section accommodates two travel lanes with on-street parking on both sides.

The roadway has a vertical curb and gutter, and curb returns have a 20-foot radius. 5-foot-wide sidewalks are provided on both sides and are separated from the parking areas by a 6-foot-wide parkway strip.

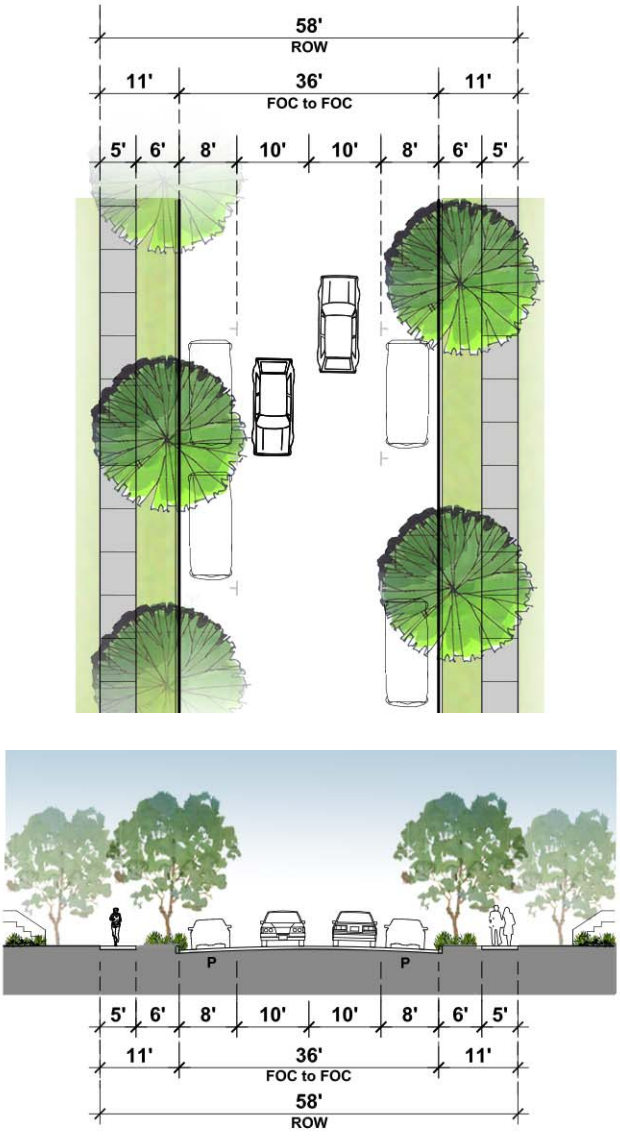


Figure 7.3.5: Modified Local Street (Residential) - A
Subject to modification

7.3.6 MODIFIED LOCAL STREET (RESIDENTIAL) - B

The Modified Local Street (Residential) - B is a street that is unique to the WRSP Area and provides connection from development parcels along the Southern boundary to Vintage Ranch and from Vintage Ranch to Rio Del Mar East. The street has a 32-foot-wide paved section within a 58-foot-wide right-of-way. The paved section accommodates two travels lanes with on-street parking on one side.

A 10-foot wide sidewalk is provided on one side separated from the travel lane by a 6-foot wide parkway strip. A 10-foot wide landscape parkway is provided opposite the side containing the 10-foot sidewalk.

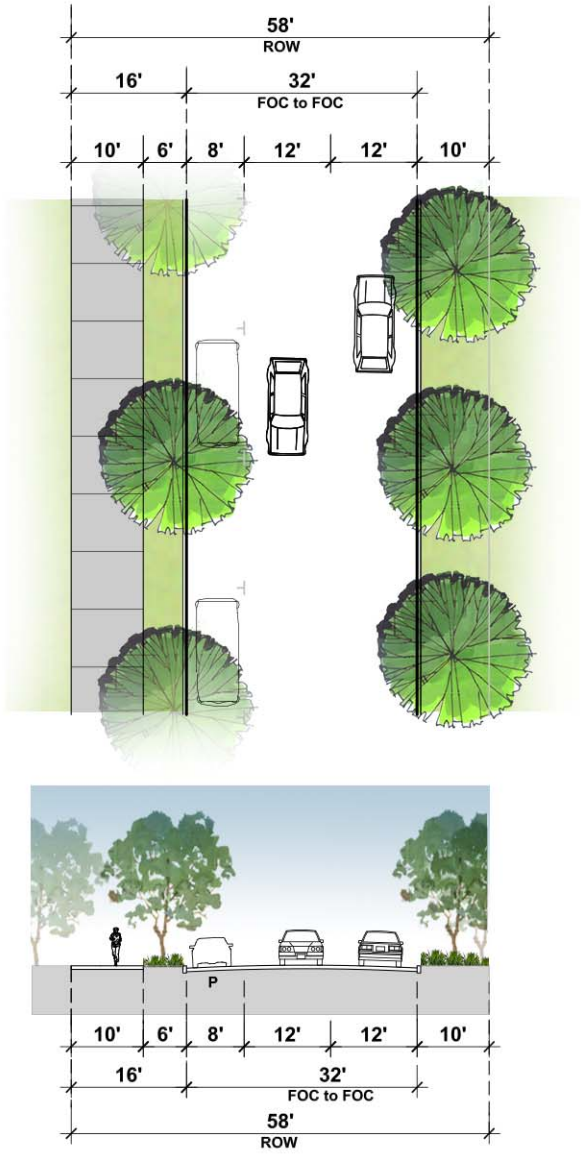


Figure 7.3.6: Modified Local Street (Residential) - B
Subject to modification

7.3.7 CUL-DE-SAC

The cul-de-sac is utilized at the end of a residential street primarily to serve as a turnaround.

The bulb of the cul-de-sac is located in a right-of-way which is 114-feet wide in diameter. The paved driving surface is 90-feet wide in diameter. The curb radius to the connecting neighborhood street is 17-feet. No parking is permitted within the cul-de-sac. A 6-foot-wide sidewalk that is separated by a 6-foot-wide planting strip is provided.

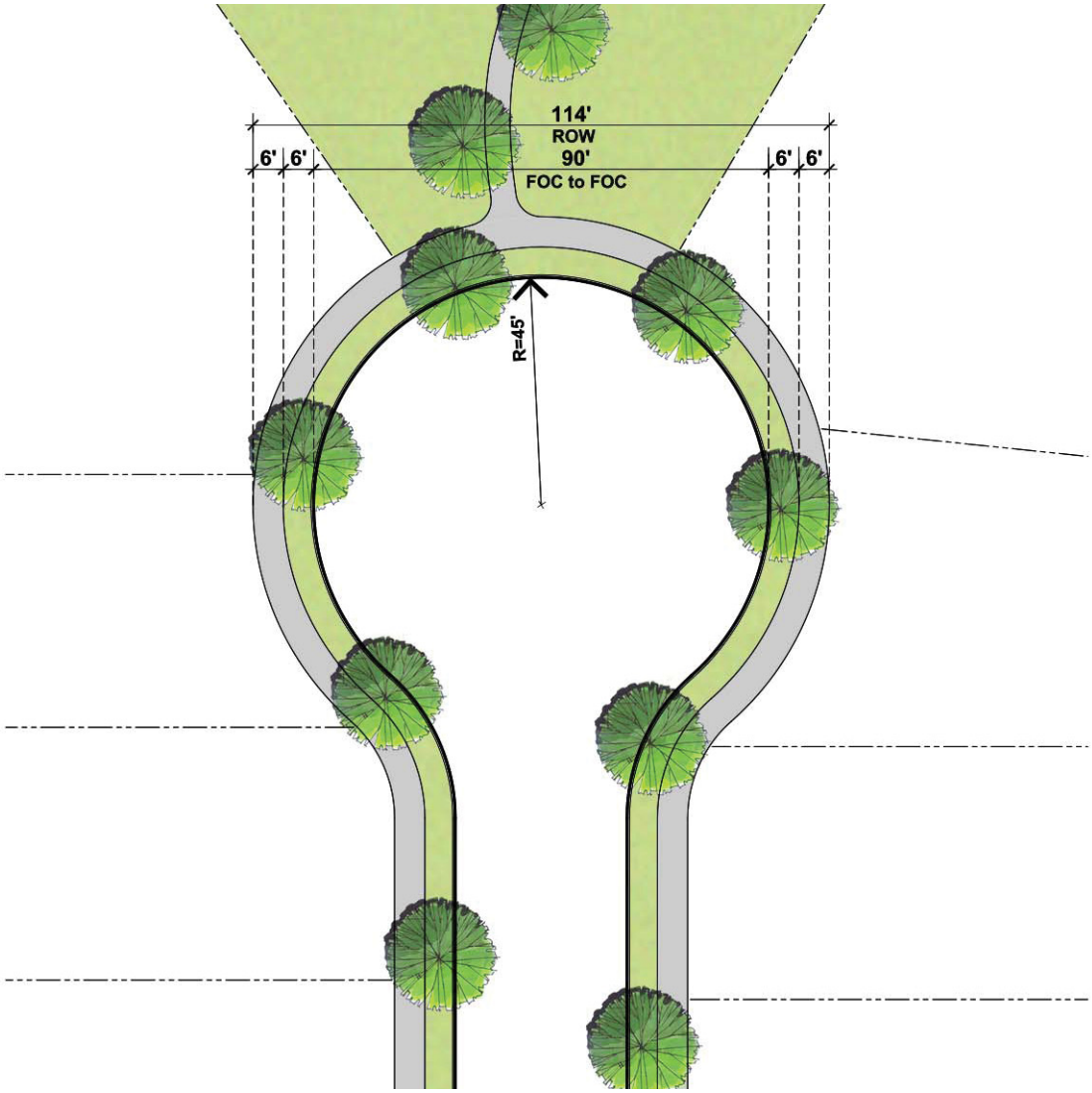


Figure 7.3.7: Cul-de-sac
Subject to modification

7.3.8 RESIDENTIAL ALLEY

Alleys are generally located behind residential lots, providing service access and resident vehicular access to garages. Alleys have a minimum travel way width of 20 feet within an access easement or right-of-way. Garage doors must be set back a minimum of 14 feet from the centerline of the paved surface. No resident or guest parking is allowed within the alley except in designated parking spaces or full length driveway aprons. Alleys are encouraged to be used extensively to minimize the garage dominant streetscape and encourage pedestrian/bicycle activity.

Points of access and certain segments may vary from this minimum standard to accommodate public safety vehicles and garbage trucks.

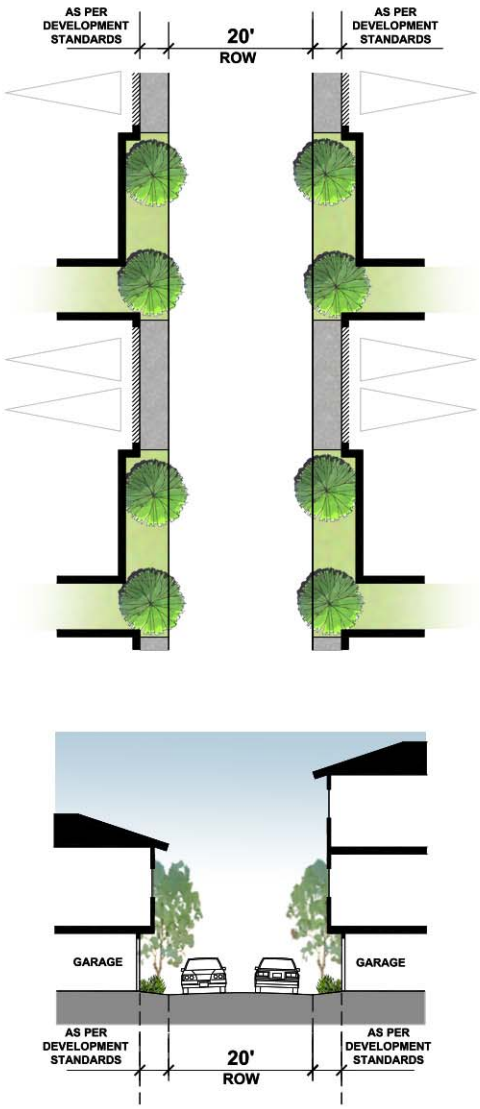


Figure 7.3.8: Residential Alley
Subject to modification

7.4 Traffic Calming

The Institute of Transportation Engineers defines traffic calming as “Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.” To promote walkability and to provide a safe pedestrian travel route within the community, various traffic calming measures could be adopted. The WRSP implements bulb-outs at intersections and narrowing at important pedestrian/vehicular intersection points, such as mid-block crossings for trail crossings, as shown in Figure 7.4.

In addition, the following traffic calming measures may also be considered, and their review and approval will be considered at tentative map review.

1. Vertical Deflection (Speed Humps; Speed Tables; Raised Intersections) Small changes in elevation can be used to slow vehicles. A speed hump is typically 12-14 feet in length and a height less than 4 inches, while a speed table is at least 22 feet in length rising up to 6 inches, with a flat central area at least 10 feet in length. Speed humps and tables work well in residential neighborhoods and are often used in series. Speed tables are sometimes used at midblock pedestrian crossings, with the crosswalk located across the flat area. Speed humps and speed tables are not used near intersections; rather, the entire intersection may be raised, with bollards to delineate sidewalks and pedestrian zones, making the entire intersection pedestrian-friendly. Special modifications must be made for drainage in the case of vertical deflections. Vertical deflections are not preferred on streets with significant (>8%) grade.
2. Horizontal Shifts (Traffic Circles; Chicanes) Traffic circles are raised islands installed at intersections of local or collector streets with one lane each direction entering the intersection; they should be adequately sized and configured to accommodate turning conditions for large vehicles such as buses or trucks. Chicanes are a series of at least three alternating curb extensions used at midblock locations only. Careful design must ensure that speeding cannot occur by drivers cutting straight paths across the center line. Chicanes can be created using on-street parking, but are often difficult to design due to driveway access. Horizontal shifts are sometimes preferred by emergency response teams over vertical deflections, and can provide opportunities for landscaping.
3. Other (Change in Material / Texture; Pedestrian Actuated Signals) Stamped asphalt, brick pavers, and rumble strips can be used to capture the attention of motorists. They are successfully used in conjunction with crosswalks or raised intersections / speed tables, and provide additional emphasis to mixed-use or commercial areas where there is also an increase in pedestrian activity. For especially dangerous geometries or high-volume / high-speed roads, pedestrian-actuated signals with flashers can be used at intersections or at mid-block locations.

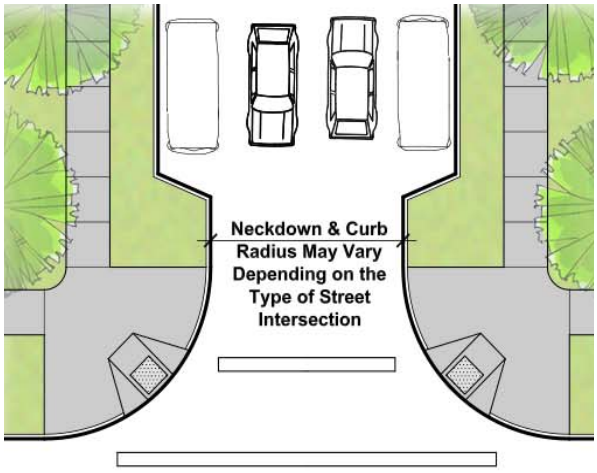


Figure 7.4: Intersection Neckdown/Bulb-out
Subject to modification

7.5 Pedestrian and Bike Circulation

The pedestrian and bikeway network is an important component in ensuring connectivity and promoting non-vehicular travel within the WRSP Area. The network has been designed as a truly integral part of the community, providing easy and efficient access to the NVRG, parks, and other amenities. This network of bicycle, multi-purpose trail, sidewalk and paseo connections within the community links neighborhoods together and provides connections to surrounding areas. The WRSP Area is locally and regionally connected to the rest of the City of American Canyon by the crossing of two regional trails. Pedestrian connection opportunities are provided to adjacent uses and allow for easy access into the regional trail and bicycle network that is currently existing or planned in the City. Figure 7.5 illustrates the proposed bike and pedestrian circulation system.

7.5.1 SIDEWALKS

Sidewalks form day-to-day linkages throughout the community. All streets within the WRSP Area will have sidewalks on at least on one side of the street. The character of the sidewalks should reflect the adjacent land use. For example, sidewalks within residential neighborhoods will be a minimum of 5 feet wide and separated from the street by a landscaped parkway strip. In locations where a more-urban character is desired such as in front of row town homes, or adjacent to retail or commercial uses, sidewalks may widen and become curb-adjacent with street trees located in tree grates. This flexibility will create projects where the pedestrian experience responds to its context.

7.5.2 PEDESTRIAN PATHS AND BIKEWAYS

Pedestrian and bicycle circulation forms the backbone of the WRSP. This network creates linkages to all portions of the WRSP Area as well as connection opportunities to the regional trail system. The proposed pedestrian and bicycle network contains the following components:

Community Trails System – The Community Trails network system provides safe and convenient access to parks, natural open spaces, neighborhoods, the NVRG, and regional trails. The Community Trails system is comprised of a series of trails that provide different experiences within the WRSP Area. Loops provide route choices to destinations, offer differing experiences along their alignments and allow users to fit a route to the time they have available and their recreational needs. The primary Community Trail systems within the WRSP Area are:

Napa Valley Vine Trail - The Napa Valley Vine Trail is a proposed major regional multi-use trail from Calistoga to Vallejo. A portion of this proposed trail route passes through the WRSP Area thus providing a valuable regional non-motorized connection. The proposed route runs north-south along the entire length of the property. Portions of the Vine Trial utilize the existing gas easement line that traverses the WRSP Area. Other local community trails will connect to the Napa Valley Vine Trail thus providing opportunities for various loops within and outside the WRSP Area. Figure 7.6 shows the Napa Valley Vine Trail section.

River to Ridge Trail – The River to Ridge Trail is the proposed trail connecting the western part of the City to the open space areas to the east of Newell Drive. The multi-use trail will connect to the WRSP Area at its western boundary on Rio Del Mar East and traverse east-west through the entire width of the site. The trail will provide connections to the NVRG, Newell Park, the Napa Valley Vine Trail, and local multi-use trails. Figure 7.7 shows the River to Ridge Trail alignment.

Multi-Use Trails – In addition to the regional trail systems the WRSP Area also has a network of multi-use trails that connect various open space and community gathering spaces. The multi-use trails run along the western edge of the WRSP Area linking dual use basins, wetlands, parks, and other destinations within the WRSP Area. Refer to Figure 7.8 and Figure 7.9 for multi-use trail alignments.

Class II Bike Lanes – Major streets within the WRSP Area have Class II bikes lanes. Class II bike lanes are designated 5-foot-wide (minimum) on-street bike lanes demarcated with a solid white stripe, allowing for a safe and unrestricted passage for bicyclists.

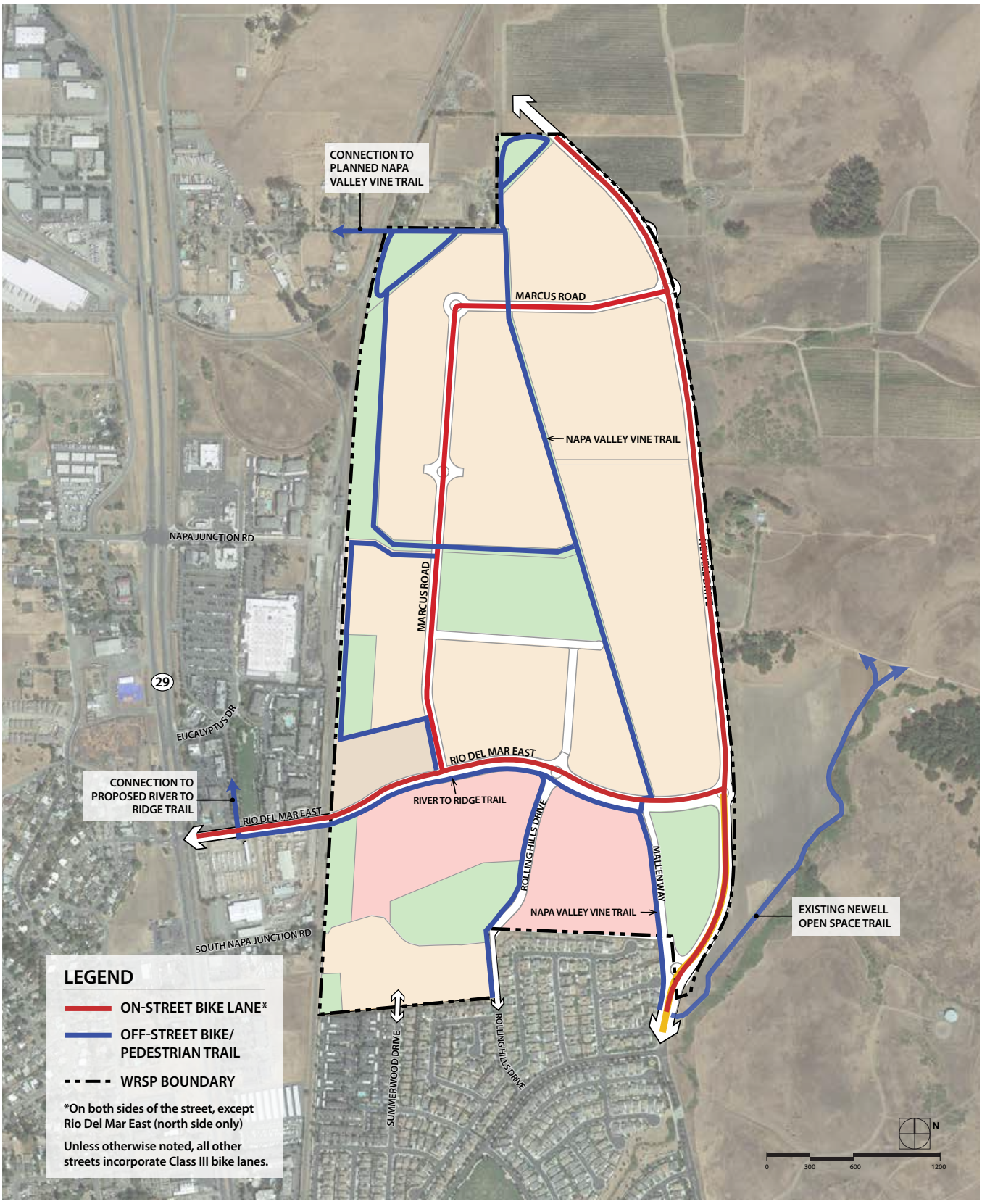


Figure 7.5: Pedestrian and Bicycle Circulation

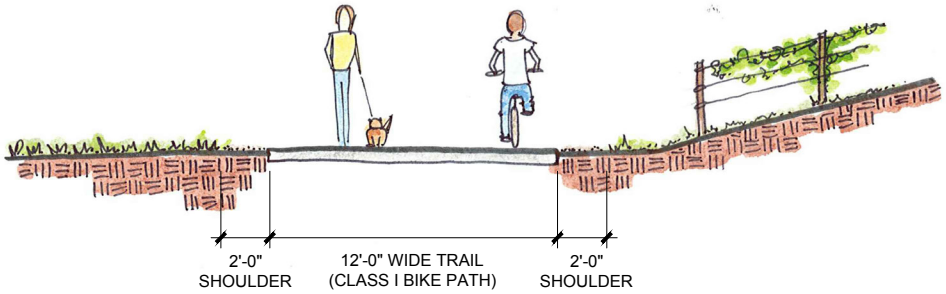


Figure 7.6: Napa Valley Vine Trail Section
Subject to modification

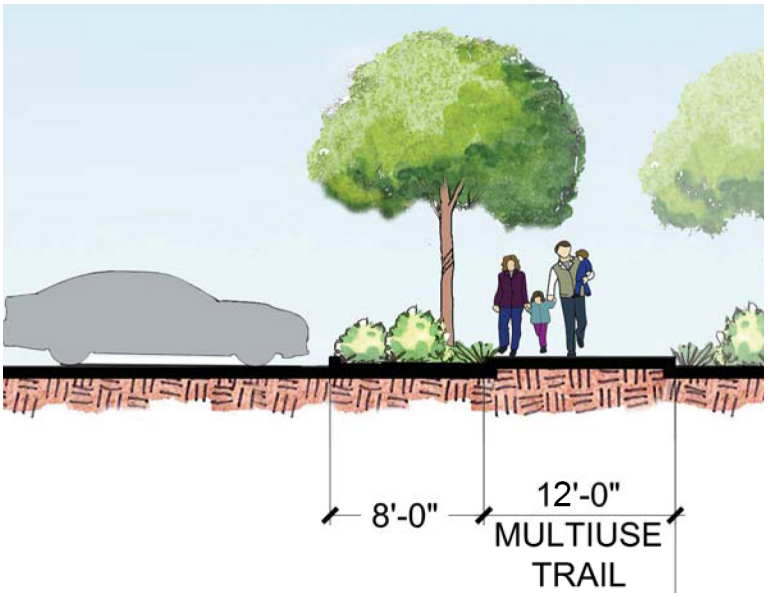


Figure 7.7: River to Ridge Trail Section
Subject to modification

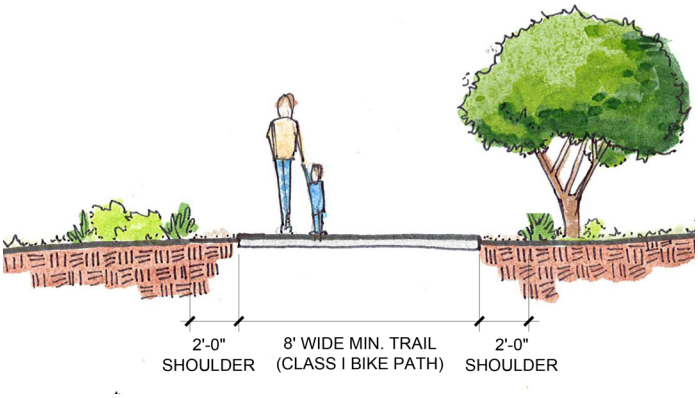


Figure 7.8: Multi-Use Trail Section
Subject to modification

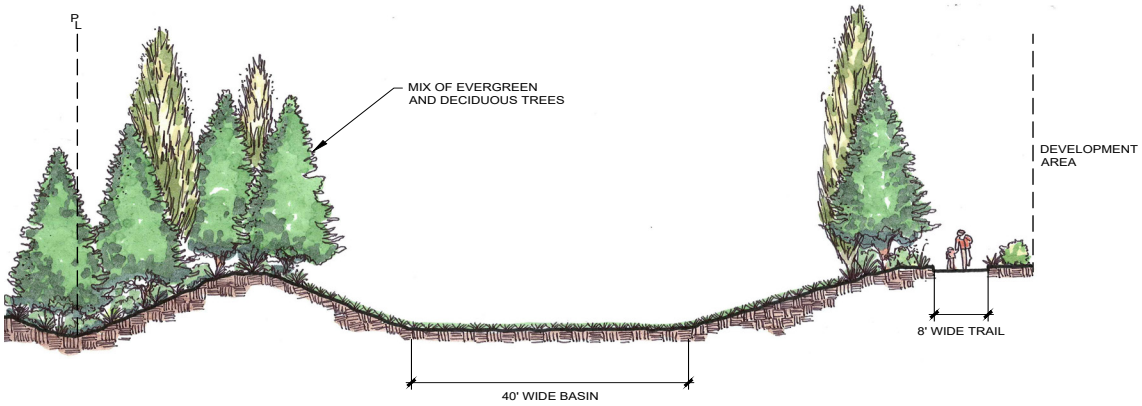


Figure 7.9: Multi-Use Trail Section along Detention Basins
Subject to modification

7.6 Public Transit

American Canyon Transit (ACT) provides a deviated fixed route bus service aimed at getting local residents to shopping and healthcare facilities within American Canyon. ACT also connects to the Napa VINE Routes 11 and 29 allowing American Canyon residents and visitors to travel to Napa, Vallejo, the Vallejo Ferry and even BART in the East Bay. The VINE system serves all the cities in the Napa Valley and connects with SolTrans, Sonoma County Transit, Petaluma Transit, Lake County Transit, BART, the Vallejo Ferry, Amtrak, and Greyhound.

While the WRSP Area is not currently served by ACT, there is the potential for the extension of routes to include key destinations within the WRSP Area. Potential transit stops within the WRSP Area could be located in proximity to the NVRG, hotel site, Newell Park, and the Community Center. To preserve this potential opportunity, the major roads within the WRSP Area are based on the City of American Canyon's street standards and have sufficient lane widths and right-of-way to accommodate transit service and transit stops. Potential future routes could include extending existing bus routes or new routes through the WRSP Area on Rio Del Mar East and/or along Newell Drive. Figure 7.10 shows possible future bus routes and potential transit stop locations.

As noted in Section 1.3.4 of the WRSP, the WRSP Area is proximal to the Broadway District Specific Plan (BDSP) Area, which is a Priority Development Area (PDA) as designated by the Association of Bay Area Governments (ABAG) and Bay Area communities as areas for new growth. PDAs are considered foundational for sustainable regional growth and Plan Bay Area. PDAs emphasize housing near transit. The WRSP represents an extension of that growth being located less than a quarter mile from the SR 29 corridor. Although separated from the PDA by the Railroad line and commercial properties fronting SR 29, the WRSP provides a key point of access to the BDSP Area and SR 29 through the extension of Rio Del Mar East. This dramatically enhances connectivity to the primary transit corridor in American Canyon. Further, the potential transit stop shown at Rio Del Mar East and the NVRG frontage is a quarter mile from approximately 46% of the units (+/- 500) within the WRSP Area as well as the NVRG mixed uses and the hotel site.

7.7 Off-Site Improvements

Off-site improvements include major roadway connections from the WRSP Area to existing American Canyon roadways and several local street connections to enhance local connectivity. A connection to the WRSP Area at the existing Highway 29/Rio Del Mar East intersection will include surface improvements, roadway widening, and an at-grade or grade-separated railroad underpass to access the WRSP site.

The associated off-site improvements for the connection of Rio Del Mar East to SR 29/Broadway will include improvements to Rio Del Mar East from the western project boundary up to SR 29 and the intersection of Rio Del Mar East and SR 29 referred to as the "Tie-in" (see Figure 7.3.2e). Improvements at the Tie-in are intended to comply with California Department of Transportation (Caltrans) Encroachment Permit requirements, which may include the construction or financial contribution toward construction of the bicycle and pedestrian improvements at this intersection, identified in the Caltrans District 4 Bike Plan (2018) as NAP-29-X12. All improvements within the SR 29 State right-of-way requires an encroachment permit that is issued by Caltrans.

Newell Drive and Mallen Way will be connected to the south where Newell Drive currently terminates just north of Donaldson Way. Rolling Hills Drive will be connected to the south where it currently terminates just north of Terrazzo Lane.

The off-site improvements are shown on Figure 7.11.

