



PLANNING COMMISSION STAFF REPORT

Meeting Date December 18, 2008
Item Number 3
File Number PRE08-0001

Application Prezoning for the Panattoni, Headwaters and Atkins properties in the Napa County Airport Industrial Area Specific Plan

Project Location Located within the Napa County Airport Specific Plan, west of Highway 29, north of the City of American Canyon City limits

Applicant City of American Canyon

General Plan Designation Industrial

Zoning District N/A

Environmental Review Addendum to the EIR for the Napa County Airport Industrial Area Specific Plan

Staff Contact Brent Cooper, AICP, Planning Director *BC*

Requested Actions

The following actions are requested of the Planning Commission:

1. Recommend the City Council of the City of American Canyon approve the Addendum to the Napa County Airport Specific Plan EIR and adopt Zone Change PRE08-0001 to prezone the Panattoni, Headwaters and Atkins properties in accordance with the Napa County Airport Industrial Area Specific Plan.

Project Setting

The Panattoni, Headwaters and Atkins properties consist of 50.7 acres, 218 acres, 25.4 acres respectively. The properties are located north of the City limits within the Napa County Airport Industrial Specific Plan. In accordance with the Napa County Airport Area Specific Plan, the Panattoni and Headwaters properties are currently zoned Business/Industrial Park, and the Atkins property is currently zoned Airport.

Project Background

In July 2008, the City of American Canyon and Napa County entered into an agreement whereby the City of American Canyon agreed to streamline its water service regulations in return for the County's agreement to amend the City's Rural-Urban Limit Line and support City annexation of the Panattoni, Headwaters, and Atkins properties.

In accordance with State regulations that oversee City annexation of County property, (the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000), the City

must approve zoning regulations for the property before it is annexed into the City. The establishment of these zoning regulations is referred to as "prezoning".

Project Description

The Panattoni, Headwaters and Atkins properties in the Napa County Airport Industrial Area Specific Plan ("subject properties") were zoned for industrial and airport uses by Napa County in 1986 through the Napa County Airport Industrial Specific Plan. In accordance with Section II, Part 1.a of the recently-signed Urban Limit Line MOU, the City agreed that the subject properties would be developed in accordance with the regulations in the Napa County Airport Industrial Area Specific Plan. To ensure that the properties are developed in accordance with the regulations in the Napa County Airport Industrial Area Specific Plan, staff proposes to prezone them using the same zoning district regulations as the Napa County Airport Industrial Area Specific Plan. Attachment 1 includes a vicinity map of the properties.

Applicable Provisions

The applicable provisions include the Urban Limit Line MOU and the regulations in the Napa County Airport Industrial Area Specific Plan as discussed above.

Zoning Ordinance

In accordance with the Napa County Airport Area Specific Plan, the Panattoni and Headwaters properties are zoned Business/Industrial Park, and the Atkins property is zoned Airport. The purpose and intent of the Business Industrial Park is to provide modern, non-nuisance light industrial and office uses that are compatible with each other and with adjoining non-industrial areas, including the Napa County Airport, the State Route 29 Corridor and surrounding agricultural and open space areas. The purpose for the Airport designation on the Atkins property is for expansion of the Napa County Airport. Attachment 2 includes the applicable zoning regulations for the Business/Industrial Park.

Environmental Review

The Specific Plan was previously approved through an Environmental Impact Report. The proposed prezoning of the properties with the same zoning designations and development standards does not result in any new environmental impacts. For this reason, an Addendum to the EIR for the Napa County Airport Industrial Area Specific Plan project has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Administrative Code, Title 14, Section 15000, et seq.). A copy of the Addendum is included as Attachment 3.

Findings

The findings for recommending the City Council approve the prezoning application is included in the attached Resolution of Approval (see Attachment 4).

Public Notice

Notice of the public hearing for this application was given in accordance with state law and Zoning Ordinance Chapter 19.40.

