

3.8 - Land Use

3.8.1 - Introduction

This section describes the existing land use and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on site reconnaissance performed by FirstCarbon Solutions personnel and review of the City of American Canyon General Plan, the Napa County Airport Industrial Area Specific Plan, and the Napa County Airport Land Use Compatibility Plan (ALUCP).

3.8.2 - Environmental Setting

Land Use

Project Site

The approximately 50-gross-acre project site contains undeveloped land and a non-digital billboard facing southbound State Route 29 (SR-29). The project slopes gently from east to west. An existing overhead distribution line crosses the northern portion of the project site in an east-west direction. A soil stockpile is located near the intersection of S. Kelly Road/Devlin Road. A 3.5-acre wetland area is located in the central portion of the site near Pacific Auto Salvage. A roadside drainage ditch is located along SR-29. Grassy and weedy vegetation is present throughout the project site. Several unpaved roads are located within the project site.

Devlin Road, a two-lane roadway completed in 2012, crosses the project site in a northeast-to-southwest alignment. The roadway features a grade-separated overcrossing of the Napa Branch Railroad Line. Retaining walls associated with the overcrossing are located within the project site. Unpaved roads parallel the north and south side of Devlin Road adjacent to the retaining walls and provide access to the Napa Branch Line.

Photographs of the project site are provided in Exhibit 2-3.

Surrounding Area

West

The Napa Branch Line railroad right-of-way forms the western boundary of the project site. Further west is the Napa Logistics Park project, which consists of 2,916,640 square feet of industrial uses on 214 acres. Phase 1 of the Napa Logistics Park—a 646,000-square-foot warehouse building—is currently under construction on approximately 38 acres.

North

S. Kelly Road and the Devlin Road Transfer Station form the northern boundary of the project site. The Devlin Road Transfer Station is an approximately 18-acre recycling and solid waste facility. Further north are other industrial uses associated with the Napa County Airport Industrial Area.

East

SR-29, a single-family residence, and Pacific Auto Salvage form the eastern boundary of the project site. The single-family residence is located on an approximately 1-acre lot and has an existing

driveway connection easement to SR-29. Pacific Auto Salvage, an approximately 10-acre auto parts salvage and recycling facility, abuts SR-29 and is surrounded with corrugated metal fencing.

South

Diablo Timber forms the southern boundary of the project site. Diablo Timber is an approximately 9-acre wholesale lumberyard.

Land Use Designations

Project Site

The City of American Canyon General Plan designates the project site “Industrial” and it is zoned “SP,” Specific Plan District-2, indicating that the site is subject to the provisions of the Napa County Airport Industrial Area Specific Plan (Specific Plan). The Specific Plan designates the project site as “Business/Industrial Park.” These land use designations allow a range of land uses that includes warehousing, office, and accessory retail land uses.

Surrounding Land Uses

Table 3.8-1 summarizes the surrounding General Plan and zoning designations

Table 3.8-1: Surrounding Land Use Designations

Land Use	Relationship to Project Site	Jurisdictional Status	Land Use Designation	
			General Plan	Zoning
Napa Logistics Park (Phase 1— Under Construction; Phase 2— Proposed)	West	City of American Canyon	Industrial	Business/Industrial Park
Devlin Road Transfer Station	North	Unincorporated Napa County	Industrial	General Industrial
Napa County Airport Industrial Area (Various Uses)	North	Unincorporated Napa County	Industrial	General Industrial
Single Family Residence*	East	City of American Canyon	Industrial	Business/Industrial Park
Pacific Auto Salvage	East	Unincorporated Napa County	Industrial	General Industrial
Diablo Timber	South	City of American Canyon	Industrial	Business/Industrial Park
Notes: * The single-family residence is a legal, non-conforming use, as it predated the adoption of the City of American Canyon General Plan and the Napa County Airport Industrial Area Specific Plan. Source: City of American Canyon, 1994; County of Napa, 1986; County of Napa, 2008.				

Aviation

The Napa County Airport is located immediately north of the project site. The County-owned airport occupies approximately 824 acres and contains three runways (ranging from 2,510 to 5,931 feet in length), associated taxiways and tarmacs, a control tower, approximately 200 hangars, approximately 160 tie down spaces, and a helicopter pad. The airport averages 148 operations per day and 54,020 operations annually. (The Federal Aviation Administration defines an “operation” as one takeoff or landing.)

The project site is located within Napa County Airport Land Use Compatibility Zone D (Common Traffic Pattern). Zone D is defined as the area where structures are routinely overflown by aircraft at altitudes of 300 to 1,000 feet with frequent, single-event noise intrusion.

3.8.3 - Regulatory Framework

State

State Aeronautics Act

The State Aeronautics Act requires each county with an airport to establish an Airport Land Use Commission to regulate land use around airports, in order to protect public safety and ensure that land uses near airports do not interfere with aviation operations. The Napa County ALUCP regulates land use around the Napa County Airport, as well as two other aviation facilities in the County, by requiring compliance with the policies of the plan. In certain circumstances, local governments have the ability to override the decisions of the Airport Land Use Commission.

Local

City of American Canyon

General Plan

The City of American Canyon General Plan provides a blueprint for future development within American Canyon and the Sphere of Influence. The American Canyon Council adopted its most recent General Plan on November 3, 1994. The General Plan contains 10 chapters: Land Use, Housing, Economic Development, Circulation, Utilities, Public Facilities and Services, Parks and Recreation, Natural Historic/Cultural Resources, Geology, Flooding, and Noise. Each chapter establishes goals and policies to guide future land use activities and development within the General Plan boundaries.

Industrial

The City of American Canyon General Plan designates the project site as Industrial. The following land use activities are identified as permitted uses within the Industrial land use designation: light manufacturing, aviation-related, agribusiness-related, industrial sector “clusters,” thematic industries, business park, warehouses, professional offices, supporting retail, restaurant, and financial, and similar uses. The General Plan establishes a Floor Area Ratio (FAR) of 0.5 for labor-intensive industries and a FAR of 0.7 for low labor uses.

Napa County Airport Industrial Area Specific Plan

The Napa County Industrial Area Specific Plan was adopted by the Napa County Board of Supervisors in 1986 and serves as zoning for the 2,945-acre Airport Industrial Area. The Specific Plan sets forth detailed land use and circulation standards, capital improvement requirements, associated financing and improvement sequencing measures, as well as necessary supporting policies and regulatory procedures.

The southern portion of the Airport Industrial Area has been annexed into the City of American Canyon. Those areas remain subject to the Specific Plan's land use designations and development standards.

Business/Industrial Park

The project site is located in an area designated Business/Industrial Park by the Specific Plan. All uses developed within the Business/Industrial Park designation require a Use Permit. The following end uses are listed as "possible uses" within the Business/Industrial Park designation:

- Professional, administrative, and general business offices
- Manufacturing and assembling of electrical, electronic, or electromechanical products
- Manufacturing, assembling, fabrication, warehousing, and distributing of goods, wares, merchandise, articles, substances, or compounds, which are not flammable, explosive, or otherwise offensive or dangerous to surrounding property
- Cooperage, bottling plants, and wine warehousing and distributing

The Specific Plan allows a FAR of 0.50 for warehouse uses and 0.35 for all other uses. The Specific Plan establishes a height limit of 35 feet above finished grade but allows additional height pursuant to a Use Permit.

Gateway Commercial Node

The Specific Plan identifies 12 acres at the northwest corner of SR-29/Airport Boulevard as being suitable for commercial retail and service land use activities. The Specific Plan allows retail, restaurant, and service commercial uses of up to 35,000 square feet that are "business park serving" and not "tourist, community or region serving." Individual tenants are limited to no more than 10,000 square feet. The Specific Plan contemplates at least one restaurant and no more than one gas station and convenience market within the node.

At the time of this writing, no retail, restaurant, and service commercial uses have developed within the Gateway Commercial Node.

County of Napa

Napa County Airport Land Use Compatibility Plan

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

Noise

Table 2-1 of the ALUCP identifies acceptable aviation noise levels by land use. For warehouse and light industrial uses, aviation noise levels of up to 60 dBA Community Noise Equivalent Level (CNEL) are listed as “clearly acceptable” and noise levels between 60 and 65 dBA CNEL are listed as “normally acceptable.” Noise levels between 65 and 75 dBA CNEL are listed as “marginally acceptable.”

Flight Hazards

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

Physical obstructions are associated with tall objects or structures. The ALUCP establishes a height restriction of 35 feet above the ground for objects located within Zone D.

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

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

Zone D

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

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

The ALUCP establishes the following standards for Zone D:

- Maximum density recommendation of 100 persons per acre inside structures for non-residential uses.
- Maximum density recommendation of 150 persons per acre (both indoors and outdoors) for non-residential uses.
- Residential uses are prohibited.
- Uses hazardous to flight are prohibited (i.e., features that attract large numbers of birds and sources of smoke, glare, distracting lights, or electrical interference).

- Overflight easement or deed restrictions are required.
- Building envelopes and approach surfaces are required on all development plans within 100 feet of approach zones.
- Clustering is encouraged to maximize open land areas.
- Noise level reduction measures may be required for noise-sensitive uses.

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

3.8.4 - Methodology

FirstCarbon Solutions (FCS) evaluated the potential for land use impacts through site reconnaissance and review of applicable land use policy documents. FCS performed site reconnaissance on the project site and surrounding land uses in July 2014 and in January 2015. Photographs were taken of the project site and surrounding land uses to document existing conditions. FCS reviewed the City of American Canyon General Plan, the Napa County Airport Industrial Area Specific Plan, and the Napa County ALUCP to identify applicable policies and provisions that pertain to the proposed project. The proposed project’s plans were reviewed to evaluate consistency with General Plan and Specific Plan standards.

3.8.5 - Thresholds of Significance

According to the CEQA Guidelines’ Appendix G Environmental Checklist, to determine whether land use and planning impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

- a) Physically divide an established community? (Refer to Section 7, Effects Found Not To Be Significant)
- 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?
- c) Conflict with any applicable habitat conservation plan or natural communities conservation plan? (Refer to Section 7, Effects Found Not To Be Significant)

3.8.6 - Project Impact Analysis and Mitigation Measures

This section discusses potential impacts associated with the proposed project and provides mitigation measures where necessary.

General Plan Consistency

Impact LU-1: **The proposed project would not conflict with the City of American Canyon General Plan.**

Impact Analysis

This section evaluates project consistency with the City of American Canyon General Plan.

Option 1

The proposed project would consist of the development of 571,808 square feet of warehouse or wine warehouse uses on 41.96 acres. The buildings would range from 22,668 to 254,080 square feet in area and stand up to 41 feet, 6 inches feet above finished grade. The proposed project would have a FAR of 0.26.