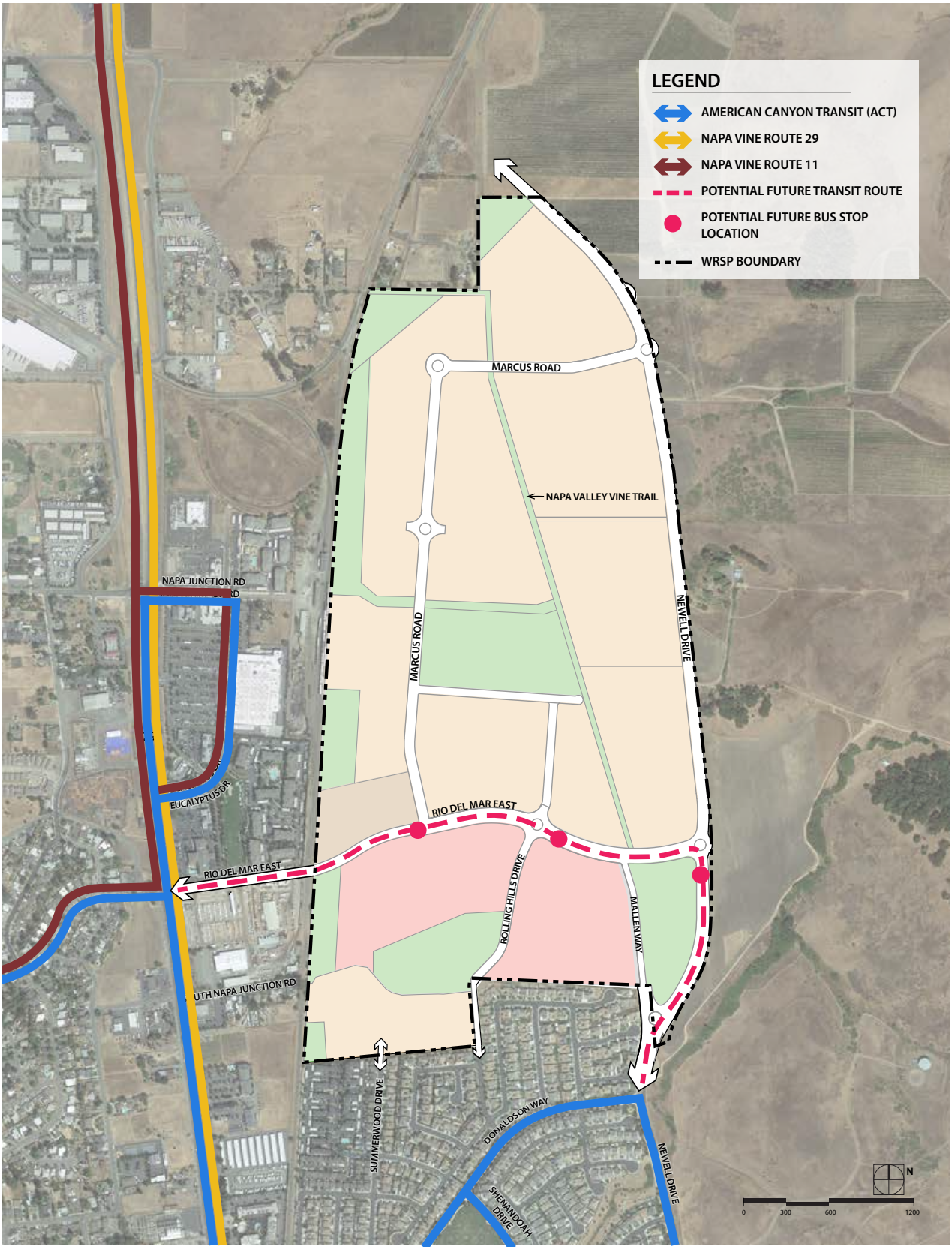


Figure 7.10: Local and Regional Transit

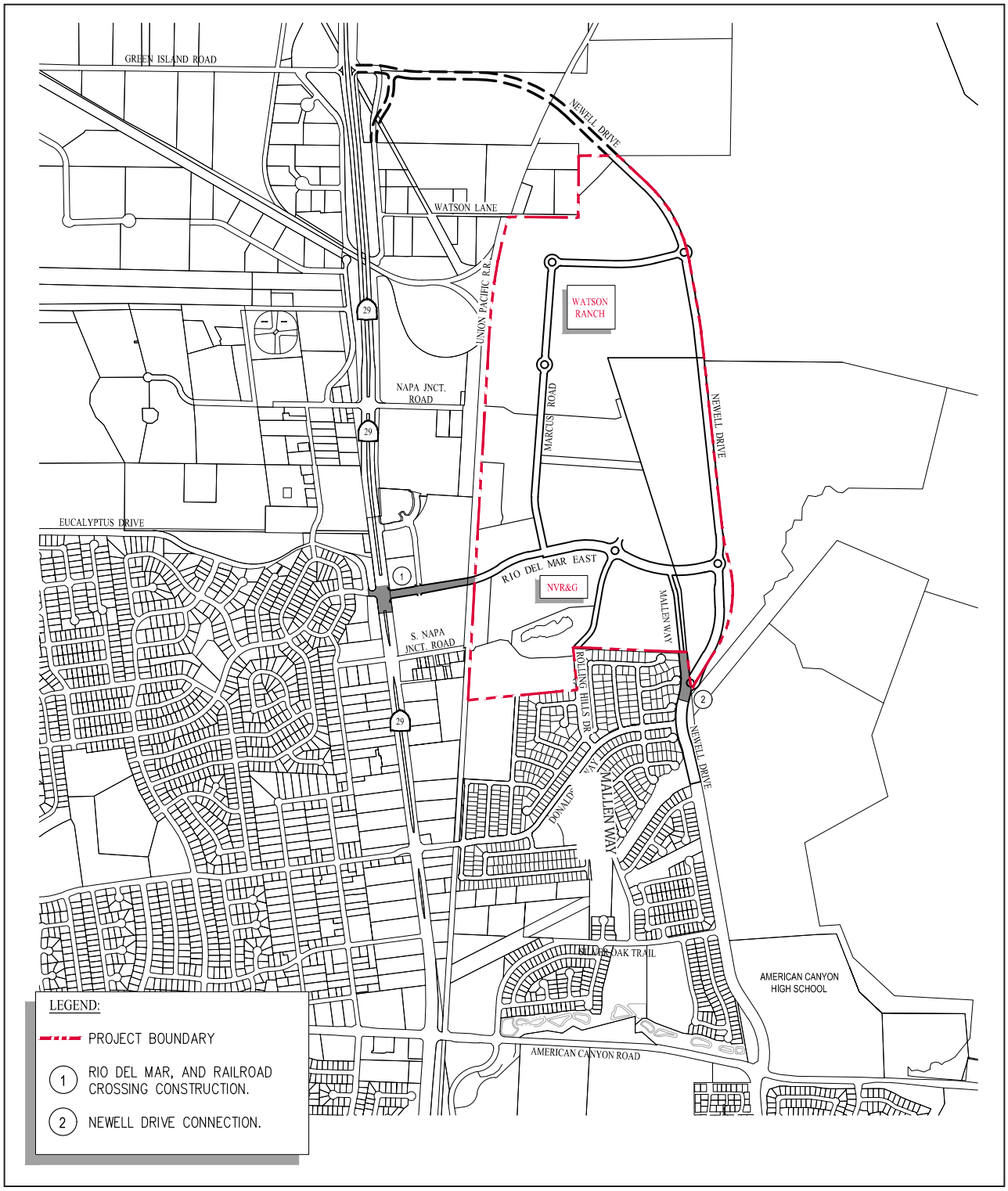


Figure 7.11: Summary of Off-Site Road Improvements

7.8 South Napa Junction

PRIMARY ACESS OPTION

The City's General Plan Circulation Element (see Figure 3, Circulation Map in General Plan) shows a Major Collector designation and Major Intersection designation connecting SR 29 to Newell Drive. It allows for one of two options to connect to SR 29 from the Watson Ranch Specific Plan Area (Rio Del Mar East or South Napa Junction Road). The final determination of which option will be used is to be as set forth in the Specific Plan (Chapter 9 - Implementation).

The Western edge of the Watson Ranch Specific Plan is bound by the Union Pacific Railroad. Primary project access from SR 29 must cross this rail line. Any crossing of the rail line is subject to review and approval by the Public Utilities Commission (PUC).

The preferred planned access to the site is the Rio Del Mar East access alignment with an at grade crossing (see Figure 7.1). An alternative to the at grade crossing at Rio Del Mar East is the grade separated crossing along the Rio Del Mar East alignment (see Figure 7.3.2d). A final option for primary access to the WRSP from SR 29 is South Napa Junction with an at-grade crossing.

The final selection of the Major Collector alignment and connection to SR 29 from the WRSP site will be determined based upon legal, technical, economic, and other factors as provided for in the AC-1 Development Agreement as set forth in Chapter 9 - Implementation (see 9.3.4 (9)). The South Napa Junction alignment is also considered consistent with both the General Plan Circulation Element and the WRSP.

CHAPTER 8 - INFRASTRUCTURE AND PUBLIC SERVICES

8.1 Introduction

This chapter addresses the proposed infrastructure system and public services for the Watson Ranch Specific Plan (WRSP) Area. Infrastructure includes the water, wastewater and storm water runoff systems. The Public Services refer to public facilities and services and utilities necessary to serve the area. These include some citywide system improvements that will benefit more than the properties within the WRSP Area. The majority of infrastructure improvements will be privately funded. When warranted, reimbursement or assistance in financing may be provided when improvements exceed the project requirements and pro-rata share of responsibility for system improvements (see Implementation Chapter).

8.2 Goals, Objectives, and Policies

Goal 8A - To provide the infrastructure and public services required to support the WRSP Area without negatively affecting existing neighborhoods and residents of the City of American Canyon.

Objective 8.1- Fully comply with the City of American Canyon “Zero Water Footprint Policy” in the development of the water supply and system for the WRSP Area.

Policy 8.1.1 - New potable water sources shall be identified, or existing water supply lines or uses shall be retrofitted to reduce water consumption so that the proposed development shall comply with the Zero Water Footprint Policy.

Policy 8.1.2 - New development shall comply with the City of American Canyon’s Model Water Efficient Landscape Ordinance and with the new water rules established on May 2015.

Objective 8.2 - Address on-site storm water drainage and retention through Low Impact Development (L.I.D.) standards and compliance with BASMAA and City of American Canyon requirements.

Policy 8.2.1 - On-site detention basins shall be efficiently sized to accommodate storm water flows from the project without adversely affecting downstream capacities.

Objective 8.3 - Provide improvements necessary to ensure sufficient downstream capacity in wastewater system.

Policy 8.3.1 - The proposed wastewater system shall be designed and sized accordingly to meet the project needs without adversely affecting downstream capacities.

Objective 8.4 - Provide solid waste recycling opportunities to reduce dependence on landfilling of solid waste.

Policy 8.4.1 - The existing solid waste collection and recycling service that exists within the City of American Canyon shall be extended to serve the project area.

Objective 8.5 - Provide state of the art telecommunication and technology infrastructure (e.g., fiber – optic cable) throughout the WRSP Area.

Policy 8.5.1 - City and developer shall work with telecommunications and cable television providers to provide the most advanced, market ready infrastructure for telecommunications and television. Necessary infrastructure shall be installed in the WRSP Area to facilitate upgrades in service as the technology becomes available.

8.3 Infrastructure

This section identifies the infrastructure required to serve the WRSP Area and addresses the overall infrastructure improvements for the WRSP. Each component will be designed and constructed to accommodate build out in a phased approach.

8.3.1 POTABLE WATER

The WRSP Area will require approximately 460 acre-feet per year of potable water. The total potable water demand will be reduced significantly by the use of recycled water for all commercial uses and public landscaping, resulting in a reduction of approximately 250 acre-feet per year of potable water. The WRSP Area is subject to the City's Zero Water Footprint policy. Studies address the policy by a combination of (1) bringing additional sources of water to the City, (2) facilitating potable water savings elsewhere in the City through water conservation improvements, and/or (3) an even more comprehensive use of recycled water. Through a Development Agreement, the AC-1 portion of the WRSP Area has satisfied the City's Zero Water Footprint policy.

The City of American Canyon obtains nearly all of its municipal water supply from the North Bay Aqueduct. This facility is managed by the Napa County Flood Control and Water Conservation District. The Sacramento River Watershed is the aqueduct's supply source. The aqueduct supply is supplemented with connections to the City of Vallejo and the City of Napa.

The WRSP Area is located within two potable water pressure zones: zone 1 and zone 3.

- Zone 1 provides service to areas within the City ranging in approximate elevation from 50 to 100 feet. This zone is supplied by a 2.5-million-gallon tank at the water treatment plant, which is also connected to the 2.0-million-gallon Oat Hill Tank #1.
- Zone 3 provides service to areas within the City ranging in approximate elevation from 100 to 160 feet. The existing Zone 3 tank is the 0.2-million-gallon Oat Hill Tank #2.

Figure 8.1 includes the preliminary water service zones for the proposed development. The service limits will be based upon final site grading and elevations.

The following facilities are adjacent to the WRSP Area:

- 6-inch water line (Zone 1) located in South Napa Junction Road.
- 18-inch water line (Zone 1) located on the west side of State Route 29.
- 18-inch water line (Zone 1) located in Newell Drive.
- 8-inch water line (Zone 1) located in Rolling Hills Drive.
- 8-inch water line (Zone 1) located in Summerwood Drive.
- 18-inch water line (Zone 3) located in Newell Drive north of the tank access road.

To provide for adequate potable water to the WRSP Area there will be off-site and on-site improvements to provide the required infrastructure.

OFF-SITE WATER IMPROVEMENTS

Off-site improvements may include the construction of two water tanks (Zone 1 and Zone 3) to provide additional supply (Figure 8.6), which would be the responsibility of the City of American Canyon and funded by the Capital Improvement Program (C.I.P.). These tanks have approved plans from the City. The Zone 1 tank (approximately 2.5 million gallons) has been designed to be constructed adjacent to the existing recycled water tank, north of the American Canyon High School and southeast of the WRSP Area. The Zone 3 tank (2.0 million gallons) will be constructed at a higher elevation to achieve required water pressure located southeast of the existing recycled water tank and Zone 1 tank sites. Zone 1 and Zone 3 water lines were installed from Newell Drive to the Recycled and the Zone 1 potable water tank sites. An interconnecting water line will be installed between the new Zone 1 and Zone 3 water tanks and an access road of approximately 15 feet in width will be constructed to provide access to the new Zone 3 tank.

Additional off-site improvements include installing a Zone 3 water main that connects the WRSP Area to the existing 18" Zone 3 water main in Newell Drive located north of the tank access road. This Zone 3 water main will serve the upper elevations of the WRSP Area and additional properties within the City of American Canyon.

See Figure 8.6 for existing (at the time of adoption of the 2018 WRSP) and proposed off-site water improvements.

ON-SITE WATER IMPROVEMENTS

Proposed on-site backbone improvements include water lines ranging in size from 6-inch to 12-inch in diameter. The on-site improvements connect to the following infrastructure lines:

- Existing 12-inch water line (Zone 1) within Watson Lane.
- Existing water line (Zone 1) within the east side of Highway 29, at a location approximately 480 feet south of S Napa Junction Road.
- Existing 8-inch water line (Zone 1) within Summerwood Drive.
- Existing 8-inch water line (Zone 1) within Rolling Hills Drive.
- Existing 18-inch water line (Zone 3) within Newell Drive located north of the tank access road.

All of the facilities will be designed and constructed to meet the City of American Canyon Standards.

See Figure 8.2 – Water Infrastructure – On-Site Improvements.

8.3.2 SANITARY SEWER

A Sewer Flow Monitoring Capacity Study was prepared for the WRSP Area in August 2014 (V&A Report). Its findings presented two methods for estimating peak sewer flow demand. Using existing City criteria, the peak flow demand is estimated to be 1.28 mgd (million gallons per day). Using criteria that recognizes the reduced sewer flow that would occur as a result of the planned use of recycled water, the sewer flow demand is estimated to be 0.86 mgd. Both sewer flow results can be accommodated in the existing sewer main in American Canyon Road, if the existing sewer main in State Route 29 is upsized. The replacement and upsizing of the old sewer main in State Route 29, could significantly reduce the existing Inflow/Infiltration burden on the existing sewer system, and would offset most of the WRSP Area's increased burden on the City's wastewater treatment plant.

The City of American Canyon provides collection and treatment of the wastewater throughout the City. Wastewater is collected and directed to the Wastewater Treatment Plant on the east side of the City for treatment.

The following facilities are adjacent to the WRSP Area:

- 15-inch sanitary sewer line running behind the southern lots on South Napa Junction Road (east of State Route 29).
- 10-inch sanitary sewer line located along the west side of State Route 29.
- 6-inch sanitary sewer line running under State Route 29 that connects the 10" sanitary sewer (west side of State Route 29) to the 15-inch sanitary sewer (east side of State Route 29).
- 6-inch sanitary sewer line in Napa Junction Road.
- 8-inch sanitary sewer line in Summerwood Drive.

The WRSP Area connects to the existing 10" sanitary sewer in State Route 29. A portion of the WRSP Area also connects to the existing 8-inch sanitary sewer in Summerwood Drive. Based on existing flow information, pipe upsizing and replacement is necessary in State Route 29, replacing the existing 10" sewer line to 15" from approximately 500 feet south of South Napa Junction Road to American Canyon Road. The segment of this line from Donaldson Way to American Canyon Road is a City C.I.P. project, the cost of which to be borne by the C.I.P. A sanitary sewer lift station will be required on-site to help maintain a gravity sewer system throughout the WRSP Area.

Backbone on-site facilities will include gravity sewer lines ranging from 8 inches to 15 inches in size. Sewer facilities will be designed and constructed in accordance with City of American Canyon Standards.

See Figure 8.3 for the backbone sanitary sewer improvements.

8.3.3 RECYCLED WATER

It is estimated that the WRSP Area's use of recycled water will be approximately 250 acre-feet per year. The City currently has the capacity to produce 1,000 acre-feet per year of recycled water and given the current usage, there is sufficient capacity in the existing City recycled water treatment plant.

The City of American Canyon provides recycled water service. At present, limited recycled water facilities are located throughout the City and not all portions of the City contain recycled water infrastructure. There isa 12-inch recycled water line within Newell Drive just south of the WRSP Area that was installed with the Vintage Ranch development. This 12-inch mainline is served by a one-million-gallon recycled water tank located southeast of the site. A recycled water system in the WRSP Area will be tied in to the following facilities adjacent or proximate to the WRSP Area:

- 12-inch recycled water line in Newell Drive
- Recycled Water line in State Route 29
- 6-inch recycled water line in Watson Lane

As part of the on-site improvements, a 12-inch backbone recycled water system will be extended into the WRSP

Area. Alley landscaping, median landscaping, frontage landscaping, City-owned landscape areas, and commercial landscape areas will utilize recycled water.

See Figure 8.4 for the existing and proposed recycled water improvements.

8.3.4 STORMWATER DRAINAGE

The City of American Canyon is responsible for stormwater drainage facilities. The drainage pattern within American Canyon is generally in a western direction originating in the hills of the Sulfur Spring Mountains. The WRSP Area is located within two of the five primary watershed areas within the city: North Slough (northern portion of the site) and Rio Del Mar (southern portion of the site). Currently, the Union Pacific Railroad track embankment acts to detain the drainage coming off the eastern hills. The drainage is discharged under the railroad tracks through several culverts and box culverts.

Within the WRSP Area, the site is divided into drainage areas, each with a detention storage basin. On-Site storm drain facilities will collect site drainage and direct it to a specific detention basin. These detention areas will provide storage capacity to allow flows leaving the site to mimic the existing conditions. The detention areas will also incorporate storm water quality features to maximize their benefit. Storm water quality features will conform to the City of American Canyon, and Bay Area Storm Water Management Agencies (BASMAA) quality requirements.

The southern portion of the site is within the Rio Del Mar watershed. Downstream of the site, the existing City storm drain infrastructure has documented existing capacity constraints. All stormwater will be directed to detention basins on-site, which are primarily located downslope at the western edge of the WRSP Area, To help provide relief to this watershed, the existing quarry lake will also be utilized as a detention component of the WRSP storm drain system, helping to minimize the ultimate drainage volumes in the downstream stormwater system.

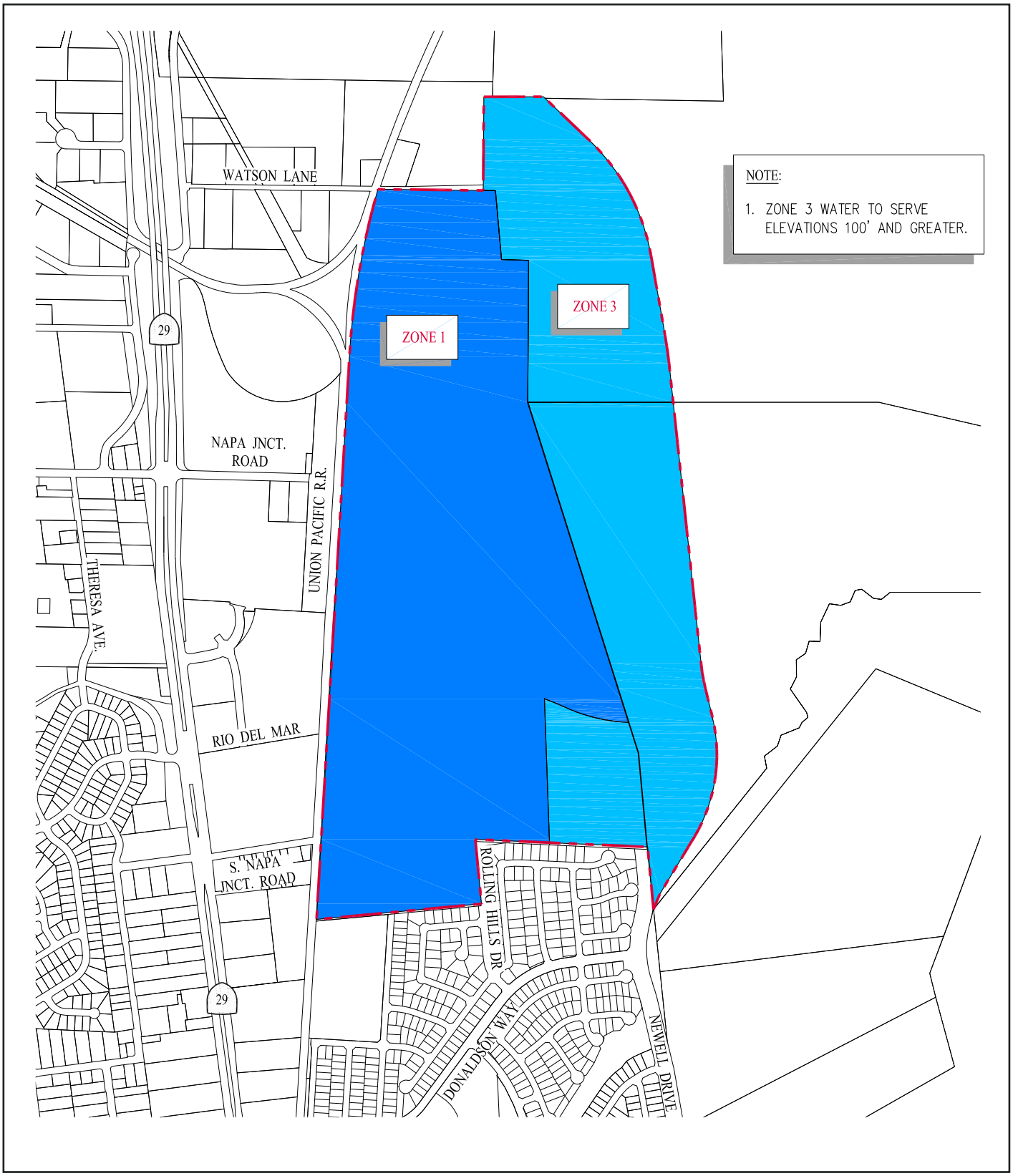


Figure 8.1: Water Service Zones

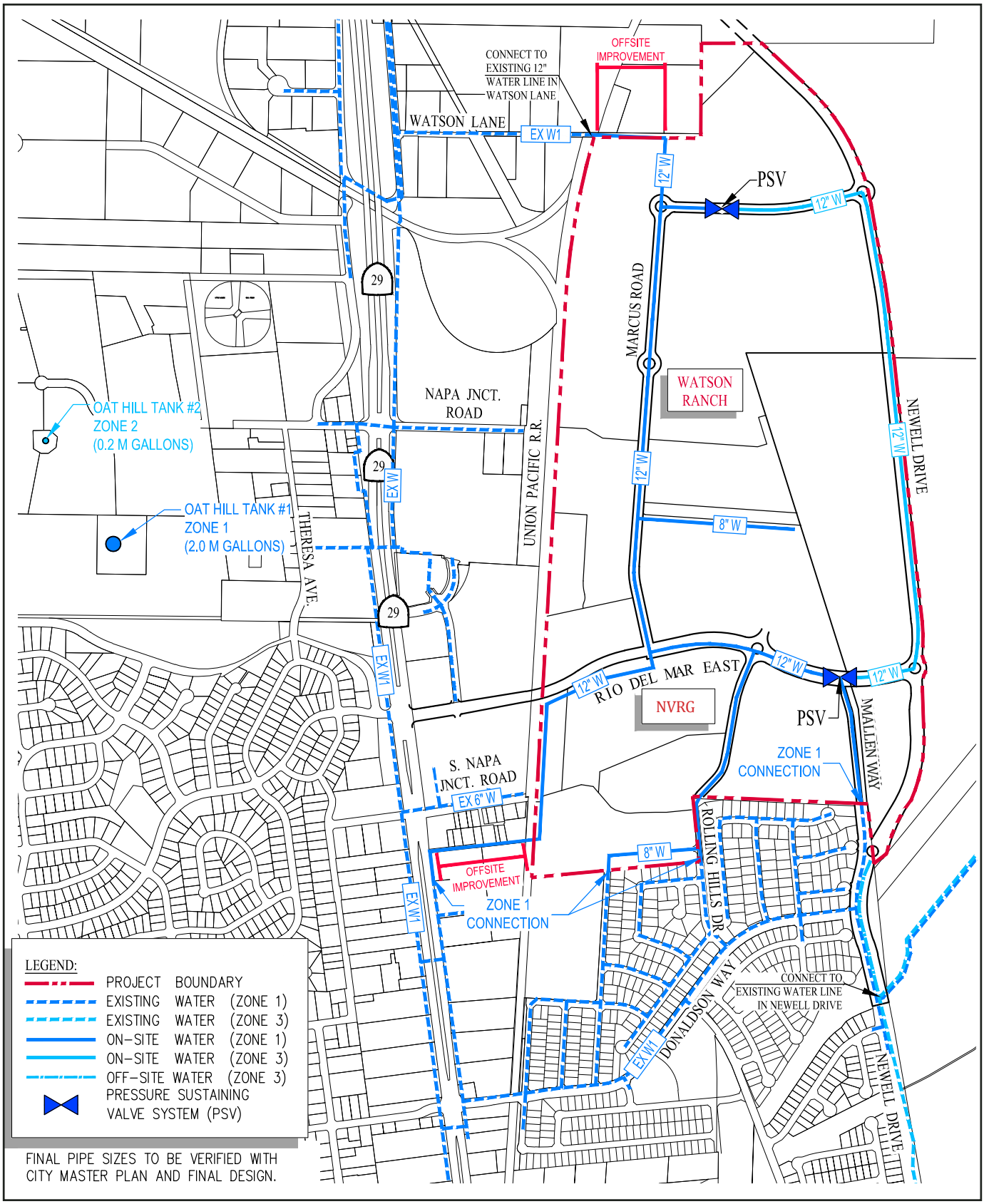


Figure 8.2: Water Infrastructure - On-Site Improvements

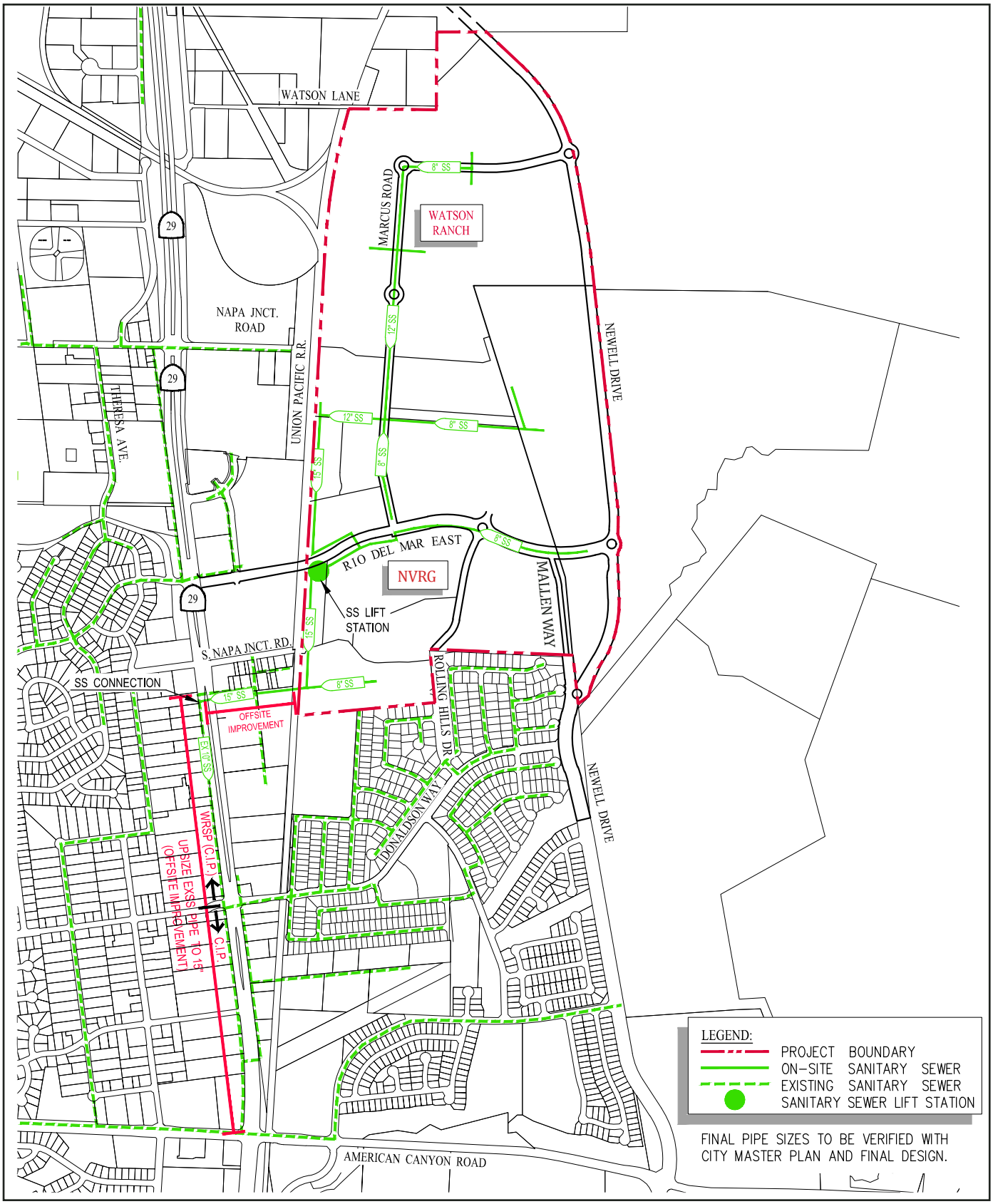


Figure 8.3: Sanitary Sewer Infrastructure Improvements

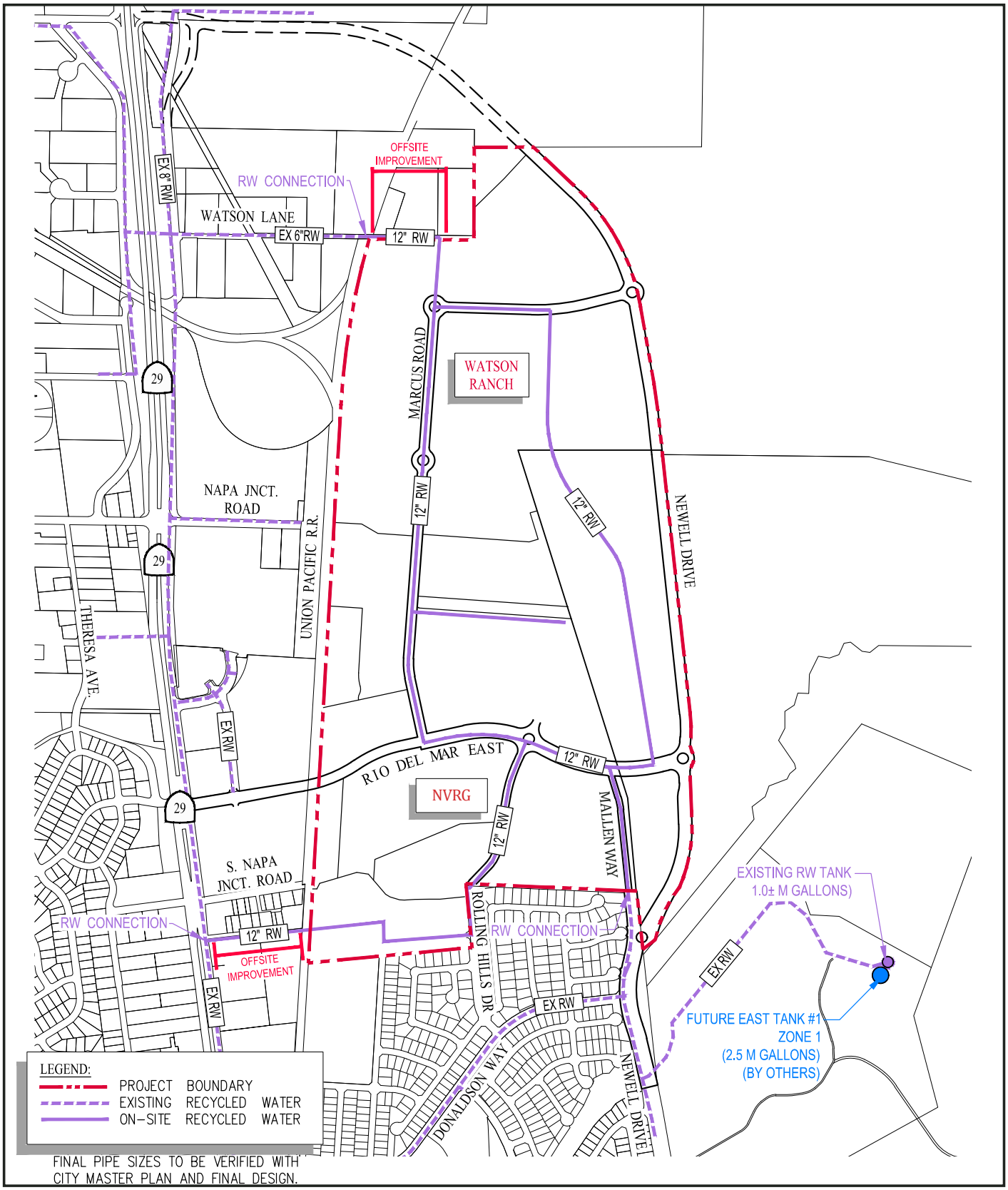


Figure 8.4: Recycled Water Infrastructure Improvements

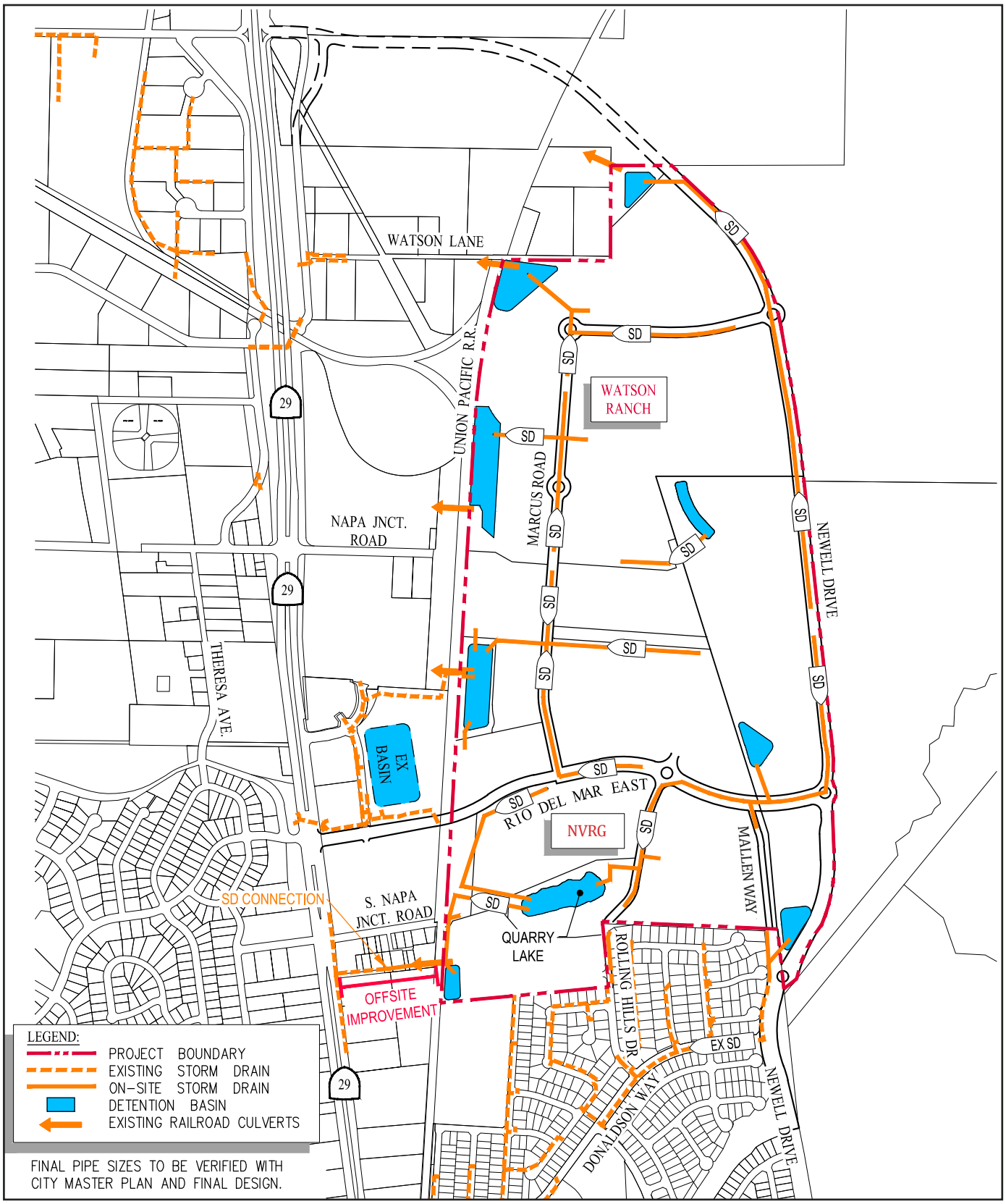


Figure 8.5: Storm Water Drainage Infrastructure

8.4 Public Services

The following is an overview of the public services necessary to meet the needs of the WRSP Area residents in accordance with the policies of the City's General Plan.