Staff Recommendations

The following actions are requested of the Planning Commission:

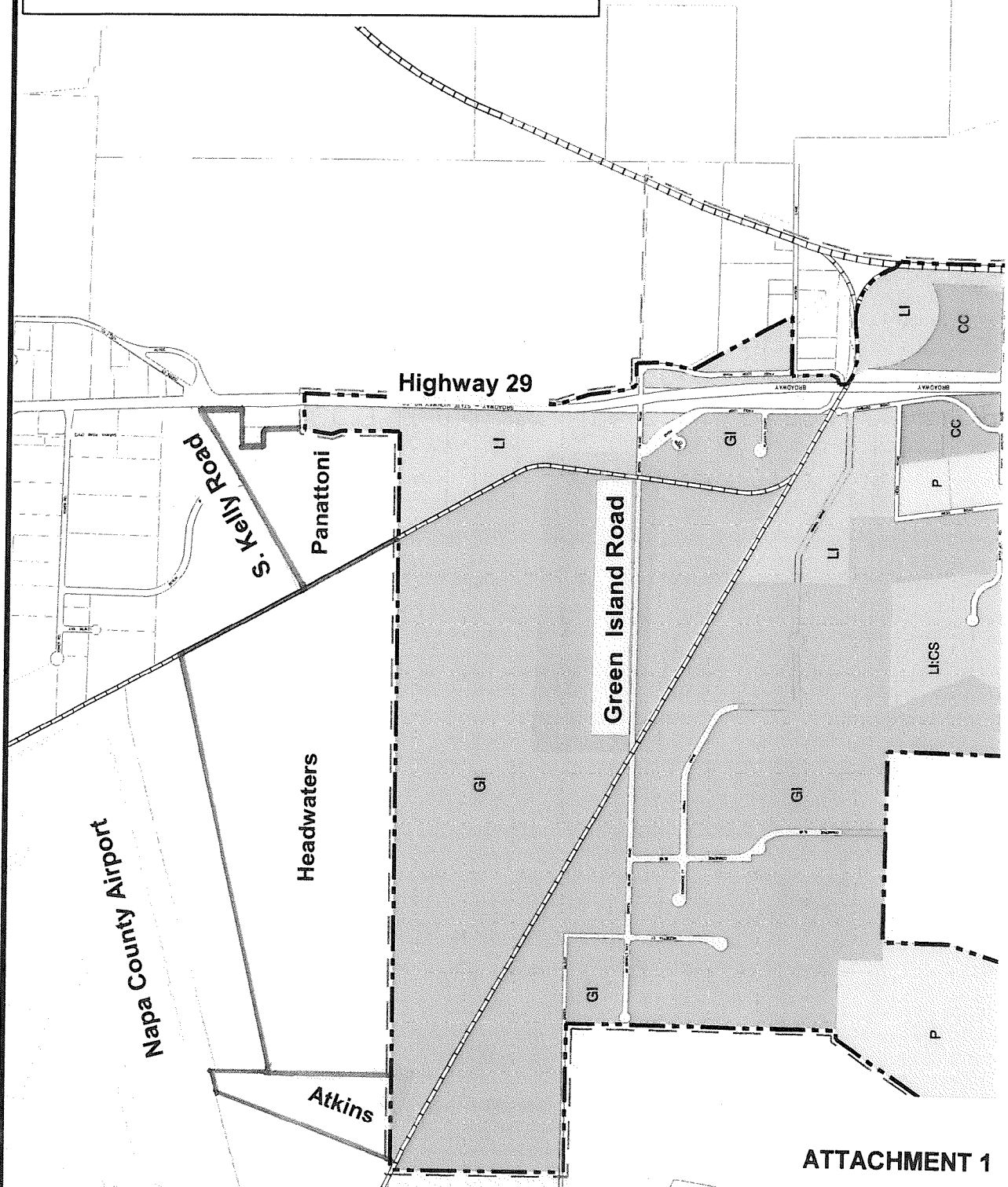
1. Recommend the City Council of the City of American Canyon approve the Addendum to the Napa County Airport Specific Plan EIR and adopt Zone Change PRE08-0001 to prezone the Panattoni, Headwaters and Atkins properties in accordance with the Napa County Airport Industrial Area Specific Plan.