Option 1's end uses of warehouse or wine warehouse would be consistent with the types of permitted uses set forth in the General Plan. Additionally, the proposed FAR of 0.26 would be within the General Plan's allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses.

Option 2

The proposed project would consist of the development of 554,099 square feet of warehouse, wine warehouse, gas station, and restaurant uses on 41.96 net acres. The buildings would range from 6,688 to 254,080 square feet in area and stand up to 41 feet, 6 inches feet above finished grade. The proposed project would have a FAR of 0.25.

The warehouse and wine warehouse uses would be consistent with the types of permitted uses set forth in the General Plan. Additionally, the proposed FAR of the warehouses would be 0.37, which would be within the General Plan's allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses.

The gas station, convenience market, and restaurant would be consistent with the "supporting retail, restaurant, and financial, and similar uses" language set forth by the General Plan for the Industrial land use designation. The gas station, convenience market, and restaurant would develop a total of 6,688 square feet of buildings and would have an FAR of 0.06, which would be within the General Plan's allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses.

General Plan Consistency Analysis

Table 3.8-2 evaluates project consistency with the relevant goals, objectives, and policies of the City of American Canyon General Plan. As shown in the table, the proposed project is consistent with all applicable goals, objectives, and policies. Impacts would be less than significant.

Table 3.8-2: General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
Land Use	Goal 1A	Provide for a diversity of land uses that a. serve the needs of existing and future residents; b. capitalize upon the tourism and agricultural heritage of the region; c. capitalize upon and preserves the unique environmental resources and character of the area; d. offer sustained employment opportunities for residents of the City and the surrounding region; e. sustain and enhance the long term economic viability of the City; f. revitalize areas of physical and economic deterioration and/or obsolescence; g. are developed at densities/intensities that are economically viable and complementary with the natural environmental setting and existing development; and h. provide a greater balance of jobs and housing.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) The project site is designated “Industrial” by the General Plan and the end uses are consistent with the allowable uses for this land use designation. As such, the proposed project would be consistent with the provisions of this goal, including serving the needs of residents, protecting environmental resources, creating employment opportunities, and balancing jobs and housing.
	Objective 1.1	Accommodate the development of a balance of land uses that (a) provide for the housing, commercial, employment, educational, cultural, entertainment, and recreation needs of residents, (b) capture visitor and tourist activity, (c) provide employment opportunities for residents of the greater sub region; and (d) provide open space and aesthetic relief from developed urban/suburban areas.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) The project would create as many as 287 new jobs, primarily for residents of the region.
	Policy 1.1.4	Provide adequate transportation (vehicle, bicycle, and pedestrian) and utility (sewer, water, energy, etc.) infrastructure and public services (police, fire, schools, etc.) to support the needs of the residents and businesses of American Canyon.	Consistent: This EIR evaluates the adequacy of public services, transportation facilities, and utility systems to serve the proposed project and identifies mitigation where necessary to achieve acceptable service levels. Refer to Section 3.10, Public Services and Utilities and Section 3.11, Transportation for further discussion.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Goal 1B	Provide for the orderly development of American Canyon that maintains its distinctive character.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) The project site is located within the Napa County Airport Industrial Area and is surrounded by urban uses and infrastructure on four sides. As such, it is well suited for new development and would advance the goal of orderly development that maintains American Canyon’s distinctive character.
	Objective 1.2	Promote a rate of growth that is consistent with the ability of the City to provide adequate infrastructure and services and does not adversely impact the distinctive character and quality of life in American Canyon.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) The project site is located within the Napa County Airport Industrial Area and is surrounded by urban uses and infrastructure on four sides. Thus, the project would occur in an area where adequate infrastructure and services exists such that it would not exceed the City’s ability to serve it.
	Policy 1.2.2	Establish as a priority the development of projects that are contiguous with and infill the existing pattern of development, avoiding leap-frog development, except for large scale master-planned projects that are linked to and planned to be extensions of existing development and for which infrastructure and services are in place or funded.	Consistent: The project site is located within the Napa County Airport Industrial Area and is surrounded by urban uses and infrastructure on four sides. As such, it would meet the criteria set forth in this policy for a “priority” project.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Objective 1.3	Ensure that land use development is coordinated with the ability to provide adequate public infrastructure (transportation facilities, wastewater collection and treatment, water supply, electrical, natural gas, telecommunications, solid waste disposal, and storm drainage) and public services (governmental administrative, capital improvements, police, fire, recreational, cultural, etc.).	Consistent: This EIR evaluates the adequacy of public services, transportation facilities, and utility systems to serve the proposed project and identifies mitigation where necessary to achieve acceptable service levels. Refer to Section 3.10, Public Services and Utilities and Section 3.11, Transportation for further discussion.
	Policy 1.3.1	Implement public infrastructure and service improvements necessary to support land uses accommodated by the Land Use Plan (as defined in the Circulation and Public Utilities and Services Elements.	Consistent: Adequate infrastructure and service levels exists in the project vicinity such that only minor improvements or upgrades are necessary to serve the proposed project. Refer to Section 3.10, Public Services and Utilities and Section 3.11, Transportation for further discussion.
	Policy 1.3.2	Require that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services (as defined in the Circulation and Public Utilities and Services Elements.	Consistent: This EIR evaluates the adequacy of public services, transportation facilities, and utility systems to serve the proposed project and identifies mitigation where necessary to achieve acceptable service levels. Refer to Section 3.10, Public Services and Utilities and Section 3.11, Transportation for further discussion.
	Policy 1.3.3	Regulate the type, location, and/or timing of development as necessary in the event that there is inadequate public infrastructure or services to support land use development.	Consistent: Adequate infrastructure and service levels exists in the project vicinity such that only minor improvements or upgrades are necessary to serve the proposed project. Refer to Section 3.10, Public Services and Utilities and Section 3.11, Transportation for further discussion.
	Goal 1C	Create a pattern and character of land use development that establishes American Canyon as a distinct “place” differentiated from	Consistent: The project site is located within the Napa County Airport Industrial Area and is designated for industrial

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		adjacent urban areas, maintains a semi-rural character, and respects the environmental setting.	development. As such, it is an appropriate location for the type of development contemplated by the proposed project.
	Objective 1.4	Provide for a pattern of development that (a) establishes distinct neighborhoods, districts, places of community activity and culture and open spaces that are interlinked and promote a cohesive image, (b) locates jobs, commerce, recreation, and other places of community activity within close proximity to all housing units, minimizing the need for vehicular use, (c) achieves a balance of uses to serve both sides of Highway 29, and (d) establishes an overall compact urban form surrounded by open space.	Consistent: The project site is located within the Napa County Airport Industrial Area and is designated for industrial development. As such, it is an appropriate location for the type of development contemplated by the proposed project. Additionally, the proposed project would create up to 287 new jobs and would be located less than 0.25 mile from SR-29. Accordingly, the proposed project would advance the objective associated with balancing uses to serve both sides of SR-29.
	Policy 1.4.1	Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map (Figure 1-1).	Consistent: The project site is located within the Napa County Airport Industrial Area and is designated for industrial development. This is consistent with the patterns and distribution of use and density depicted on the Land Use Plan Map (Figure 1-1).
	Policy 1.4.2	Require that development within each land use classification adheres to applicable requirements and standards.	Consistent: The project site is located within the Napa County Airport Industrial Area and is designated for industrial development. As discussed in Impact LU-1 and LU-2, the proposed project would comply with all applicable requirements and standards.
	Objective 1.5	Maintain the character and quality of the natural environmental resources of the City and protect the population and development from the adverse impacts of environmental hazards.	Consistent: The project site is located within the Napa County Airport Industrial Area and is designated for industrial development. There are no natural hazards that constrain development on the project site (faults, 100-year flood hazard

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			areas, steep slopes, etc.). This is consistent with the objective of protecting the public from adverse impacts of environmental hazards.
	Goal 1I	Ensure the development of industrial uses that provide employment for residents of American Canyon and the surrounding region and contribute significant revenue for the City.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) The project is estimated to create as many as 287 new jobs for local residents. As such, it would advance the goal of providing employment opportunities and contributing significant revenue for the City.
	Objective 1.22	Provide for the continuation of existing and development of new industries that capitalize upon the geographic advantages of the City (including adjacency to Napa County Airport and the railroad), the agricultural production of the region, and emerging types of businesses (such as “thematic” and “environmental” based industries), offer opportunities for the clustering of key economic sectors, and maintain the environmental quality of the City.	Consistent: The project site is located within the Napa County Airport Industrial Area and is designated for industrial development. The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) This is consistent with the objective of promoting the development of existing and new industries that capitalize on the geographic advantages of the City.
	Policy 1.22.1	Accommodate the continuation of existing and development of new manufacturing, research and development, warehouse and distribution, ancillary offices, and similar uses in areas designated as	Consistent: The project site is located within the Napa County Airport Industrial Area and is designated for industrial development. The proposed project would develop up to

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		“Industrial (I)” on the Land Use Plan Map (Figure 1-1).	571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) This is consistent with the policy of promoting the development of existing and new warehouse and distribution, and similar uses in areas designated as “Industrial (I)” on the Land Use Plan Map (Figure 1-1).
	Policy 1.22.2	Allow for the inclusion of businesses that are ancillary to and support industrial uses such as related retail sales facilities for manufacturers, financial institutions, restaurants, photocopy shops, specialty recreational uses (batting cages and health clubs/spas), and similar uses.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) The gas station, convenience market, and restaurant would be primarily business park serving and, thus, “ancillary” and consistent with the intent of this policy.
	Policy 1.22.3	Permit development according to the following standards: a. Labor-intensive uses: a maximum floor area ratio of 0.5. b. Low labor uses (such as warehousing): a maximum floor area ratio of 0.7.	Consistent: Project buildings would have FARs ranging from 0.06 to 0.37, which would be within the General Plan’s allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses.
	Policy 1.22.4	Require that development be designed to achieve a high level of quality and compatibility with existing uses including the consideration of the following: a. architectural treatment of all building elevations; b. use of extensive landscape along the primary street frontages and parking lots; and	Consistent: Warehouse buildings would employ concrete tilt-up panel construction and contemporary finishes and treatments similar to other industrial buildings in the project vicinity. The gas station, convenience market, and restaurant would employ contemporary architecture,