8.4.1 FIRE AND EMERGENCY SERVICES

The American Canyon Fire Protection District will provide fire suppression, rescue, and emergency medical services to the WRSP Area. The closest fire and emergency services facility is Station 11, located at 911 Donaldson Way East within the Vintage Ranch neighborhood to the south.

8.4.2 POLICE PROTECTION

The American Canyon Police Department will serve the WRSP Area. The closest police station is located at 911 Donaldson Way East within the Vintage Ranch neighborhood to the south.

8.4.3 LIBRARY

The City of American Canyon operates the American Canyon branch of the Napa County Library located at 300 Crawford Way. No additional library facilities are planned within the WRSP Area.

8.4.4 ELECTRICITY AND GAS

The Pacific Gas and Electric Company currently provides electric and gas service within the City of American Canyon, and will do so for the WRSP Area.

There is an existing 12" high pressure PG&E gas main that traverses the site along the proposed location of the Napa Valley Vine Trail. Site grading and infrastructure will need to be designed and constructed in respect to the existing gas main. Infrastructure and facilities will be coordinated with PG&E.

Smaller gas pipe and services will be installed with the backbone and in-tract infrastructure to serve the WRSP Area.

8.4.5 TELECOMMUNICATIONS

The telecommunications provider will provide telecommunications services to the WRSP Area. They will determine the required facilities to adequately serve the site.

8.4.6 CABLE TELEVISION

The cable service provider will provide cable television and related services to the WRSP Area. The provider will determine the required facilities to adequately serve the site.

8.4.7 SOLID WASTE

Recology will provide solid waste and recycling collection services to the WRSP Area. Land use and development type will dictate trash service requirements. Solid waste and recycling services will be designed to meet the standards and requirements of Recology and the City of American Canyon.

8.4.8 SCHOOLS

The WRSP Area is located within the Napa Valley Unified School District boundary (NVUSD). There are five schools in American Canyon that will accommodate students from the WRSP area, based on existing and projected capacity. Development in the WRSP Area will mitigate its school impacts through the payment of school impact fees per the current published rates on the NVUSD website.

8.5 Off-Site Improvements

8.5.1 OFF-SITE DOMESTIC WATER IMPROVEMENTS

Off-site improvements will include the construction of a new Zone 3 (upper pressure zone) water tank to provide adequate supply, which is the responsibility of the City and funded by the C.I.P. This tank, along with a proposed Zone 1 tank have approved plans from the City. The Zone 1 tank (approximately 2.5 million gallons), which is not a part of the project, would be constructed next to the existing recycled water tank, north of the high school and southeast of the WRSP Area. The Zone 3 tank (2.0 million gallons), which is necessary to serve the portion of the WRSP generally east of the PG&E gas line alignment (see figure 8.1), will be constructed at a higher elevation to achieve required water pressure in a location southeast of the existing recycled water tank and Zone 1 tank site. The Zone 3 water tank will provide service to the upper pressure zone within the WRSP as well as other existing and future projects within the City. Zone 1 and Zone 3 water lines were installed from Newell Drive to the Recycled and the Zone 1 potable water tank site.

A 12” Zone 3 water line will be installed in Newell Drive from the southern boundary of the project to the existing 18” Zone 3 water line in Newell Drive located north of the tank access road. A 12” Zone 3 water line was also installed parallel to – and approximately 480 feet south of – South Napa Junction Road.

8.5.2 OFF-SITE SANITARY SEWER IMPROVEMENTS

The WRSP Area will upsize the existing 10” sanitary sewer in State Route 29 between South Napa Junction Road and American Canyon Road to a 15” sanitary sewer line. The segment of this line from Crawford Way to American Canyon Road is a City C.I.P. project, to be funded by the C.I.P.

8.5.3 OFF-SITE RECYCLED WATER IMPROVEMENTS

Off-site improvements include a 12” recycled water line south of – and running parallel to – South Napa Junction Road. A 12” recycled water line will be installed east of Watson Lane (east of the Railroad), connecting the WRSP Area to the existing 6” recycled water line in Watson Lane (ends at the Railroad), which is the responsibility of the City and funded by the C.I.P. Both of the WRSP Area’s offsite recycled water connections will provide better redundancy in the existing City system.

8.5.4 OFF-SITE STORM DRAIN IMPROVEMENTS

Off-site improvements include a connection from detention basins in the southwest corner of the WRSP Area to the existing storm drain located just east of State Route 29 and south of South Napa Junction Road, which is the responsibility of the City and funded by the C.I.P.

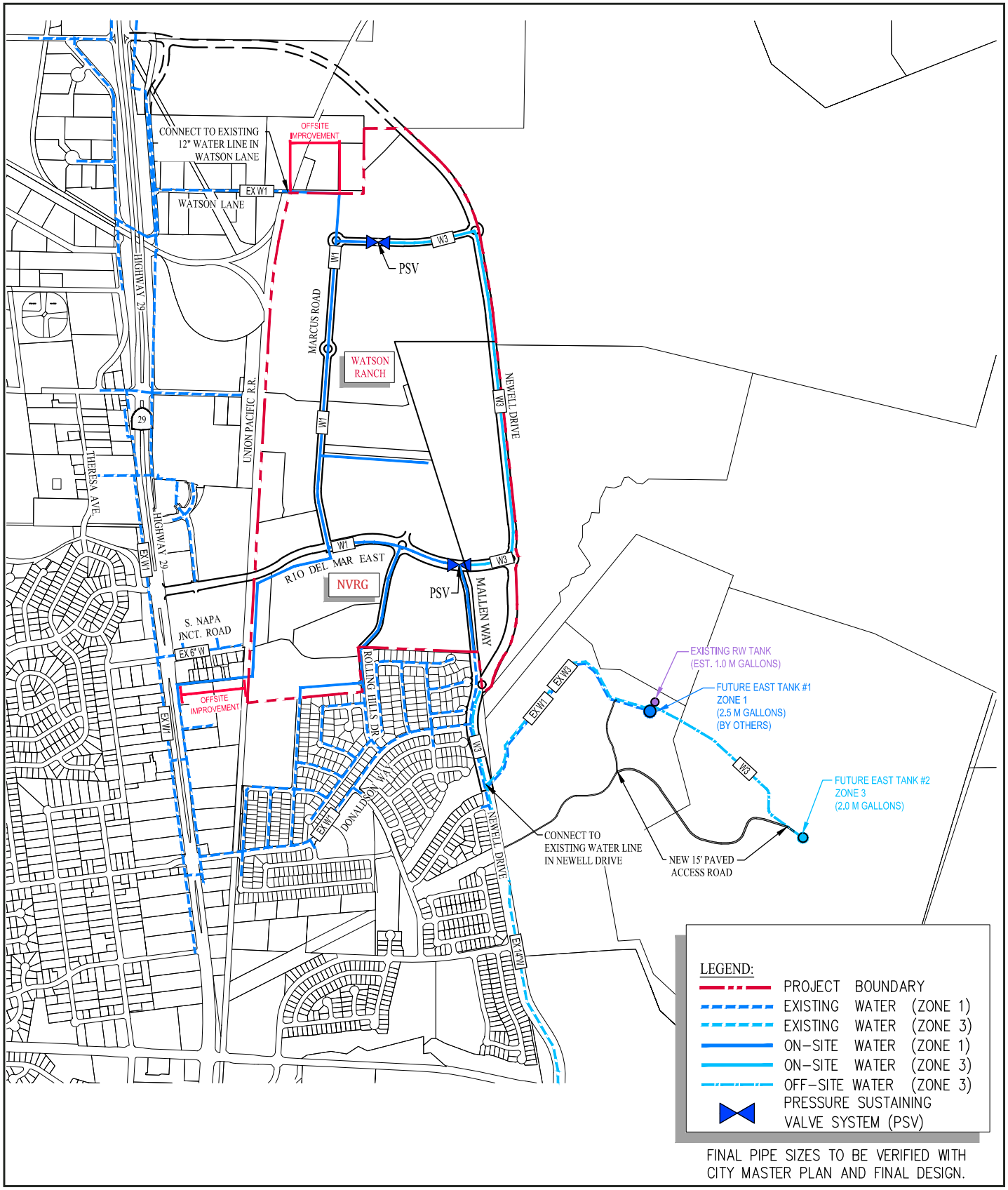


Figure 8.6: Water Infrastructure - Off-Site Improvements

CHAPTER 9 - IMPLEMENTATION

9.1 Introduction

This chapter fulfills the requirements of California Government Code Section 65451(a) (4), which requires that a Specific Plan include a program of implementation measures. This chapter shall serve as the program of implementation measures for the Watson Ranch Specific Plan (WRSP). It includes administrative procedures, public works projects, phasing and proposed methods of financing needed to carry out the WRSP.

The purpose of the implementation chapter is to ensure that:

- Public infrastructure and services are provided concurrently with private development.
- Adequate financing is in place to pay for the construction of necessary public facilities and improvements as defined in the Backbone Infrastructure.
- Adequate financing is in place to pay for the operation and maintenance of privately maintained facilities.
- Construction of public infrastructure by the city is coordinated with that constructed by the development.
- Consistency is achieved between the provisions of the WRSP and Development Agreement(s).
- Administrative procedures are in place to regulate development, in accordance with the standards and policies of the WRSP.
- Appropriate flexibility is provided to allow the project to respond to changing market conditions.

9.2 Land Use Regulations

9.2.1 TOWN CENTER (TC) ZONING AND WRSP LAND USE - ZONING

Consistent with the City of American Canyon's Town Center (TC) Zone (Municipal Code 19.12.020), supported by the City of American Canyon General Plan, the WRSP General Plan amendment and the WRSP, the regulations within the WRSP shall guide development in the WRSP area. The WRSP has established a WRSP Land Use Map (see Figure 4.2) that delineates the different Land Use – Zoning categories in the WRSP. These include Medium Density Residential (MDR-12 and MDR-16), High Density Residential (HDR), Napa Valley Ruins & Gardens Mixed Use (MU), Parks (PARK), and Open Space (OS). Within the context of the WRSP and as authorized by the City of American Canyon Municipal Code Section 19.12.010 – 050, these designations shall serve as combined Land Use-Zoning designations for purposes of implementing the WRSP and related regulations.

9.2.2 DEVELOPMENT REGULATIONS

The WRSP contains development regulations and guidelines, including those found within Appendix A to govern architectural design character, site planning, setbacks, architectural form, and landscape selection for both residential and nonresidential uses. These regulations are intended to supplement the City of American Canyon Zoning Ordinance and serve as the regulations for the WRSP Area; and supersede conflicting standards in the City of American Canyon Zoning Ordinance and subdivision regulations. Unless otherwise provided for in approved Development Agreement(s), where the WRSP standards do not provide express direction, the City of American Canyon Zoning Ordinance and subdivision regulations shall be used as appropriate.

9.2.3 ENTITLEMENT PROCESSING

Unless otherwise provided for in approved Development Agreement(s), applications for subsequent entitlements within the WRSP shall be processed in accordance with the City of American Canyon Municipal Code Sections 19.41.010 – 060 (see Subsequent Entitlements, Section 9.7 below). Development Plans within the WRSP shall integrate the design and development objectives, policies, regulations and guidelines contained in approved Development Agreement(s), the WRSP, and specific Design Guidelines that may be approved with specific development. Where conflicts arise with City ordinance, the policies, guidelines, and regulations contained in the WRSP and other city regulations, the City ordinances, policies, guidelines, and regulations contained in approved Development Agreement(s) shall prevail.

9.3 Phasing

Actual phasing of development will be at the discretion of the developer(s). The phasing concept includes four phases, although the location and extent of each phase and the pace of the phased development may vary based upon market conditions and other economic factors. As a result, each phase may have smaller sub-phases which respond to market and financing conditions. For purposes of environmental review, the Project began construction in 2021 with each phase time frame being 2 to 3 years. The conceptual phasing program also assumes some overlap in phases resulting in a total projected build-out of 8 years. Actual build out may extend over a longer period of time subject to the variations in the market.

Should the pace of project phasing advance significantly faster than the anticipated build-out of 8 years (based on the commencement of construction in July 2021), the developer shall be required to do an updated air quality analysis to identify which additional mitigation requirements may need to be implemented.

9.3.1 RESIDENTIAL DEVELOPMENT

Residential phasing will be a product of economic conditions, market demand, and infrastructure availability. If there is market demand and if infrastructure is constructed in a manner that ensures availability when such residential development comes "on line," then there shall be no phasing limitations on such residential development. It is necessary that adequate infrastructure is planned, constructed, and available for whatever residential development is supported by economic conditions and market demand.

Further determinations of phasing may be contained in approved Development Agreement(s). For a description of the number and types of residential uses allowed in the WRSP Area, see Chapter 4.

9.3.2 INFRASTRUCTURE PHASING

Infrastructure shall be constructed to serve development with the WRSP Area. As such, infrastructure planning, development, construction, completion, operation and maintenance shall be commensurate with development within the WRSP Area.

Infrastructure improvements are described in Chapter 8.

The following maps (Figures 9.1 through 9.5) depict anticipated phasing of Backbone Infrastructure for the WRSP Area. These figures are for illustrative purposes only to indicate the general progression of infrastructure improvements anticipated through project completion. Actual phasing will be established in the adopted Development Agreement(s).

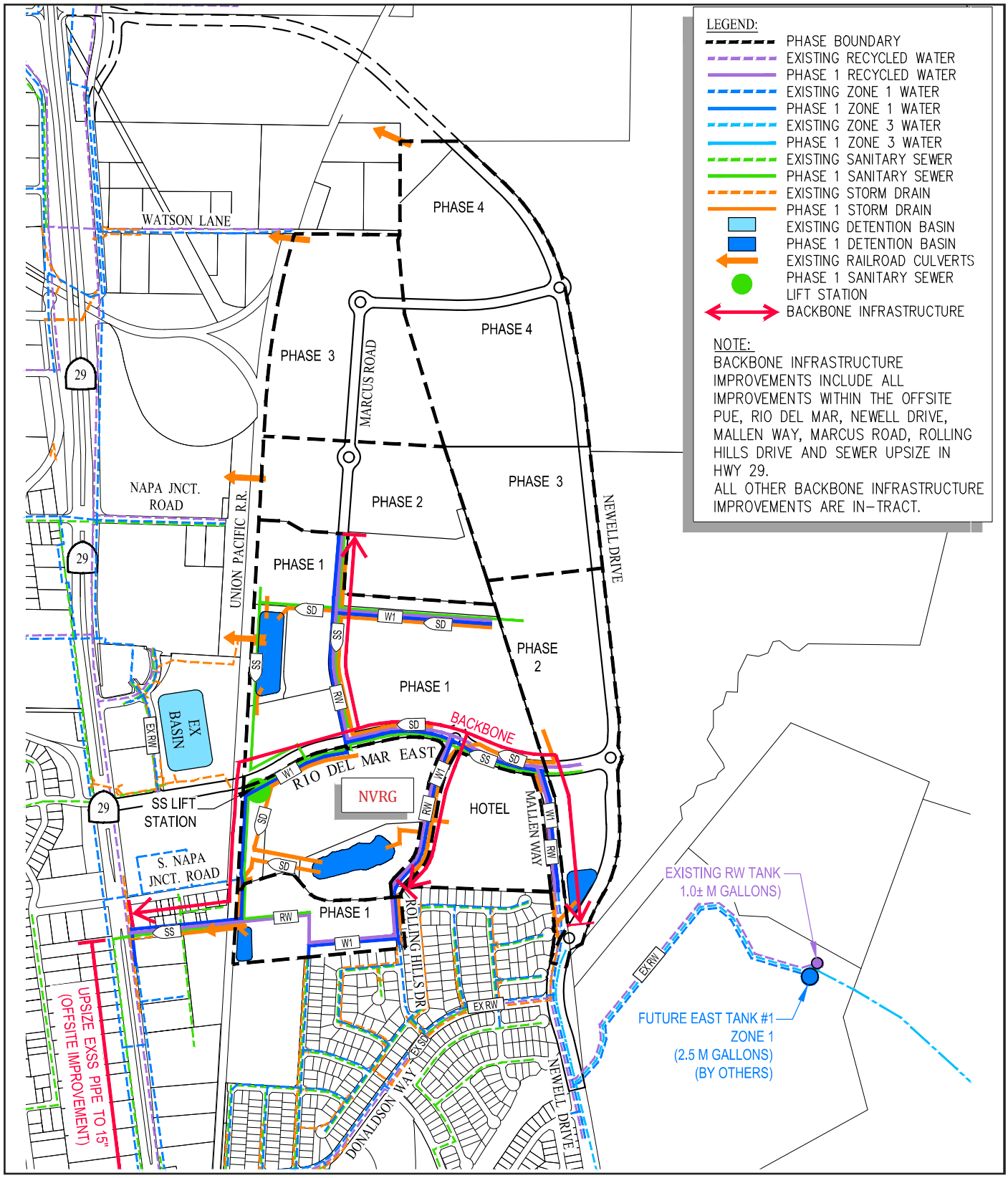


Figure 9.1: Phase 1 - Potential Infrastructure Improvements - Subject to Modification

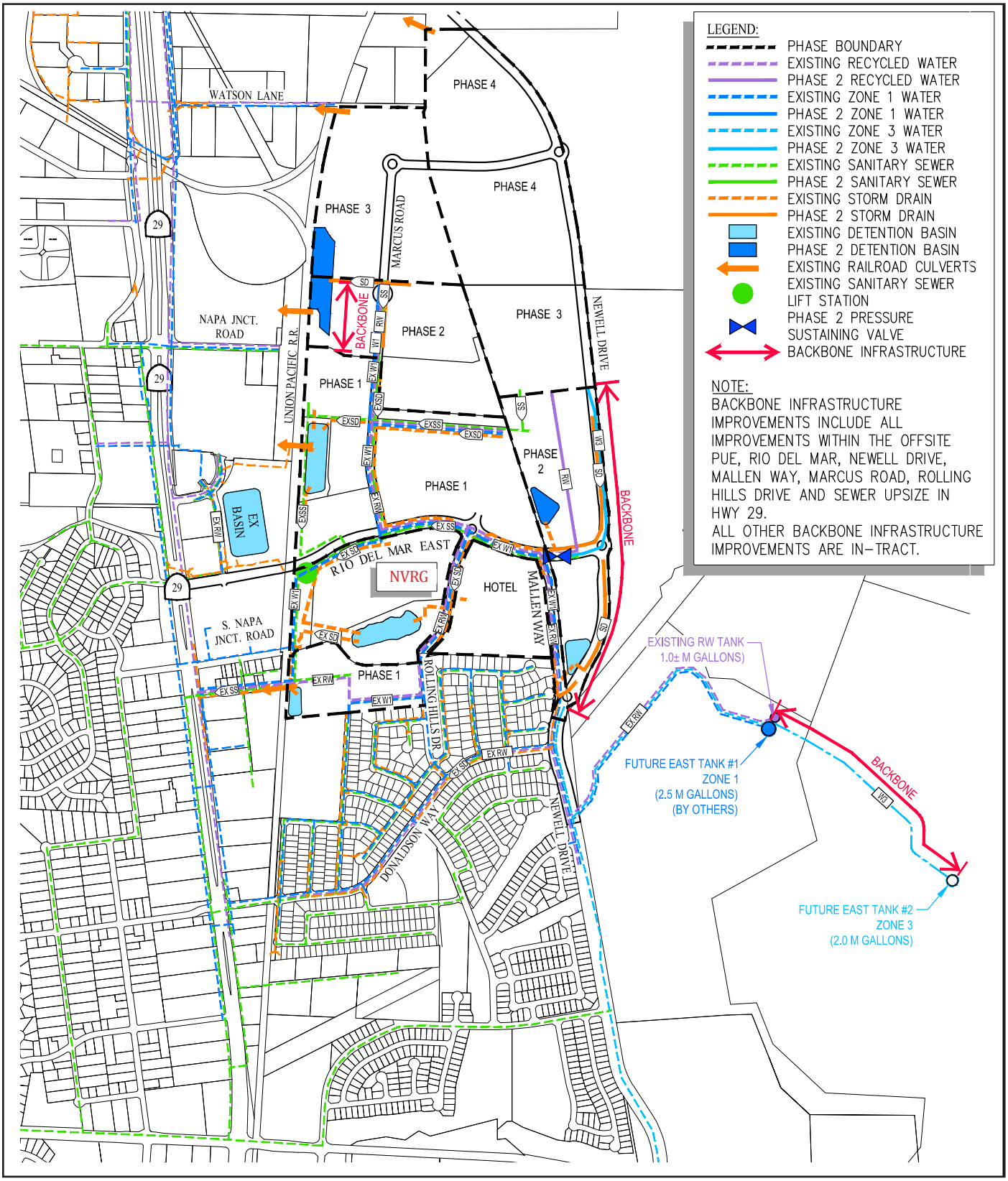


Figure 9.2: Phase 2 - Potential Infrastructure Improvements - Subject to Modification

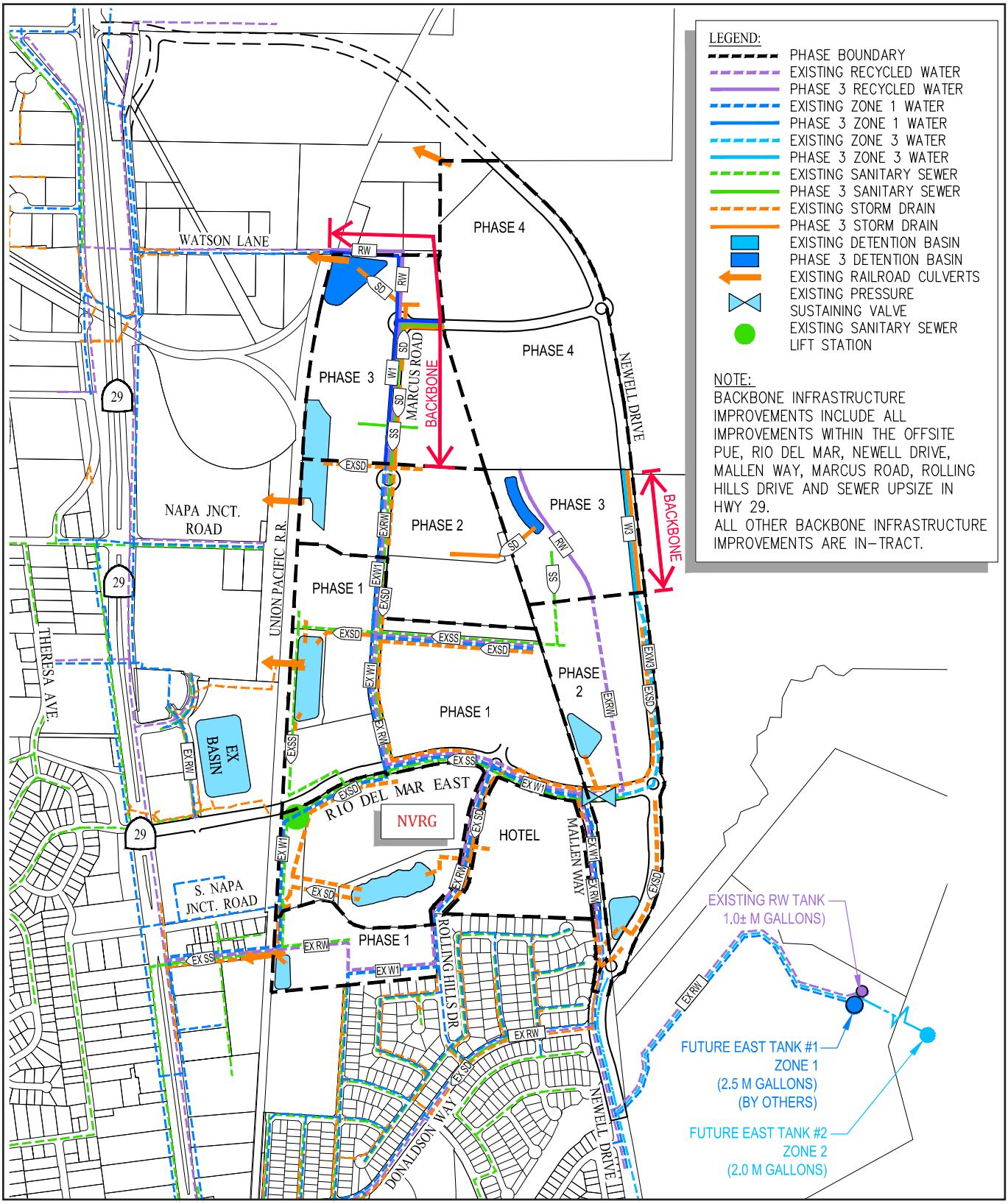


Figure 9.3: Phase 3 - Potential Infrastructure Improvements - Subject to Modification

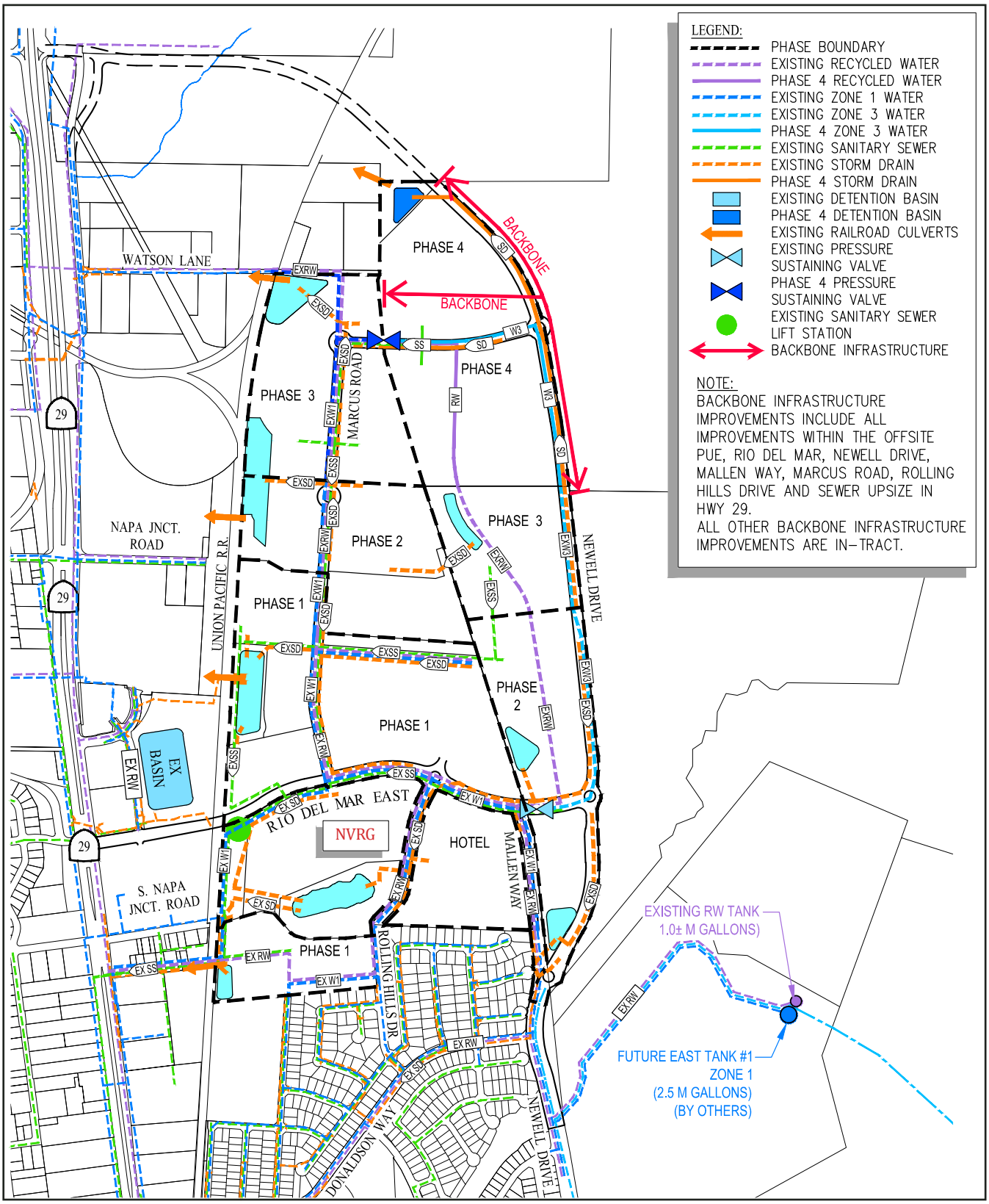


Figure 9.4: Phase 4 - Potential Infrastructure Improvements - Subject to Modification

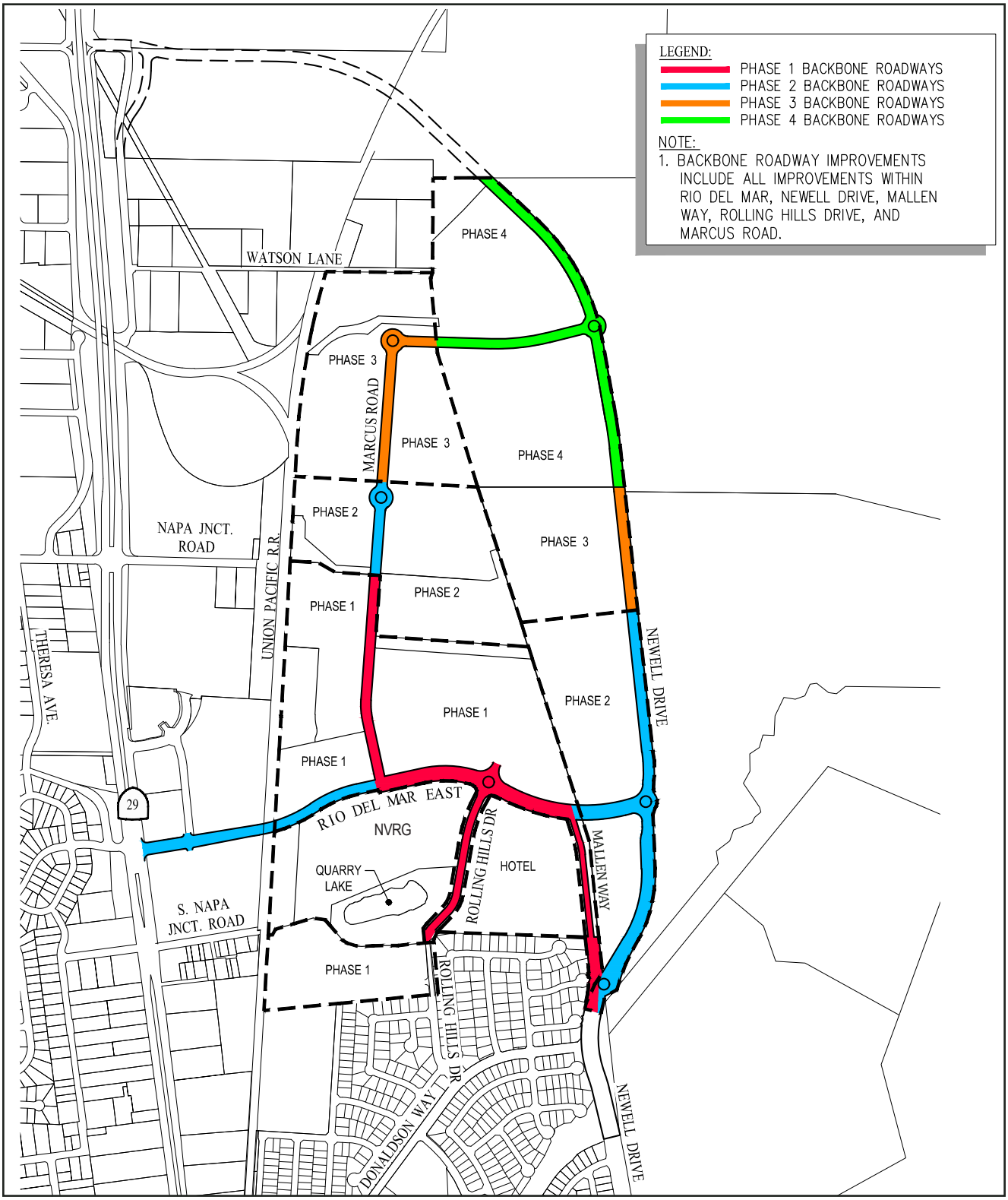


Figure 9.5 : On-Site & Off-Site Backbone Roadway Phasing - Subject to Modification

Backbone Roadway improvements are generally constructed in conjunction with the adjacent phase of residential development. If a portion of any phase of development is delayed, construction of the Backbone Roadway improvements adjacent thereto may also be delayed as established in the approved Development Agreement(s).

