



June 22, 2016

Mr. John McDowell, Deputy Planning Director
Napa County Planning Division
1195 Third Street
2nd Floor
Napa, CA 94559
Attention: Shaveta Sharma, Planner

Subject: Watson Ranch Specific Plan – Request for ALUC Consistency Hearing and Determination

Dear Ms. Sharma,

Please accept this request for an Airport Land Use Commission (ALUC) consistency hearing and determination for the Watson Ranch Specific Plan in the City of American Canyon. By this letter, we are requesting a hearing date of August 17th, 2016. The Project is described below and in the attachments to this letter.

1. Project Description

The Watson Ranch Specific Plan (WRSP) is located within the city limits of American Canyon, in Napa County, California. The site is comprised of approximately 309 acres located on the northwest side of the City, south and east of the Napa County Airport (see Exhibits A and B). The Watson Ranch Specific Plan area is an important part of the City's General Plan. The site is designated "Town Center" in the General Plan Land Use Element and zoned "Town Center" on the City zoning map. The Project area includes the historic site of the Standard Portland Cement Company ruins known as the Napa Valley Ruins & Gardens (NVR&G). The Specific Plan proposal includes the adaptive reuse of the NVR&G, which will include a new Civic Plaza and Community Center site along a mix of commercial uses. The Specific Plan will also include residential neighborhoods with a network of parks, trails, and open space (see Exhibit D). The Specific Plan development program is described in more detail below.

The "Town Center" land use and zoning designation allows for a full range of mixed uses. The Specific Plan, as proposed, will consist of:

- a) An adaptive reuse of the existing ruins to include approximately 199,000 square feet of indoor and outdoor commercial uses including a wedding event venue, a corporate/private event center, restaurants, pubs, wine tasting, brewery, and outdoor dining.
- b) A boutique hotel of up to 200 rooms
- c) The "Quarry Lake Park" with trails and open space.
- d) A community plaza that will serve as a gathering place for American Canyon residents and visitors.
- e) Mixed-use and live-work housing of up to 50 units.

The Specific Plan includes residential development consisting of a maximum of 1,253 units with varying housing types and densities which include Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR).

The summary of residential uses proposed in the plan are:

- a) Approximately 114 acres (555 units) of low density residential (LDR).
- b) Approximately 52 acres (475 units) of medium density residential (MDR).



- c) Approximately 10 acres (223 units) of high density residential (HDR).

Community amenities consisting of:

- a) A new elementary school site for up to 600 students.
- b) Approximately 53 acres of combined parks, trails, and open space.
- c) A community trail system that includes connecting portions of the Napa Valley Vine Trail and the River to Ridge Trail.

Infrastructure improvements that include:

- a) The extension of Newell Drive along the Specific Plan area's eastern boundary.
- b) The extension of Rio Del Mar from SR 29 to the Newell Drive Extension.
- c) Internal circulation for the Specific Plan area.
- d) The water distribution system, sanitary sewer system, storm water drainage system and dry utilities to service the Specific Plan area.

The Specific Plan phasing anticipates a seven (7) year build out period with the initial phase occurring in the southern half of the project site (furthest from the airport) progressing northward. The final phase is the northernmost end of the project site

Site Population

At an overall average of 3.49 persons per household, the site population related to the residential use will be approximately 4,373 people. The acreage associated with the residential use is approximately 176 acres, resulting in approximately 25 people per gross acre. The proposed distribution of residential uses shows the lower densities being located in the northern portion of the project site (closer to the airport) with the higher densities being located in the southern end of the site (further from the airport). A significant portion of the high density housing in the south end of the project site, and the proposed hotel site, is located outside the Compatibility Zone influence.

The projected population associated with the non-residential uses on site will be determined by a combination of jobs created and visitors attracted. The number of jobs for the non-residential uses (NVR&G, hotel and the school) is projected to be 665 at build out of the project. The commercial and event center in the NVR&G will have a site population that will vary considerably based upon planned events. Most large events (both public and private) are anticipated to occur on weekends. Certain events (e.g. fourth of July) could see a combined site population on a given day of several thousand people. The hotel is located outside the Compatibility Zone influence at the south end of the Project site.