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		c. enclosure of storage areas visible from principal highways (including Highway 29) and peripheral residential and commercial districts with decorative screening or other elements.	finishes, and materials. Landscaping would be installed within parking areas and along the Devlin Road and S. Kelly Road frontages. Outdoor storage areas would be enclosed where necessary to screen them from view from major roadways.
	Policy 1.22.7	Require that truck access be controlled so that it is safe and efficient and minimizes exposure to adjacent residential neighborhoods.	Consistent: Trucks would access the project site from Devlin Road extension, which was completed in 2012 and provides a connection to SR-29 via S. Kelly Road that avoids residential areas. The project site’s location also allows for convenient access to SR-12 (east and west) such that residential areas in American Canyon would be avoided by trucks using this highway.
	Goal 1N	Ensure the compatibility of development within American Canyon with the Napa County Airport.	Consistent: As discussed in Impact LU-3, the proposed project is compatible with all applicable provisions of the Napa County ALUCP.
	Objective 1.27	Ensure that lands in American Canyon are developed in a manner which protects them from the noise and operational impacts of, and does not adversely constrain, the Napa County Airport.	Consistent: As discussed in Impact LU-3, the proposed project is compatible with all applicable provisions of the Napa County ALUCP including those that pertain to noise and safety.
	Policy 1.27.1	Require that development comply with the land use and development conditions stipulated in Tables 1-1 and 1-2 for areas depicted on Figure 1-3. ZONE D Common Traffic Pattern: This area is defined by the flight pattern for the Napa County Airport as illustrated on Figure 1-3. These areas are routinely overflown by aircraft operating to and from the airport with frequent single-event noise intrusion. Overflights in these areas can range from near the traffic pattern	Consistent: The project is located within Zone D of the Napa County ALUCP. As discussed in Impact LU-3, the proposed project is compatible with all applicable provisions of Zone D as set forth in Tables 1-1 and 1-2.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		altitude (about 1,000 feet above the ground) to as low as 300 feet above the ground. Accident risk varies from low to moderate. Areas where aircraft are near pattern altitude (e.g., downwind leg) have the lowest risk. In areas where aircraft are at lower altitudes (especially on circle-to-land instrument approaches) a moderate level of risk exists.	
	Policy 1.27.2	Review all applications for new development, expansion of existing uses, and re-use within Napa County Airport Compatibility Zones "A" through "E" for compliance with the appropriate use and development conditions.	Consistent: As discussed in Impact LU-3, the proposed project is compatible with all applicable provisions of Zone D of the Napa County ALUCP.
	Goal 1R	Ensure a high quality of the City's built environment, architecture, landscape, and public open spaces.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) As shown in Exhibits 2-5(a-b) and 2-6(a-d), project buildings would employ contemporary architecture and site design concepts that are similar to those employed elsewhere in the Napa County Airport Industrial Area. Additionally, landscaping would be provided along the Devlin Road and S. Kelly Road frontages. These attributes would advance the goal of providing a high-quality built environment and open space.
	Objective 1.32	Attain residential, commercial, industrial, and public buildings and sites which convey a high quality visual image and character.	Consistent: Warehouse buildings would employ concrete tilt-up panel construction and contemporary finishes and treatments similar to other industrial buildings in the project

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			vicinity. Landscaping would be installed within parking areas and along the Devlin Road and S. Kelly Road frontages. Outdoor storage areas would be enclosed where necessary to screen them from view from major roadways. The gas station, convenience market, and restaurant would employ contemporary architecture, finishes, and materials. Overall, these characteristics would advance the objective of attaining high-quality visual character.
	Policy 1.32.1	Require adherence to the Design and Development Principles prescribed in this Plan and the City’s Design Review Guidelines which shall be updated periodically.	Consistent: The proposed project would incorporate relevant design concepts set forth in the latest adopted edition of the Design Review Guidelines.
	Policy 1.32.2	Require that development projects subject to discretionary review submit and implement a landscaping plan.	Consistent: The proposed project is subject to discretionary review, and, therefore, the applicant has prepared and submitted a landscaping plan to the City, which will be considered as part of the approval process.
	Policy 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.	Consistent: The proposed landscaping plan incorporates drought-tolerant species in accordance with the provisions of the Water Conservation and Landscape Act.
	Policy 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.	Consistent: The proposed landscaping plan incorporates adequate drought-conscious irrigation systems.
	Policy 1.32.7	Require that all commercial, industrial, multi-family, and common area landscape be adequately irrigated with automatic irrigation systems.	Consistent: The proposed landscaping plan incorporates automatic irrigation systems.
	Policy 1.32.8	Promote the use of reclaimed water for the irrigation of public	Consistent: The proposed project would be served with reclaimed

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		and private landscape, as available.	water provided by the City of American Canyon for landscape irrigation purposes.
	Objective 1.33	Ensure that structures and sites are designed and constructed to maintain their long-term quality and provide for the needs of their occupants.	Consistent: All project structures would be designed to suit the needs of the end user, consistent with this objective.
	Policy 1.33.1	Require that all structures be constructed in accordance with the requirements of the City's building and other pertinent codes and regulations; including new, adaptively-reused, and renovated buildings.	Consistent: All project structures would be required to adhere to the latest adopted edition of the California Building Standards Code at the time building permits are sought.
	Policy 1.33.3	Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.	Consistent: The proposed project would provide 579 off-street parking spaces, which complies with Municipal Code requirements. No on-street parking is proposed on Devlin Road or S. Kelly Road.
	Policy 1.33.4	Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access for and use by the physically challenged.	Consistent: All project structures would be required to incorporate all applicable disability access requirements set forth by the Americans With Disability Act.
Economic Development Element	Goal 3	Provide for the economic needs of American Canyon residents by capitalizing on the marketability of the City's industrial land and promoting a mix of uses which create quality jobs and foster fiscal stability.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on the 41.96-net-acre project site in the Napa Airport Industrial Area. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) The project would create as many as 287 new jobs, stimulate capital investment, and expand the tax base. These characteristics are consistent with the goal of providing for the economic needs of American Canyon residents.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Objective 3.1	Maximize the City’s market potential in terms of industrial/business park and community-serving commercial activity. Increased industrial activity can be a catalyst for broadening the City’s economic base by providing quality jobs and tax revenues, as well as, stimulating infrastructure improvements.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on a 41.96-net-acre site in the Napa Airport Industrial Area. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) The project would create as many as 287 new jobs, stimulate capital investment, and expand the tax base. These characteristics are consistent with the objective of maximizing the City’s market potential in terms of industrial/business park activity.
	Policy 3.1.1	Adopt a Land Use Map which designates acreage for heavy industrial, light industrial/business park, commercial, and recreational commercial activities.	Consistent: The project site is currently designated “Industrial” by the City of American Canyon General Plan and the proposed project’s uses are consistent with the allowable uses of this land use designation.
	Policy 3.1.3	Seek to expand the City’s economic base and development opportunities through planned annexation program that is linked to the General Plan and Land Use Plan.	Consistent: The project site was previously annexed into the City of American Canyon in 2011, and the proposed project contemplates the development of up to 571,808 square feet of warehouse and wine warehouse uses on a 41.96-net-acre site in the Napa Airport Industrial Area. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) This is consistent with expanding the City’s economic base and development opportunities through planned annexation program that is linked to the General Plan and Land Use Plan.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Goal 3A	Generate new industrial growth through diversification of the industrial base and maintenance of current activity to provide employment opportunities for residents and generate fiscal revenues for the City.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on a 41.96-net-acre site in the Napa Airport Industrial Area. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) This is consistent with the goal of generating new industrial growth through diversification of the industrial base.
	Objective 3.4	Increase the number of firms within the industries now represented in the City and capture new, clean, nonpolluting industries that are stable and compatible with City needs in terms of traffic, air quality, and employment.	Consistent: The proposed project would develop up to 571,808 square feet of warehouse and wine warehouse uses on a 41.96-net-acre site in the Napa Airport Industrial Area. (As an alternative, a 24,397-square-foot warehouse building may be replaced with a gas station, convenience market, and restaurant totaling 6,688 square feet.) These types of uses currently exist within the Airport Industrial Area or are contemplated by the Specific Plan. Additionally, the proposed project is estimated to create 287 new jobs. The project would implement traffic improvements to mitigate for impacts on traffic operations.
	Policy 3.4.2	Establish design and FAR standards for industrial buildings which will create and maintain an attractive image for American Canyon's industrial areas without imposing overly restrictive regulations.	Consistent: As previously discussed, the proposed project's buildings would have FARs ranging from 0.06 to 0.37 would be within the allowable FARs of both 0.5 and 0.7, depending on the end user.
	Policy 3.4.3	In partnership with landowners and tenants, improve the infrastructure (particularly access across the North Slough drainage channel and the railroad) in the Green Island Industrial Park and Annexes and expand infrastructure	Consistent: The Devlin Road extension was completed in 2012 and provides a grade-separated overcrossing of the Napa Branch Line tracks. This roadway would provide primary vehicular access to the project site and will