Attachments:

1. Vicinity Map
2. Business/industrial Park zoning regulations
3. EIR Addendum
4. PC Resolution

LEGEND

Zoning Districts	RE	Residential Estate
	RR-20,000	Rural Residential
	RR-10,000	Rural Residential
	RS-8000	Suburban Residential
	RS-6500	Suburban Residential
	RM	Medium Residential
	RH	High Residential
	RH-1	12-16 Units Per Acre
	RH-2	20 Units Per Acre
	PC	Planned Community
	SP	Specific Plan
	SP-1	Southeast Area
	CN	Neighborhood Commercial
	CC	Community Commercial
	TC	Town Center
	P	Public
	LI	Light Industrial
	GI	General Industrial
	OS	Open Space
District Overlay Areas		
	:CR	Residential Overlay
	:CS	Cluster Residential
	:MHP	Specialty Commercial Overlay
	:OS	Mobilehome Park Overlay
	:SF	Open Space
		Single Family
Boundaries		
	---	City Limits
	- - - -	District Overlay Border
	Sphere of Influence



VICINITY MAP

Table 3
 SUMMARY OF SPECIFIC PLAN LAND USE ALLOCATIONS (amended 1989)

<u>Total Percentage</u>		
	Gross of Total	
<u>Designated Land Use</u>	<u>Acres</u>	<u>Planning Area</u>
Industrial		
General Industrial	569	19.3
Business/Industrial Park	1,354	46.0
Subtotal	1,923	65.3
County Airport	822	27.9
Agriculture and Open Space	*36	1.2
SUBTOTAL	2,781	94.4
Public Rights-of-Way		
Roads	135	4.6
Railroad	29	1.0
TOTAL	2,945	100.0
*Privately owned lands within designated Airport Clear Zones		

Source: Wagstaff and Brady, recalculated by the Napa County Conservation, Development and Planning Department in 1989 to correct typographical error in the acreage designated for Business/Industrial Park and to add 14 acres to, and subtract 14 acres from General Industrial and Agriculture and Open Space, respectively.