9.3.3 PHASING OF LAND DEDICATIONS

1. General

   All land necessary for public improvements and facilities as required by the WRSP, shall be offered for dedication to the City of American Canyon in accordance with the timeframes generally described below and more specifically defined in the Development Agreement(s).

   All land subject to dedication shall be offered for dedication at no cost to the City, unless otherwise agreed to by City and Owner and shall be free and clear of all liens and encumbrances that would preclude its intended use.

   Land dedication requirements of any subdivision map or parcel map approved within the WRSP Area shall not exceed the standards of the Specific Plan or accompanying Development Agreement(s).

   Certain required elements of the WRSP's public infrastructure is located outside of the Plan's boundaries, and on lands not owned by the property owner. The general location of such infrastructure elements are indicated in graphics in Chapter 7, Circulation, and Chapter 8, Infrastructure and Public Facilities. The City and the WRSP developers shall work collaboratively to secure such sites and rights-of-way necessary for critical backbone infrastructure.

2. Land Dedication Conditions for First Final Map:

- Newell Drive as described in the approved Development Agreement(s)
- Rio Del Mar East from Newell Drive to the Western Project Boundary
- Associated road rights of way and utilities as described in the approved Development Agreement(s)
- Associated Parks and Open Space as described in the approved Development Agreement(s)

3. Land Dedication Conditions of Subsequent Final Maps

- Associated road rights of way, utilities and associated Parks trails and open space areas as described in the approved Development Agreement(s)

9.3.4 PHASING OF PUBLIC AND QUASI-PUBLIC INFRASTRUCTURE

The public and quasi-public infrastructure in the WRSP Area is comprised of the streets, parks, open space, and trails. The Parks and Open Space areas will be provided in conjunction with the appropriate subdivision map and may include dedication with first subdivision map and construction of subdivision improvements. Specific conditions and timing of improvements shall be described in the Development Agreement(s).

9.3.5 PHASING OF PRIVATE DEVELOPMENT

General Policies Regarding the Phasing of Private Development

1. NVRG is a development priority in the WRSP. Development of the NVRG may commence pursuant to the phasing plan as part of phase 1. If not initiated during phase 1 of the residential development, the NVRG must commence development in conjunction with the start of phase 2 of the residential development.

2. NVRG Property owner shall have the right to commence development of the NVRG at any time provided Backbone Infrastructure (as designated in the Phasing Plan) has been approved and is under construction.

3. Private development in a subsequent phase of residential development may commence before development of a previous phase is complete provided Infrastructure Backbone (as designated in the Phasing Plan) has been approved and is under construction.

4. Phase boundaries may be modified if necessary as development progresses, subject to the approval of the City and general consistency with the proposed phasing plan.

5. Multiple final maps may be filed with each phase of development when approved as part of the tentative map entitlement stage.

6. Dedication and construction (or the requirement to cause the finance and construction) of Rolling Hills Drive shall occur at the commencement of Phase 2 of the residential development.

7. Phase 1 of the WRSP residential development may commence without the completion of the Rio Del Mar East extension (off site improvement) subject to the approval of at least two points of access to the Phase 1 area. No more than 743 homes may be constructed without completion of the Rio Del Mar East railroad crossing and the connection to SR29. The 186 affordable housing units do not count towards this limit.

8. The Railroad crossing at Rio Del Mar East shall first be pursued for PUC approval as an at grade crossing. Should the at grade crossing not be approved, the grade separated crossing will be pursued.

9.4 Public Facilities and Infrastructure Financing

This section describes how the public facilities and infrastructure needed to support development in the WRSP Area will be financed. Specifically, this chapter:

- Describes an overall financing framework
- Identifies infrastructure requirements for the plan area
- Sets forth principles and policies regarding how these financing obligations will be met
- Identifies potential financing mechanisms
- Proposes action items to implement the financing framework

9.4.1 PRIVATE DEVELOPER FINANCING

The WRSP will be implemented through different public and private financing mechanisms. There may be improvements that in the broader community context, provide benefits to populations or areas beyond the boundaries of the WRSP. This Infrastructure financing framework recognizes four geographic tiers of infrastructure benefit, which help to define conceptually how costs could be allocated. Tiers one through three represent improvements that may be eligible for some level of credit or public financing assistance.

9.4.1.1 CITYWIDE

Costs for infrastructure items that are determined to be of citywide benefit, are included in the City's Capital Improvement Program, and could be funded by impact fees, "in-kind" construction, connection charges, or other citywide funding sources. An example of this category of improvement would be new water storage facilities that provide a citywide benefit.

9.4.1.2 SURROUNDING GROWTH AREA

Costs for infrastructure items that will benefit development proximate to the WRSP Area could be funded by allocating costs to each City sub-area based on "benefit received." An example of this type of infrastructure benefit may be the Rio Del Mar rail underpass.

9.4.1.3 WATSON RANCH SPECIFIC PLAN

Costs for infrastructure items that are directly related to and will benefit development within the WRSP Area shall be funded primarily by private development within those areas.

9.4.1.4 BACKBONE INFRASTRUCTURE COST ALLOCATION

The cost for the Master Backbone infrastructure, which includes backbone roadways (see Figure 9.5) and associated wet and dry utilities, and parks, will be allocated on a prorated basis ($/acre) between the two primary ownerships (AC-1 and the Newell Family properties) within the WRSP Area. Specific costs and allocations will be determined through Development Agreement(s) and subsequent Tentative and Final Subdivision Map and Improvement Plan approvals.

9.4.1.5 SPECIFIC PLAN PREPARATION COSTS AND COSTS OF STATE AND FEDERAL PERMITS

Pursuant to controlling law (Government Code Section 65456 (a)), the City legally can require the property (and its property owners) within the WRSP to pay for the costs associated with the preparation and adoption of the WRSP.

In this case, the costs associated with the preparation and adoption of the WRSP include, without limitation, the costs associated with environmental review of the WRSP, the costs associated with the planning and financial consultants hired to assist with the preparation and adoption of the WRSP and related General Plan Amendment and Zoning criteria, the costs associated with funding and administering the preparation and adoption of the WRSP, the costs of securing all state and federal permits, and similar direct and indirect costs (WRSP Costs).

Generally, the AC-1 Property shall be responsible for approximately eighty-two percent (82%) of the total WRSP Costs, whereas the Newell Family Property shall be responsible for eighteen (18%) of the total WRSP Costs. The owner of AC-1 portion of the property has already paid for the bulk (if not all) of the WRSP Costs. Therefore, the City, after adopting the WRSP, shall determine the total WRSP Costs, the City shall determine the amount the Newell Family Property owes toward those total WRSP Costs, and the City shall impose a requirement that the Newell Family Property pay its portion of the WRSP Costs before it is approved for any development. Reimbursement for WRSP Costs may also be addressed in Development Agreement(s).

9.4.2 INFRASTRUCTURE AND IMPROVEMENTS

The infrastructure requirements for the WRSP Area are composed of a variety of backbone infrastructure projects including land dedications, roadways, water supply improvements, and sewer infrastructure. The WRSP Area also includes a variety of other public facilities that have community benefits beyond the WRSP Area.

9.4.3 FINANCING PRINCIPLES AND POLICIES

The following principles and related policies will govern the funding of infrastructure and public facilities for the WRSP Area. The principles will guide future decisions regarding formation of financing entities, adoption of financing mechanisms, and project approvals.

Note: The approved Development Agreement between AC-1 and the City of American Canyon establishes precise direction implementing the WRSP principles and policies. In any areas of conflict, the terms and conditions of the Development Agreement shall control.

1. A financial analysis and funding strategy shall be prepared that identifies the private and public infrastructure and facilities (improvements) required for the WRSP Area, the allocation of these costs, and proposed methods for funding.

   Policy 1.1: The financial analysis and funding strategy shall take into account the phasing and build out of the proposed development and all improvements needed to accomplish the development and their respective costs, and it should provide a financial analysis of all funding mechanisms proposed.

2. The WRSP shall not be a burden to existing residents and will cover the pro rata cost for development associated with the build out of the WRSP Area.

   P**olicy 2.1:** Funding mechanisms shall be established such that new development and property owners within the WRSP and in the City fund the infrastructure and facilities required to provide needed public services and utilities to the WRSP Area.

   Policy 2.2: Existing residents within or nearby the WRSP Area should not be burdened with assessments or taxes to pay for new public facilities if no benefit is received. Any new assessments or taxes should be directly related to the benefit received and not place an undue burden on these residents.

   Policy 2.3: City development impact fees should be reevaluated to determine the development impact fee amount that new development outside the WRSP Area should have to pay toward infrastructure improvements and facilities included within the WRSP Area. Additionally, a partial or full impact fee credit may be granted for public infrastructure and facilities that are provided as part of new development in the WRSP Area (as further described in Policy 7 below).

   Policy 2.4: Properties outside the WRSP Area that benefit from public improvements provided by the WRSP should contribute their fair share to public improvement funding.

3. Future development within the WRSP Area shall pay the costs of mitigating impacts of the WRSP development on existing facilities and infrastructure in other parts of the City as identified in the WRSP FEIR and Mitigation Monitoring Program and as set forth in the Development Agreement(s). Future development within the WRSP Area shall not pay the cost of addressing existing deficiencies in parks and all other public improvements in the City of American Canyon.

   Policy 3.1: WRSP Area development shall mitigate offsite public infrastructure and facility impacts as specified in the WRSP Environmental Impact Report. WRSP Area development shall pay existing impact fees, help fund public improvements, or undertake needed public improvements in order to mitigate impacts on existing facilities and infrastructure in other parts of the City as defined in and determined by approved Development Agreement(s).

4. Infrastructure costs shall be allocated among WRSP Area and surrounding properties based on the principle of benefit received (fair share allocation or rational nexus).

   Policy 4.1: The City shall establish, on the basis of the financial analysis, a fair-share cost allocation for required public improvements to be borne by all benefiting new development within and adjoining the WRSP Area. These public improvement cost obligations shall be funded by developer construction and dedication of improvements, as an area development impact fee, and/or included in a local land-secured financing district covering the WRSP Area.

   Policy 4.2: The City shall identify land (e.g., right of way) requirements for public improvements and establish a "fair share" (average) allocation to all developers and property owners in the WRSP Area.

5. Total public infrastructure and financing costs in the WRSP Area should not exceed industry standards of financial feasibility or benefit/cost burden on property owners.

Policy 5.1: Develop a detailed infrastructure phasing schedule that links the timing of infrastructure and facility construction to the timing of new residential, commercial/retail, and public facility development to the extent possible.

Policy 5.2: The City should encourage measures that minimize public improvement costs borne by new development in the WRSP Area. Such measures could include cost sharing agreements with other benefiting areas, use of revenue bond funding for utility improvements, and construction and reimbursement agreements with developers, which can lower costs generally associated with public construction projects. The City shall consider credits against City fees to the extent permissible by law and for public facilities constructed by WRSP Area developers that would otherwise be funded by City fees.

6. The City should assist in securing methods of WRSP Area infrastructure financing where feasible through the establishment of necessary financing entities and arrangements.

   Policy 6.1: The City should assist in coordinating landowners, developers, and other jurisdictions in the establishment of the appropriate funding mechanisms.

   Policy 6.2: At the request of landowners or developers in the WRSP Area, the City shall assist in the establishment of a financing district or districts (e.g., Community Facilities District) to provide necessary land-secured debt financing.

7. Generally, improvements that are to be located on a particular property in the WRSP Area shall be improved by the owner of such property (land). If such a landowner is required to make improvements (e.g., oversizing public infrastructure) with a higher value than the benefits that landowner receives, the excess value shall be reimbursed to such landowner from other benefiting properties.

   Policy 7.1: The City shall require dedication of land for road improvements and construction of public improvements consistent with City policies and capital improvement programs.

   Policy 7.2: The City shall require development projects in the WRSP Area to fund or support financing for oversizing of facilities if required by the City and as set forth in the Development Agreement(s).

   Policy 7.3: The City shall consider mechanisms for future development to reimburse landowners or developers who oversize infrastructure or dedicate excess land, possibly as part of WRSP fee or related credit and reimbursement agreements.

   Policy 7.4: The City shall consider credits against City impact fees to the extent that WRSP Area landowners or developers build public improvements and/or dedicate land that would otherwise be funded by City impact fees and/or provide community benefit and to the extent permissible by law.

8. Mechanisms shall be identified or established to assure ongoing operations and maintenance of public improvements and extension of public services to accommodate new development.

   Policy 8.1: Landowners or developers shall consider participating in duly established financing mechanisms that provide funding for operation and maintenance of public facilities and/or municipal services such as public safety services within the WRSP Area, to the extent standard tax revenues are insufficient to support appropriate levels of maintenance.

9.4.4 FINANCING MECHANISMS AND RESOURCES

A number of funding and public financing mechanisms may be used to fund the public services, facilities, and infrastructure associated with the development in the WRSP Area. The ultimate mix of funding mechanisms shall be determined in the implementation process based on final technical analyses of costs, benefits and burdens on existing and future property owners, and on deliberations involving City staff, property owners, developers, elected officials, bond counsel, underwriters and finance experts.

This chapter describes the key features of the funding mechanisms available to finance WRSP Area infrastructure development. The mechanisms discussed in this section fall into four distinct categories:

1. Area-specific fees, dedications, and exactions
2. Assessment and special tax secured financing
3. Citywide sources
4. Federal and State grants
5. Other sources

Potential financing mechanisms including without limitation are discussed in the following section.

WATSON RANCH SPECIFIC PLAN AREA FEES, DEDICATIONS, AND EXACTIONS

WATSON RANCH SPECIFIC PLAN IMPACT FEES

WRSP impact fees may be enacted by a legislative body (i.e., city or county) through adoption of an ordinance. Such fees, if adopted prior to the development of the WRSP, do not require a public vote to be enacted, but they do require public hearings. WRSP fees must be directly related to the benefits received. They do not create a lien against property, but must be paid in full as a condition of approval. The principal use of these fees is to construct backbone infrastructure and facilities essential to the development of the WRSP Area that is not otherwise part of the City-wide impact fee program or other City funding source. WRSP fees are established so that all properties within the WRSP Area pay their fair share at the time they are developed. The WRSP fee effectively replaces a myriad of other funding devices (e.g. Area of benefit assessments, etc.). Proceeds may be used to reimburse property owners who pay up-front costs for facilities benefiting other properties.

DEDICATIONS AND EXACTIONS

Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for public facilities required or affected by their project (e.g., road right-of-way). Dedications are typically made for road and utility rights-of-way, park sites, and land for other public facilities. Cash contributions are made for other public facilities that are directly required by their projects (e.g., payments for a traffic signal).

LAND SECURED FINANCING

SPECIAL ASSESSMENT DISTRICTS (1911, 1913, 1915 ACTS)

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g., city council), subject to majority protest of property owners. Assessments are distributed in proportion to the benefits received by each property as determined by engineering analysis, and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed property owner. Only improvements with property-specific benefits (e.g., roads, and sewer and water improvements) may be financed with assessments.

MELLO-ROOS COMMUNITY FACILITIES DISTRICTS

California's Mello-Roos Community Facilities Act of 1982 allows for the creation of a special district authorized to levy a special tax and issue tax exempt bonds to finance public infrastructure, facilities and services. A CFD may be initiated by the legislative body or by property owner petition, and must be approved by a two-thirds majority of either property owners or registered voters (if there are more than 12 registered voters living in the area). Special taxes are collected annually with property taxes, and may be prepaid if prepayment provisions are specified in the tax formula. The special tax amount is based upon a special tax lien against the property. There is no requirement that the tax be apportioned on the basis of direct benefit. Because there is no requirement to show direct benefit, Mello-Roos levies may be used to fund improvements of general benefit, such as schools, fire and police facilities, libraries and parks, open space, detention basins, etc. as well as improvements that benefit specific properties. The provision also allows for the allocation of cost burdens to alleviate burdens on specific classes of development.

ENHANCED INFRASTRUCTURE FINANCING DISTRICT

The Enhanced Infrastructure Financing District (EIFD) is a new financing tool (see Government Code Section 53398.50 et, seq.) providing broad authority to local agencies to use tax increment to finance a wide variety of projects ranging from infrastructure such as roads, bridges and wastewater facilities to parks and open space, affordable housing, and other community facilities. An EIFD can be used for a single street, in a neighborhood or throughout the entire City. With the WRSP Area being completely undeveloped, there is a unique opportunity to capitalize on the future tax increment value associated with the project build out to help fund significant infrastructure improvements associated with the WRSP Area. The City, working with the developers, will evaluate and initiate the use of an EIFD, as deemed appropriate.

LANDSCAPE AND LIGHTING MAINTENANCE DISTRICTS

Landscaping and lighting maintenance districts (LLMDs) may be used for installation, maintenance, and servicing of landscaping and lighting through annual assessments on benefiting properties. LLMDs may also provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They may also be used to fund and maintain parks above normal park standards maintained from General Fund revenues. The City has an existing LLAD and may determine that the WRSP Area join the existing LLAD as a new zone.

CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY (CSCDA)

California Statewide Communities Development Authority ("CSCDA") allows cities to provide CFD financing for infrastructure without acting as the issuer of the bonds. The City of American Canyon is a member of the Statewide Community Infrastructure Program ("SCIP"), a program run by CSCDA. In the event Developer elects to proceed with CSCDA financing, Developer shall notify City of its intent to proceed with CSCDA and CSCDA shall issue the bonds while adhering to the City's policy's pertaining to tax rates and value to lien ratios.

BENEFIT COVENANT TRANSFER FEE

The project applicant is assessing the appropriateness of a Benefit Covenant Transfer Fee on all properties in the WRSP Area. The fee, set at a percentage of sale price, would be levied on property transfer transactions. Such a fee may be used to create a long-term revenue stream that could be applied to infrastructure development or facilities maintenance in the WRSP Area.

CITYWIDE DEVELOPMENT IMPACT FEES

The City has a number of existing impact fees. These fees may provide funding as credits to offset the costs of developing backbone infrastructure in the WRSP Area for improvements of citywide benefit. Impact fee credits may only be used on City-wide facilities included in the City's impact fee program for like improvements (e.g., traffic impact fee for traffic improvements credit) or as otherwise approved in the Development Agreement(s).

FEDERAL AND STATE GRANTS

Investigation of potential funding for public facilities from other levels of government is appropriate. Since the availability of funding from these sources is unknown, it has not been assumed that these sources would be available for development financing.

9.4.5 IMPLEMENTATION

The following Implementation Plan describes the process that shall be undertaken to establish the required financing mechanisms and build required infrastructure associated with development of the WRSP Area. The Action Steps detail the method to be followed by the City, in cooperation with development interests in the WRSP Area, to establish the preferred financing mechanisms. The implementing actions have been specified to respond to varying circumstances, including variations in the infrastructure financed under the WRSP and the intensity of WRSP Area development. The recommended steps are presented according to their sequence and relative importance.

ACTION STEPS

6. Establish infrastructure financing requirements and obligations.

   Action 1.1: Assure consistency with WRSP EIR.

   The EIR prepared for the WRSP is required to evaluate impacts of the project upon public facilities and services. This evaluation should be coordinated with parallel efforts by the City or the WRSP developers. Mitigation measures, to the extent they are required, should be consistent with the financing mechanisms implemented pursuant to the WRSP.

   Action 1.2: Draft and adopt a Development Agreement(s) with WRSP developers.

   The standard Development Agreement shall be offered to all developers in the WRSP Area and modified to meet each developer's particular circumstances. The Development Agreement is viewed as necessary to convey development program entitlements commensurate with the WRSP, in exchange for the financial commitments that will be asked of the developers (including participation in land secured financing mechanisms and acceptance of the area development impact fees).

   Action 1.3: Reflect infrastructure and financing obligations in tentative subdivision maps.

   The City shall establish a standard set of subdivision map conditions for certain subdivision map applications within the WRSP Area. These conditions should incorporate obligations for funding specific improvements, land dedications needed for public improvements; and participation in any financing districts established.

7. Finalize cost and phasing assumptions.

   Action 2.1: Identify final set of facilities.

   Before financing mechanisms can be established, the City must provide direction and clarity concerning the backbone infrastructure and facilities to be financed as a part of the WRSP. This facility identification should be done in cooperation with the involved property owners or developers within the WRSP Area.

   Action 2.2: Formulate final cost estimates.

   The City must also establish a set of infrastructure costs that will be financed within the WRSP. The infrastructure cost estimates included in this report can be "preliminary and for planning purposes." More specific engineering estimates will need to be prepared as actual financing mechanisms are adopted.

Action 2.3: Establish infrastructure phasing based upon development priorities.

This task serves to ensure that a financially feasible and acceptable Financing Plan can be created to support development in the WRSP Area.

8. Establish preferred financing mechanisms.

   Implementing the Financing Plan within the context of overall WRSP implementation may require that the City, or State Agency, establish a CFD or assessment district to help improve the developer's ability to meet the City's infrastructure requirements, both with regard to amount and timing of the improvements.

9.5 Maintenance of Common Facilities

Common facilities within the WRSP Area will include both public and private facilities. Determination of public versus private shall be established through the tentative map process. The City shall be responsible for maintenance of public facilities while private facilities shall be maintained under the framework of a Master Homeowner's Association, with sub-associations for individual neighborhoods as deemed appropriate.

9.6 Implementation Policies

9.6.1 ADMINISTRATION

9.6.1.1 DEVELOPMENT AGREEMENTS

To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the Legislature of the State of California adopted Government Code sections 65864 et seq. ("Development Agreement Statute"), which authorizes the City to enter into a development agreement with any person having a legal or equitable interest in real property providing for the development of that property and establishing certain development rights in the property. The City of American Canyon Municipal Code Chapter 19.47 further establishes the authority for the City to enter into development agreements.

The Development Agreement by and between American Canyon 1, LLC (AC-1) and the City of American Canyon (Ordinance 2019-06) establishes the administration of the terms and conditions of the WRSP. The Development Agreement ensures predictable and equitable allocation of costs of basic and shared infrastructure, reimbursements of improvement costs benefiting other properties, and provisions for reciprocal and mutually benefiting right-of-way dedications and grants of easements for public and private infrastructure. The administration of the terms and conditions of the WRSP for the development of property owned by the Newell Family may be established in separate development agreement(s) between the Newell Family and the City of American Canyon.

The Development Agreement is subject to future modification by a mutually executed document signed by the parties thereto. In the case of a conflict between the WRSP's description of the Development Agreement and the terms and conditions of the Development Agreement, the terms and conditions of the Development Agreement shall control.

9.6.2 ADOPTION

The WRSP was adopted by ordinance on October 16, 2018 (Ordinance 2018-08), in accordance with Section 19.17.070 of the American Canyon Municipal Code.

9.6.3 AMENDMENT

Amendment of the WRSP shall be done in the same manner as adoption of the WRSP. Pursuant to City of American Canyon Municipal Code Section 19.17.070 (D), the WRSP provides provisions for minor and major amendments.

9.6.3.1 WRSP AMENDMENTS - MAJOR

Major WRSP Amendments are those determined by the Community Development Director to be changes that could significantly alter the design intent and vision of the WRSP or affect environmental impacts and approved mitigation measures. Major Amendments to the WRSP must be reviewed and approved by Planning Commission and City Council. The following will likely be considered to be a major WRSP Amendment:

- Introduction of new land use categories.
- Changes in the boundaries of the Land Use-Zoning categories in conjunction with the approval of a tentative subdivision map or parcel map, resulting in an increase or decrease in area of more than 20% or 5 acres, whichever is greater.
- Changes to the circulation system or community facility design which would materially affect a planning concept detailed in this WRSP, or this WRSP as subsequently amended.
- Density increases in excess of the maximum allowable stated density or Density Transfers in excess of limits set in Section 9.8 below.

- Any change that would result in a significant adverse environmental impact.
- Goals, Objectives and/or policies changes.
- Changes that would substantially alter the design character or vision of the WRSP.

9.6.3.2 WRSP AMENDMENTS - MINOR

Minor WRSP Amendments are those amendments determined by the Community Development Director to be consistent with the intent of the Plan's vision, goals, objectives and policies. Minor WRSP Amendments may be denied or approved at the discretion of the Community Development Director with conditions imposed to safeguard public safety and health. No Planning Commission or City Council review is required for Minor Amendments unless an Appeal is filed. Examples of Minor Amendments to the WRSP subject to the approval of the Community Development Director include, but are not limited to, the following:

- An amendment that will not significantly affect the physical character, goals or intent of the WRSP.
- An amendment that will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity.
- An amendment that will not significantly increase environmental impacts beyond levels identified in the WRSP FEIR.
- An amendment to the sequencing or size of phases described in the Phasing Plan.
- An amendment to a Land Use-Zoning boundary in conjunction with the approval of a tentative subdivision map or parcel map, that does not result in an increase or decrease in area of more than 20% or 5 acres, whichever is less.

9.6.3.3 REQUIRED FINDINGS

All amendments to the WRSP must be found to be consistent with the City of American Canyon General Plan and this WRSP. Individually, major and minor amendments must have supporting findings which document their consistency with the sections above. For Minor Amendments, the Community Development Director shall include the findings in a letter of approval, a copy of which is to be kept on file with the City. Findings required are:

- Changes have occurred in the community since the adoption of the WRSP which warrant approving the proposed amendment.
- The proposed amendment is consistent with the City of American Canyon General Plan.
- The proposed amendment will result in a public benefit to neighborhoods within the WRSP Area.
- The proposed amendment will not result in any unmitigated impact to adjacent properties.
- The proposed amendment will enable the delivery of services and public facilities to the population within the WRSP Area.

9.7 Subsequent Entitlements

The WRSP sets in place the vision and approach to development of the property within the WRSP Area. As a part of implementing the WRSP vision, additional entitlements are required. Some of these may be processed in conjunction with the WRSP, but most will likely follow the adoption of the WRSP. The entitlement approvals anticipated to be granted by the City of American Canyon subsequent to adoption of the WRSP are described below. The City's process for these entitlements will apply.

9.7.1 MAPPING AND DESIGN PERMITS

9.7.1.1 SUBDIVISION MAPS

Development proposals requiring division of property will require the filing of a subdivision map and review and approval by the City of American Canyon. Tentative maps must be consistent with the goals, objectives, policies and standards set forth in the WRSP. All subdivisions within the WRSP Area will be governed by the State Subdivision Map Act (Government Code Sections 66410-66499.58) as well as City of American Canyon regulations and policies not included in the WRSP (see Municipal Code Chapter 18.22).

All projects with approved maps must submit final subdivision maps to the City Engineer for review and approval. Final maps must be consistent with the tentative map, must include all information required by the City of American Canyon Municipal Code, and will be governed by the Subdivision Map Act (Government Code Sections 66410-66499.58). Subdivision maps must be recorded

prior to the expiration of the tentative maps. Multiple final maps may be filed with each phase of development when approved as part of the tentative map entitlement stage.

9.7.1.2 IMPROVEMENT PLANS

Implementation of the WRSP will require the submittal and approval of improvement plans by the City. Improvement plans must include detailed engineered grading, street improvement and utility plans for both on and off site improvements. All improvement plans shall comply with the requirements of the WRSP and other City standards not otherwise specified in the WRSP.

9.7.1.3 DESIGN PERMITS - ARCHITECTURE AND SITE APPROVAL

All Architecture and Site approvals require a Design Permit. Development proposals shall be consistent with the goals, policies and regulations of the WRSP and shall implement the Community Design Guidelines set forth in the WRSP, Appendix A. Architectural and Site Approval shall be required for all development within the Watson Ranch Area and shall be subject to review and approval of the City staff and Planning Commission pursuant to the City of American Canyon Municipal Code Sections 19.41.010 through 19.41.060. Applications shall provide a site development plan, architectural design drawings, landscaping plans and any other information deemed necessary by the American Canyon Community Development Director. All Design Permits may be processed concurrently with Tentative Tract Map application(s).

A single Design Permit may be processed for the NVRG Area. The Design Permit will include all that area defined as NVRG on Figure 4.2 and may include the adjoining open space properties and will include the Parking Management Plan (PMP). This Design Permit may serve as a master plan for the ongoing implementation of the NVRG.

9.7.1.4 CONDITIONAL USE PERMITS

Uses defined as conditional uses under each of the land use categories within the WRSP Area shall be subject to the City of American Canyon Municipal Code Section 19.42.020. An application for conditional use permit shall be submitted to the City of American Canyon for review by City staff and the Planning Commission. The Planning Commission shall review the application at a properly noticed public hearing and consider approval or denial of the Conditional Use Permit pursuant to the required findings set forth in 19.42.020 (D).

9.7.1.5 OTHER APPROVALS

Other approvals as may be required by the City of American Canyon and any other public agency having legal jurisdiction regarding development and use of property within the WRSP (e.g., final map approvals, execution of subdivision improvement agreements, building permits, certificates of occupancy, etc.).

9.7.2 ENVIRONMENTAL REVIEW/CEQA EXEMPTION

In advance of adopting this WRSP, the City of American City Council Certified an Environmental Impact Report (EIR) evaluating the significant environmental impacts associated with buildout of the WRSP and adopted mitigation and monitoring program which has been incorporated by reference into the WRSP.

Under the California Environmental Quality Act (CEQA), the WRSP is a “project” subject to evaluation of potential adverse impacts to the environment. The information obtained in a project’s environmental review provides decision makers with the insight necessary to guide policy development, thereby ensuring that the WRSP’s policies will address and provide the means to avoid potential environmental impacts.

Although the EIR and the WRSP are separate documents, it is important to note that the environmental review process has been an integral component of the planning process to ensure the WRSP’s sensitivity to critical environmental concerns. The WRSP was reviewed as a project anticipated to be developed over an extended period of time. This approach enabled the City of American Canyon to comprehensively evaluate the cumulative impacts of the WRSP and consider alternatives and area-wide mitigation measures in conjunction with the adoption of the WRSP.

Subsection (a) of Government Code Section 65457 states: “Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a WRSP for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the WRSP, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the WRSP is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan”.

A large portion of the WRSP involves residential neighborhoods that will be eligible for the exemption from CEQA under this provision.

As specific development projects are proposed within the boundary of the WRSP, the City of American Canyon will evaluate if any additional environmental review is required under CEQA. The environmental document and review process required will depend on the nature of the project and circumstances at the time.

9.8 Unit Transfers

It is the intent of the WRSP to permit flexibility in adjusting unit and product mix in response to market demand. Transfers of residential units between neighborhoods and residential land use categories are permitted as long as the overall number of units does not exceed the total project entitlement of 1253 units. In addition to the 1253 units, 186 affordable units are provided at Lemos Point, and additional allowed residential units may be secured through density and affordability bonus law. Additionally, the area density resulting from unit transfers shall not exceed the maximum allowable density for each residential Land Use-Zoning category specified in the WRSP. The number of units in each land use category (MDR-12, MDR-16, HDR) as defined by WRSP (see Table 4.1) may be increased administratively a maximum of 10%. Unit transfers must be identified as part of a final subdivision map and are subject to the approval of the Community Development Director. There is no limit on the total unit decrease in any given neighborhood.