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		services to the undeveloped sites on the north side of Green Island Road to link the two industrial areas and provide land use and design continuity to both sides of Green Island Road.	eventually connect to the Green Island Industrial Park.
	Objective 3.5	Make available sufficient acreage in order to capture the City’s fair share of regional industrial growth through the year 2010.	Consistent: The project site is designated “Industrial” by the General Plan and is served with existing infrastructure. Thus, the project site is well suited to advance the objective of facilitating industrial development within American Canyon.
	Policy 3.5.1	Designate a sufficient amount of land to accommodate the projected growth in demand for industrial space by 2010.	Consistent: The project site is designated “Industrial” by the General Plan and is served with existing infrastructure. Thus, the project site is well suited to advance the policy of accommodating new industrial development within American Canyon.
Circulation Element	Guiding Policy 1.1	<p>Community Priorities. Safe and convenient access to activities in the community is provided by a well-designed local roadway system. That system serves the community’s primary need for mobility and includes a planned hierarchy of roadways to meet that need. The following Community Priorities relate most directly to this Element:</p> <ul style="list-style-type: none"> - 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. - 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 	Consistent: Vehicular access to the project site would be provided from Devlin Road extension, which was completed in 2012 and provides a connection to SR-29 via S. Kelly Road. The project site’s location also allows for convenient access to SR-12 (east and west) such that safe and convenient access can be provided for trucks and residential areas would be avoided. Additionally, this EIR evaluates project impacts on the roadway system using the City’s adopted LOS standards and identifies necessary improvements and associated equitable share responsibilities. Refer to Section 3.11, Transportation for further discussion.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		<p>without the use of an automobile.</p> <ul style="list-style-type: none"> - Improve SR 29 so that it serves as a visually attractive gateway into the City while providing access to commercial businesses and serving intra and inter-regional traffic and goods movement. 	
	Guiding Policy 1.2	Implement planned roadway improvements. Use Figure 3: General Plan Circulation System, and Table 3: Major Circulation Improvements, to identify, schedule, and implement roadway and complimentary intersection improvements to support General Plan buildout conditions. Planned improvements may be phased as development occurs and need for increased capacity is identified.	Consistent: This EIR evaluates project impacts on the roadway system using the City’s adopted LOS standards and identifies necessary improvements and associated equitable share responsibilities. Refer to Section 3.11, Transportation for further discussion.
	Guiding Policy 1.3	Design circulation system to focus regional travel on SR-29. SR-29 is important for both Citywide and north-south regional travel. As both City and regional travel grow, design the City circulation system to discourage regional traffic from bypassing SR-29 and impacting City streets. Also, cooperatively work with regional partners, including Caltrans, NCTPA and others explore a complete streets approach that will expand the travel capacity of SR 29.	Consistent: Vehicular access to the project site would be provided from Devlin Road extension, which was completed in 2012 and provides a connection to SR-29 via S. Kelly Road. The project site’s location also allows for convenient access to SR-12 (east and west) such that project-related traffic would not need to use side streets. Refer to Section 3.11, Transportation for further discussion.
	Guiding Policy 1.6	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 buildout of the General Plan, due to traffic generated from sources beyond the control of the City, the City Council shall have the	Consistent: This EIR evaluates project impacts on the roadway system using the City’s adopted LOS standards and identifies necessary improvements and associated equitable share responsibilities. Refer to Section 3.11, Transportation for further discussion.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		<p>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. The following locations that may not achieve or maintain LOS D are as follows and therefore will be exempt from the LOS D policy:</p> <ul style="list-style-type: none"> - State Route 29 through the City - American Canyon Road from SR 29 to Flosden Road–Newell Drive - Flosden Road south of American Canyon Road 	
	Guiding Policy 1.9	Use of existing facilities. Make efficient use of existing transportation facilities, and improve these facilities as necessary in accordance with the Circulation Map.	Consistent: Aside the development of internal roadways within the project site and a new gated road connection to the Napa County Airport, the proposed project would rely on existing roadways (e.g., Devlin Road and S. Kelly Road) for vehicular access. Note that the former roadways are necessary to allow safe and convenient circulation within the project site and provide a second point of connection in accordance with the 2010 Development Agreement.
	Guiding Policy 1.11	Reduce Vehicle Miles Traveled. Through layout of land uses, improved alternate modes, and provision of more direct routes, strive to reduce the total vehicle miles traveled by City residents.	Consistent: The project site is located within the Napa County Airport Industrial Area, which has convenient access to SR-12 and SR-29. The development of the proposed project’s 571,808 square feet of industrial uses would increase warehouse and distribution uses within the North Bay Region and would contribute to reducing trip length by locating these facilities closer to customers within this region. Additionally, because American Canyon is “housing rich,” locating new employment opportunities near housing would also promote the policy of reducing vehicle miles traveled.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Guiding Policy 1.12	Circulation System Enhancements. Achieve, maintain and/or improve mobility in the City by considering circulation system enhancements beyond improvements identified on the Circulation Map, where feasible and appropriate. Improve the circulation system, in accordance with the Circulation Map, at minimum, to support multimodal travel of all users and goods and where feasible, apply creative circulation system enhancements that increase system capacity and that are acceptable to the City and its residents and where applicable, Caltrans.	Consistent: This EIR evaluates project impacts on the roadway system using the City's adopted LOS standards and identifies necessary improvements and associated equitable share responsibilities. This is consistent with the policy of maintaining and improving mobility through circulation system enhancements. Refer to Section 3.11, Transportation for further discussion.
	Implementing Policy 1.13	Financing Program. Develop a transportation financing program that will fully fund the planned expansion of the existing transportation network consistent with the General Plan. The financing program will include an update to the existing transportation impact fee (TIF) program consistent with AB 1600.	Consistent: The proposed project would pay fees in accordance with the City's latest adopted traffic impact fee schedule, albeit with credits for improvements installed by the project. This is consistent with the policy of implementing a transportation financing program that will fully fund the planned expansion of the existing transportation network.
	Implementing Policy 1.14	Work with Caltrans on highway improvements. Continue to work with the Caltrans to achieve timely context sensitive design solutions, funding and construction of programmed highway improvements.	Consistent: This EIR evaluates project impacts on transportation facilities under the jurisdiction of Caltrans (i.e., SR-12 and SR-29) and identifies necessary improvements and associated equitable share responsibilities. This is consistent with the policy of working with Caltrans on highway improvements. Refer to Section 3.11, Transportation for further discussion.
	Implementing Policy 1.16	Use of Congestion Management Process. Utilize the NCTPA Congestion Management Program (CMP) to determine the timing and degree of regional roadway facility	Consistent: This EIR evaluates project impacts on CMP transportation facilities (SR-12 and SR-29) and identifies necessary improvements and associated

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		improvements in accordance with region wide plans. Actively participate in the Community-Based SR 29 Gateway Corridor Improvement Plan process to identify a funded SR 29 travel capacity enhancement through the City.	equitable share responsibilities. This is consistent with the policy of working with the CMP process to implement improvements. Refer to Section 3.11, Transportation for further discussion.
	Implementing Policy 1.17	Regional fair-share fee program. Work with Caltrans, NCTPA, Napa County, and other jurisdictions to establish a fair-share fee program for improvements to routes of regional significance and State highways. This fee should reflect traffic generated by individual municipalities/unincorporated communities as well as pass-through traffic.	Consistent: The proposed project would pay fees in accordance with the City’s latest adopted traffic impact fee schedule, albeit with credits for improvements installed by the project. This includes improvements under the jurisdiction of Caltrans, NCTPA, and the County of Napa. Refer to Section 3.11, Transportation for further discussion.
	Implementing Policy 1.19	Complete Streets. When constructing or modifying transportation facilities, consistent with Resolution 2012-72, “Complete Streets Policy of the City of American Canyon”, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land use.	Consistent: All improvements required as mitigation for the proposed project would comply with the applicable provisions of Resolution 2012-72, “Complete Streets Policy of the City of American Canyon.”
	Implementing Policy 1.23	Access Restriction. Minimize, where possible, the number of access points along arterial roadways, including by consolidating or relocating driveways to provide for more efficient traffic movement.	Consistent: The proposed project would have driveway access to Devlin Road and S. Kelly Road. Driveway locations would be minimized to the extent possible to provide for more efficient traffic movement.
	Implementing Policy 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.	Consistent: A transportation impact analysis was prepared as part of this EIR and identifies necessary improvements that would be implemented via mitigation measures. Refer to Section 3.11, Transportation for further discussion.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Implementing Policy 1.26	Update and adopt Transportation Impact Analysis (TIA) guidelines. Update and adopt Transportation Impact Analysis guidelines and a Multimodal LOS assessment methodology for the evaluation of potential transportation impacts resulting from new development that is specific to the City and that will supersede existing LOS standards and guidelines.	Consistent: A transportation impact analysis was prepared as part of this EIR in accordance with the City of American Canyon’s latest guidance for such studies. Refer to Section 3.11, Transportation for further discussion.
	Implementing Policy 1.35	General transit and pedestrian access. In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by continuous segments of sound walls.	Consistent: Devlin Road currently provides sidewalks on both sides of the roadway. The proposed project would install a sidewalk along S. Kelly Road between Devlin Road and SR-29, which would close a gap in the existing pedestrian network. Additionally, the planned Napa Valley Vine Trail is contemplated to follow Devlin Road.
	Guiding Policy 2.1	Promote walking and bicycling. Promote walking and bike riding for transportation, recreation, and improvement of public and environmental health.	Consistent: Devlin Road currently provides Class II bicycle lanes and sidewalks on both sides of the roadway. The proposed project would install a sidewalk along S. Kelly Road between Devlin Road and SR-29, which would close a gap in the existing pedestrian network. Additionally, the planned Napa Valley Vine Trail is contemplated to follow Devlin Road. Collectively, these characteristics would promote walking and bicycling.
	Guiding Policy 2.3	Develop a safe and efficient non-motorized circulation system. Provide safe and direct pedestrian routes and bikeways between places.	Consistent: Devlin Road currently provides Class II bicycle lanes and sidewalks on both sides of the roadway. The proposed project would install a sidewalk along S. Kelly Road between Devlin Road and SR-29, which would close a gap in the existing pedestrian network. Additionally, the planned Napa Valley Vine Trail is contemplated to follow Devlin

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			Road. Finally, the proposed project would be accessible to bicycles. Collectively, these characteristics would promote a safe and efficient non-motorized circulation system.
	Implementing Policy 2.7	Universal design. Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts.	Consistent: Devlin Road currently provides sidewalks on both sides of the roadway that comply with the Americans With Disability Act. The proposed project would install a sidewalk along S. Kelly Road between Devlin Road, and the planned Napa Valley Vine Trail is contemplated to follow Devlin Road. All new pedestrian facilities will be compliant with the Americans With Disability Act.
	Implementing Policy 2.18	Pedestrian connections to employment destinations. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings over State Route 29.	Consistent: The proposed project's internal pedestrian facilities would connect to the Devlin Road and S. Kelly Road sidewalks (and possibly the planned Napa Valley Vine Trail) and, thus, advance the policy of providing pedestrian connections to employment destinations.
	Guiding Policy 4.1	Promote safe and efficient goods movement. Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.	Consistent: The project site is located within the Napa County Airport Industrial Area, which has convenient access to SR-12 and SR-29. Additionally, the planned Devlin Road extensions to Airport Boulevard and Green Island Road would create a parallel route to SR-29 that would be beneficial to project-related truck trips. This is consistent with the policy of promoting safe and efficient goods movement.
	Guiding Policy 4.2	Promote railroad safety. Minimize the safety problems associated with the railroad, including the	Consistent: Devlin Road provides a grade-separated over-crossing of the Napa Branch Line. Thus,