Building Heights

The maximum allowable building heights for buildings throughout the project site range from 35 feet for low and medium density residential, to 40 feet for high density residential. Maximum building height for commercial uses in the NVR&G area (including the hotel) is 55 feet. The commercial and high density residential are located in the southern third of the project site, the furthest from the airport. As noted above, the hotel is located outside the compatibility zone influence.

2. Airport Land Use Compatibility Zones

The project site lies under two of the Napa County Airport Compatibility Zones. The northern most tip of the project site lies within Zone D, "Common Traffic Pattern" and the majority of the remainder of the site lies under Zone E, "Other Airport Environs". Zone D prohibits residential land uses. The proposed Specific Plan has designated the area affected by Zone D as open space.

3. Specific Potential Aircraft Hazards



- a. No known electronic equipment that could interfere with airport operations or aircraft signal transmission or reception are proposed.
- b. No uses that will result in smoke production are proposed.
- c. Exterior lighting will include street lighting, parking lot lighting, and building lighting. Specific Plan design guidelines call for low glare, down-shine fixtures to minimize lighting impacts, and to preserve the “dark sky” at night (refer to Appendix A, Design Guidelines, A.5.4.1, Light Fixture Design Guidelines).
- d. Reflective roofing – given the nature of uses in the Specific Plan area it is not anticipated that reflective roof materials would be used. The Specific Plan Design Guidelines specifically prohibit the use of mirrored or reflective glazing on windows Refer to Appendix A, Design Guidelines, P. 151, section A.5.2.4 Building Materials).
- e. There is no anticipated storage or use of explosive or other hazardous materials.
- f. Height of cranes for tilt up construction – There is no planned “tilt up” construction on the project site. However, any use of cranes for construction would likely be limited to the NVR&G and the hotel (beyond the limits of Zone E) in the southern most end of the project site furthest from the airport. A crane that might be utilized to construct in this area would be of a size necessary to construct a maximum 55-foot-high building.

4. Project entitlement schedule

The Watson Ranch Specific Plan and Environmental Impact Report (EIR) are scheduled for public release on June 30, 2016. The City of American Canyon Planning Commission will hold a public hearing on the Specific Plan and EIR as part of the required EIR public comment period on July 28, 2016. The project is then tentatively scheduled to go to hearings (Planning Commission and City Council) for final approval in September through November. Attached for reference is a City Council study session staff report prepared for a study session in January, 2016.

Event	Date
45 Day Public Review of WRSP EIR	6/30/16 – 8/15/16
Planning Commission Hearing	7/28/16
Napa County ALUC Consistency Hearing	8/3/16
Planning Commission Hearing	9/29/16
City Council hearing	10/18/16
City Council Hearing (Second Reading)	11/1/16

5. Consistency Review Schedule

The ALUC’s failure to act on this referral within sixty days of the date of receipt shall result in the proposed action being deemed consistent by operation of law.

6. Standard Avigation Easement Requirement

Pursuant to the County’s Airport Land Use Compatibility Plan, the City will require the recordation of a standard avigation easement on each residential and commercial parcel created as a result of the Watson Ranch Specific Plan and located within the Napa County Airport planning area. These easements will be required as a condition of approval for each of the tentative maps and recorded with the recordation of the final maps. In the event a tentative or final map is not required, the City will require the recordation of the standard avigation easement prior to construction.

Pursuant to the Napa County Airport Land Use Commission Application Content Requirements, also enclosed are:



1. One (1) each of 24"X36" sized copies of the Specific Plan Land Use Plan and Illustrative Concept Plan from the Specific Plan;
2. Mailing Labels.

Please advise me if you need anything further to be able to schedule this consistency review for the August 3rd, 2016 Airport Land Use Commission Meeting.

Sincerely,

City of American Canyon



John B. Wilbanks, A.I.C.P.
Contract Planner

Cc: Brent Cooper, Community Development Director
Deborah Castles, Applicant Representative

Enclosures: Exhibit A- Airport Compatibility Zone Context
Exhibit B – Airport Compatibility Zones – WRSP Project Site
Exhibit C – WRSP Figure 2.4 Existing Conditions
Exhibit D – WRSP Land Use Plan
Exhibit E – WRSP Illustrative Concept Plan