Up to 10% of the total units may be transferred from the residential area to the Mixed Use area (NVRG) as integrated mixed use residential units. This allocation of density may also be applied to the Hotel on a unit to room equivalent (e.g. 10 units = 10 rooms).

The request for unit transfer may be administratively approved by the Community Development Director. Each request must specify the total number of units being adjusted, including a summary showing what area the units are transferring from, with a running total for the entire WRSP Area of individual ownership. Transfers of units between the separate ownerships (e.g. AC-1 and Newell Family) shall not be permitted without written consent of all parties involved.

Unit transfers must not result in impacts beyond those identified in the WRSP Environmental Impact Report.

APPENDIX A: DESIGN GUIDELINES

A.1 Purpose and Intent of the Design Guidelines

The Watson Ranch Specific Plan (WRSP) design guidelines seek to create a unique, memorable identity to reinforce the City of American Canyon as a destination within Napa County.

This design direction utilizes simple forms with an architectural palette appropriate to wine country living. The design guidelines are statements that describe the desired visual character within the WRSP. They are working tools that implement the Vision and Design Strategy provided in Chapter 4. The design guidelines address issues that are primarily aesthetic in nature.

The design guidelines establish a range of encouraged design approaches while allowing for flexibility and innovation. The design guidelines are designed to provide the City of American Canyon with the necessary assurance that the WRSP Area will develop in accordance with the quality and character proposed herein; and to provide guidance to City staff, the Planning Commission, and the City Council in the review of future development projects in the WRSP Area.

The design guidelines address each land use: Napa Valley Ruins & Gardens Mixed Use (MU), High Density Residential (HDR), Medium Density Residential (MDR) , Parks, and Open Space; and general categories of community monumentation, as well as walls and fencing. The intent of the design guidelines is to encourage innovative, quality design for all areas of the WRSP Area.

Per City of American Canyon Code, all development proposals must be reviewed by the Planning Commission. Any changes to a building and/or facade for any land use submitted after Planning Commission approval should be reviewed and approved administratively by the planning director or the designee. Should they deem that there has been too great a modification to the plans previously recommended for approval by the Planning Commission and approved by City Council, then the particular building elevations shall be re-submitted for review and approval.

A.2 Sustainability Design Guidelines

The sustainability of a community depends on creating and maintaining its economic and environmental health. It is important that for communities to be successful, they develop principles and a collective vision for the future that applies an integrative approach to environmental, economic, and social goals. The WRSP aims to achieve a high level of sustainability incorporating a three tier approach to sustainability through an effective management of resources at all levels of planning, design, and construction.

TIER 1 DESIGN GUIDELINES

The first tier involves using sustainable principles in community design and overall master planning. An integral relationship exists between how a community is planned and developed through its form, configuration, and use along with its capacity to meet its social, environmental, and economic needs. Community form, which represents the needs and priorities of the community, directly influences community capacity to sustain itself into the future. The sustainability design guidelines used in the overall planning of the WRSP Area include:

- Vehicle miles travelled should be reduced through the provision of a mixed-use community that accommodates a wide range of uses.
- A wide range of housing types should be provided that allow for varied housing opportunities.
- Non-vehicular circulation should be emphasized through the creation of compact, interconnected walkable blocks.
- A healthy lifestyle should be promoted through an integrated system of trails and pedestrian connections.
- Narrow street sections should be provided to reduce surface runoff and reduce urban heat island effect.

- Environmentally sensitive areas should be preserved where possible.
- Existing structures and materials at the NVRG should be reused where possible.
- Features such as electric charging stations and solar panels should be provided at key community destinations.
- Wherever applicable, the project should promote community-wide awareness on sustainability through outreach and education. Awareness techniques may include, but not be limited to LEED certified buildings incorporating signage on the sustainable design features on the built environment, landscape signage educating the community on sustainability techniques in the natural environment, and community-wide classes and seminars to make the residents aware of what they can do to help.
- Incorporate horizontal mixed-use into the community to create a walkable, pedestrian friendly community with less need for automobiles.
- If possible, accommodate a public transit stop centrally located near the core activity hub.

TIER 2 DESIGN GUIDELINES

The second tier involves a commitment to using sustainable green building techniques. The technology exists to create buildings that are smarter, more energy efficient, and healthier than those of the past. Homes and commercial buildings should be built incorporating the finest building and energy saving techniques available. The sustainable green building techniques that might be used in the built form include:

- Passive energy should be used to reduce dependency on mechanized energy systems.
- Recycled, refurbished or sustainability farmed building products should be incorporated.
- A lifecycle analysis should be used when choosing building materials.
- Homes and buildings should meet strict energy performance standards by incorporating ENERGY STAR compliant products such as appliances, building, heating and cooling, and lighting products in an effort to reduce greenhouse gas emissions.
- Reduce the energy consumption in homes by the use of energy efficient design and construction methods. These could include, but not limited to:
  - High Performance Attics;
  - High Performance Walls;
  - High Performance HVAC Systems
  - High Performance Windows;
  - Tankless Water heaters; and
  - Cooling Ventilation and house fans;
- Consider incorporating a “cool roof” which reduces the amount of heat conducted to the building. This can be achieved by using highly reflective or “cool color” roofing products.
- Outdoor lighting should incorporate fixtures that produce light using light-emitting diodes (LEDs) which use at least 75 percent less energy than incandescent lighting.
- Residences and public/commercial buildings should be designed to accommodate electric vehicle charging stations.
- Incorporating signage on the sustainable design features on the build environment, specifically LEED certified buildings.
- Homebuilders providing buyers with a system option for the homes to include photovoltaic (solar) and solar water-heating systems. Being solar-ready may include:
  - Having a designated solar zone
  - Adequate electric capacity
  - Designated conduit and plumbing paths
- Commercial parking incorporating photovoltaic (solar) panels over the parking, or solar turbines located on the light poles to harvest energy.

TIER 3 DESIGN GUIDELINES

The third tier involves a commitment to sustainable landscape techniques. The desire to create community in accordance with green building principles influences the decisions regarding the landscape design, recreational programming, and physical layout of each development area. The sustainable landscape techniques that may be used include:

- Drought tolerant plants should be selected to reduce water consumption based upon:
  - Their adaptability to the natural conditions of the site.

- Protection and preservation of native species and natural vegetation
- Disease and pest resistance
- Water-conserving plant and turf species
- Selection of plants from the East Bay Municipal Water District's "Plants and Landscape for Summer-Dry Climates" as the primary reference.

- Plant materials should be selected that promote a diversity of flora and fauna.
- Recycled water for landscape should be considered to reduce the consumption and demand of potable water.
- Pursuant to Zoning Ordinance Chapter 19.22.040 no turf is permitted in front yards and in other areas turf areas should be minimized.
- Low impact development principles should be implemented to reduce the impact of the development on the natural environment.
- Incorporate infiltration beds, swales, and basins into the design of a project to allow water to collect and soak into the ground, as required by local agency.
- Utilize pervious or porous surfaces (permeable pavers or blocks) to minimize runoff.
- Encourage the use of rain harvesting or catchment technologies (rain gardens, canisters, etc.)
- Projects shall incorporate The City of American Canyon Model Water Efficient Landscape Ordinance (MWELO) into the design.

A.2.1 SUSTAINABLE LANDSCAPE

Sustainable landscape practices proposed for the WRSP Area may include Low Impact Development techniques, innovative irrigation technologies and water conservation, drought-tolerant landscape, and energy conservation.

A.2.1.1 LOW IMPACT DEVELOPMENT (LID) LANDSCAPE

The term LID refers to storm water management techniques that use vegetation and open space to optimize natural hydrologic processes and reduce stormwater runoff.

Areas incorporated within the WRSP Area that provide treatment include NVRG, parks, community gardens, detention basins and open space. All project areas should incorporate the following sustainable landscape practices:

- Large canopy street trees should be used wherever appropriate to intercept rainwater, encourage root uptake, and facilitate evapotranspiration.
- Bio-retention systems in conjunction with vegetated swales should be incorporated where appropriate in open space and other landscape areas.
- Where space allows, residential areas should include landscape treatments that provide on-lot detention, filtering of rainwater, and groundwater recharge.
- Where suitable, permeable surfaces such as unit pavers, turf block, gravel and permeable concrete, should be used in place of paving;
- Tree and plant species for bio-retention and bio-swale areas should be selected from the approved plant palette shown in Appendix A.

A.2.1.2 IRRIGATION AND WATER CONSERVATION

Irrigation systems should be designed to conserve water resources by efficiently and uniformly distributing water. Less watering, fertilizing, and chemical control required for landscape design reduces the need for irrigation and associated water use.

- Irrigation design should follow California Department of Water Resources ordinances, Napa County Water Ordinances and tailored to the climate of American Canyon.
- Irrigation should be provided for plant establishment.
- All public areas, rights-of-way, and community landscaping should have an automatic irrigation system.
- Use of low volume spray heads and drip irrigation systems should be maximized.
- New irrigation techniques and drip irrigation systems should be used for efficient delivery of water.
- Irrigation design should accommodate hydrozones accordingly, separating high, medium and low water-use plants.

- Automatic irrigation systems should include a rain shutoff valve or weather based control system.
- Shrubs and trees should be irrigated with a drip system or MPR heads to provide deeper, more even watering and promote water conservation.
- Irrigation controls should be screened from view from the street by landscaping or attractive site materials.
- Soils should be mulched with 3 inches of organic material to reduce evaporation, keep the soil temperature even, and control weeds.

A.2.1.3 DROUGHT TOLERANT LANDSCAPE

- Plant selection should emphasize the use of native, drought-tolerant, long-lived, pest-resistant plant species that are well adapted to the climatic and soils conditions of the site.
- Turf should be limited to parks or other active uses and high visibility areas as allowable.
- Low groundcover and drought tolerant grasses should be used as an alternative to turf wherever possible.
- Sustainable maintenance techniques should be used through the use of organic fertilizers and weed/pest control products through literature provided to future residents, including local resources for procurement of drought-tolerant plant materials.

A.2.1.4 ENERGY CONSERVATION

- Planting design should consider location and orientation when adjacent to buildings to maximize solar orientation and reduce building heating and cooling.
- Landscape around buildings should be designed to provide shading in the summer months and solar access during the winter.
- Energy-efficient landscaping techniques are encouraged such as use of local materials, and on-site composting, to reduce green waste hauling.

A.3 Landscape Strategy

The landscape design for the WRSP Area emphasizes drought-tolerant, native and edible landscaping and provides abundant trees for beauty, definition of spaces, habitat enhancement, and comfortable & healthy community in American Canyon. Attractive and shaded streets, parks, community gardens, buffers, and trails will establish strong community character and quality living environments, both in the near future and in the long term. In addition, the WRSP incorporates green infrastructure or low impact development landscape practices.

Native, drought tolerant landscaping

Drought tolerant landscaping

A.3.1 OVERALL LANDSCAPE DESIGN GUIDELINES

The following design guidelines pertain to all initial planting within the WRSP Area. As applicable, landscaping within the WRSP Area will be subject to any special requirements identified by soils or inherent drainage conditions.

- Plant materials should be selected from the plant palettes in Appendix A, with an emphasis on native and adaptive plants, where appropriate.
- Substitutions or additions may be considered based on the suitability of the species in terms of similarity of form, adaptability, tolerance to site soils, climatic conditions or water quality, or other pertinent characteristics.
- The plant list is not intended to be exhaustive but to provide a clear guide for selection.
- Additional plants may be used that are compatible with this list and are consistent with the intent of these Guidelines.
- Plant selection should emphasize the use of drought-tolerant, long-lived plant species that are well adapted to the climatic and soils conditions of the site.
- Planting design should consider year-round interest and seasonal character through the careful use of flower, leaf color and texture.
- Landscape design should provide effective screening of parking areas, retaining walls, utility enclosures, utility cabinets, service areas, or transportation corridors to reduce negative visual impacts.
- Screening landscape should incorporate evergreen plant species in order to maintain year-round leaf cover.
- Plant selection should avoid the use of tree species with invasive root systems near utility lines and paving and avoid the use of non-native, invasive species that may spread into open space areas.
- Street trees should be placed in parkway strips between the curb and sidewalk, with drought tolerant shrub and ground cover plantings to encourage sidewalk use.
- Pedestrian trails or walkways with ornamental plantings may provide enhanced landscape within the various neighborhood communities.
- Landscaping is required where development is visible from major public roadways and public facilities including trails.
- Tree planting location and species should consider the need to preserve solar access, views, and fire safety requirements.
- All plants should be carefully selected to avoid toxic species that could be harmful to children or cause allergic reactions.
- Landscape plans for all areas where the developer is required to install landscaping should be prepared by a landscape architect registered to practice in the State of California.

Edible Landscape

Community Garden

A.3.2 COMMUNITY GARDENS AND EDIBLE LANDSCAPE

The use of edible landscaping will be important in expressing the healthy living theme of the WRSP Area. In addition to NVRG and neighborhood gardens, edible landscaping may be used almost anywhere in commercial and residential sites, trails, parks, and other open spaces so that residents can enjoy the benefits of edible plants integrated into their daily lives.

- Planting should combine non-edible and edible species such as combinations of fruit and nut trees, berry bushes, vegetables, herbs, edible flowers, and ornamental plants.
- Edible landscape designs should resemble an ornamental garden and create balance, unity, rhythm, interconnection, and pattern in the landscape while integrating a host of food-producing plants into the design.
- Fruit-bearing trees, if used, should be planted to not overhang paved areas or trails.
- Landscape design should emphasize the use of nectar-producing and flowering plants that supply food, shelter, and breeding habitat for beneficial insects that pollinate edible crops and control pests.
- Gardens for butterflies, hummingbirds, and native bees should be used.
- Climbing vines such as grape and kiwi should be used for arbors, pergolas, fence lines, or trellises.

A.4 Residential Design Guidelines

While a well-organized land use and circulation plan is important, it does not create a pleasant and memorable community. Identity deals with the perception of the community as we experience it, not in plan form or from an airplane. The intent of the residential Design Guidelines is to craft architectural forms that create visually appealing neighborhoods.

A.4.1 NEIGHBORHOOD CHARACTER DESIGN GUIDELINES

Neighborhood character is based upon a combination or circulation patterns, architecture, and landscape forms. The following guidelines should be considered during the neighborhood design process.

- Open ended cul-de-sacs should be utilized where practical.
- Long stretches of homes should not back onto streets or open space amenities such as parks and paseos. Where homes back onto open space amenities, open view fencing should be used.
- Inappropriate street termination points such as a bedroom window or an alley should be avoided.

A.4.2 ARCHITECTURAL CHARACTER

Building on the character of the NVRG, residential architecture should be form based and equally reserved

Sufficiently sized front porches to encourage use

Distinct, visible balconies

Signature detailing

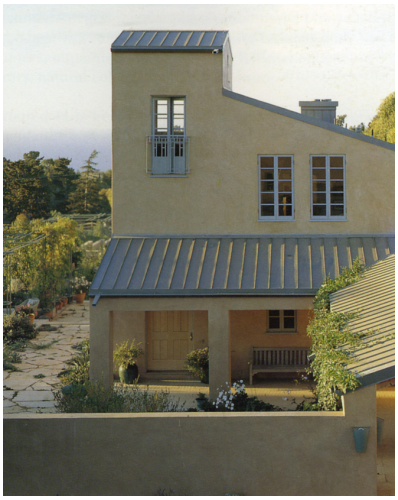
in the use of ornamentation. Materials such as smooth stucco, wood, and metal roofing should be used. Detailing should be of wood and metal. A mix of rich but muted colors with bold accents can provide vibrancy to a streetscape. Form-based architecture should result in simple structures where gable and shed roofs with tower elements should be used as accents and focal points.

A.4.2.1 CREATE VARIETY ALONG THE STREETSCAPE

Creating building relationships and massing that demonstrate variety and individuality will add to the sense of place.

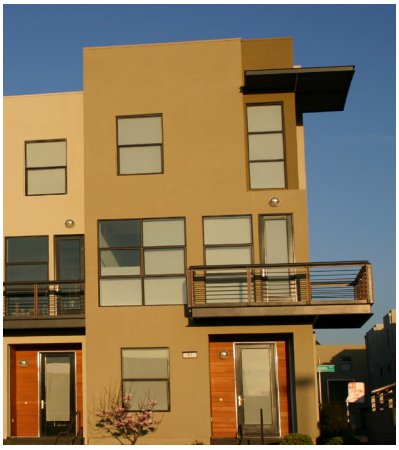
- There may be a mix of two and three story homes within the community.
- Unvarying repetitive facades that present a monolithic development should be avoided.
- Where practical, windows should be placed to minimize privacy conflicts.
- Visual interest in the streetscape should be created through building articulation and a variety of forms between buildings.
- There should be varied wall plane lines.
- There should be publicly visible balconies, veranda, porches, and arcades.
- Front porches should be sufficiently sized to be usable.
- There should not be repetitive, unarticulated building forms.
- Unarticulated roof forms should not be set on a constant wall plate height.

Appropriate use of accent material to create a signature architecture style



Stucco finish with metal roof

Appropriate change of materials to accent design intent



Smooth stucco finish with accent material

A.4.2.2 PUBLICLY VISIBLE FACADES

Equal concern should be given to side elevations on corner lots and rear elevations where visible to the public. There should be articulation and relief on these “public” faces.

- The “wrapping” of articulation, materials and architectural details on the sides and rears of homes should present these sides to the public.
- Unadorned flat side and rear elevations should not face onto open space areas and public streets.
- Porch elements are encouraged to wrap the corner at corner lots.
- Side elevations that face a public street should be enhanced with additional windows, pop-outs or bays, chimneys, stepped rooflines or balconies as appropriate.

A.4.2.3 MATERIALS AND DETAILING

Residential building materials should be appropriate to the community character:

- Signature detailing should establish the community’s architectural character in form, color, and materials.
- Abruptly disharmonious and monolithic architectural style, color, and material should not be used.
- Where buildings are predominantly stucco, they should have as smooth a finish as practicable. Heavy stucco textures are strongly discouraged.
- Siding materials including stucco, lap siding, board and batton, corrugated steel.
- Accent materials include brick, stone, tile, wood trim, sills or headers, metal roofing, and wrought iron.
- Roofing materials should include dimensional composite shingles and metal roofing.
- Half round gutters and round downspouts should be used.
- Changes in materials should occur at inside corners where the building plan changes direction, or where they accent the design.
- Style “appliqué” details should be avoided.

A.4.2.4 ENTRANCES

Entries should be given special attention as a whole system including the door, side windows, porch and entry wall.

- Entries should be inviting from the street.
- Adequate weather protection should be provided.
- Where homes occur on corners opportunities to wrap the porch to the side should be explored.

A.4.2.5 REDUCING THE VISUAL IMPACT OF STREET-FACING GARAGES

Where street facing garages occur on single family detached homes, lessening the impact of garage doors on the streetscape is important in the creation of pedestrian oriented neighborhoods

- Driveway pavement should be reduced to the minimum functional width.
- Living space or architectural elements should be forward of the garage doors.
- Sectional garage doors should have appropriate panel detailing and window panels, and be recessed into the building plane.

A.4.3 RESIDENTIAL LANDSCAPE GUIDELINES

Each Neighborhood should further support the community theme by providing private landscapes that connect and blend into the larger setting and character of the WRSP Area. Private landscapes include all private front yard landscapes and any residential common area landscapes such as those landscapes included as part of a Homeowner Association. Private landscapes should contain a pleasing mix of Neighborhood Identity plants as identified at the end of this section.

The predominant ground plane in each lot should be planted with groundcovers, turf or shrubs to maintain an open character and view corridors throughout the community while providing neighborhood identity. The use of turf in the front yard is strongly discouraged.

Maintenance of residential landscape beyond the establishment period shall be the responsibility of the Homeowner, to the extent that it occurs within the legal property of each lot; except for certain easement areas on lots where the landscape will be established and maintained by an HOA.

A.4.3.1 WALLS AND FENCING

Fences and walls should be built according to the design criteria and be of the materials indicated in these Design Guidelines. Retaining walls over eighteen (18) inches in height should be of masonry or poured in place concrete construction, and any retaining wall over three (3) feet shall not be installed without structural calculations developed by a structural engineer. All wall locations, heights, and finishes shall require approval of the City of American Canyon.

Fencing and walls at property lines, and between neighborhoods and adjacent to land uses are highly visible and are a major component of the visual landscape. The goal of fencing and walls in the WRSP Area is to maintain an open park setting that unites and blends private landscape with the lake, parks, open spaces and urban areas while providing a sense of privacy and security to homeowners with sound attenuation.

A.4.3.2 RESIDENTIAL LANDSCAPE GRADING AND DRAINAGE

All site surface drainage from private landscapes should be conducted to a storm water quality treatment system by the Builder.

Mounding and earth berms are discouraged as part of Private Landscape design.

A.4.3.3 RESIDENTIAL LANDSCAPE IRRIGATION

The WRSP is committed to water conservation and the efficient use of water through innovative and accepted irrigation practices. Irrigation designers shall use current water use guidelines and tables, state-of-the-art irrigation equipment, and automatic controllers capable of multiple programming.

- Drip irrigation is encouraged particularly in small planting areas.
- Overhead irrigation systems may be used in larger planting areas.
- Overspray onto paving, fences or walls should be avoided and soil erosion should be minimized by the use of in-line or in-head check valves.
- Turf areas should be irrigated by an overhead spray or rotor system or by subsurface irrigation drip tubing. Overspray onto paving, fences or walls should be avoided and soil erosion should be minimized by the use of in-line or in-head check valves.
- All valves and equipment should be located adjacent to buildings where feasible and visually screened from public view.
- No irrigation equipment should be located in such a way so as to create a safety hazard to persons or property.
- Operating manual and scheduling charts should be provided to all Homeowners, Maintenance Companies, Associations, or Agencies.

Variety of shrubbery

Appropriate landscaping adjacent to sidewalks

- As-built plans should be prepared and provided for any Common Area Systems, such as may be used in HOA or LLD jurisdictions.

A.4.3.4 RESIDENTIAL LANDSCAPE PLANTING DESIGN

Planting layout and design should be conducted with knowledge of plant material habits and varieties as a guide for proper spacing and combinations. The ultimate size and growth speed of plant materials should be considered to achieve an interesting, diverse landscape effect.

- Residential Local Street trees should be chosen from the appropriate Neighborhood Local Residential Street Tree Lists.

A.4.3.5 PRIVATE COMMON AREA LANDSCAPES RESIDENTIAL

Private Common Area Landscapes surrounding high-density housing or alley-loaded units will be determined by the Developer/Builder and should exhibit the landscape characteristics of the Neighborhood in which it is located. Planting materials should follow the same criteria and Neighborhood Identity Plant lists.

A.4.4 RESIDENTIAL STREET LANDSCAPING

The overall landscape design concept for public streets is to create a distinct village by blending public and private landscapes and reflecting historic materials and styles found in the region. The landscape should also mirror the organizing elements of surrounding rural and agricultural landscapes and emphasize connections between residential neighborhoods, using California adapted plant species that provide scale, color and seasonal interest.

- All ‘ground plane’ landscape materials including shrubs, groundcovers and turf should conform to the City of American Canyon.
- Groundcover should be used in parkways on loop parkways, collectors, enhanced locals, or residential locals per the City of American Canyon.
- Any trees planted in parkways should be irrigated separately from groundcovers and shrubs with approved tree bubblers.
- Turf should not be allowed in medians or parkways.
- Project walls and private yard fences should be landscaped with varying heights of plant materials and a variety of vines within the right-or-way to provide a pleasing appearance along the streetscape.
- In areas where adjacent parking lots are planned, a minimum planting screen with a minimum height of 30 inches and a maximum height of 36 inches should be designed through the use of shrubbery, landscape berming, low walls, or a combination of these elements.
- All streets should have continuous street tree planting located within parkways and medians.
- The street tree canopy should provide a sense of enclosure, shade and separation of pedestrian and vehicular uses.
- Street tree planting of Arterial Roads and Collector Roads should provide continuity and orientation throughout the community.

Drought tolerant landscaping

Residential landscaping

BOTANICAL NAME	COMMON NAME	PLANT COMMUNITY							
		RESIDENTIAL NEIGHBORHOOD	NEIGHBORHOOD PARKS	PARKS & OPEN SPACE	OPEN SPACE BUFFERS	QUARRY LAKE PARK	NAPA VALEY RUINS & GARDENS	EDIBLE	LOW WATER USE
TREES									
Arbutus 'Marina'	NCN	■					■	■	■
Arbutus unedo	Strawberry Tree						■	■	■
Betula pendula	European White Birch	■	■			■	■		
Camellia	Camellia						■		
Carpinus fastigiata	European Hornbeam						■		
Cedrus deodara	Deodar Cedar	■	■	■					■
Cercis canadensis	Eastern Redbud		■			■	■		
Citrus sp.	Orange/Kumquat						■	■	
Cupressus sempervirens	Italian Cypress	■					■		■
Eriobotrya deflexa	Bronze Loquat						■	■	■
Gingko biloba	Mainden Hair Tree	■					■		
Lagerstroemia faurei	Crape Myrtle		■	■		■	■		■
Laurus nobilis 'saratoga'	Grecian Laurel	■				■	■	■	■
Liquidamber styraciflua 'festival'	American Sweetgum	■	■	■					
Magnolia 'St. Mary's'	Magnolia						■		
Malus sp.	Apple	■					■	■	
Maytenus boaria	Mayten Tree		■			■	■		
Melaleuca sp.	Paper Leaf Tree	■					■		■
Melaleuca quinquenervia	NCN						■		
Olea europaea	Olive				■		■	■	■
Palm trees	Palms						■		■
Pistacia chinensis	Chinese Pistache		■	■					■
Pinus eldarica	Japanese Black Pine	■					■		■
Pinus pinea	Italian Stone Pine			■				■	■
Platanus acerifolia 'Columbia'	London Plane Tree	■	■	■			■		
Populus nigra 'Italica'	Lombardy Poplar					■			
Prunus sp.	Cherry/Plum	■	■			■	■	■	■
Prunus sargenti 'columnaris'	Sargent's Cherry			■			■		
Punica granatum	Pomegranate						■	■	■
Pyrus calleryana 'Chanticleer'	Flowering Pear	■	■	■		■	■		
Pyrus calleryana 'Bradford'	Flowering Pear	■	■	■			■		
Quercus agrifolia	Coast Live Oak			■	■	■	■		■
Quercus lobata	Valley Oak				■	■			■
Quercus virginiana	Southern Live Oak		■	■		■			
Tilia cordata	Little Leaf Tilden		■	■		■			
Ulmus parvifolia 'True green'	Chinese Elm		■	■					■

SHRUBS										
Abelia x grandiflora	Dwarf Abelia									
Arbutus unedo	Strawberry Tree									
Aloe spp.	Aloe									
Arctostaphylos spp.	Manzanita									
Artemisia 'Powis Castle'	NCN									
Camellia spp.	Camellia									
Ceanothus spp.	Wild Lilac									
Chondropetalum spp.	Cape Rush									
Cuphea hyssopifolia juncus spp.	Rush									
Cyanara cardunculus var. scolymus	Globe Artichoke									
Dietes spp.	Fortnight Lily									
Feijoa sellowiana	Pineapple Guava									
Grevillea canberra 'Noellii'	NCN									
Hemerocallis spp.	Evergreen Daylily									
Lavandula spp.	Lavender									
Leucophyllum spp.	Texas Ranger									
Myrtus communis	Myrtle									
Nandina domestica 'Compacta'	Dwarf Heavenly Bamboo									
Osmanthus fragrans	Sweet Olive									
Penstemon spectabilis	Showy Penstemon									
Perovskia atriplicifolia	Russian Sage									
Phlomis fruticosa	Jerusalem Sage									
Phormium spp.	New Zealand Flax									
Potentilla spp.	Cinquefoil									
Prunus virginiana	Chokecherry									
Punica granatum	Non-Fruiting Pomegranate									
Rhamnus spp.	Coffee Bush									
Rhaphiolepis indica	Indian Hawthorn									
Ribes spp.	Currant									
Rosa spp.	Rose									
Rosmarinus spp.	Rosemary									
Rubus fruticosus 'Triple Crown'	Thornless Blackberry									
Salvia spp.	Sage									
Salvia leucantha	Mexican Bush Sage									
Santolina spp.	Lavender Cotton									
Vaccinum ovatum	Evergreen Huckleberry									
Viburnum spp.	Viburnum									
Westringia fruticosa	Coast Rosemary									
Woodluardia spp.	Giant Chain Fern									
VINES										
Actinidia deliciosa	Kiwifruit									
Campis radicans	Trumpet Vine									
Distictis buccinatoria	Blood Red Trumpet Vine									
Gelsemium sempervirens	Carolina Jasmine									
Jasminum polyanthum	Pink Jasmine									
Parthenocissus tricuspidata	Boston Ivy									
Passiflora edulis 'Maypop'	Passion fruit									
Vitis spp.	Grape									
Wisteria spp.	Wisteria									

GROUNDCOVER										
Abelia Prostrate Form	NCN									
Arctostaphylos spp.	Prostrate Manzanita									
Ceanothus spp.	Prostrate Wild Lilac									
Coprosma spp.	Coprosma									
Cotoneaster spp.	Cotoneaster									
Fragaria chiloensis	Wild Strawberry									
Fragaria x ananassa	Garden Strawberry									
Juniperus spp..	Juniper									
Lantana montevidensis	Lantana									
Myoporum parvifolium	NCN									
Rosa spp.	Groundcover Rose									
Rosmarinus spp.	Rosemary									
Salvia spp.	Sage									
Tuecrium spp.	Germander									
Thymus spp.	Thyme									
Trachelospermum asiaticum	Jasmine									
Verbena spp.	NCN									
GRASSES										
Acorus spp.	Forest Grass									
Carex spp.	Sedge									
Eleocharis spp.	Spike Rush									
Festuca spp.	Fescue									
Juncus spp.	Rush									
Leymus spp.	Wild Rye									
Miscanthus spp.	Eulalia Grass									
Muhlenbergia capillaris	Hairy Awn									
Pennisetum spp.	Fountain Grass									
TURF										
Fescue Turf	Fescue									
Festuca rubra	No-Mow Fescue									

- Specific tree species and tree spacing should conform to the specific guidelines described in this section.
- Street tree planting on enhanced local roads and local residential roads should be designed to encourage pedestrian use, shorten the perception of walking distances and provide shade and seasonal interest.
- All street trees located within five feet (5') of any paving or utilities should be provided with root barriers as approved by the City of American Canyon.
- All street trees should be planted from minimum 15 gallon box containers.
- The ground plane in the parkways on Collector Streets should have irrigation systems separating planter zones from the tree zones
- The planting area between the back of sidewalk and the right-of-way on Collector Streets should be planted with a combination of shrubs and groundcovers according to the adjacent land use and the presence of walls.
- All street trees planted in the right-of-way or adjacent easement on Local Streets should be from 15 gallon box containers and planted a minimum of 30' on center in single straight rows in the parkway.
- Community entry nodes should be enhanced with accent trees and shrubs to further define and enhance vehicular and pedestrian circulation.
- Parkways along Residential Local Streets should be groundcover as approved by the City of American Canyon with street trees from the approved list at the end of this section.
- Each street tree in the parkways should have irrigation systems separating planting area zones from the tree zones.
- Street trees on Residential Local Streets should be a minimum 15 gallon box container size, have a caliper of not less than 1-1/2 inches and have a minimum crown size of three feet in diameter per the City of American Canyon.
- All proposed street trees and designs should be based on most currently available guidelines and approved lists form the City of American Canyon.
- Lists of Residential Local Street trees for use in each of the neighborhoods are provided at the end of this section.

A.4.5 RESIDENTIAL LIGHTING GUIDELINES

The goal for the site lighting design is to provide a comfortable level of illumination that meets the community's needs for orientation and safety in a way that complements the aesthetic qualities of the architecture and surrounding environment. A family of light fixtures is selected for the development that recognize the different qualities of the land uses while creating a consistent design theme throughout the community. The quality of the light fixtures, the lighting intensity, and source controls provide criteria that will establish a high quality experience to this important aspect of design.

- High efficiency fixtures and sophisticated optics should be used to direct light where it is needed without creating excessive glare.
- Long lasting LED lamps should be used to minimize energy use and lamp replacement.
- Lights should be placed where they are needed for specific uses, rather than a continuous foot-candle requirement across the site, allowing for the appreciation of the dark sky in the residential neighborhoods.
- To preserve the quality of a dark sky at night, high intensity light fixtures should include a shielded light source that reduces the view to the light source.
- Pole lights are proposed for the lighting of the streets in the neighborhoods. The fixtures should have a shielded light source, with optics that direct the light down to the ground so that the light source is not visible outside of the light distribution area.
- Street identification signs and traffic control signs should be mounted on light poles to integrate these elements into the design and minimize the number of poles at intersections.
- Pole lights used for residential streets should be placed in parks to preserve the quality of the overall community.
- Low intensity lighting in some of the park spaces should be used to provide orientation and a sense of security.
- Pole lighting should be used along the multi-purpose path throughout the community to encourage use of this amenity into the evening.
- Lighting should provide an even distribution of light that minimizes glare.

- No direct view to light sources should be visible from off site.
- Where lighting is provided, fixtures should utilize house side shields and cut-off optics to reduce light spill over the property line.
- Pedestrian pole light fixture locations should not conflict with the pattern of tree planting along the roads and parking lots.
- Pole-mounted lights should be used sparingly in the Civic Park Plaza and the use of illumination encouraged for pedestrian circulation and less ambient light at night.
- Illuminated bollards should be used primarily along pedestrian pathways to encourage evening strolls.
- Accent lighting should also be used sparingly and primarily for the use of highlighting nodes or destination spaces.