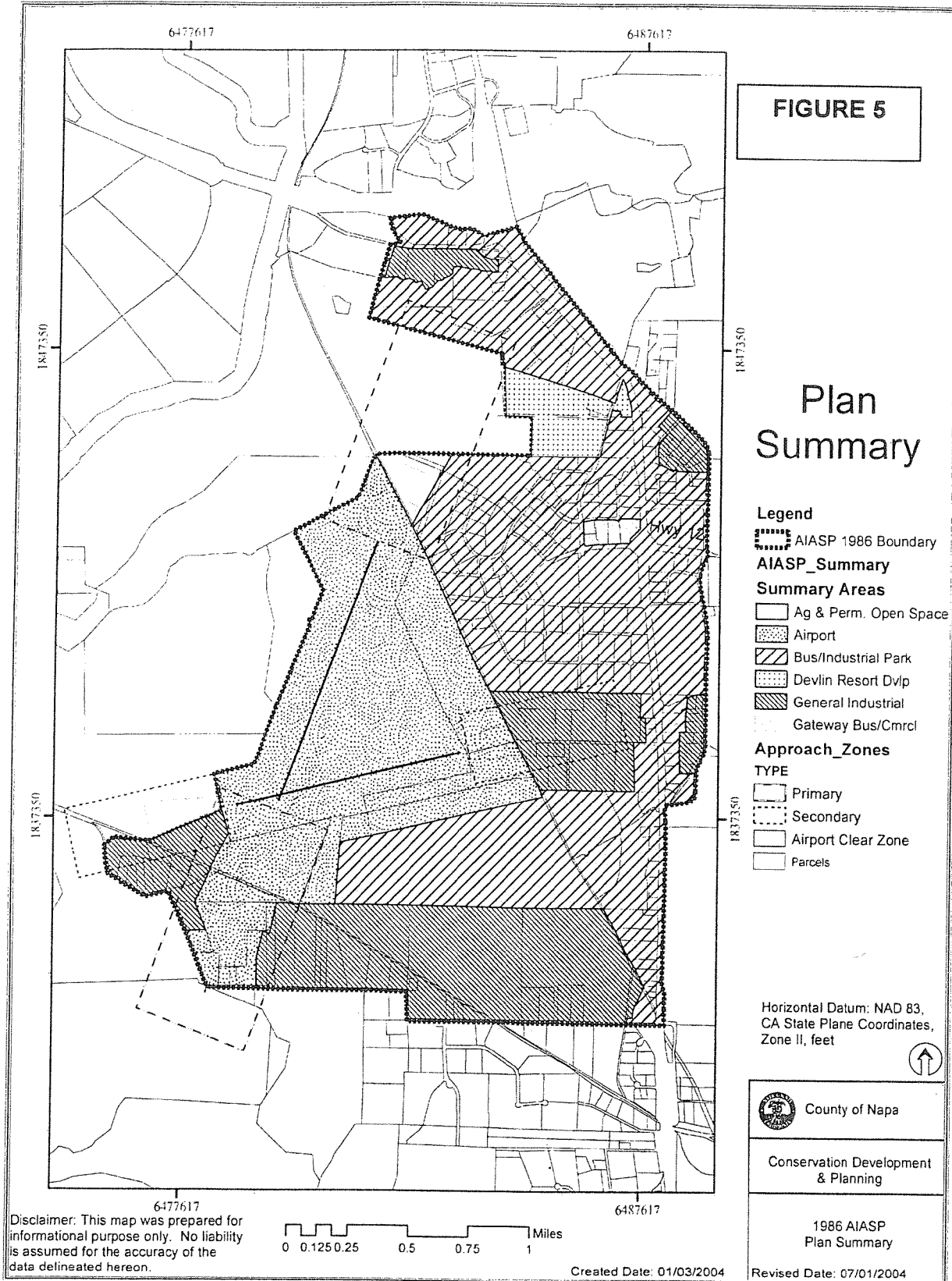










FIGURE 5 SPECIFIC PLAN LAND USE MAP

-  AIRPORT
-  BUSINESS/INDUSTRIAL PARK
-  GENERAL INDUSTRIAL
-  AGRICULTURE AND PERMANENT OPEN SPACE
-  CLEAR ZONE
-  PRIMARY*
APPROACH ZONE
-  SECONDARY*
APPROACH ZONE
-  FUTURE CLEAR ZONE
STUDY AREA

*Boundaries shown as established in the
Napa County Airport Master Plan, Map 1826

NAPA COUNTY AIRPORT INDUSTRIAL AREA SPECIFIC PLAN PROGRAM

NAPA COUNTY, CALIFORNIA

PREPARED AND DRAWN
BY
ENVIRONMENTAL PLANNERS
BERKELEY, CALIFORNIA



B. LIGHT INDUSTRIAL/BUSINESS PARK AREAS

1. Purpose and Objectives

The Business/Industrial Park land use designation is intended to provide areas exclusively for modern, non-nuisance light industrial and office uses which are compatible both with each other and with adjoining non-industrial areas, including the Napa County Airport, the S.R. 29 corridor, and surrounding agricultural and open space areas. Land uses in these areas are subject to special performance standards to ensure harmonious development. In addition, vacant parcels over 20 acres in size are subject to lot size restrictions to ensure that opportunities for large-site industrial park developments in the planning area will not be lost through premature subdivision into small parcels.

The Business/Industrial Park land use designation is intended to attract development of a higher standard with respect to construction characteristics, on-site amenities, standards of acceptable use, and off-site improvement requirements. The designation is intended to accommodate light industrial uses such as research and development, light manufacturing, light assembly, warehousing and distribution, large administrative headquarters, and other professional and administrative uses. This designation allows the implementation of special requirements for common improvements, site and building design, landscaping, signage, offstreet parking, noise control, and outdoor storage. Design review is required for the implementation of these special requirements.

2. Allowable Uses

All uses in designated Business/Industrial Park areas shall require issuance of a Use Permit. Possible uses in Business/Industrial Park areas, subject to compliance with the standards set forth in this plan, include but are not limited to the following list:

- a. Professional, administrative, and general business offices.
- b. Research, development, and testing laboratories and facilities.
- c. Manufacturing and assembling of electrical, electronic, or electromechanical products.
- d. 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.
- e. Cooperage, bottling plants, and wine warehousing and distributing.
- f. Machine shops and other light-metal working shops.
- g. Manufacturing, compounding, processing, packing, treating, or storing of products such as food stuffs, pharmaceuticals, and toiletries.
- h. Painting, lithography, cartography, and book binding.