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		construction and maintenance of at-grade crossings and the physical barrier effect of the track alignment on the City.	vehicles traveling to and from the project site on Devlin Road would avoid any grade crossing safety problems in this regard.
	Guiding Policy 4.4	New truck route designation. All highways, arterials, and industrial streets shall be designated truck routes.	Consistent: Devlin Road, which was completed in 2012, is a designated truck route and would provide primary access to the project site. Additionally, the planned Devlin Road extensions to Airport Boulevard and Green Island Road would also be designated truck routes and provide a parallel route to SR-29.
	Guiding Policy 4.6	Location of industrial development. Continue industrial expansion in the north industrial area to minimize the neighborhood impacts of truck movements.	Consistent: The project site is located within the Napa County Airport Industrial Area, which is designated for industrial development. There are no residential areas near this area, nor would project-related truck routes travel through such areas.
	Guiding Policy 4.7	Secure truck parking. Encourage high-security off-street parking for tractor-trailer rigs in industrial designated areas.	Consistent: The proposed project would provide 579 off-street parking spaces, a portion of which would be suitable for tractor-trailer rigs. The project site would be secured with fencing and lighting. As such, the proposed project would be able to provide secure truck parking.
Utilities	Goal 5	It shall be the goal of American Canyon to establish and maintain a secure water supply and treatment, distribution and storage system to serve the land uses proposed under the general plan.	Consistent: This EIR evaluates project impacts on water supply and distribution and concludes that adequate supplies and infrastructure are available to serve the project. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Objective 5.2	Obtain additional water supply sources as necessary to supplement the [North Bay Aqueduct] supply and serve anticipated growth under the proposed land use plan.	Consistent: A Water Supply Assessment was prepared for the proposed project and concludes that adequate supplies are available to serve the project. Refer to Section 3.10, Public Services and Utilities for further discussion.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Policy 5.2.4	Promote water conservation and wastewater reclamation as additional water supply sources.	Consistent: The proposed project would employ drought-tolerant landscaping and be served with recycled water for non-potable irrigation purposes. This is consistent with the policy of promoting water conservation and wastewater reclamation. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Policy 5.2.5	In the event that sufficient capacity is not available to serve a proposed project, the City shall not approve the project until additional capacity or adequate mitigation is provided.	Consistent: A Water Supply Assessment was prepared for the proposed project and concludes that adequate supplies are available to serve the project. In addition, the proposed project would comply with the City’s Zero Water Footprint Policy, which requires new development projects to secure offsets to ensure that existing customers do not experience a loss in reliability or an increase in rates.
	Objective 5.4	Establish a water management program to promote water conservation and wastewater reuse.	Consistent: The proposed project would employ drought-tolerant landscaping and be served with recycled water for non-potable irrigation purposes. This is consistent with the objective of promoting water conservation and wastewater reuse. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Policy 5.4.1	Promote the use of water-saving plumbing fixtures and water-saving landscaping.	Consistent: The proposed project would employ drought-tolerant landscaping. The proposed project’s plumbing fixtures would comply with the water conservation standards set forth in the latest adopted edition of the California Plumbing Code.
	Goal 5B	It shall be the goal of American Canyon to develop and maintain a water treatment and distribution system that meets generally accepted operational criteria for	Consistent: This EIR evaluates project impacts on water supply and distribution and concludes that adequate supplies and infrastructure are available to

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		service to provide daily and peak demands, including fire flow requirements, to meet present and future needs in a timely and cost effective manner.	serve the project. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Objective 5.7	Expand water treatment, storage and distribution facilities as necessary to meet increasing water demands.	Consistent: The existing water distribution lines in Devlin Road have adequate capacity to serve the project. Additionally, a Water Supply Assessment was prepared for the proposed project and concludes that adequate supplies are available to serve the project. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Policy 5.7.3	Require adequate water supply, distribution, storage, and treatment facilities to be operational prior to the issuance of certificates of occupancy.	Consistent: The existing water distribution lines in Devlin Road have adequate capacity to serve the project. Additionally, a Water Supply Assessment was prepared for the proposed project and concludes that adequate supplies are available to serve the project. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Policy 5.7.4	Require all new development to be served from an approved domestic water supply.	Consistent: The proposed project would be served with potable water provided by the City of American Canyon, which is an approved domestic water supply.
	Policy 5.7.5	Monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements.	Consistent: This EIR evaluates project impacts on water supply and distribution and concludes that adequate supplies and infrastructure are available to serve the project. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Objective 5.8	Ensure that the costs of improvements to the water supply, distribution, storage, and treatment system are borne by those who benefit.	Consistent: The project applicant will provide the full cost of on-site water infrastructure and pro rata share of any off-site improvements necessary to serve the proposed project.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Policy 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.	Consistent: The project applicant will provide the full cost of on-site water infrastructure and pro rata share of any off-site improvements necessary to serve the proposed project.
	Goal 5C	Establish and maintain adequate planning, construction, maintenance, and funding for storm drain and flood control facilities to support permitted land uses and preserve the public safety; upgrading existing deficient systems and expanding, where necessary, to accommodate new permitted development and to protect existing development in the City. Pursue public funding sources (i.e., grants) to reduce fiscal impacts of implementation to the City.	Consistent: The proposed project would install an on-site stormwater drainage system that would be designed to accommodate peak storm event runoff in accordance with the City’s latest adopted standards. This is consistent with the goal of providing adequate storm drain and flood control facilities to support permitted land uses and preserve the public safety. Refer to Section 3.7, Hydrology and Water Quality for further discussion.
	Objective 5.10	Ensure that adequate storm drain and flood control facilities are provided and properly maintained to protect life and property from flood hazards.	Consistent: The proposed project would install an on-site stormwater drainage system that would be designed to accommodate peak storm event runoff in accordance with the City’s latest adopted standards. Refer to Section 3.7, Hydrology and Water Quality for further discussion.
	Policy 5.10.1	Provide for the maintenance of existing public storm drains and flood control facilities and for the construction of upgraded and expanded storm drain and flood control facilities, where necessary, to protect existing and accommodate new permitted development.	Consistent: The project applicant would install on-site storm drainage infrastructure and be responsible for its maintenance and upkeep.
	Policy 5.10.3	Require that adequate storm drain and flood control facilities be constructed coincident with new development.	Consistent: The project applicant would be required install on-site storm drainage infrastructure prior to issuance of the certificate of occupancy.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Policy 5.10.4	Limit new development, when necessary, until adequate flood control facilities are constructed to protect existing development and accommodate the new development runoff, or until mitigation is provided.	Consistent: The project applicant would be required install on-site storm drainage infrastructure prior to issuance of the certificate of occupancy. This is consistent with the policy of requiring adequate flood control facilities to be constructed in conjunction with new development.
	Objective 5.11	Ensure that the costs of improvements to the storm drain and flood control system are borne by those who benefit.	Consistent: The project applicant will provide the full cost of on-site storm drainage infrastructure and pro rata share of any off-site improvements necessary to serve the proposed project.
	Policy 5.11.1	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.	Consistent: The project applicant will provide the full cost of on-site storm drainage infrastructure and pro rata share of any off-site improvements necessary to serve the proposed project.
	Policy 5.11.3	Collect adequate amounts of fees and charges to fund the operation/maintenance of existing facilities and to construct new facilities.	Consistent: The project applicant would provide all required storm drainage fees to the City of American Canyon.
	Goal 5D	Maintain the quality of surface and subsurface water resources within the City of American Canyon and its Planning Area.	Consistent: The proposed project would implement stormwater quality measures and practices to maintain the quality of surface and subsurface water resources.
	Objective 5.12	Enhance runoff water quality upstream of points of discharge to channelized drainage courses.	Consistent: The proposed project would implement stormwater quality measures and practices that would enhance runoff water quality prior to discharge in downstream waterways.
	Policy 5.12.1	Capitalize on opportunities to reduce pollutant loading through passive treatment systems such as vegetated filter strips, grass swales, and infiltration/sedimentation areas in sui table open space areas,	Consistent: Passive treatment systems would be incorporated into the proposed project's storm drainage system where appropriate.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		and incorporated into landscaping adjacent to parking lots and streets.	
	Policy 5.12.2	Incorporate features in new drainage detention facilities which enhance the water quality of discharges from the facility.	Consistent: The proposed project’s storm drainage system would include a retention basin, which would serve to enhance the water quality of discharges from the facility through percolation of pollutants into the soil. Refer to Section 3.7, Hydrology and Water Quality for further discussion.
	Policy 5.12.3	Minimize impervious area that is directly connected to piped or channelized drainage systems in new development.	Consistent: The proposed project includes landscaping and preservation of some existing wetland areas that would provide pervious surfaces that would allow runoff to percolate into the soil instead of entering a storm drainage system. Refer to Section 3.7, Hydrology and Water Quality for further discussion.
	Objective 5.13	Prevent degradation of surface water quality due to construction activities and industrial operations.	Consistent: The proposed project would implement construction and operation stormwater pollution prevention measures to prevent degradation of surface water quality. Refer to Section 3.7, Hydrology and Water Quality for further discussion.
	Policy 5.13.1	Require that development activities comply with the State General Storm Water Permit For Construction Activities with measures that protect surface water quality to the maximum extent practicable.	Consistent: The proposed project’s construction and operation stormwater pollution prevention measures would comply with the applicable stormwater permits. Refer to Section 3.7, Hydrology and Water Quality for further discussion.
	Goal 5E	It shall be the goal of the City of American Canyon to establish and maintain adequate planning, construction, maintenance, and funding for wastewater collection and treatment facilities to support land uses; upgrading existing deficient systems, and expanding,	Consistent: This EIR evaluates project impacts on wastewater collection and treatment and concludes that adequate capacity is available to serve the project. Refer to Section 3.10, Public Services and Utilities for further discussion.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		where necessary, in the City's service area.	
	Objective 5.14	Provide a system of wastewater collection and treatment facilities which will adequately convey and treat wastewater generated by existing and future development in the City's service area.	Consistent: Aside from laterals to serve project buildings, all wastewater infrastructure necessary to serve the project is currently in place. The laterals would be required to be in place prior to the issuance of a certificate of occupancy.
	Policy 5.14.2	Provide for the construction of upgraded and expanded wastewater collection and treatment improvements to support existing and new development.	Consistent: The project would connect to an existing sewer line located within Devlin Road. Aside from laterals to serve project buildings, no other wastewater upgrades would be required.
	Policy 5.14.4	Require new development to connect to a master planned sanitary sewer system. Where construction of master planned facilities is not feasible, and where the future construction of master planned facilities will not be jeopardized, the City Council may permit the construction of interim facilities sufficient to serve the present and short-term future needs.	Consistent: The proposed project would be served with sanitary sewer service provided by the City of American Canyon. The project would connect to an existing sewer line located within Devlin Road; no interim facilities would be necessary.
	Policy 5.14.5	Require all new development to secure sewer capacity rights prior to or at the time building permits are issued.	Consistent: The City of American Canyon has indicated that the project would be served with adequate sewer capacity.
	Objective 5.15	Ensure that wastewater collection and treatment facilities are upgraded and installed in a timely manner to meet usage requirements and maximize cost efficiency.	Consistent: Aside from laterals to serve project buildings, all wastewater infrastructure necessary to serve the project is currently in place. The laterals would be required to be in place prior to the issuance of a certificate of occupancy.
	Policy 5.15.1	Require that wastewater collection and treatment facilities be installed and available for use prior to the issuance of a certificate of occupancy.	Consistent: Aside from laterals to serve project buildings, all wastewater infrastructure necessary to serve the project is currently in place. The laterals would be required to be in place