A.4.6 RESIDENTIAL MAILBOX DESIGN GUIDELINES

- Mailbox materials should be consistent with architectural theme.
- Multibox stations should be designed to replicate architectural details and colors.

A.5 Napa Valley Ruins & Gardens Design Guidelines

The mixed-use NVRG is a unique area made up of several different uses including retail, residential, office, commercial, visitor service including hotel and events center, entertainment, recreation, civic, and community facilities. This blending of uses creates an urban fabric with distinct, yet connected areas.

As the “heart” of the WRSP Area, the NVRG creates the hub of activity for the overall community. The quality of design is important to the perception of the Watson Ranch community. Architecture and landscaping should create a village atmosphere where people are comfortable to mix and mingle and desire to return to over and over again.

A.5.1 COMMUNITY CHARACTER DESIGN GUIDELINES

The NVRG will create a strong focal point for the new community. While having the flexibility to be the setting for community gatherings and special events, the area must also provide for comfortable, more intimate resting spaces. This is a place where all residents and visitors should feel comfortable whether they are a participant in an activity such as an art fair or street performance, or quietly sipping coffee, spending time with family, shopping, people watching or playing checkers.

A.5.1.1 THE PEDESTRIAN ENVIRONMENT

NVRG should create an environment where people are comfortable walking and spending time, and should incorporate the following Design Guidelines:

Linear outdoor seating, along sidewalks

Enclosed outdoor seating, in a courtyard

- Provide for a mix of sizes of businesses that creates a pedestrian friendly atmosphere.
- Create strong pedestrian links to the rest of the WRSP Area.
- Provide unique and pedestrian scaled lighting fixtures.
- Trellis, awnings and other weather protection devices are encouraged.
- Significant intersections should be highlighted with bollards, street furniture, special paving, accent trees and opportunities for monumentation or public art.

Outdoor seating areas should be provided to create gathering places for residents and visitors in order to enhance a village atmosphere.

- Focal points should be created with features such as signature landscaping, fountains, outdoor performance areas, or opportunities for public art.
- A generous amount of outdoor seating should be provided and should include both sunny and sheltered areas.
- Both hard surface and planted areas should be incorporated into the design.
- Existing concrete plinths should be investigated for inclusion in the design as seating elements.

The pedestrian linkages are an important feature of the mixed-use environment. These areas should be furnished with enriched materials and furnishings that create a comfortable, convenient, and entertaining experience. With the exception of features created as public art, the furnishings should be in a similar family of style, color, and finish to create a refined and uncluttered appearance.

- Seating areas should be created using benches, chairs, seat walls, and steps and may include informal seating on raised planters, steps, and benches cast into the plaza areas.
- Newspaper racks should be of one cohesive design and integrated into the landscape design.
- Bicycle parking should be integrated into the landscape design to place these elements in a discrete manner, or be of unique design as public art.
- Bollards may be placed to provide separation from autos at pedestrian crossings.
- Trash and ash receptacles should be placed at convenient locations.

Various decorative paving material should be incorporated into the design.

- Locations include pedestrian crosswalks, prominent pedestrian intersections, building entries, gateways, social activity areas and other focal points.
- Paving materials should complement adjacent architecture.

A.5.2 NVRG ARCHITECTURAL DESIGN GUIDELINES

The architectural character of the NVRG is intended to create a unique and memorable place within the City of American Canyon and the region. The aesthetic draws from the visual strength and simplicity of the concrete

Buildings relate to the street

Distinct but related forms and material use to create a sense of place

ruins as well as from the vineyard heritage of Napa County. Even though the ruins are over 100 years old, their simple shapes form a very contemporary backdrop for the community.

A.5.2.1 BUILDING ENTRANCES

- Buildings should be oriented to face streets or other public spaces.
- Entrances should be well marked, articulated, and oriented to streets and open space.
- Entrances should provide opportunities to create unique addresses along the street through use of elements such as distinctive form, detail, materials, color, ornament, lighting and signage.
- Street addresses should be clearly displayed and must comply with applicable sign regulations (see Section 6.5 for signage regulations).
- Entrances to uses above the ground floor should be identifiable as building entrances.
- The design of a secondary side or rear entry should be architecturally related to the front entry and enhanced with detailing, trim, and finish consistent with the character of the building.

A.5.2.2 MASSING AND FORM

- Roofs should match the building in terms of style, detailing and materials and should contribute expressive and interesting forms that add to the overall character of its environment.
- The location, spacing, materials, and colors of downspouts, gutters, scuppers, and other roof drainage components should be incorporated into the architectural composition of the façade and roof. Downspouts should be concealed within walls or located to harmonize with window spacing and façade composition.
- Any mechanical penthouses and stair towers should appear as integrated building forms and shall be structures that complement the design of the building through the use of similar materials, colors, finishes and architectural details.
- Rooftop equipment should be located away from the street edge and/or screened so that it is not visible from streets or other public spaces. Screening should complement the design of the building through the use of similar materials, colors, finishes and architectural details and appears to be an integral part of the building's form.
- Attached equipment such as solar collector panels, antennas, satellite dishes, etc. should be integrated into the project architecture or screened from view.

The main area of the ruins creates a series of cloisters. New buildings within the cloisters of the ruins should have a contemporary aesthetic.

- Any building within the southern cloister should have a prominent roof shape that pays homage to the roof structure on the round building. This bold form would create a focal point within the ruins complex.

Use of trellis / awning to weather protection and to lend a pedestrian scale to street level

Long walls punctuated with 3 dimensional details

- Architecture within the NVRG should be form based, and not rely on ornamentation.
- Building should have lines clean and shapes that define interior space.
- Commercial structures should have strong simple forms that are made up of fairly monolithic materials such as concrete and stucco.
- Wood and metal detailing should be used to soften these simple forms.

The residential uses within the NVRG should respect the same aesthetic. Town homes or condominiums should create an urban streetscape. They should address the street as row homes with front porches or stoops.

Use of high quality material in public spaces

A.5.2.3 BUILDING FACADES FACING PUBLIC SPACES

Public visible facades of all buildings should have the same level of articulation and quality of details and materials as the front of the building.

- Where long expanses of blank wall are unavoidable, they should be articulated and softened with 3-dimensional details, planters, vines and other landscaping.
- A composition of distinct but related forms should be used.
- Loading and service areas for commercial uses should be integrated into the overall building composition.

Simple, yet prominent roof forms as an architectural element.

Architecture and material of existing ruins set a precedent

Strong simple concrete / stucco forms with wood and metal details

- Architectural enclosures should be designed as integral elements of the building architecture
- Long unbroken forms and flat planes are discouraged.

Buildings facades facing public spaces should incorporate 3-dimensional facade elements that lend a pedestrian scale to the street level.

- Trellises or permanent awnings should be incorporated where appropriate for shade and weather protection.
- Arcades, wide overhangs, deep reveals, permanent awnings, etc. should be used.

Roof design should be integral to the overall building design.

- Parapets should screen rooftop mechanical equipment from ground level view.
- Tower elements should be included at key locations to provide points of interest along the streetscape.
- Roofline variation should be created by differing plate heights.

A.5.2.4 BUILDING MATERIALS

Building materials should be appropriate to the community character and suited to commercial construction.

- Materials such as stucco, masonry, storefront glazing and well-detailed precast concrete should be used.
- Accent materials such as brick, stone, tile, and anodized or painted metals should be used.

Materials reflect the industrial history of the site

Facades facing public spaces with articulation

Color and material relate to the context

- Any changes in materials should occur at inside corners where the building plane changes direction.
- Mirror glazing should not be used.
- Where used, stucco should have with as smooth a finish as practicable. Heavy stucco textures are discouraged.
- Accent materials include stone; tile; wood trim, sills or headers; metal roofing and wrought iron.
- Roofing materials include dimensional composite shingles and metal roofing.
- Half round gutters and round downspouts should be used.
- Changes in materials should occur at inside corners where the building plan changes direction.
- Color and material changes should occur at inside corners.
- Mirror and reflective glass is discouraged.
- Vinyl and aluminum siding is discouraged.
- Brick, stone or other masonry should not “float” above the ground plane, but must be detailed such that it can continue either to the ground or to a concrete shelf or edge in the foundation so that its “weight” is visually supported. Simulated finishes must be a level of quality to appear authentic.

A.5.3 NVRG LANDSCAPE DESIGN GUIDELINES

Landscaping of the NVRG will draw heavily from classic images utilizing olive trees, Italian Cypress, lavenders, roses and a variety of ornamental grasses. The center cloister should include unique paving materials specially selected to enhance the outdoor experience, along with providing for formal functions. Shade tolerant plant materials should be encouraged for landscape planters and interior low light situations. The central portion of the NVRG should incorporate both soft surface materials and unique organic paving, a formal fountain, and formal planting areas to allow for large gatherings and functions. Around the perimeter of the ruins the planting concept should be reminiscent of an Italian hill town, with a variety of soft textures and flowing landscape. Olive trees, ornamental grapes coexist with the stark lines and dramatic shapes of the ruins, softening edges and defining spaces.

A.5.3.1 NVRG PLANTING DESIGN GUIDELINES

- Olive trees, turf areas, and ornamental grasses should dominate the landscape adjacent to the ruins structures.
- Turf areas should foster outdoor spaces and gathering areas.
- Ornamental grasses should be used primarily to convey informality and rustic charm.

Ornamental street perimeter that compliment the architectural style of the buildings

- Olive trees should be planted in rows symbolic of orchards in Italy and the Napa Valley.
- Lavenders, roses, and evergreen groundcovers should be primarily used to enhance entries, highlight sitting areas, and line walkways.

A.5.3.2 NVRG STREET FURNITURE/ SEATING DESIGN GUIDELINES

Street furniture will add to the unique architectural environment of the NVRG.

- Street furniture should be designed to foster comfortable, accessible, interactive public areas.
- Street furniture should be constructed of durable non-weathering materials utilizing recycled or eco-friendly materials where practical.
- Seating should be provided with a variety of furnishings such as benches, chairs, and low walls with landscape features such as salvaged plinths.
- Other street furniture should include waste and recycling receptacles, decorative planters and pottery, bicycle racks, flag poles, and drinking fountains.

A.5.3.3 NVRG PARKING LOT LANDSCAPING DESIGN GUIDELINES

- Landscaping for parking areas should include large dome-shaped canopy trees to provide shade in hot summer months while allowing winter sun exposure.
- Parking lot trees should have root barriers.
- Understory planting should be primarily with low-growing (+24”), drought tolerant, evergreen groundcover or grasses.

A.5.4 NVRG LIGHTING DESIGN GUIDELINES

These lighting design guidelines provide criteria that will provide a comfortable level of illumination that meets the community’s needs for orientation and safety in a way that complements the aesthetic qualities of the architecture and surrounding environment. A family of light fixtures is selected for the development that recognize the different qualities of the land uses while creating a consistent design theme throughout the community. The quality of the light fixtures, the lighting intensity and source controls provide criteria that will establish a high quality experience to this important aspect of design.

A.5.4.1 LIGHT FIXTURE DESIGN GUIDELINES

- High efficiency fixtures and sophisticated optics are encouraged to direct light where it is needed without creating excessive glare.
- Long lasting high pressure sodium lamps are suggested to minimize energy use and lamp replacement.
- Lights should be placed where they are needed for specific uses, rather than a continuous foot-candle requirement across the site, allowing for the appreciation of the dark sky in the residential neighborhoods.
- To preserve the quality of a dark sky at night, high intensity light fixtures should include a shielded light source that reduces the view to the light source.

Lighting integrated to the landscape to highlight gathering spaces

Unique signage

- Plazas and walkways should utilize a combination of decorative pedestrian scale pole and illuminated pedestal or bollard lights selected to complement the architectural style of the buildings.
- Wall mounted fixtures should be used where appropriate on the building elevations to supplement the pole lights and to complement the building architecture and should be scaled appropriately.
- Arms for banners and flower baskets should be provided in the main street and plaza areas to provide seasonal decorative opportunities and add a festive quality to the environment.
- Special lighting features to further animate the spaces encourage nighttime use. Ambient lighting such as pole mounted low intensity “string of pearl” lights as well as uplights and lanterns in trees are concepts that would be appropriate to create festive lighting.
- Wall mounted niche lights may also be used to provide indirect light sources to further articulate walls, steps, and signs within the plaza.

5.4.2 PARKING LOT LIGHTING DESIGN GUIDELINES

- Parking lots should be lit with a high efficiency pole fixture to provide an even distribution of light while minimizing glare.
- Lamps combined with sophisticated optics and sharp cut off features should be selected to direct all of the light to the ground.

5.4.3 RUINS LIGHTING DESIGN GUIDELINES

- Lighting for the ruins surrounding gardens should include a unique monument pilaster light.

5.4.4 LANDSCAPE LIGHTING DESIGN GUIDELINES

Landscape lighting is designed to contribute to the extended daily use of mixed-use districts. Lighting helps to create welcoming visible spaces and accentuates design features such as public art, concrete columns and pedestrian travel routes.

- Pole mounted lights should be used for socializing and active use areas.
- Illuminated bollards should be used for circulation and travel routes.
- Ambient lights should be uses for entries, steps, and tree up-lights.
- Landscape lighting for the NVRG should be designed primarily for accent purposes.
- Small accent lighting may be used for the up-light of trees, ambient light for specimen planting, building edges, steps, and entries.

A.5.5 SIGNAGE DESIGN GUIDELINES

These guidelines are intended to result in functional, attractive signage incorporating a high level of design, graphics, and efficient maintenance throughout the WRSP Area. These signage design guidelines apply to retail, office and, other commercial uses.

Signs that are unique and reflective of the industrial history of the site

All signage within the WRSP Area shall conform to the specific requirements, spirit, and intent of the City of American Canyon code provisions regulating signage, unless otherwise stated. If there are any inconsistencies between the City of American Canyon regulations and the WRSP, the guidelines in the WRSP will take precedence.

5.5.1 GENERAL SIGN DESIGN GUIDELINES

The building architecture should be designed to accommodate signage and other graphics as an integral part of the building design.

- Illuminated signs should be fixed and directed to control and avoid light pollution
- Individual letter characters are encouraged.
- Metal signs may be made of aluminum, brass, bronze, copper, or stainless or welded steel.
- Raised “Halo” letters on building face; pedestrian oriented blade signs; sculptured cantilevered signs; non-internally lit signs with lighting from a secondary source; and artistic neon signs backed by building face or storefront are encouraged.
- Signage is intended to be unique and original for each establishment and executed with a high degree of craftsmanship.

Community art

A.6 Community Art and Monumentation

A.6.1 COMMUNITY ARTS PROGRAM

The WRSP strongly supports the inclusion of community art as an enrichment of the public community space. Art blended with urban design in the NVRG can add value to the experience of the place. Community art should not only be an individually commissioned pieces, but an attitude towards the elements that make up the public realm as experienced within a community. Given the unique identity established by the NVRG, community art can have a complementary role in energizing and defining the spaces. The NVRG may include items such as:

- A thoughtful and carefully selected lighting program that uses fixtures to establish a character.
- Adding banners and hanging planters or other decorative items to lighting fixtures.

Art in community gathering spaces

Infrastructure as art

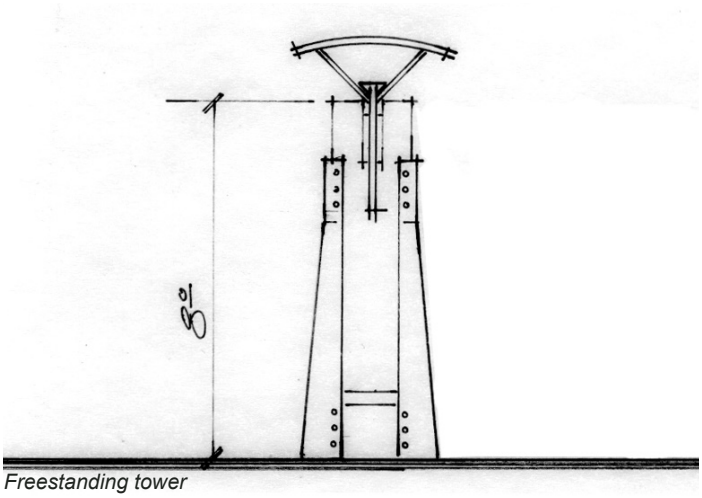
- Special paving to highlight areas within the community of special interest.
- Low walls and seating areas that are designed to encourage pedestrians to linger and fully experience a space.
- Landscape architecture elements such as custom benches, trash receptacles or bike racks.
- Rethinking standard infrastructure items such as man hole covers and tree grates, that typically are “off the shelf” items, but in focal point places, can be created as a custom art piece.
- Incorporating focal points for commissioned permanent or rotating art.
- Preservation of particularly creative graffiti art on the ruins themselves, or wall space dedicated to shows of street art.
- Providing small venue spaces for performance art.
- Building facade elements such as mosaics, frescos and custom iron work.
- A custom wayfinding/community signage program.
- Interactive fountain or water elements.

Key to the quality of the community environment is eliminating visual clutter by creating a cohesive program of street furnishings such as trash receptacles, and newspaper vending fixtures. These features should be provided on a community wide basis and are regulated as part of the WRSP.

Community monumentation as art

Creating a sense of place

Community Identification



Freestanding tower

A.6.2 COMMUNITY MONUMENTATION

A cohesive program of community identification~~,~~ form the community threads which tie all aspects of the community together within the context of varied architecture.

Community monumentation is a strong visual element that defines and enhances a community's special sense of place. These elements define a district within the greater context of a town. The community's personality is displayed by these features. The icons of classic communities are traditionally monuments that signalize your arrival and an entry or focal point.

- The palate of identification for the WRSP Area is based upon the free standing monuments that exist as part of the ruins.
- The monumentation may include pilasters, low walls, or strategically placed pieces of community art.
- They may also be a focal point created as an element of a building such as a tower, or a publicly visible landscape or retaining wall.

The design of the community identification is unique and takes its cues from the ruins. Materials have a permanence to them, complement the architecture of the community or create a counterpoint, and may include materials such as steel or other metals, concrete, tile, brick, stone and glass. A typical pilaster monument is shown here.

Monumentation locations are identified on the following plan:

A.7 Walls and Fencing Design Guidelines

A.7.1 GENERAL DESIGN GUIDELINES FOR WALLS

- Walls and fences are to be minimized to the greatest extent possible and their design should be complementary to the building architecture.
- Site walls should be made of materials complementary to the building architecture palette.
- Walls, which are located in visually prominent locations, should be decorative and faced with a material such as stucco or stone.
- Concrete retaining walls should only be used where necessary for structural and spacial requirements.
- Plantings should be utilized to minimize the visual impact of all retaining walls.
- Walls, fencing materials and colors should complement adjacent architecture. Typical fence designs are shown here.

A.7.2 GENERAL DESIGN GUIDELINES FOR FENCES, SOUNDWALLS AND VIEW FENCES

- Fences throughout residential landscapes should be constructed of wood, metal, masonry, or a combination of these products to maintain the community theme and provide continuity.
- There are four (4) distinct levels of fencing and walls, such as standard privacy fencing, enhanced privacy fencing, enhanced soundwalls, and view fences.
- Standard six-foot (6') high privacy fencing of a 'good neighbor' type should be used on all fences located between private lots which are not visible to the public view.

Combination of Fencing Materials

Traditional residential wood fence

- Fencing should be constructed of weather-resistant wood products and should have a continuous wood cap covering the ends of all posts and fence boards.
- All wood fencing should be sealed and stained with clear finish products.

A.7.3 RESIDENTIAL NEIGHBORHOOD FENCING DESIGN GUIDELINES

- Enhanced 6' high privacy fencing should be used on any fence visible to the public view and should be created using weather-resistant wood products, an enhanced horizontal 'decorative' top, a horizontal 'plain' bottom, and decorative post caps.
- All wood fencing should be sealed and stained with clear finish products.
- View fences should be located along any property line between public and private property which abut the public open spaces such as the parks and areas where landscape views are to be maintained.
- View fences should be 6' in overall height from finish grade and should be constructed primarily using wire mesh and decorative tubular steel.
- Where no low wall or fence defines the front yard, side/ rear fences between homes should be set back at least eight feet from the fronts of garage.

A.8 Crime Prevention Through Environmental Design (CPTED) - Design Guidelines

CPTED design guidelines should be used during all processes of the design, from initial concept planning to execution and also at all levels, from community wide planning to individual homes.

The four elements of CPTED include:

1. Natural Surveillance

Natural Surveillance is a design concept directed primarily at keeping intruders under observation. It utilizes design features to increase the visibility of a property or building. The proper placement and design of windows, lighting, and landscaping increases the ability of those who care to observe intruders as well as regular users, and thus provides the opportunity to challenge inappropriate behavior or report it to the police or the property owner. When natural surveillance is used to its greatest advantage, it maximizes the potential to deter crime by making the offender's behavior more easily noticeable to a passing individual, police patrol, or private security detail.

It also involves providing a good visual connection between residential and/or commercial units and public environments such as streets, common areas, parks, sidewalks, parking areas and alleys.

2. Natural Access Control

Natural access control employs elements like doors, shrubs, fences, and gates to deny admission to a crime target and to create a perception among offenders that there is a risk in selecting the target. The primary thrust of an access control strategy is to deny access to a crime target and to create a perception of risk to offenders. Physical and mechanical means of access control-locks, bars, and alarms can supplement natural access control measures if needed. A fence around a neighborhood playground is an example of an access control measure that protects children from wandering off and inhibits entry of potential offenders.

3. Territorial Reinforcement

Territorial reinforcement employs such design elements as sidewalks, landscaping, and porches to help distinguish between public and private areas and helps users exhibit signs of "ownership" that send "hands off" messages to would-be offenders. The concept of territorial reinforcement suggests that physical design can create or extend a sphere of territorial influence and potential offenders perceive that territorial influence. For example: low walls, landscape and paving patterns to clearly define the space around a unit entry as belonging to (and the responsibility of) the residents of the unit.

4. Maintenance

Lastly, care and maintenance allows for the continued use of a space for its intended purpose. Deterioration and blight indicate less concern and control by the intended users of a site and indicate a greater tolerance of disorder. Proper maintenance protects the public health, safety and welfare in all existing structures, residential and nonresidential, and on all existing premises by establishing minimum requirements.

APPENDIX B GENERAL PLAN CONSISTENCY

B.0 General Plan Policy

A "town center" should be established in proximity to the closed basalt plant which functions as the symbolic center of American Canyon. A wide diversity of uses characterized by a high level of activity should be accommodated, including government, retail, office, service, entertainment, housing, and open space. The center should be developed as a pedestrian-oriented village that is physically linked by pedestrian and bicycle trails and other elements to surrounding neighborhoods and districts.

Watson Ranch Specific Plan (WRSP) calls for housing, parks and open space, and a non-residential component – the Town Center Mixed Use area (TC-1 MU) also referred to as the Napa Valley Ruins & Gardens (NVRG), which allows retail, entertainment, hotels, events center for weddings, receptions, farmers' market, restaurants, winery, wine tasting and related uses. The WRSP also provides a site which would allow public and or private community facilities such as church, day care, non-profit community-oriented service or government offices.

The WRSP will function as the symbolic center of the city due to the following aspects:

- Retention of iconic structures such as the rotunda building.
- High level of activity programmed for the TC-1 MU area, including both public and private functions.
- WRSP Circulation Plan includes multi-use trails which link TC-1 MU subarea to the remainder of the WRSP, existing residential neighborhoods, and other off-site destinations.

B.1 Land Use Element

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)

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)

Events and festivals open to the public such as a farmers' market and community gardens are allowable uses for the TC-1 MU area.

Chapter 9 (Implementation) proposes the establishment of a Community Facilities District (CFD) and/or a Lighting Landscaping Assessment District (LLAD) to pay for the cost of public park maintenance, street lighting and other similar improvements. There will be Homeowners Association (HOA) for the residential portion of the WRSP. The HOA will maintain any private recreational facilities and common areas. See Implementation Chapter for financing information.

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)

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)

1.18.4 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)

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 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

The WRSP designates land for public parks. Other community facilities which may be developed as day care or other community facilities are allowable uses in the NVRG.

While the TC-1 MU Land Use Category provides a list of allowable uses and development standards, the precise nature and intensity of such uses cannot be determined at the time of consideration of the WRSP.

Potential conflicts between residential and commercial uses will be addressed in the context of subsequent approval when there is a specific development proposal.

The WRSP has two sub-areas: (1) Watson Ranch Residential and (2) NVRG. The Watson Ranch Residential provides residential neighborhoods surrounding the nonresidential uses in the NVRG subarea. The allowable uses and the proposed public improvements within the NVRG:

- Provide a focal point for community activities.
- Functions as a regional destination with such allowed uses as a hotel, winery, and specialty retail and events center.

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 Neighborhood.

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 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

The WRSP consists of two principal land use areas. The Town Center Mixed Use area NVRG(MU) corresponds to the Town Center Core Area. The remainder of the WRSP consists of residential uses, corresponding to the Town Center Residential Neighborhoods.

The TC-1 MU area provides for a diverse range of land uses. The land uses allowed include: specialty retail, restaurants, hotel, event center, wine tasting, winery, brewery, distillery, parking, open space and public park. This subarea land uses also include a variety of live/work residential.

The TC-1 TC area includes the provision of a 1 to 2 acre public plaza with an adjoining site for a community center.

The WRSP residential areas surround the TC-1 MU area (corresponding to the Town Center Core Area). Higher density uses are located more proximal to the TC-1 MU area.. The densities then transition to lower densities moving away from the TC-1 MU to the north. The WRSP provides for a broad range of housing types including single family detached, attached single family, townhouses, condominiums, and apartments.

1.19.5 Require that the Town Center Residential Neighborhoods provide sites for public parks, with the size of facilities corresponding to the future population of the Town Center and which may allow community facilities that support residences. (See WRSP Executive Summary, General Plan Amendment),

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 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.

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.

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

The WRSP provides for approximately 33 acres of public parks . The acreage of the public parks exceeds the City's park land dedication policy of 5 acres of public park land per 1000 residents.

The WRSP provides an alignment for Newell Drive along the eastern boundary of the property. The alignment is consistent with the Circulation Element depiction. This alignment is within the boundary of the WRSP and within the existing city limits.

The WRSP determines the location of land uses within the entire area designated by the City's General Plan as "Town Center".

The WRSP provides for three residential density categories: medium density (MDR-12 land use designation – between 2 and 12 dwelling units per gross developable area), medium density (MDR-16 – between 8 and 16 dwelling units per gross developable acre), and high density (HDR – minimum of 20 dwelling units per gross developable acre).

The Land Use Plan shows that MDR-16 and HDR areas are immediately around or within the NVRG. The medium density (MDR-12) residential is generally further from the NVRG Area.

Chapter 4 contains a description of the range of non-residential uses within the WRSP. Appendix A contains design guidelines for WRSP.

1.19.11 Ensure that the Town Center is a sustainable, "green" development through the implementation of low impact development practices, highlighted in Appendix A. Such features could include:

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 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.

The WRSP details out low impact development practices, outlined in Appendix A. The WRSP requires use of recycled water for landscape irrigation for major park and arterial landscape parkways, and provides guidance for the use of drought tolerant landscaping, and energy efficient homes. The Plan includes an extensive system of neighborhood multi-use paths (pedestrian and bicycle) which links neighborhoods with parks and

commercial areas; in addition, the local paths will connect with two regional trails – Napa Valley Vine Trail and River to Ridge Trail. The WRSP features a mix of land uses including residential, parks, and commercial areas which will reduce automobile travel.

Residential neighborhoods within the WRSP are linked to the NVRG Area (Town Center Core) through a system of multi-use trails. The NVRG Area will include public gathering space such as a plaza which will accommodate gatherings for community events.

WRSP design guidelines, as contained in Appendix A, provide unique standards for the NVRG Area.

A substantial portion of ruins will be activated; those preserved portions will be incorporated into commercial and public activities.

The Quarry Pond will be preserved and the surrounding area will be dedicated to the city and improved as a public park.

Development Policy: Community Subarea M – Town Center

Uses/Density:

- **Location and types of land uses, residential densities and non-residential intensities shall be determined through approval of subsequent Specific Plan(s) (1.19.7)**

Design and Development:

- **WRSP 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) (1.19.10)**
- **Adherence to Town Center Design and Development Principles sections 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, plaza and buildings constructed to the right-of-way line (1.19.12)**
- **Incorporate pedestrian and bicycle circulation linkages to the Community Commercial Center along Rio Del Mar**
- **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 non-residential uses; Residential Neighborhoods will surround the Core Area and will generally have lower residential densities and will include community facilities such as a park**

The WRSP identifies Land Uses, a range of residential densities and describes non-residential uses and densities.

WRSP is being proposed in advance of development of the area.

The circulation plan calls for a pedestrian and bike trail along Rio Del Mar to Highway 29.

A substantial portions of ruins will be preserved and re-used..

The WRSP calls for Medium and High Density residential surrounding core area.

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)

The Design Guidelines in the WRSP address landscape design and the use of drought-tolerant species.

The WRSP Master Landscape Plan requires uses of drought-tolerant species.

B.2 Housing Element

PROGRAM 2.1.2

Sustain residential land use designations that:

1. *Include a minimum density for each designation's range of permitted densities.*
2. *Allow flexibility in the types of units that may be constructed in master-planned communities and other planned developments.*
3. *Include a density category that, when combined with an affordable housing density bonus, is sufficiently high enough to facilitate the development of lower-income housing.*

The residential portion of WRSP provides three density categories: LDR. MDR, and HDR. Each density category has a minimum and maximum density as defined by the City's General Plan.

WRSP will be a master planned community. It provides flexibility in the types of housing units as follows:

4. *Medium Density Residential allows single family detached, single family attached and townhouses*
5. *High Density Residential allows both apartments and townhomes*
6. *The Implementation Chapter 9 allows a density transfer, which means the redistribution of residential units from one planning area to another, under specified procedures and criteria*

The High Density Residential has a density range of 18 to 30 dwelling units per acre

Policy 2.2.1 Allow flexibility in the type of units developed on vacant, residentially designated properties in master-planned communities and other planned developments.

Policy 2.2.2 Require larger projects to include a mix of housing types

Policy 2.2.3 Encourage the development of residential uses in association with compatible nonresidential uses.

Objective 2.3 Promote residential design that is functional, people and pedestrian-oriented, aesthetically pleasing, and contributes to a sense of community through the sensitive arrangement of buildings, open space (public and private), and circulation (vehicular and pedestrian). Encourage innovative and creative design in residential projects.

Policy 2.3.1 Ensure that new residential development fulfills the above objective through the establishment and application of comprehensive design guidelines and development standards.

Objective 2.6 Expand the availability of affordable housing in American Canyon

WRSP will be a master planned community. It provides flexibility in the types of housing units as follows: Low Density Residential allows both single family detached and secondary living units

Medium Density Residential allows single family detached, single family attached and townhouses High Density Residential allows both apartments and townhomes

The Implementation Chapter 9 allows a density transfer, which means the redistribution of residential units from one planning area to another, under specified procedures and criteria.

WRSP allows a broad range of housing types including single family attached, single family detached, townhomes, apartments, condominiums, and secondary living units.

WRSP proposed residential uses in conjunction with nonresidential uses.

The WRSP Circulation Plan provides an extensive system of multi-use trails linking the plan area and providing connections to regional trails. WRSP provides approximately 36 acres of public and private open space.

WRSP contains comprehensive design guidelines and development standards.

WRSP does not call for the construction affordable housing within the project boundaries.

PROGRAM 2.13.1 Require all residential projects of ten or more above moderate-income units to include affordable units.

The intent of the Inclusionary Alternatives is to provide options for developers while still meeting the City's affordable housing demand. Alternatives to providing on-site inclusionary units are 1) the provision of the units at an acceptable off-site location or 2) payment of in-lieu fees to the City's Housing Fund, to be used in the provision of housing affordable to lower-income households, or 3) the dedication of suitable land to the City for future inclusionary units, or 4) if the project exceeds its required inclusionary amount, the project owner may request inclusionary credits be counted toward another project subject to the approval of the City Manager

Included within Zoning Code Chapter 19.28 Inclusionary Housing Requirements is Section 19.28.050, Inclusionary Alternatives. Subsection B.2. states:

Provided, however, that the following alternatives to providing inclusionary units on-site may be approved by the decision-making body if it finds that evidence presented by the applicant shows that on-site inclusionary units are infeasible due to project size, location or site characteristics, or that the alternative would further housing opportunities for lower-income households to an equal or greater extent: The provision of some or all of the required inclusionary units at an offsite location.

The payment of an in-lieu contribution to the City equal to $10,250.00 per unit in an ownership project. (The in-lieu contribution alternative is not available to rental projects.)

All fees shall be updated annually to adjust for market conditions.

Dedication of suitable land can be accepted as a substitute for payment of fees

The WRSP proposes that project will comply with the Inclusionary Housing Ordinance through payment of an in-lieu fee or its financial equivalent.

B.3 Economic Development

Town Center Development

The City currently does not have a Town Center. Designation of the basalt plant area to be a government center and a commercial core will provide at least one stimulus for further development in the long term.

3.6.2 Provide and promote opportunities for uses which capitalize on the City's proximity to the wine country and the airport, as well as take advantage of the City's natural resources. Consider tourist- supported commercial activities, such as a wine train depot, winery outlets, hotel, and golf course.