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			prior to the issuance of a certificate of occupancy.
	Objective 5.16	Ensure that the costs of infrastructure improvements are borne by those who benefit.	Consistent: The project applicant will provide the full cost of on-site sewer infrastructure and pro rata share of any off-site improvements necessary to serve the proposed project.
	Policy 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.	Consistent: The project applicant will provide the full cost of on-site sewer infrastructure and pro rata share of any off-site improvements necessary to serve the proposed project.
Public Services & Facilities	Goal 6A	Maintain a high level of fire protection and emergency services to City/District businesses and residences.	Consistent: This EIR evaluates project impacts on the American Canyon Fire Protection District and concludes that adequate levels of service can be provided. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Objective 6.3	Ensure that the Fire District’s facility, manpower and equipment needs keep pace with the City’s growth.	Consistent: This EIR evaluates project impacts on the American Canyon Fire Protection District and concludes that adequate levels of service can be provided. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Policy 6.3.1	Require that City planning staff work closely with Fire District officials to ensure that fire facilities and personnel are expanded commensurably to serve the needs of the City’s growing population and development base.	Consistent: The American Canyon Fire Protection District was consulted during the preparation of this EIR to determine whether significant impacts would occur on its ability to provide fire protection. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Policy 6.4.3	Require, through the development review process, that all structures and facilities subject to the District’s jurisdiction adhere to City, state and federal regulatory	Consistent: All project structures would be required to comply with the latest adopted edition of the California Fire Code.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		standards such as the Uniform Building and Fire Codes and other applicable safety guidelines.	
	Goal 6B	Ensure a high level of police protection for the City's residents, businesses and visitors.	Consistent: This EIR evaluates project impacts on the American Canyon Police Department and concludes that adequate levels of service can be provided. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Objective 6.7	Coordinate development activities with the Napa County Sheriff's Department or other contract agency to ensure that adequate facilities and services are maintained for the City's residents, businesses and visitors.	Consistent: The American Canyon Police Department was consulted during the preparation of this EIR to determine whether significant impacts would occur on its ability to provide police protection. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Policy 6.7.1	Work with the Sheriff's Department to ensure that enough personnel are added to the Department to serve the needs of a growing population and a developing City.	Consistent: The American Canyon Police Department was consulted during the preparation of this EIR to determine whether significant impacts would occur on its ability to provide police protection. Refer to Section 3.10, Public Services and Utilities for further discussion.
	Objective 6.9	Increase the residents' and Sheriff's Department ability to minimize crime and improve security for all uses of public and private buildings, sites, and open spaces.	Consistent: The proposed project incorporates design features such as low-profile landscaping and exterior lighting to prevent and deter criminal activity.
	Policy 6.9.2	Require that landscaping in proximity to commercial, industrial, multi-family, and public structures be sited to allow for security surveillance.	Consistent: The proposed project would provide low-profile, non-obtrusive landscaping along roadway frontages and within parking areas to allow for adequate security surveillance.
	Policy 6.9.3	Require the incorporation of lighting which provides adequate exterior illumination to facilitate security surveillance around commercial, industrial, multi-family, and public structures.	Consistent: The proposed project would provide exterior lighting that would provide adequate illumination.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
Natural and Historic/Cultural Resources	Goal 8	Protect and preserve the significant habitats, plants and wildlife that exist in the City and its Planning Area.	Consistent: This EIR evaluates the proposed project’s potential impacts on biological resources and requires mitigation where necessary to reduce impacts to a level of less than significant. Refer to Section 3.3, Biological Resources for further discussion.
	Objective 8.1	Maintain data and information regarding areas of significant biological value within the Planning Area to facilitate resource conservation and the appropriate management of development.	Consistent: This EIR’s evaluation of potential impacts on biological resources included review of relevant databases of biological information and field surveys of the project site. The findings thereof were used in developing appropriate mitigation for project impacts. This is consistent with the objective of using best available information to facilitate resource conservation. Refer to Section 3.3, Biological Resources for further discussion.
	Policy 8.1.1	Acquire and maintain the most current information available regarding the status and location of sensitive biological elements (species and natural communities) within the City and, as appropriate, within the Sphere of Influence and Urban Limit Line.	Consistent: This EIR’s evaluation of potential impacts on biological resources included review of relevant databases of biological information and field surveys of the project site. The findings thereof were used in developing appropriate mitigation for project impacts. This is consistent with the policy of using the best available information to evaluate impacts on biological resources. Refer to Section 3.3, Biological Resources for further discussion.
	Policy 8.1.4	Regularly monitor and review developments proposed within the City’s Planning Area to assess their impacts on local biological resources and to recommend appropriate mitigation measures that the developer and/or government agency can implement.	Consistent: This EIR evaluates the proposed project’s potential impacts on biological resources and requires mitigation where necessary to reduce impacts to a level of less than significant. Refer to Section 3.3, Biological Resources for further discussion.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Objective 8.2	Balance the preservation of natural habitat areas, including coastal saltmarsh, mixed hardwood forest, oak savannah, and wetland and riparian habitats, with new development in the City.	Consistent: The proposed project includes preservation of some existing wetland areas that coincide with the highest-quality habitat within the project site. This is consistent with the objective of balancing the preservation of natural habitat areas with new development.
	Policy 8.2.1	Land use applications for developments located within sensitive habitats, including coastal saltmarsh, mixed hardwood forest, oak savannah, and riparian habitats or with areas potentially occupied by vernal pools (see Figure 8-2) shall be accompanied by sufficient technical background data to enable an adequate assessment of the potential for impacts on these resources, and possible measures to reduce any identifiable impacts. In addition to examining Figure 8-1 for information on these sensitive habitats, an on-site assessment shall be conducted by a City approved qualified biologist to determine if sensitive habitats exist on-site. In instances where the potential for significant impacts exists, the applicant must submit a Biological Assessment Report prepared by a qualified professional.	Consistent: The project site contains a small area of seasonal wetlands. This EIR includes biological and wetland analysis conducted by CARDNO Entrix. Refer to Section 3.3, Biological Resources for further discussion.
	Policy 8.3.1	Review proposed developments in wetlands and riparian habitats to evaluate their conformance with the following policies and standards: a. The development plan shall fully consider the nature of existing biological resources and all reasonable measures shall be taken to avoid significant impacts, including retention of sufficient natural open space and	Consistent: The proposed project protects some existing seasonal wetlands within the project site boundaries as permanent open space. Additionally, mitigation is proposed requiring any impacted wetlands to be offset to achieve no net loss, as required by the regulatory agencies. For these reasons, the proposed project is consistent with the provisions of this policy.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		<p>undeveloped buffer zones.</p> <p>b. Development shall be designed and sited to preserve watercourses, riparian habitat, vernal pools, and wetlands in their natural condition, unless these actions result in an unfeasible project, in which case habitat shall be replaced in accord with subsection "g."</p> <p>c. Where riparian corridors are retained, they shall be protected by an adequate buffer with a minimum 100 foot protection zone from the edge of the tree, shrub, or herb canopy (see policy 8.3.2).</p> <p>d. shall incorporate habitat linkages (wildlife corridors) to adjacent open spaces, where appropriate and feasible.</p> <p>e. Development shall incorporate fences, walls, vegetative cover, or other measures to adequately buffer habitat areas, linkages or corridors from built environment.</p> <p>f. Roads and utilities shall be located and designed such that conflicts with biological resources, habitat areas, linkages or corridors are avoided where feasible.</p> <p>g. Future development shall utilize appropriate open space or conservation easements in order to protect sensitive species or their habitats.</p> <p>h. Future development shall mitigate unavoidable adverse impacts to waters of the United States, wetlands and riparian habitats (pursuant to the Federal Clean Water Act and the California Fish and Game Code, Section 1600 et seq.) by replacement on an in-kind basis. Furthermore, replacement shall be based on a ratio determined by the California Department of Fish and Game</p>	

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		and/or Army Corp. of Engineers in order to account for the potentially diminished habitat values of replacement habitat, Such replacement should occur on the original development site, whenever possible. Alternatively, replacement can be effected, subject to state and federal regulatory approval, by creation or restoration of replacement habitats elsewhere (off-site but preferably within the City’s Planning Area), protected in perpetuity by provision for an appropriate conservation easement or dedication.	
	Objective 8.4	Protect local vernal pools as well as the habitats of endangered species living within American Canyon’s Planning Area.	Consistent: The preserved existing wetland areas would include the highest-quality habitat within the project site. As such, it would be consistent with the policy of protecting habitats of special-status species.
	Policy 8.4.1	Require that development plans incorporate all reasonable mitigation measures to avoid significantly impacting vernal pools for projects located within American Canyon’s Planning Area.	Consistent: The proposed preservation of some wetland areas would protect this resource, consistent with the intent of this policy.
	Policy 8.4.2	Preserve, where possible, the habitat of several in-fact endangered species, including those shown on Figure 8-2 and listed in Table 8-1, as well as those that may be considered by the City in the future.	Consistent: The proposed preservation of some wetland areas would include the highest-quality habitat with the project site. As such, it would be consistent with the policy of preserving habitats of special-status species.
Geology	Goal 9	Reduce the potential level of death, injury, property damage, economic and social dislocation (i.e., business closures and homelessness due to structural damage) and disruption of vital services that could result from earthquake damage	Consistent: This EIR requires compliance with the latest adopted edition of the California Building Standards Code to reduce the potential level of death, injury, property damage, economic and social dislocation to acceptable levels. Refer to Section 3.5,

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			Geology, Soils, and Seismicity for further discussion.
	Goal 9C	Ensure that seismic, geologic, and soils hazards that might affect areas designated for human use or habitation are properly mitigated or avoided entirely prior to development.	Consistent: The West Napa Fault is more than 0.25 mile west of the project site and, therefore, the proposed project would not be susceptible to fault rupture. Additionally, this EIR requires compliance with the latest adopted edition of the California Building Standards Code to ensure that seismic hazards are properly mitigated or avoided entirely prior to development. Refer to Section 3.5, Geology, Soils, and Seismicity for further discussion.
	Objective 9.1	Protect life, ensure public safety, substantially reduce the damage to and ensure the orderly evacuation of building occupants following a seismic event.	Consistent: This EIR requires compliance with the latest adopted edition of the California Building Standards Code to protect life, ensure public safety, substantially reduce damage to structures. Refer to Section 3.5, Geology, Soils, and Seismicity for further discussion.
	Policy 9.1.1	Promote the collection of relevant data on fault location and the history of fault displacement as a basis for future refinement of fault zone policies and development standards. Particular attention should be paid to the West Napa Fault that is generally depicted in Figure 9-1 and should be evaluated in conjunction with proposed development. Based on predevelopment studies, limitations on new development shall be imposed if necessary in the identified fault areas.	Consistent: The West Napa Fault is more than 0.25 mile west of the project site and, therefore, project structures would not be susceptible to fault rupture. Refer to Section 3.5, Geology, Soils, and Seismicity for further discussion.
	Policy 9.1.2	Implement mandatory development restrictions and investigation requirements (by the state, under the Alquist-Priolo Act, or by the City) on that portion of the West Napa fault zone located	Consistent: The West Napa Fault is more than 0.25 mile west of the project site and, therefore, all project structures would meet minimum setback requirements. This is consistent with the

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		within American Canyon and its Planning Area.	requirements of this policy. Refer to Section 3.5, Geology, Soils, and Seismicity for further discussion.
	Policy 9.1.3	Require that any building intended to have occupancy be located at least 50 feet from either side of an active or potentially active fault.	Consistent: The West Napa Fault is more than 0.25 mile west of the project site and, therefore, all project structures would meet minimum setback requirements.
	Objective 9.2	Protect health and life safety, and reduce the level of potential property damage from the adverse effects of strong seismic ground shaking by implementing effective, state-of-the-art standards for seismic design of structures in the City.	Consistent: This EIR requires compliance with the latest adopted edition of the California Building Standards Code to ensure that strong seismic ground shaking hazards are properly mitigated. Refer to Section 3.5, Geology, Soils, and Seismicity for further discussion.
	Policy 9.2.1	Require that development be designed in accordance with seismic requirements of the Uniform Building Code.	Consistent: This EIR requires compliance with the latest adopted edition of the California Building Standards Code seismic design requirements. Refer to Section 3.5, Geology, Soils, and Seismicity for further discussion.
	Objective 9.3	Protect life and essential lifelines (e.g., gas, electricity, water), reduce the risk of property damage due to liquefaction, and promote the collection of more complete information on liquefaction susceptibility throughout the Planning Area.	Consistent: The project site is underlain by geologic units and soils that would not be susceptible to liquefaction. Refer to Section 3.5, Geology, Soils, and Seismicity for further discussion.
	Policy 9.3.1	Avoid development in areas with known liquefaction risk. If these areas cannot be avoided, require a qualified geologist, hydrologist, or civil engineer to determine the liquefaction potential at proposed development sites.	Consistent: The project site is underlain by geologic units and soils that would not be susceptible to liquefaction. Refer to Section 3.5, Geology, Soils, and Seismicity for further discussion.
	Objective 9.6	Minimize to the greatest extent feasible the loss of life, serious injuries, and major social and economic disruption caused by the collapse of, or severe damage to, vulnerable structures (e.g., buildings, bridges, water storage	Consistent: Project structures and infrastructure would be designed and constructed in accordance with the latest adopted edition of the California Building Standard Code's seismic safety requirements. Adherence to these standard would

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		facilities, key railroad components) resulting from an earthquake.	minimize potential exposure to disruptions associated with earthquakes.
Flood Hazards	Goal 10	Protect the lives and property of American Canyon’s residents and visitors from flood hazards.	Consistent: The project site is located outside a 100-year flood hazard area. Therefore, the proposed project’s uses (including employees) would not be exposed to flood hazards.
	Objective 10.1	Design both new development and redevelopment projects in a manner that minimizes hazards associated with flooding.	Consistent: The project site is located outside a 100-year flood hazard area. Therefore, the proposed project’s uses (including employees) would not be exposed to flood hazards.
	Policy 10.1.4	Ensure that storm water drainage is designed for peak flow conditions.	Consistent: The proposed project’s storm drainage system would be designed in accordance with City’s peak-flow design standards.
	Policy 10.1.5	Prohibit the development of structures designed for human occupancy within the 100-year floodplain, unless flood hazards are adequately mitigated. Mitigation can be accomplished by building foundations a minimum of one (1) foot above the 100-year flood elevation, or by other means approved by the City Engineer (see Figure 10-1).	Consistent: The project site is located outside a 100-year flood hazard area. Therefore, the proposed project’s structures would not be located within the 100-year floodplain.
Noise	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.	Consistent: This EIR includes an evaluation of project-related noise impacts. Mitigation is proposed as necessary to achieve acceptable noise levels. Refer to Section 3.9, Noise for further discussion.
	Objective 11.1	Control both ambient and stationary (intrusive) noise	Consistent: This EIR includes an evaluation of project-related noise

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		conditions and impacts that may occur in American Canyon. Maintain base line information regarding ambient and stationary noise sources within the community.	impacts, including ambient and stationary noise sources. Refer to Section 3.9, Noise for further discussion.
	Policy 11.1.1	Promote noise compatible land use relationships by implementing the noise standards identified in Figure 11-2, to be utilized for design purposes in new development and for establishing a program to attenuate existing noise problems.	Consistent: This EIR includes an evaluation of project-related noise impacts and assesses noise levels against the standards identified in Figure 11-2 to determine if significant impacts would occur. Mitigation is proposed as necessary to achieve acceptable noise levels. Refer to Section 3.9, Noise for further discussion.
	Policy 11.1.2	Monitor and update available data regarding the community's ambient and stationary noise levels.	Consistent: This EIR includes an evaluation of project-related noise impacts. As part of this analysis, noise measurements were taken in the project vicinity. This is consistent with the policy of monitoring and updating data about noise levels. Refer to Section 3.9, Noise for further discussion.
	Objective 11.2	Protect residents, employees, and visitors to the community from excessive noise exposure. If possible, mitigate the adverse impacts of existing or unavoidable excessive noise on these same groups.	Consistent: This EIR includes an evaluation of project-related noise impacts. Mitigation is proposed as necessary to achieve acceptable noise levels. Refer to Section 3.9, Noise for further discussion.
	Policy 11.2.1	Require that new development for locations in which the exterior or interior noise levels indicated in Figure 11-2 are likely to be exceeded, submit a noise attenuation study prepared by a qualified acoustical engineer in order to determine appropriate mitigation measures.	Consistent: The project site is not located in any "Sensitive Noise Areas" depicted on the figure. Regardless, a noise analysis was prepared for the proposed project and mitigation is identified as necessary. Refer to Section 3.9, Noise for further discussion.
	Policy 11.2.4	Require that new industrial, commercial and related land uses, or the expansion of these existing	Consistent: The project site is located in the Napa County Airport Industrial Area, which contains

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		land uses, demonstrate that they would not directly cause ambient noise levels to exceed an exterior L_{dn} 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.	noise tolerant, non-residential uses (the Napa County Airport, the Devlin Road transfer station, Diablo Timber, etc.). There are no nearby noise-sensitive receptors. Thus, the proposed project would not have the potential to increase ambient noise levels above 65 dBA L_{dn} .
	Objective 11.3	Minimize the adverse impacts of traffic-generated noise on residential and other “noise sensitive” uses as depicted on Figure 11-5.	Consistent: The project site is located in the Napa County Airport Industrial Area and, there are no noise-sensitive uses in the project vicinity. Moreover, trucks traveling to and from the project site would use Devlin Road and S. Kelly Road to reach SR-29 and SR-12, which would avoid residential areas.
	Policy 11.3.1	Minimize motor vehicle noise impacts from streets and highways through proper route location and sensitive roadway design by employing the following strategies: a. Consider the impacts of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.	Consistent: The project site is located in the Napa County Airport Industrial Area and trucks would use Devlin Road and S. Kelly Road to reach SR-29 and SR-12. This routing would avoid residential areas and, therefore, would be consistent with this policy.

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		b. Mitigate traffic volumes and vehicle speed through residential neighborhoods. c. Work closely with the State of California Department of Transportation (Caltrans) in the early stages of highway improvements and design modifications to ensure that proper consideration is given to potential noise impacts on the City.	
	Policy 11.3.2	Require that all new nonresidential development design and configure on-site ingress and egress points to divert traffic (and its resultant noise) away from “noise-sensitive” land uses to the greatest degree practicable.	Consistent: The project site is located in the Napa County Airport Industrial Area, which contains noise tolerant, non-residential uses (the Napa County Airport, the Devlin Road transfer station, Diablo Timber, etc.). There are no nearby noise-sensitive receptors. Thus, the proposed project would not need to configure ingress and egress points to divert traffic away from “noise-sensitive” land uses.
	Policy 11.4.1	Restrict the development of uses located within the 65 CNEL contour of Napa Airport to industrial, agricultural, or other open space uses (see Figure 11-5).	Consistent: A portion of the project site is located within the 65 dBA CNEL contour of Napa County Airport. The proposed project consists of industrial and commercial uses, which are “normally acceptable” land use activities within this noise contour.
	Policy 11.4.1	Require that development in the vicinity of Napa Airport comply with the noise standards contained in the Airport Land Use Compatibility Plan (ALUP).	Consistent: The Napa County Airport Land Use Compatibility Plan identifies aviation noise levels between 60 and 65 dBA CNEL are listed as “normally acceptable” for warehouse and service commercial uses. As such, the proposed project would be consistent with the ALUCP noise standards.
	Objective 11.5	Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential	Consistent: The project site is located in the Napa County Airport Industrial Area, which contains noise tolerant, non-residential uses

Table 3.8-2 (cont.): General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		neighborhoods or “noise-sensitive” uses.	(the Napa County Airport, the Devlin Road Transfer Station, Diablo Timber, etc.). As such, the project would not have the potential to cause “spillover” noise into adjoining residential neighborhoods or “noise-sensitive” uses.
	Objective 11.7	Minimize the impacts of construction noise on adjacent uses.	Consistent: The project site is located in the Napa County Airport Industrial Area, which contains noise tolerant, non-residential uses (the Napa County Airport, the Devlin Road Transfer Station, Diablo Timber, etc.). As such, surrounding land uses would not experience intrusive noise levels during project-related construction activities.

Source: City of American Canyon, 2015; FirstCarbon Solutions, 2015.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Specific Plan Consistency

Impact LU-2: The proposed project would not conflict with the Napa County Airport Industrial Area Specific Plan.

Impact Analysis

This impact evaluates project consistency with the Napa County Airport Industrial Area Specific Plan.