3.7.1 Adopt a Specific Plan for the Highway 29 commercial corridor and Town Center to guide future developments. Provide for a cohesive urban design which creates and maintains an attractive image to ensure that the City captures its full potential share of market demand. (I 3.1)

Objective 3.8 In the long term, improve and strengthen the City's identity though the creation of a Town Center as a principal government and commercial center.

3.8.5 Encourage the development of uses in the designated Town Center area (e.g., theater complex, auditorium, cultural entertainment, dining, retail, or other) that would draw residents, promote foot traffic and provide evening activity. (I 3, 6)

The NVRG provides for a variety of commercial uses within the NVRG Area.

The NVRG provides for commercial uses in and around the ruins of the Portland Cement Company structures and basalt plant structures. These structures provide a unique environment for specialty retail, wineries, pubs, distillery, special events and entertainment. Development of this unique property assists in establishing the City's identify and image.

The allowable uses within the NVRG includes several regional (tourist-oriented) uses such as hotel, events center for weddings and receptions, winery, pubs, distillery, and specialty retail.

The WRSP is the specific plan for the Town Center area. It will include design guidelines to ensure a cohesive and attractive design.

The NVRG Area corresponds to the Town Center Core Area in the General Plan. It is planned as a mixed-use area where government uses are an allowable

amphitheater(s)

The uses allowed in the NVRG include uses that generate activity such as: specialty retail, events center for weddings and receptions, winery, brewery, distillery, hotel, restaurants, farmers market and outdoor amphitheater for entertainment.

B.4 Circulation Element

Achieve and maintain a Multimodal LOS D or better for roadways and intersections during peak hours where possible and as long as possible. However, recognizing that LOS D may not be achievable or cannot be maintained upon full build-out of the General Plan, due to traffic generated from sources beyond the control of the City, the City Council shall have the discretion to only require feasible mitigation measures that may not achieve LOS D, but will reduce the impact of any development use or density planned for in the Land Use Element of the General Plan.

1.24 Impacts of new development. Based upon the findings of a transportation impact analysis, consistent with Guiding Policy 1.26, new development will be responsible for mitigation of transportation related impacts.

1.34 Rights-of-Way fully within master plan boundaries. Planning areas shall not use roadway centerlines as boundaries. Roadways shall be built to their full width within the annexed City limits. Part- width roads shall not be permitted where master plan areas abut unincorporated properties that are not expected to be annexed to the City within the time frame of this General Plan. Road rights-of-way that demarcate the edge of a planning area shall be fully contained within the development area boundary, and expanded only within that boundary.

4.10 New railroad crossings. Provide new crossings across the railroad (UPRR) in conjunction with the planned roadway improvements shown on Figure 3. The provision of new crossings will ensure at least one cross-town route is maintained in case rail activity interrupts local and regional traffic flow and/or emergency access. New crossings will be at: Newell Drive (grade separated); and Rio Del Mar or South Napa Junction Road (initially at-grade, may be grade separated in the future).

An Environmental Impact Report was prepared by the City prior to its consideration of WRSP. A determination of the LOS was made through the EIR process.

New development shall mitigate its share of transportation-related impacts.

The alignment for Newell Drive extension is proposed along the eastern boundary of the WRSP. The proposed roadway is entirely within the city limits and entirely within the boundary of the WRSP.

The WRSP incorporates a below grade or at grade crossing at Rio Del Mar connecting Highway 29 with Newell Drive. This will ensure a cross town connection without interruption by the rail activity.

Should an at-grade or grade-separated railroad crossing at Rio Del Mar prove unfeasible, an alternate route for providing the connection with Highway 29 is South Napa Junction Road. There exists a private at-grade railroad crossing at South Napa Junction that is the subject of a previous settlement agreement.

B.5 Utilities Element

5.8.1 Require improvements to the existing water supply, distribution, storage, and treatment facilities necessitated by a new development proposal be borne by the project proponent (in proportion to benefit); either through the payment of fees, or by the actual construction of the improvements. (I5.2, I 5.8, and I 5.9)

5.10.3 Require that adequate storm drain and flood control facilities be constructed coincident with new development. (I 5, 24, 15,25, and I 5.33)

5.11. Require improvements to existing storm drain and flood control facilities necessitated by a new development proposal be borne by the project proponent; either through the payment of fees, or by the actual construction of the improvements in accordance with State Nexus Legislation. (I 5.30, I 5.31, and I 5.33)

5.16.1 Require that the cost for improvements to the existing wastewater collection and treatment facilities necessitated by a new development proposal be borne by the project proponent in proportion to benefit; either through the payment of fees, or by the actual construction of the improvements. (I 5.51 and I 5.52)

The Infrastructure Chapter of WRSP identifies the improvements for water distribution, storage and treatment necessary to serve the proposed development. A Water Supply Assessment was prepared in conjunction with the EIR. New development with WRSP will make a proportionate contribution to the City's water distribution, storage and treatment facilities.

The Infrastructure Chapter of WRSP identifies the storm water detention and conveyance facilities needed to serve the development. The WRSP states that appropriate storm water detention and conveyance facilities shall be constructed with each phase of development. These facilities will be designed and constructed to accommodate a 100-year storm event.

New development with WRSP will make a proportionate contribution to the City's wastewater collection and treatment facilities.

B.6 Public Services and Facilities

6.1.1 Work with the Napa Valley Unified School District to ensure that school facilities and programs are expanded commensurate with the City's population growth and development. (I 6.1 and I 6.2)

*Development in the WRSP Area shall mitigate its school impacts through the payment of school impact fees, pursuant to controlling law.***6.1.13 Locate preschool and day care facilities in appropriate areas throughout the City to meet the needs of a growing population. Require master planned areas to designate sites for daycare facilities. (16.1 and I 6.4)**

The WRSP Land Use Plan includes the Town Center Mixed Use (TC-1 MU) area (NVRG) where allowable uses include community facilities such as a community center site, preschool and day care uses.

B.7 Parks and Recreation

7.1.1 Provide a sufficient number of mini, neighborhood, community and regional park facilities to achieve a minimum standard of 5 acres of parkland per 1,000 residents (see Figure 5-1 and Table 5-1 for an illustration and explanation of existing park facilities). (I 7.1)

7.1.3 Work toward the establishment of a system of public parks interconnected by off-street trails or bicycle lanes. (I 7.1 and I 7.4

7.2.5 Require all large scale developments to incorporate an internal trail system with linkages to the surrounding sidewalk network. (I 7.7)

The WRSP Land Use Program allows for a maximum of 1439 dwelling units. Using the 3.49 persons per dwelling unit figure in the City's General Plan, the project would have 5022 residents. At 5 acres per 1000 residents, the standard for parkland for the WRSP is 25.1 acres. The WRSP Land Use Plan designates approximately 33.27 acres for public park and open space uses, exceeding the City standard.

As shown on Figure 5.1 of WRSP, the public parks are connected by a series of multi-use trails.

As shown on Figure 5.1 of WRSP, there is an internal system of multi-use trails which connect neighborhoods with public parks, commercial areas and regional trails.

7.3.1 Establish the following classifications for American Canyon's parks:

a. Mini-Park-Mini parks are less than one acre in size and are not designed for active recreational uses. They do, however, provide passive open space and buffering from adjacent urban development and typically include elements such as walking paths and benches.

b. Neighborhood Park Neighborhood parks are usually two and a half to five acres in size and are primarily planned for children five to fourteen years of age. To maximize the use of the parcel, these parks are ideally located within the center of a neighborhood and sited adjacent to a school whenever possible. Recreation facilities typically provided in neighborhood parks include children's play areas (ideally equipped with a variety of play equipment for a range of users), picnic tables, and basketball courts. The service area for a neighborhood park is generally one-quarter to a one-half mile radius.

7.4.4 Require that adequate development and maintenance funds are available before new parklands are acquired. (I 7.24)

7.4.7 Require that new residential subdivisions dedicate parklands within their project boundaries, unless it is the City's objective to develop a park that serves the subdivision at an alternative location as specified in the Parks and Recreation Master Plan, in which case in-lieu fees shall be provided by the developer. (/7.1 and I 7.3)

7.4.8 Require that new multi-family residential developments of five or more units provide recreational or open space facilities onsite and contribute fees that aid in the public development of other facilities to offset additional demands generated by their resident population. (/7.1 and i 7.3)

The WRSP Land Use Plan shows two large parks which serve the WRSP community. The type of recreational facilities and recreational uses within each park will be determined through City approval of a conceptual park plan concurrent with a tentative subdivision map.

The parks within WRSP will be dedicated and improved by the project for fee credits. That policy also requires that public parks be maintained through a Lighting Landscaping Assessment District, which must be established concurrently with final subdivision map approval.

The dedication of park land shall occur through the City's approval of final subdivision maps.

The Development Standards require multifamily residential development to include private open space at a ratio of 80 square feet per dwelling unit and 150 square feet of common open space per dwelling unit. The common open space would provide for recreational and open space facilities onsite.

7.7.4 Design and improve community and neighborhood parks according to the following:

a. locate on collector or neighborhood streets, accessible to adjacent residential neighborhoods;

b. site uses so that they do not adversely impact adjacent residencies (e.g. locate high activity, noise-generating uses away from residencies);

c. provide parking so that it does not disrupt abutting residences;

d. design for defensible space;

e. site parks away from high noise generators (highways) and other nuisances (i.e., power lines); and

f. incorporate park landscape that is compatible with the landscape of adjacent areas. (I 7.4, 1 7.5, and 1 7.28)

As shown on the Land Use Plan, all public parks are located on collector or neighborhood streets and accessible to surrounding residential neighborhoods.

Landscaping within the parks should support the overall character of the Watson Ranch Community as defined by the Design Guidelines.

B.8 Natural & Historic/ Cultural Element

Goal 8E To promote the preservation and restoration of the sites, structures and districts that have architectural, historical, archaeological and/or cultural significance to the City of American Canyon.

Objective 8.19 Ensure that the City's historically and archaeologically significant resources are protected in a manner that preserves and/or enhances the resources' inherent historic value,

Policies

8.19.1 Conduct a comprehensive survey of archaeological and cultural resources and historic vegetation that is based on established criteria and encompasses the entire City and its Sphere of Influence. (I 8.40)

8.19.2 Adopt a Preservation Ordinance that will authorize the City to designate appropriate vegetation or archaeological sites deemed to be of historic, archaeological, or cultural significance an American Canyon City Historic Point, Site or District. Such an ordinance shall conform to state and federal criteria for establishing a preservation ordinance. (I 8.5, I 8.48, and I 8.49)

8.19.4 Though the design review process, encourage compatibility between new development and existing adjacent historic structures in terms of scale, massing, building materials and general architectural treatment. (J 8.29)

8.20.4 Prohibit demolitions if other alternatives exist that enable a property owner to sensitively add to the existing structure, or develop an accompanying building on the site that allows property development rights to be realized. Variances of setbacks, heights and parking requirements should be given to make the preservation of an existing historic building feasible when no other reasonable alternative exists. (J 8.49)

8.20.4 Prohibit demolitions if other alternatives exist that enable a property owner to sensitively add to the existing structure, or develop an accompanying building on the site that allows property development rights to be realized. Variances of setbacks, heights and parking requirements should be given to make the preservation of an existing historic building feasible when no other reasonable alternative exists. (J 8.49)

8.20.5 Encourage appropriate adaptive reuse of historic resources such as the Basalt Plant in order to prevent misuse, disrepair and demolition, taking care to protect surrounding neighborhoods and/or agricultural land from incompatible uses. (I 8.49)

The City has not established criteria or conducted an archaeological and cultural resources survey for the city and its Sphere of Influence. An archaeological survey was prepared by ESA (dated 4/2006). Further assessment was included in the EIR. The evaluation of the resources onsite will be evaluated in accordance with applicable State and federal criteria and guidelines.

The City has not adopted a Preservation Ordinance.

8.13.1 Encourage the preservation of agricultural uses on the City's periphery through the creation of a permanent greenbelt. (I 8.11, I 8.17, r 8.26, I 8.28, and I 8.41)

Through the initiative process, the City has adopted an Urban Limit Line ("ULL"), as part of its General Plan. In

accordance with the provisions of that initiative, no urban development may occur outside the ULL. The terms of the initiative remain in effect until January 1, 2030.

B.9 Geology Element

9.4.1 Require the determination of the landslide, slope instability, and erosion potential of all proposed development sites with a grade of 10 percent or greater and incorporate pertinent measures in the project design to mitigate this potential. Exceptions to these mitigation requirements shall be considered for agricultural areas. (I 9.1, I 9.6, I 9.25, 19.27, and I 9.28)

9.4.3 Prohibit the mass grading of slopes with a grade of 25 percent or greater and development on slopes with a grade of 50 percent or greater. For projects built upon slopes with a grade of between 15 and 25 percent, cluster the units and reduce overall density in accordance with Natural/Cultural Resources Policy 8.18.2. (I 9.1 and 19.2)

A preliminary geotechnical study shall be prepared in conjunction with the WRSP EIR. The study evaluates the potential for landslides, slope instability and erosion and proposes mitigation measures. Development shall comply with any adopted mitigation measures in accordance with the Mitigation Monitoring and Reporting Program.

Development in WRSP Area is on land with a slope less than 15%.

B.10 Flood Hazards Element

10.1.4 Ensure that storm water drainage is designed for peak flow conditions. (I 10.1)

All storm water detention and conveyance facilities within the WRSP are designed to accommodate a 100- year storm event.

B.11 Noise Element

Airport Vicinity Land Use Compatibility Criteria Land Use Zone E (Figure 11-2): Prohibited Uses: Noise-sensitive outdoor uses

Other Development Conditions: Overflight easement or deed notice required Examples of Normally Acceptable Uses: Any permitted use

Examples of Uses not Normally Acceptable:

- **Amphitheaters**
- **Landfills**
- **Ponds**
- **Airport Land Use Zone E**

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.

Objective 11.6 Minimize the potentially adverse noise impacts associated with the development of mixed-use structures in which residential units are located above ground floor commercial uses.

Policies 11.6.1 Require that the commercial component of a mixed-use project not generate excessive noise. (I 11.9)

11.9.1 Require that entertainment and restaurant/bar uses take appropriate steps to control the activities of their patrons onsite, as well as within a reasonable and legally justified distance from the place of business, to minimize potential noise-related impacts on adjacent residential neighborhoods. (I 11.11)

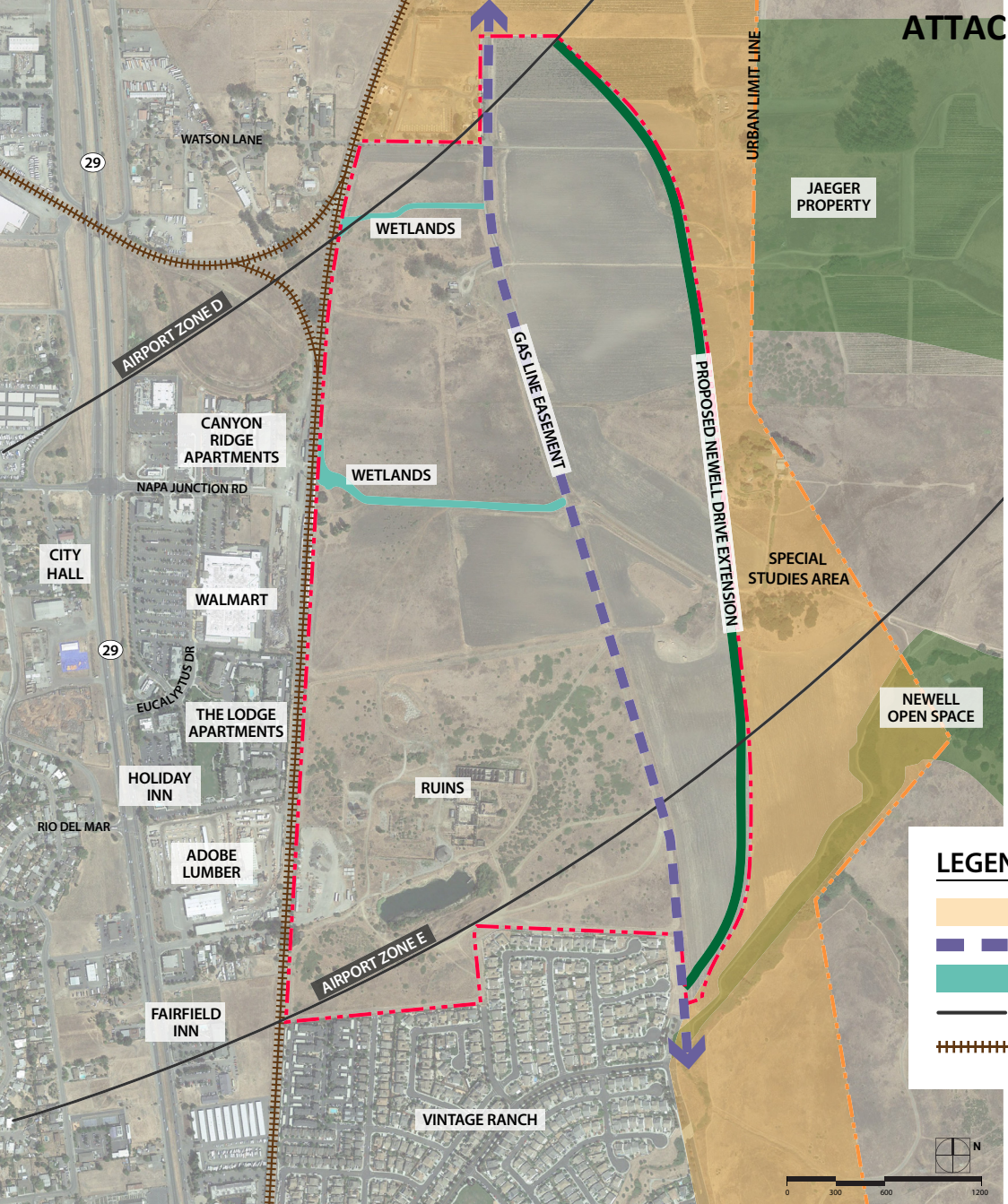
The WRSP was submitted to ALUC for review and a conformance determination with the Airport Land Use Plan was made.

A Residential Compatibility Plan shall be prepared prior to approval of nonresidential development; noise standards and noise mitigation measures are included in that Plan.

11.9.2 Discourage the development of new nightclubs, discotheques, and other high noise-generating entertainment uses directly adjacent to any residential neighborhoods, residential dwelling units, schools, health care facilities, or other "noise-sensitive" land uses, unless it is demonstrated that adequate measures can be installed and employed by these establishments to adequately mitigate the potential impacts of onsite operations and/or offsite customer activities upon these areas. (I 11.8)

Such high noise-generating uses are not permitted per WRSP Table 4.2 (Permitted and Conditionally Permitted Uses).

ATTACHMENT 6



Existing (2019) Watson Ranch Specific Plan Land Use Map

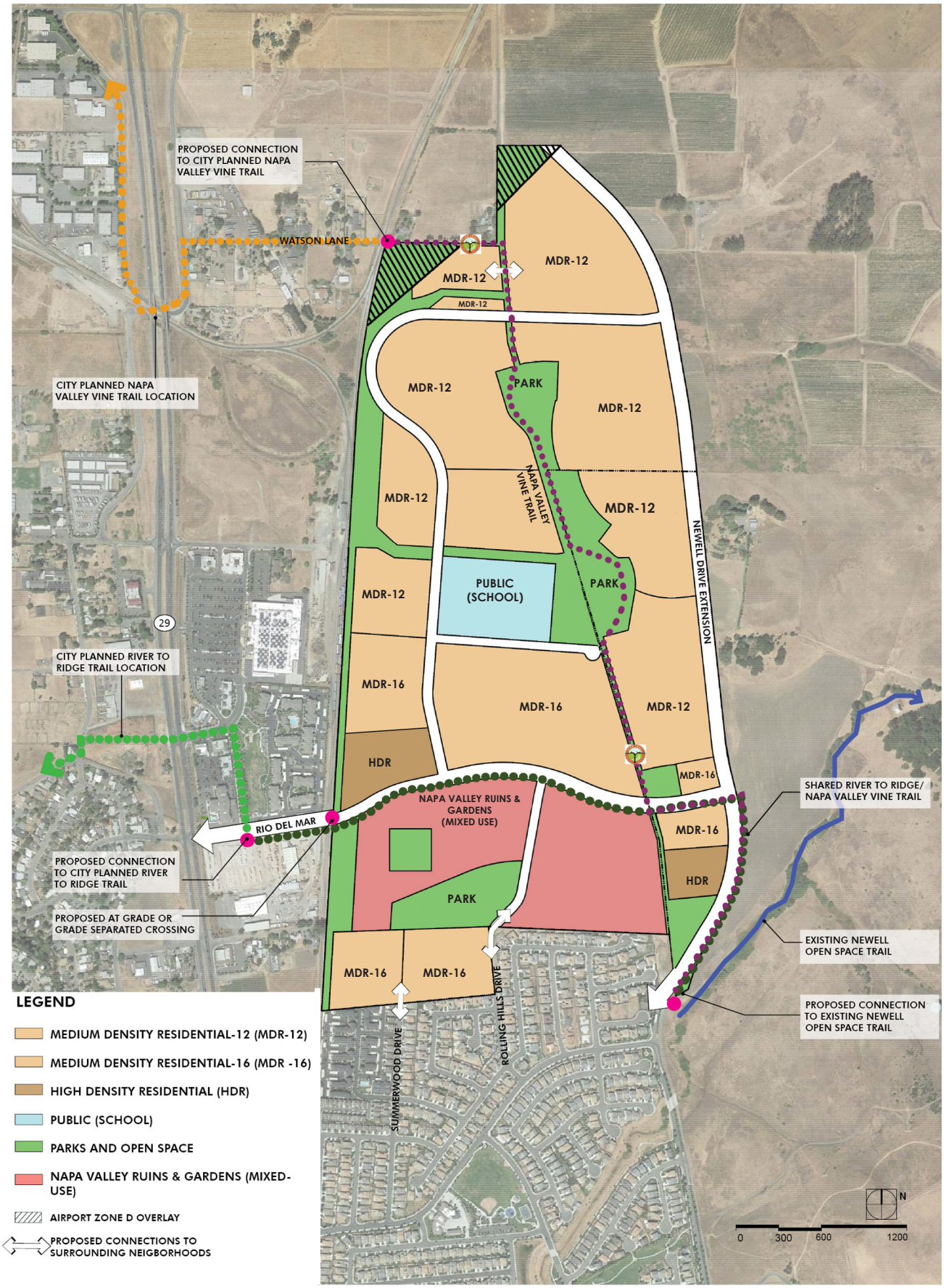
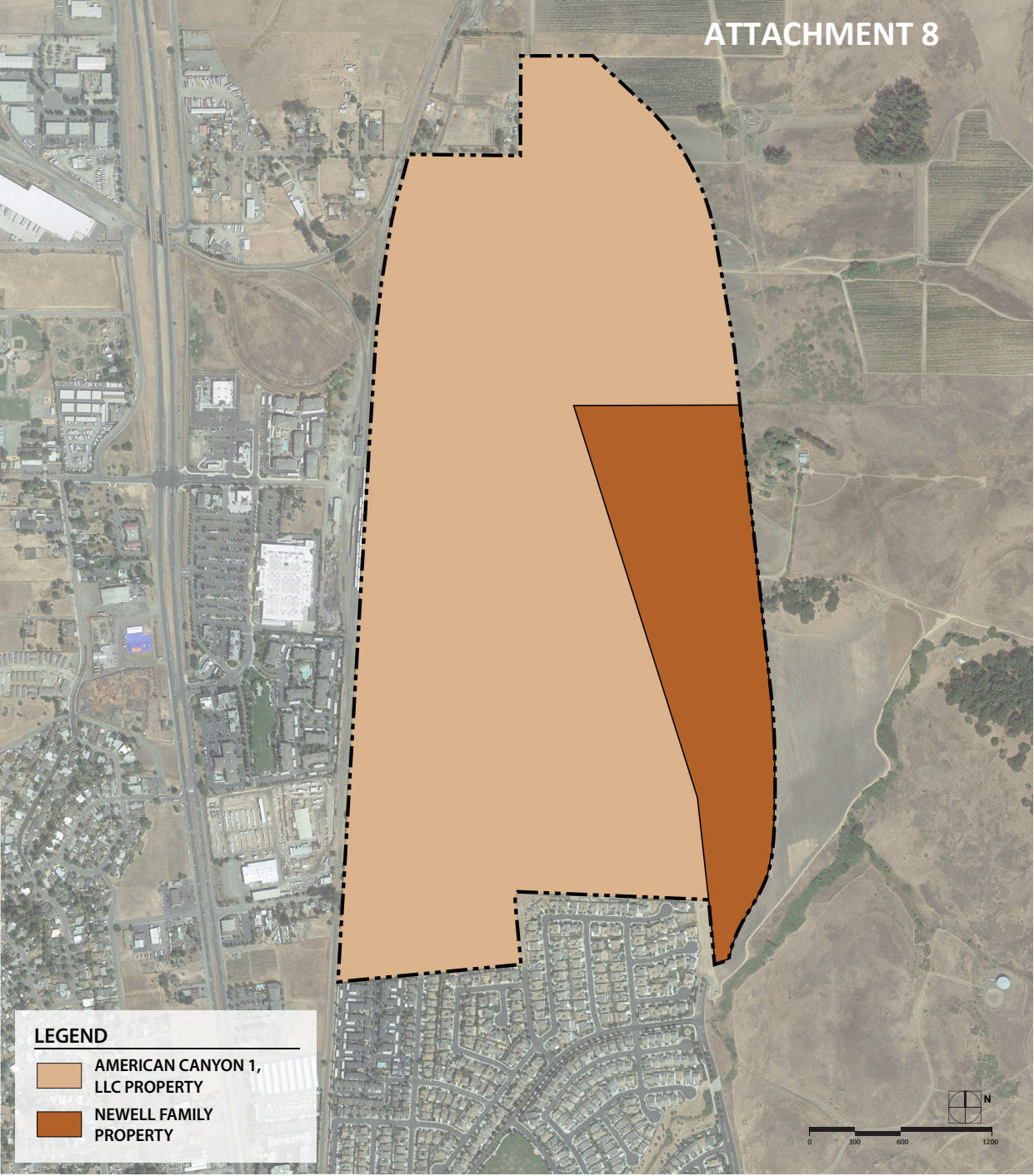


Figure 4.2: Specific Plan Land Use Map

ATTACHMENT 8



Brent Cooper

From: Brent Cooper
Sent: Monday, May 22, 2023 3:40 PM
To: Steve Reilly
Cc: Erica Ahmann Smithies; Jason Holley; Terrence McGrath-External; Bill Ross - External
Subject: 330 Land Company WRSP Amendment Comments
Attachments: WRSP Comments.pdf

Hello Steve,

Thank you for your letter on the proposed WRSP Amendments. I also appreciate you taking my phone call this afternoon to discuss the three comments in your letter.

With respect to your three comments, I have shared them with our Management Team. Management staff acknowledges that further discussions between all three parties (i.e.: 330 Land Company LLC on behalf of the Newell Family , AC1-LLC, and the City) are needed in the not-too-distant future to clarify private and public infrastructure cost sharing allocations.

I appreciate your involvement in the planning process. We will email you a notice when the Planning Commission packet is published and look forward to seeing you at the Planning Commission meeting on May 25, 2023 at 6:30 pm.

Sincerely,

Brent Cooper, AICP
Community Development Director
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
(707) 647-4335

From: Steve Reilly <sreilly@330land.com>
Sent: Monday, May 22, 2023 8:10 AM
To: Brent Cooper <bcooper@cityofamericancanyon.org>
Cc: William He <whe@cityofamericancanyon.org>; Jason Holley <jholley@cityofamericancanyon.org>; 'Bryan Wenter' <bryan.wenter@msrlegal.com>
Subject: [External] WRSP Amendment Comments

Brent,

Please see our comments on the proposed WRSP Amendments.

Feel free to reach out with any questions.

Best regards,

Steve Reilly
330 Land Company, LLC
16381 Scientific Way - Irvine, CA 92618
Cell: 925.368.3128 Web: www.330land.com

330 Land Company LLC
16381 Scientific Way
Irvine, California 92618

VIA EMAIL

Brent Cooper, AICP
Community Development Director
City of American Canyon
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Email: bcooper@cityofamericancanyon.org

Re: Proposed Watson Ranch Specific Plan Amendments

Dear Mr. Cooper,

Thank you for providing the proposed amendments to the WRSP. As you are aware, 330 Land Company, LLC ("330 Land") is processing a development application on behalf of the Newell Family within Watson Ranch. 330 Land has no objections to the proposed land use amendments on the AC-1 property but provides the following comments on the proposed redline of the WRSP.

Comment 1. The Newell development's Park Obligation is approximately 3.77 acres based on 216 lots; however, the Newell are dedicating over 7 acres for parks. The city should create a reimbursement mechanism to compensate the Newell ownership for the over dedication of parkland.

Comment 2. Section 9.4.1.5 should be deleted in its entirety. The Newells and AC-1 are parties to a Settlement Agreement and AC-1 has already been fully reimbursed for all WRSP Costs.

Comment 3. Section 9.4.3 requires that a financial analysis and funding strategy be prepared that identifies the private and public infrastructure and facilities (improvements) required for the WRSP Area, the allocation of these costs, and proposed methods for funding. Has the City of American Canyon prepared the financial analysis?

Previously, it was assumed that the breakdown for costs within WRSP would be approximately 82% AC-1 and 18% Newell, which appears to have been based on acreages owned. However, that approach failed to acknowledge that the benefit to be received from infrastructure is only allocable to developable acreages. Land that is owned by one party but is ultimately part of a land dedicated to a

330 Land Company LLC
16381 Scientific Way
Irvine, California 92618

backbone road does not receive a benefit, but rather that land dedication is what is creating the benefit for the development land. Assuming that the costs of WRSP should be allocated based on the amount of developable land between AC-1 and Newell, the obligations under the original plan would have been 83.6% AC-1 and 16.4 Newell. As the Newells have had to provide more land dedications for roundabouts, slope easements, and the Newell Drive extension the amount of developable acreage the Newell have has been reduced to 28.1 acres, versus AC-1's 184.4 acres. As such the WRSP backbone costs should be split approximately 86.7% AC-1 and 13.3% Newell.

Sincerely,

Steve Reilly, Managing Member
330 Land Company, LLC

Cc: Bryan Wenter, Miller Starr

FEHR PEERS

Memorandum

Date: May 5, 2023

To: Terrence McGrath, American Canyon I, LLC

From: Bob Grandy, Fehr & Peers

Subject: Watson Ranch Specific Plan – Revised Trip Generation Analysis

SF23-1296

This memorandum provides a trip generation comparison for the Watson Ranch Specific Plan (WRSP) and evaluates whether the revised land use program is covered by the environmental analysis and mitigation measures in the Watson Ranch Specific Plan EIR (WRSP EIR). The City of American Canyon certified the WRSP EIR on October 16, 2018, and subsequently adopted the WRSP on November 6, 2018.

Project Description

The WRSP allows development of up to 1,253 new residential uses, a mixed-use town center including a 200-room hotel, and a 600-student elementary school. The mixed-use town center located on the Napa Valley Ruins & Gardens (NVR&G) site allows up to 220,000 square feet of commercial and community uses including an event center (750-seat amphitheater), office uses, retail uses, restaurants, mobile food vendors, a farmer's market, wine tasting venues, a brewery/brew pub, an artisan retail building, artist studios, a community center, community plaza, and three buildings for adaptive reuse for events.

Most of the original WRSP land use program remains unchanged in the revised land use program with the exception of the addition of a 3,250 seat Quarry Amphitheater and the removal of the following land uses.

- 600-student Elementary School
- 24,780 square foot Office Use
- 20,000 square foot Community Center

There will not be concurrent use of the 3,250 seat Quarry Amphitheater and the 750 seat Fig Tree Amphitheater.

Attachment A provides a detailed list of uses in the revised WRSP land use program.

Trip Generation Methodology

The following summarizes the trip generation methodology applied in this memorandum that builds off the methodology applied in the certified WRSP EIR transportation assessment. The time periods for a trip generation are the same as evaluated in the certified WRSP EIR. These time periods combine trips generated at full occupancy of the WRSP commercial uses on a Thursday including an event at 7 pm in the Quarry Amphitheater with peak hour commute traffic generated by the WRSP residential uses that occurs on weekdays.

- The time periods analyzed in the certified WRSP EIR are the AM peak hour and PM peak hour for a typical weekday.
- The trip generation estimates provided in this memo are for a Thursday with a fully occupied evening event starting at 7:00 pm at the 3,250-seat Quarry Amphitheater, but no concurrent event at the 750-seat Fig Tree Amphitheater.
- Trip generation rates from the latest version of the Institute of Transportation Engineers (ITE) Trip Generation manual, the 11th edition, are used where available for project land uses.
- Where trip rates are not available in the Trip Generation manual, trips are estimated either using other trip generation rate sources or are derived based on best available data on the number of vehicles and/or people who would be traveling to that use during the time period.
- The trip generation methodology for the Quarry Amphitheater is based on analysis conducted for and data collected for event scenarios at the Chase Center in San Francisco and Barclays Arena in Brooklyn.

Attachment B provides an expanded description of the trip generation methodology.

Comparison of Project Trip Generation

The following section provides an updated trip generation for the WRSP based on the methodology described above. **Table 1** below shows that the revised WRSP land use program would generate about 16,469 daily, 1,020 AM peak hour, and 1,500 PM peak hour net new external weekday trips.