Option 1

The proposed project would consist of the development of 571,808 square feet of warehouse or wine warehouse uses on 41.96 net acres. The buildings would range from 22,668 to 254,080 square feet in area and stand up to 75 feet above finished grade.

Option 1's end uses of warehouse or wine warehouse would be consistent with the types of permitted uses set forth in the Specific Plan. Additionally, the proposed FAR of the warehouses would range from 0.22 to 0.37, which would be within the Specific Plan's allowable FAR of 0.50 for warehouse uses. Project buildings that exceed 35 feet would require approval of a Use Permit, which is one of the discretionary approvals being sought by the applicant.

Option 2

The proposed project would consist of the development of 554,099 square feet of warehouse, wine warehouse, gas station, and restaurant uses on 41.96 net acres. The buildings would range from 6,688 to 254,080 square feet in size and stand up to 75 feet above finished grade.

The warehouse and wine warehouse are consistent with the types of permitted uses set forth in the General Plan. Additionally, the proposed FAR of the warehouses would range from 0.22 to 0.37, which would be within the Specific Plan's allowable FAR of 0.50 for warehouse uses. Warehouse buildings that exceed 35 feet would require approval of a Use Permit, which is one of the discretionary approvals being sought by the applicant.

A Specific Plan Amendment would be required to allow gas station, convenience market, and restaurant uses to be developed at the intersection of SR-29/S. Kelly Road. It is anticipated that the Specific Plan Amendment would establish Lot 1 as part of the Gateway Commercial Node land use designation and permit the development of retail, restaurant, and service commercial uses on this site. Consistent with the Specific Plan's language for the Gateway Commercial Node land use designation, the attributes of the gas station, convenience market, and restaurant (eight pumps and a total of 6,688 square feet of buildings) would be small enough to be considered "primarily business park serving" and have limited potential to be tourist, community, or region serving. Additionally, the proposed FAR of 0.06 would be within the Specific Plan's allowable FAR of 0.35 for non-warehouse uses. Finally, the tallest building would be a maximum of 25 feet, 1 inch above finished grade and, thus, within the 35-foot height limit.

The Specific Plan Amendment would serve to reconcile any inconsistencies between the proposed gas station, convenience market, and restaurant uses and the existing provisions of the Specific Plan, and, therefore, would be a self-mitigating aspect of the proposed project.

Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Airport Land Use Compatibility Plan Consistency

Impact LU-3: The proposed project may conflict with the Napa County Airport Land Use Compatibility Plan.

Impact Analysis

The 50-acre project site is located southeast of the Napa County Airport and is within Zone D of the Napa County ALUCP.

Noise

A portion of the project site overlaps with the 55 dBA CNEL noise contour of the Napa County Airport; refer to ALUCP Figure 5-8. Table 2-1 of the ALUCP identifies acceptable aviation noise levels by land use. For service commercial, warehouse, and light industrial uses, aviation noise levels up to 60 dBA CNEL are listed as “clearly acceptable.” As such, the proposed project’s uses would be consistent with the noise standards of the ALUCP.

Density Calculations

The ALUCP establishes the following density recommendations for Zone D:

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

Table 3.8-3 summarizes the project uses within Zone D.

Table 3.8-3: Project Use Summary

Category	Use	Square Feet
Indoor	Buildings	571,808 (13.1 acres)
Outdoor	Parking, Driveways, Landscaping, etc.	1,258,884 (28.9 acres)

Source: Panattoni Development Company, Inc., 2016.

Appendix D of the ALUCP identifies three separate methodologies that can be utilized to calculate usage density depending on land use type:

- **Parking Ordinance:** Using parking spaces as the basis for calculating the number of people on a given site. This methodology requires assumptions about the number of persons per vehicle, which will then be used to calculate density by dividing total persons by acreage. The ALUCP states that this methodology is appropriate when the use is expected to be dependent on vehicular access.
- **Maximum Occupancy:** Using the Uniform Building Code or the California Building Code as the basis for calculating the number of people on a given site. The ALUCP states that surveys of actual building occupancy levels indicates that many retail and office uses are occupied at 50

percent of their maximum occupancy levels and, therefore, calculations for office and retail uses should be adjusted by 50 percent. The ALUCP also states that some uses may have short peaks in occupancy levels and, therefore, average occupancy over an 8-hour period should be used.

- **Survey of Similar Uses:** Using similar uses to estimate the number of people on a given site, when building square footage or parking cannot be reasonably relied upon to provide an accurate estimate.

The Parking Ordinance Methodology will be used as the basis for calculating density, as the project would be primarily served by motor vehicles and is identified as the preferred methodology.

Table 3.8-4 provides the calculation of maximum indoor density using the Parking Ordinance Methodology. The number of parking spaces were multiplied by the average number of travelers for the autos/vans/trucks mode provided in the 2010–2012 California Household Travel Survey Final Report issued by the California Department of Transportation. The 2.1-persons-per-vehicle occupancy rate is the highest rate identified in the Travel Survey. As shown in the table, maximum indoor density would be 92.8 persons/acre, and therefore, below the indoor density recommendation of 100 persons per acre.

Table 3.8-4: Indoor Density Calculation

Parking Spaces	Persons per Vehicle	Total Persons	Density Calculation	Maximum Indoor Density
579	2.1	1,216	1,216 persons/13.1 acres	92.8 persons/acre
Note: To provide a conservative analysis, only the acreage of the buildings was used in the density calculation; all other acreage was excluded. Source: FirstCarbon Solutions, 2016.				

As a practical matter, the proposed project end uses are anticipated to employ a maximum of 287 workers; refer to Section 2, Project Description. Thus, actual maximum indoor density is anticipated to be much lower than 1,216 persons, which serves to demonstrate the conservative nature of the calculation in Table 3.8-4.

Table 3.8-5 provides the calculation of maximum indoor and outdoor density using the Parking Ordinance Methodology. Maximum indoor and outdoor density would be 25.98 persons/acre and below the 100 persons/acre recommendation.

Table 3.8-5: Indoor and Outdoor Density Calculation

Parking Spaces	Persons per Vehicle	Total Persons	Density Calculation	Maximum Indoor and Outdoor Density
579	2.1	1,216	1,216 persons/41.96	28.98 persons/acre
Note: To provide a conservative analysis, only the acreage of the buildings was used in the density calculation; the acreage occupied by landscaping, driveways, and parking was excluded. Source: FirstCarbon Solutions, 2015.				

Wildlife Attractant Hazards

Chapter 2 of the Airport Land Use Compatibility Plan states that “Any land use which can attract large flocks of birds should be avoided, but those which are artificial attractors are particularly inappropriate because they generally need not be located near airports.” Concerns about potential wildlife hazards are further articulated in Policy 3.3.5, paragraph 4 of the Airport Land Use Compatibility Plan:

Policy 3.3.5: Land uses which may produce hazards to aircraft in flight shall not be permitted within any airport's planning area. Specific characteristics to be avoided include: (1) glare or distracting lights which could be mistaken for airport lights; (2) sources of dust, steam, or smoke which may impair pilot visibility; (3) sources of electrical interference with aircraft communications or navigation; and (4) any use which may attract large flocks of birds, especially landfills and certain agricultural uses.

The applicant is proposing to establish approximately 3.0-acres of open space that includes the existing stock pond area. The proposed open space area represents the continuation of an existing condition and would not introduce a new potential area that would attract large flocks of birds to the project site. Additionally, the existing pond is fairly small, particularly when compared with wetland habitats to the west and northwest of the airport, and it is adjacent to existing development that would make it a less desirable destination for large flocks of birds. Moreover, the proposed open space area would be located as far from the airport fence line as possible, with buildings, roadways, and parking areas located in between. These structures would discourage the congregation of wildlife, and large flocks of birds would not be particularly attracted to these structures, including those adjacent to the stock pond. Therefore, in combination with the small size of the existing pond and its proximity to existing development, this creates a less than desirable destination for large flocks of birds.

Nonetheless, more than 70 bird or wildlife strikes have been reported at the Napa County Airport since 1990, and, therefore, Mitigation Measure LU-3 is proposed to assess whether the open space area on the project site would attract large flocks of birds and, if so, would require the preparation and implementation of a Wildlife Management Plan for its proposed open space area. With implementation of this mitigation measure, the project's impacts will be less than significant.

Other Considerations

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

The proposed project's uses are all non-residential and are not identified as unacceptable within Zone D. As shown in Exhibit 2-4, the site plan includes a 3.5-acre wetland area, which would constitute “open land.” No buildings are within 100 feet of an approach zone.

Finally, there are no project attributes that would attract birds or produce sources of smoke, glare, distracting lights, or electrical interference. Therefore, the proposed project complies with the applicable requirements of Zone D.

Impacts would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM LU-3

Prior to issuance of the first grading permit for Lot 5, the project applicant shall retain a qualified biologist to evaluate whether the open space area would attract large flocks of birds to the site. If the biologist determines that the open space would not attract large flocks of birds, no further mitigation is necessary. Otherwise, a wildlife management plan focused on the deterrence of large flocks of birds would be prepared by a qualified biologist and implemented for the preserved wetland area. The plan shall incorporate applicable Federal Aviation Administration (FAA) guidance for wildlife management specific to large flocks of birds and provide recommendations for the design and operation of the wetland area to ensure that it does not serve as an attractant for large flocks of birds that may be potentially incompatible with aviation operations. As part of plan development, the applicant shall consult with Napa County Airport representatives. The City of American Canyon shall confirm that the wildlife management plan's recommendations are reflected in the design and maintenance plans for the preserved wetlands. The plan shall:

- If necessary, refine or adapt water management designs to comply with the guidance set forth in the FAA guidance. Once developed, the project proponent shall provide copies of its preserved wetland management plans to the airport management for review by an FAA qualified Wildlife Biologist to confirm that the proposed slope design and bio retention plantings are consistent with Advisory Circular 150/5200-33B.
- Refine or adapt project designs to include materials that will not be attractive to potentially hazardous wildlife (i.e., large flocks of birds). The project proponent should provide copies of its proposed plans and plant palettes to airport management for review by an FAA-qualified Wildlife Hazard Damage Biologist to confirm that the preserved wetlands will be consistent with airport operations.
- Develop design standards to address aviation and avian hazard management concerns. The project applicant shall develop specific design standards for incorporation into lease documents that address avian hazard management. For example, site users shall be directed to store all refuse in covered bins or dumpsters and equip signs and light standards with non-perching devices.

- Establish a process for ongoing coordination with the Napa County Airport staff regarding avian management, facility management procedures, and airport operations so that changes in avian activity during or following project construction can be identified and addressed.

Level of Significance After Mitigation

Less than significant impact.