As shown below, the revised WRSP land use program would generate about 1,530 fewer net new daily trips, about 60 fewer net new trips during the AM peak hour, and about 10 more net new trips during the PM peak hour compared to the certified WRSP EIR.

Attachment C provides a detailed trip generation spreadsheet for the revised WRSP land use program.

TABLE 1: COMPARISON OF NET NEW WEEKDAY VEHICLE TRIPS							
		AM Peak Hour			PM Peak Hour		
Scenario	Daily	In	Out	Total	In	Out	Total
Total Net New WRSP Trips (Updated April 2023)	***16,469***	***379***	***641***	***1,020***	***984***	***514***	***1,498***
Total Net New WRSP Trips (2018 WRSP EIR)	***18,001***	***420***	***659***	***1,079***	***844***	***644***	***1,488***
Difference in Total Net New Trips	***-1,532***	***-41***	***-18***	***-59***	***+140***	***-130***	***+10***

Summary of Trip Reduction and Consistency with EIR

- The WRSP Build-out would generate about 1,530 fewer net new daily trips (about 8.5 percent less), about 60 fewer net new trips during the AM peak hour (about 5.5 percent less), and about 10 more net new trips (about 0.7 percent more) during the PM peak hour compared to the trips generated by the WRSP as evaluated in the EIR.

- Based on the above trip generation comparison, the potential transportation impacts of the WRSP Build-out would be less or similar for all potential traffic operations impacts as a result of the comparison of net new weekday vehicle trips. Consequently, the revised land use program for WRSP is covered by the identified transportation impacts and mitigation measures in the certified WRSP EIR and no additional analysis or mitigation measures are necessary.

ATTACHMENT A

WRSP Project Description

Revised WRSP Land Use Program

Most of the original WRSP land use program remains unchanged in the revised land use program with the exception of the addition of a 3,250 seat Quarry Amphitheater and the removal of the following land uses.

- 600-student Elementary School
- 24,780 square foot Office Use
- 20,000 square foot Community Center

The 750-seat amphitheater evaluated in the 2018 EIR would not operate on a Thursday evening during the April through November period when an event is scheduled at the Quarry Amphitheater. The 200-room hotel remains unchanged. The following is a list of all the uses in the revised WRSP land use program.

Residential Uses

- 1,253 single family units
- 186 affordable multi-family units

Napa Valley Ruins & Gardens Uses

- 200-room Hotel
- 19,580 sf Artisan Shops (NVRG 9)
- 3,000 sf Fine Dining Restaurant (NVRG 11)
- 5,710 sf Pizza Service (NVRG 2)
- 5,510 sf Brewery Tap Room (NVRG 12 + 13)
- 4,630 sf Wine Tasting Room (NVRG 7)
- 12,195 sf Distillery (NVRG 3 + 18)
- 0.67-acre Open Space Uses (NVRG 21 + 22 + 23)
- 4,240 sf Catering Kitchen (NVRG 10)
- 1,380 sf Takeout Food Service (NVRG 6)
- 30,000 sf Event Space Buildings (NVRG 4 + 5 + 15)
- 12,000 sf Derail Skate Park (NVRG 26)
- 0.6-acre Farmer's Market (NVRG 24)
- 10,000 sf Food Truck Venue (NVRG 25)
- 3,250-seat Quarry Amphitheater (NVRG 19)
- 750-seat Fig Tree Amphitheater (NVRG 16)

ATTACHMENT B

Trip Generation Methodology

The following sources were used to estimate trip generation for the revised WRSP land use program.

Trip Generation Sources

1. ***Trip Generation Manual, 11th Edition,*** Institute of Transportation Engineers (ITE).
2. ***Chase Center Transportation Report Card for Opening Year (San Francisco)***, Fehr & Peers, Fall 2019.
3. ***Event Center & Mixed-Use Development at Mission Bay Blocks 29-32 (Chase Center, San Francisco) EIR***, San Francisco Planning Department, 2015.
4. ***Barclays Center TDM Effectiveness in Meeting Mode Split Objectives***, 2013.
5. ***Center Avenue Skate Park Traffic Analysis***, City of Huntington Beach, December 2011.
6. ***San Diego Trip Generation Manual***, May 2003.

Trip Generation Methodology for 3,250 Seat Quarry Amphitheater

The following is a summary of the trip generation methodology for the 3,250 seat Quarry Amphitheater for a weekday AM peak hour and PM peak hour based on a 7:00 pm show at the amphitheater on a Thursday evening. The trip generation is based on full occupancy of the amphitheater and surrounding NVRG uses.

The trip generation methodology for the amphitheater is based on analysis conducted for and data collected for event scenarios at the Chase Center in San Francisco and Barclays Arena in Brooklyn. The following are key parameters for the analysis.

- 3,250 Amphitheater Attendees.
- 2.1 Daily Person Trips per Attendee.
- AM Peak Hour (highest hour in 7-9 am window): 25 percent of employee trips in AM peak hour, total of about 80 trips, 90% inbound, 10% outbound.
    - Mode: 100% auto
    - Employee Vehicle Occupancy: 1 person per vehicle
- PM Peak Hour (5-6 pm is highest hour in 4-6 pm peak period): 18 percent of event attendees arrive in the 5-6 pm window (Chase Center analysis based on 12 percent arriving 1-2 hours before scheduled event start time). Total of about 180 trips, 93% inbound, 7% outbound.
    - Modes: 76.5% auto, 1.3% limo, 8% taxi/uber/Lyft, 9% walk from site hotel, 5% walk from local American Canyon residents
    - Event Attendee Vehicle Occupancy (auto): 2.9 persons per vehicle
    - Event Attendee Vehicle Occupancy (limo): 4.0 persons per vehicle
    - Event Attendee Vehicle Occupancy (taxi/uber/lyft): 3.9 persons per vehicle

The following table shows the resulting trip generation for the 3,250 seat Quarry Amphitheater.

Description	Attendees	Daily Total	Weekday AM Peak			Weekday PM Peak		
			In	Out	Total	In	Out	Total
Amphitheater	3250	2266	73	8	81	168	12	180

Internal Capture (Linked Trip) Methodology

The certified WRSP EIR trip generation included an internal trip adjustment for linked trips between project land uses. Examples include internal trips between residential or hotel uses and NVRG retail uses. The linked trip adjustment for the Quarry Amphitheater and NVRG retail uses is based on the trip generation assessment for a similar mix of use types at the Chase Center in San Francisco.

Linked Trips: 67 percent of the daily and AM peak hour trips, and 75 percent of the PM peak hour trips, generated by NVRG retail uses (i.e., restaurants, brewery, wine tasting, distillery, artisan shops), are linked internal trips to the Quarry Amphitheater.

ATTACHMENT C

Trip Generation Spreadsheet

TRIP GENERATION FOR WATSON RANCH
WEEKDAY CONDITIONS - THURSDAY WITH EVENT AT 3,250 SEAT AMPHITHEATER
MAY 2023 VERSION

DESCRIPTION	LAND USE	ITE CODE	QUANTITY	UNITS	DAILY	WEEKDAY AM PEAK			WEEKDAY PM PEAK			NOTES
						IN	OUT	TOTAL	IN	OUT	TOTAL	
Residential	Single-Famiy	210	1253	DU	10328	193	550	743	674	396	1070	
Residential	Multi-Family	223	186	DU	833	16	40	56	48	33	82	
Hotel	Resort Hotel	330	200	ROOMS	1400	34	13	47	21	28	49	Daily trips from 2018 TIS, AM/PM form ITE 330
NVRG - Artisan Shops	Retail (Oxbow style)	822	19580	SF	1056	27	18	45	63	63	125	NVRG 9
NVRG - Restaurant	Fine Dining Restaurant	931	3000	SF	252	2	1	2	16	8	23	NVRG 11
NVRG - Pizza	Small Food Service	931	5710	SF	479	2	1	4	30	15	45	NVRG 2
NVRG - Brewery	Brewery Tap Room	971	5510	SF	340	3	0	4	32	22	54	NVRG 12 + 13
NVRG - Wine Tasting	Wine Tasting Room	970	4630	SF	213	7	3	10	17	17	34	NVRG 7
NVRG - Distillery	Fine Dining Restaurant	931/975	12195	SF	1022	2	1	2	22	12	34	NVRG 3+18; 931 for daily and AM, 975 for pm
NVRG - Open Space West	Public Park	411	0.67	ACRES	89	1	1	2	1	1	2	NVRG 21+22+23
NVRG - Central Kitchen	Catering Kitchen	Note 1	4240	SF	44	10	1	11	0	0	0	NVRG 10: Employee trips
NVRG - Steam Plant Kitchen	Takeout Window Service	Note 2	1380	SF	11	2	1	3	0	0	0	NVRG 6: Employee trips
NVRG - Event Areas	Event Space	Note 3	30000	SF	100	0	0	0	19	1	20	NVRG 4, 5, and 15
NVRG - Derail Skate Park	Skate Park	Note 4	12000	SF	110	2	2	4	8	9	16	NVRG 26
NVRG - Farm to Table Operation	Farmer's Market	Note 5	0.60	ACRES	239	29	19	48	0	0	0	NVRG 24
NVRG - Mobile Food Truck Venue	Food Truck Lot	Note 6	10000	SF	16	8	0	8	1	1	2	NVRG 25; Food truck trips
The Quarry Large Amphitheater	Event Center	Note 7	3250	SEATS	2266	73	8	81	168	12	180	NVRG 19
Fig Tree Small Amphitheater	Event Center	Note 8	750	SEATS	20	5	0	5	0	0	0	NVRG 16; Employee trips
	Subtotal Trips without Adjustment				18817	415	658	1075	1120	617	1736	
	Total NVRG Eastside Trips (not including event areas)				3505	55	26	83	181	137	318	
	NVRG Eastside Trips-Linked Trip Reduction				-2349	-37	-17	-55	-136	-103	-238	67% daily and AM; 75% PM internal with amphitheater
	2023 Net New External Project Trips				**16469**	**379**	**641**	**1020**	**984**	**514**	**1498**	
	2018 TIS Net New External Project Trips				**18001**	**420**	**659**	**1079**	**844**	**644**	**1488**	
	Difference between 2023 and 2018 Net New External Trips				**-1532**	**-41**	**-18**	**-59**	**140**	**-130**	**10**	
					-8.51%			*-5.46%*			*0.67%*	*Percent Change from 2018 TIS*

NOTES

1. Catering Kitchen - based on 20 employees (cooks, prep cooks, support staff, etc).
2. Steam Plant Kitchen (takeout order window servers) - based on 5 employees.
3. Event areas - based on 200 persons at event unrelated to amphitheater (50% staying at residences/hotel, 40% of drivers arrive 5-6 pm, 2 persons per car). Employee trips in other restaurant/bar uses.
4. Trip rates from Center Avenue Skate Park Traffic Analysis (December 2011), 27,000 square feet of skate park and bowl areas, City of Huntington Beach.
5. Farmer's market based on City of San Diego Trip Generation Manual trip rate for specialty retail center for daily trips- 400 daily trips/acre; AM Peak - 20% of daily (60/40 in/out).
6. Food Truck Venue - 8 food trucks in 10,000 sf (one truck per 1,250 sf), includes space for internal circulation.
7. The Quarry Large Amphitheater (3,250 seats) trip generation based on 100% occupancy, 2.1 daily trips per attendee, 88% dailiy auto share, 2.65 average vehicle occupancy, and 25% of attendees arrive from 5-6 pm.
8. The Fig Tree Small Amphitheater (750 seats) would not operate on a Thursday evening during the April-November period when the Quarry Amphitheater is operating. Thursday trips assume 10 staff who are providing maintenance.

Brent Cooper

From: Brent Cooper
Sent: Monday, May 22, 2023 4:42 PM
To: [redacted]
Cc: Erica Ahmann Smithies; Jason Holley; Terrence McGrath-External; Edison Bisnar
Subject: Mallen Way Street Lights
Attachments: Watson Ranch Specific Plan Amendment Project Comments 5_12_2023 5_50_40 AM.pdf

Hello Michael Douglas,

Thank you for your comments regarding street lights on Mallen Way in Watson Ranch.

Street lights standards are administered by the Public Works Department. The lights are constructed and installed by the Developer and inspected by the City before they are turned over to City ownership.

I have copied the Public Works Director, Erica Ahmann Smithies, on this email. Ms. Smithies or one of her staff will respond to your concern.

I have copied the Developer, Terry McGrath on this email in case he has any additional information to share.

Sincerely,

Brent Cooper, AICP
Community Development Director
City of American Canyon | 4381 Broadway Street, Suite 201 | American Canyon, CA 94503
(707) 647-4335

Watson Ranch Specific Plan Amendment Project Comments

Date * 05/12/2023

Name * michael douglas

Company

Email * [redacted]

Phone Number * [redacted]

Please check all that apply *

- [x] I own a home in American Canyon
- [ ] I rent a home in American Canyon
- [ ] I own a business in American Canyon
- [ ] I work in American Canyon
- [ ] None of the above

Address *

Street Address

[redacted]

Address Line 2

City: American Canyon

State / Province / Region: California

Postal / Zip Code: 94503

Country: United States

Comments *

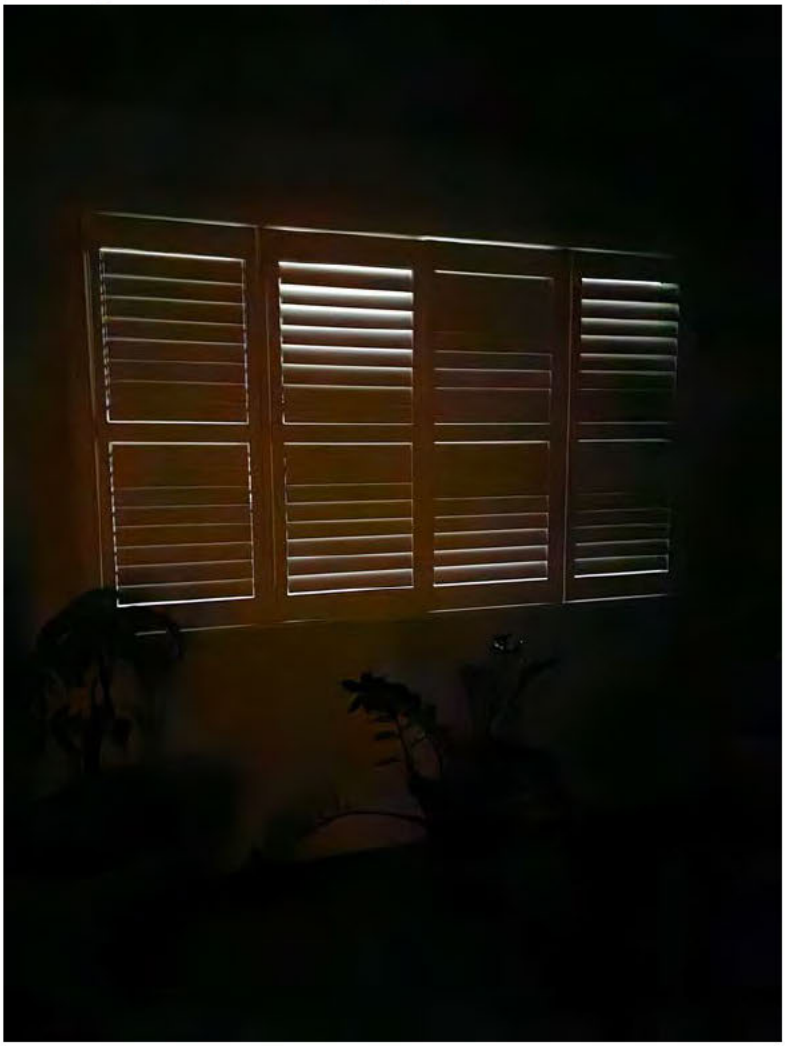
If comments are being provided through the upload of a document, please indicate so.

The lights on Mallen Way are overwhelmingly bright. Attached are photos taken at around 9 p.m. from interior and back exterior. I reinstalled interior shutters but light is still pervasive. It also does not allow for open windows at night without search light level light coming in the homes. The lights on the east side on Mallen way sit approximately 30 feet closer to homes than on Newell. Please adjust the lamp wattage down or turn off east side of Mallen Way lights.

File Upload

Mallen Way Street light encroahment 1 of 3.jpg 2.76MB

Mallen Way street light encroachment 2 of 3.jpg 3.22MB



Mallen Way street light encroachment 3 of 3.jpg 2.36MB

City of American Canyon
Active Community Development Projects
May 2023

Project Applications Under Review						
No.	**Project Name**	**Applicant**	**Description**	**Location/Area**	**Application Status**	**Planner**
1.	PG&E Regional Center Monopole (PL23-0011)	Pacific Gas and Electric	Design Permit for a 60-foot tall monopole.	500 Boone	4/12/23 Application submitted 4/21/23 Comments to applicant	William He
2.	Lemos Pointe Apartments Emergency Generator (PL23-0010)	Pacific West Communities, Inc.	Minor Modification for a 200 KW emergency generator.	Northwest corner Rio Del Mar/Loop Road 6.77 acres	4/7/23 Application submitted 5/31/23 Comments to applicant due	William He
3.	NVR&G Amphitheaters (PL23-0009)	Terry McGrath Properties American Canyon, LLC	Conditional Use Permit for the Quarry Lake and Fig Tree Amphitheaters	Napa Valley Ruins & Gardens	4/3/23 Application submitted 5/2/23 Comments to applicant 5/10/23 Application resubmitted 5/25/23 PC Review Scheduled	William He
4.	NVR&G Tentative Subdivision Map (PL23-0007)	McGrath Properties American Canyon	Tentative subdivision map to subdivide the proposed hotel and 30 condominiums.	Southeast corner Rolling Hills/Rio Del Mar East 18 acres	3/23/23 Application submitted 4/18/23 Comments to applicant 5/10/23 Application resubmitted	William He
5.	5555 Broadway Design Permit (PL23-0006)	Intersection	Exterior tenant and site monument sign.	5555 Broadway 7.04 acres	3/8/23 Application submitted 4/6/23 Comments to applicant	William He
6.	5555 Broadway Sign Program (PL23-0005)	Intersection	Cosmetic improvements and outdoor storage uses at the rear of the property.	5555 Broadway 7.04 acres	3/8/23 Application submitted 4/6/23 Comments to applicant	William He
7.	Crawford Way Multifamily Residential (PL23-0003)	Yeh Area Group	A 100-unit Townhome style apartment homes with sixteen 3-story buildings including a mix of 68 two-bedroom and 32 three-bedroom units.	Northwest corner Crawford Way/SR-29 4.276 acres	1/25/23 Application submitted 2/27/23 Comments to applicant	William He

Project Applications Under Review						
No.	**Project Name**	**Applicant**	**Description**	**Location/Area**	**Application Status**	**Planner**
8.	Napa Junction Solar Farm and RV Parking (PL23-0002)	RH Hess Development	A Design Permit for a minor utility solar farm with RV parking.	5381 Broadway 2.4 acres	1/20/23 Application submitted 2/17/23 Comments to applicant 3/14/23 Draft Initial study submitted 4/3/23 Application resubmitted 5/1/23 Comments to applicant	William He
9.	Bell Products Design Permit (PL22-0037)	Bell Products	Construction of a new 2-story, 30,297 square foot industrial building for Bell Products.	130 Dodd Court 2.28 acres	12/27/22 Application submitted 1/27/23 Comments to applicant 3/27/23 Application resubmitted 5/25/23 Tentatively scheduled for PC review	William He
10.	Paintball Jungle Preapplication (PL22-0036)	Paintball Jungle	Pre-staff review in advance of submitting a Conditional Use Permit for the Paintball Jungle.	2 Eucalyptus Drive 14 acres	12/28/22 Application submitted 2/15/23 Staff Site Visit 3/2/23 Comments to applicant	William He
11.	Promontory at Watson Ranch Subdivision, Design Permit, and Specific Plan Amendment (PL22-0033-PL22-0035)	330 Land Company LLC	Entitlements for construction of 216 single family homes, 54 deed-restricted accessory dwelling units, and a 6-acre park.	Northwest corner Newell Drive/Rio Del Mar East 27 acres residential 6 acres park	12/16/22 Application submitted 1/27/23 Comments to applicant 3/15/23 Application resubmitted 4/14/23 Comments to applicant 5/2/23 Application resubmitted	William He
12.	Ibarra Terminal Conditional Use Permit (PL22-0032)	Ibarra Trucking	Convert an existing residential site into a trucking office with equipment and vehicle storage.	1190 Green Island Road 1.56 acres	12/6/22 Application submitted 12/16/22 Comments to applicant	William He
13.	Napa Junction Mini-Storage Design Permit (PL22-0031)	RH Hess Development	Redevelop and industrial site into a mini-warehouse project.	4484 Hess Drive 8.41 acres	11/10/22 Application submitted 11/16/22 Applicant placed project on Hold	William He

Project Applications Under Review						
No.	**Project Name**	**Applicant**	**Description**	**Location/Area**	**Application Status**	**Planner**
14.	Watson Ranch Lot 8 Subdivision (PL22-0024)	American Canyon I, LLC	Development of 25 single-family residential lots in a 2.17-acre site in Watson Ranch	North of Watson Ranch Lot 10 (Harvest) Subdivision 2.17 acres	9/16/22 Application submitted 9/23/22 Comments to applicant	William He
15.	Watson Ranch Specific Plan Amendment (PL22-0023)	American Canyon I, LLC	Refinement to the Watson Ranch Specific Plan	North of Vintage Ranch 309 acres	8/26/22 Application submitted 11/16/22 Comments to applicant 12/2/22 Applicant response 12/6/22 Comments to applicant 4/17/23 Application resubmitted 5/25/23 PC Review Scheduled	Brent Cooper
16.	Chicken Guy Restaurant (PL22-0021)	Chandi Hospitality	A Conditional Use Permit for a 2,818 sqft quick serve drive-thru restaurant	200 American Canyon Road 1.03 acres	8/22/22 Application submitted 9/21/22 Comments to applicant 10/19/22 Project Review Meeting discussion with applicant 2/23/23 PC Hearing Continued 3/23/23 PC Hearing Continued 4/27/23 PC Hearing Continued 5/25/23 PC Hearing Scheduled	William He
17.	Giovannoni Logistics Center Development Agreement (PL22-0018)	Buzz Oates Construction	Proposed Development Agreement to extend the term of proposed entitlements	East and West of Devlin Road, north of Green Island Road 200 acres	8/1/22 Application submitted 9/1/22 Application on hold pending entitlement approvals	Brent Cooper
18.	PG&E Regional Center Traffic Impact Fee Revision (PL22-0025)	Corporate Real Estate Strategy & Services	A proposed reduction in traffic impact fees based on a change to the project operations.	500 Boone Drive 24.51 acres	7/15/22 Application submitted 9/15/22 Comments to applicant 10/18/22 Application resubmittal 2/6/23 Comments to applicant	William He

Project Applications Under Review						
No.	**Project Name**	**Applicant**	**Description**	**Location/Area**	**Application Status**	**Planner**
1.	Residences at Napa Junction (PL22-0011)	American Canyon Ventures LLC	453 multi-family rental dwellings with associated parking and amenities.	1000 Reliant Way 15 acres	5/2/22 Application submitted 6/1/22 Comments to applicant 7/22/22 Application resubmitted 8/19/22 Comments to applicant 1/11/23 Application resubmitted 2/9/23 Comments to applicant	William He
2.	Sunsquare Mixed Use Building (PL21-0020)	John Howland Architect	3-story mixed-use building with 20 apt units over a 9,820 SF office	425 Napa Junction Road 1.0 acre	8/3/21 Application submitted 8/20/21 Comments to applicant 12/1/21 Applicant on 6-month hold 4/27/23 PC Approved	William He
3.	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 9/20/21 Applicant confirmed Hold status	Brent Cooper
4.	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 9/20/21 Applicant confirmed Hold status	Brent Cooper

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
1. Hampton Inn Improvement Plans (DV23-0002)	Site improvements for a 3-story, 106 room Hampton Inn Hotel.	3443 Broadway	2.52 acres	1/24/23 Application submitted 3/17/23 Comments to applicant	Edison Bisnar
2. Napa Valley Ruins and Gardens Building Retrofit (BP23-0010)	Level 1 and level 2 retrofit of Buildings 2, 3, 4, 5, 7 at the American Canyon Ruins.	Southwest corner Rio Del Mar East/Rolling Hills Drive	29 acres	1/4/23 Application submitted 1/20/23 Comments to applicant	Joshua Anderson
3. Oat Hill Residential Building Plan Check (BP22-0733)	Plan check for the 15-Unit Apartment Building	Western terminus Napa Junction Road	N/A	1/11/23 Application submitted 2/8/23 Comments to applicant 4/14/23 Permit resubmitted	Joshua Anderson
4. Oat Hill Residential Building Plan Check (BP22-0736)	Plan check for the 18-Unit Apartment Building	Western terminus Napa Junction Road	N/A	1/11/23 Application submitted 2/8/23 Comments to applicant 4/14/23 Permit resubmitted	Joshua Anderson
5. SDG 217 Warehouse Building Permit (BP22-0436)	Building Permit for a 217,294 sqft warehouse	1075 Commerce Ct	10.38 acres	8/18/22 Application submitted 4/10/23 Permit issued	Joshua Anderson
6. Napa Cove Improvement Plans and Grading (DV22-0001)	Grading and Improvement plans for the Napa Cove Apartment project.	3787 Broadway	3.48 acres	1/18/22 Application submitted 2/4/22 First Plan check 3/21/22 Grading permit approved	Edison Bisnar
7. Napa Cove Building Permits (BP22-0017, 0018, 0019)	Building Permits for the Napa Cove Apartment Project	3787 Broadway	3.48 acres	1/19/22 Application submitted 2/1/22 First Plan check 3/21/22 Permits issued	Joshua Anderson
8. PG&E Regional Center Improvement Plans (DV21-0018)	Improvement plans for the PG&E Regional Center	500 Boone Drive	24.5 acres	10/19/21 Application submitted 12/01/21 First Plan Check 01/13/22 Second Plan Check 02/14/22 Third Plan Check 02/22/22 Improvement Plans Approved	Edison Bisnar

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
9. Watson Ranch Lot 10 Rough grading and Subdivision Improvement Plans (DV21-0014, 0015)	Rough grading and site improvements for WRSP Lot 10	Northeast corner Marcus Road/Rio Del Mar East	27.17 acres	11/08/21 Application submitted 12/08/21 First Plan Check 01/03/22 Second Submittal 01/13/22 Second Plan Check 01/21/22 Third Submittal 1/24/22 Rough Grading Permit approved	Edison Bisnar
10. Watson Ranch Lot 10 Model Home Building Permits (BP21-0522, 0523)	Model Homes for Watson Ranch Lot 10	Northeast corner Marcus Road/Rio Del Mar East	27.17 acres	12/02/21 Application submitted 12/20/21 First Plan Check 02/10/22 Second Submittal 2/18/22 Second Plan Check 4/5/22 Applicant Submittal 4/7/22 Permit approved 9/2/22 Deferred Submittal 9/7/22 Permit approved	Joshua Anderson
11. Lemos Pointe Building Permit (BP21-0291 – BP21-0298	186 modular affordable apartment units	Northwest corner Marcus Road/Rio Del Mar East	6.7 acres	6/28/21 Application submitted 11/23/21 Building Permits issued	Joshua Anderson
12. Lemos Pointe Grading Permit (DV21-0007)	Rough grading for the Lemos Point Apartment Project	Northwest corner Loop Road/Rio Del Mar	6.7 acres	6/9/21 Application submitted 8/9/21 Application approved.	Edison Bisnar
13. Watson Ranch Lot 14/15 (Artisan) Model Home Building Permits (BP21-0513, 0514, 0515)	Model Homes for Watson Ranch Lot 14/15.	Northern terminus of Summerwood	11.97 acres	11/30/21 Application submitted 5/4/22 Permits approved 9/1/22 Permits issued	Joshua Anderson

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
14. Fume Commercial Cannabis Will Serve (DV20-0014)	Extend reclaimed water line to supply irrigation demand of the project.	180 Klamath Court	1.37 acres	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.	Edison Bisnar
15. Canyon Estates (DV18-0023)	Improvement plans, grading plans, potable water pump station plans and Final Map.	Northeast corner Silver Oak/ Newell Drive	35 acres	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 11/10/22 Civil Improvements are 95% complete	Edison Bisnar
16. 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 5/12/22 Grading Permit approved 11/10/22 Civil Improvements are 75% complete	Edison Bisnar
17. Home2Suites Building Permit (BP19-0499)	Building permit for 102 room hotel.	3701 Main Street	2.0 acres	12/3/19 Application submitted 8/9/22 BP Issued	Interwest

Major Building/Grading Permits					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff Liaison**
18. Home2Suites Will Serve and Improvement Plan (DV19-0015)	Will serve application and improvement plans for a 102-room hotel.	3701 Main Street	2.0 acres	9/5/19 Will Serve Application submitted 5/25/20 Improvement Plan Application submitted 4/5/22 Council approved fee reimbursement request 8/10/22 2nd Change Plan Approved	Edison Bisnar
19. PG&E Regional Center Improvement Plans (DV21-0018)	Turner Construction	Improvement plans for the PG&E Regional Center	500 Boone 24.5 acres	10/19/21 Application submitted 2/23/22 Improvement Plans approved	Edison Bisnar
20. Single Family Home Improvement Plans (DV21-0019)	Hoi Wong	Improvement plan for a new single-family home.	219 Rio Del Mar 0.66 acres	11/17/21 Application submitted 5/12/22 Second Plan Check comments 9/23/22 Applicant explained project is on Hold for the winter	Edison Bisnar

Major City-Initiated Projects					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff**
1. Comprehensive General Plan Update	Review and update to bring the General Plan into conformance with current State standards and community values	Citywide	N/A	7/1/19 Drafting a Request for Proposal (RFP) 1/13/22 Modified "fast-track" technical update scope approved 6/7/22 City Council NOP approved 9/1/22 Administrative draft elements reviewed by staff 3/15/23 Administrative draft EIR received.	Brent Cooper
2. 6th Cycle Housing Element Update	Consistent with State Law, update the City's Housing Policies for an 8-year period 2023 - 2031	Citywide	N/A	9/1/20 Reviewing administrative draft documents 10/18/22 Joint CC/PC workshop 1/26/23 PC Workshop 1/31/23 PC/CC Approved 2/10/23 HCD Review letter received 5/1/23 Housing Element resubmitted to HCD	Brent Cooper
3. General Plan Amendment	Delete Goal 1B Growth Control measures consistent with current State Law	Citywide	N/A	3/23/23 PC Approved 4/4/23 CC Approved	Brent Cooper
4. Emergency Shelter and Accessory Dwelling Unit ADU Ordinance	Amend Municipal Code Chapter 19.38 "Emergency Shelters"; and Chapter 19.39 "Accessory Dwelling Units" consistent with current State Law	Citywide	N/A	3/23/23 PC Approved 4/4/23 CC Approved 1st Reading 4/18/23 CC Approved 2nd Reading	Brent Cooper
5. Smoke-Free Multi-unit Housing Ordinance	Amending Municipal Code Chapter 9.04 "Neighborhood Preservation" to prohibit smoking in any dwelling and common area of a multi-unit residence in the City of American Canyon	Citywide	N/A	12/7/21 CC Presentation by Napa Youth Council 11/15/23 City Manager update 5/2/23 CC 1st Reading 5/16/23 CC 2nd Reading Scheduled	Brent Cooper

Major City-Initiated Projects					
Project Name	**Description**	**Location**	**Area**	**Status**	**Staff**
6. Paoli/Watson Lane Annexation (PL19-0003)	General Plan Amendment, rezoning, and annexation of the Paoli/Watson Lane Property.	Southeast of Paoli Loop/SR-29	80 acres	9/5/17 City Council authorization to proceed 5/28/20 City received a Property Owner notice of intent to circulate a petition to annex the Paoli Loop/Watson Lane Property. 5/16/22 Annexation efforts returned to City initiated. Consultant preparing CEQA scope documents. 9/7/22 NOP Comment period begins 9/21/22 NOP Workshop 3/14/23 45-Day EIR Review period begins. Ends on 4/28/23. 4/27/23 PC EIR Workshop 5/1/23 Preparing Response to Comments	City Manager
7. Annual General Plan Review	Required State review of the General Plan	Citywide	N/A	4/18/23 CC Review completed 4/27/23 OC Review completed	Brent Cooper

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. 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: 3/24/23 Next meeting 4/28/23 to discuss the Napa County Greenhouse Gas Short-Lived Climate Pollutant Inventory.	Brent Cooper
3. Napa Valley Transportation Authority Highway 29 PID Study	Project Initiation Document (PID) for Highway 29 through American Canyon	American Canyon	N/A	10/4/21 NVTA and American Canyon workshop 2/16/22 NVTA Board of Directors voted to remove the six-lane option from future study. 1/12/23 NVTA conducting environmental review over the next 1-2 years	Danielle Schmitz (NVTA)
4. Napa County Airport Land Use Compatibility Plan Update	Napa County Airport Land Use Compatibility Plan Update and associated CEQA documentation	Napa County Airport Compatibility Zones	N/A	January 2021 Board of Supervisors initiated Airport Land Use Compatibility Plan update 12/13/22 County selects aviation consultant Mead and Hunt 2/1/23 First working group meeting 4/12/23 Second meeting	Brent Cooper