- i. Ancillary retail, banking, and other professional or personal service commercial uses which are minor business park components, provided that:
 1. Such commercial development takes place in a manner which: (1) is consistent with the overall goals of this industrial area specific plan, (2) contributes to and complements the viability and intended image of the planning area as an industrial center, and (3) is compatible with adjacent industrial park uses; and
 2. Such retail, banking, and other professional or personal service commercial uses shall be located in the following areas:
 - A. Within the Gateway Commercial Node, consisting of 12 acres located at the northwest corner of State Routes 12 and 29, and Airport Boulevard, and as shown on the Figure 5, provided that such commercial development and uses complies with the following standards:
 1. All retail/service and restaurant commercial uses shall be business park serving and shall not be tourist, community or region serving. An initial aggregate gross floor area of 35,000 sq. ft. of business park serving uses (in addition to the business park serving hotel, office uses and financial institutions such as banks) is allowed. Further, business park serving uses in excess of 35,000 sq. ft., but in no case exceeding 75,000 sq. ft. (exclusive of hotel, offices and financial institutions) aggregate gross floor area, shall be allowed subject to review by the Airport Industrial Area Subcommittee and recommendation to the Planning Director. Planning Director approval of uses in excess of 35,000 sq. ft. shall not be withheld when it is demonstrated that all existing and proposed commercial uses within the node are business park serving.
 2. No individual commercial tenant exceeds a size of 10,000 square feet;
 3. Restaurant uses shall not exceed 25 seats and 3,000 sq. ft. in area, except that one restaurant is allowed with a maximum of 150 seats and 6,500 sq. ft. in area, and one restaurant is allowed with a maximum of 60 seats and 3,000 sq. ft. in area;
 4. One service station and one convenience market are permitted, and may be either combine as a single use or as separate uses;
 5. Commercial tenant occupancies shall be located on the first floor;
 6. No highway-oriented retail/service or restaurant signage is permitted. Building mounted retail and restaurant signage shall not be illuminated, and shall have a maximum letter height of 12 inches.
 - B. Except as provided for in Sections i.2.C. and i.2.D below, commercial uses located outside of the Gateway Commercial Node are not permitted except for uses legally established prior to July 1, 2004.
 - C. Retail sales as an accessory use to other allowed uses, such as contractor's showrooms, sales of products produced at wineries or food processing

plants, may be allowed on a case-by-case basis through the project use permit on any Light Industrial/Business Park Area land.

- D. Sports clubs serving the businesses within the AIASP are permitted with a use permit on any property within the Light Industrial/Business Park Area, except within the Devlin Resort Commercial Node, and provided that such facilities are consistent with the requirements of Section i.1. Within the Gateway Commercial Node sport club uses shall be included within the maximum allowed commercial development.
- 3. Business park serving retail/service and restaurant commercial uses are uses oriented to predominately providing goods and services to persons conducting business within the Airport Industrial Area Specific Plan boundaries that are either: 1) identified in Appendix K or 2) are a similar use to those included in Appendix K and have been reviewed by the Airport Industrial Area Subcommittee. It is recognized that such uses will have a small proportion of customers who are not associated with the business park.
 - 4. The following uses are prohibited anywhere within Airport Industrial Area:
 - A. Outlet stores, or any other regional or tourist-serving commercial uses as determined by the Planning Director are prohibited.
 - B. Automobile sales.
- j. Hotels and motels, provided that:
- 1. One business-serving hotel is allowed only within the Gateway Commercial Node and shall meet the following design standards:
 - A. Maximum of 100 rooms.
 - B. Maximum of 3,000 sq. ft. of aggregate meeting space.
 - C. Maximum of 2,000 sq. ft. of spa/workout facilities.
 - 2. One resort hotel is allowed within the Devlin Resort Development Node, consisting of a 72 acre site located on west side of Devlin Road approximately 2,000 ft. north of Airport Boulevard, and as shown on Figure 5, provided that such development complies with the following standards:
 - A. Maximum of 380 rooms.
 - B. Maximum of 420,000 sq. ft.
 - C. Maximum conference and meeting space of 53,000 sq. ft.
 - D. Aggregate restaurant and bar seating intended to serve the general public shall not exceed 450 seats.
 - E. Ancillary retail uses shall be as permitted by the use permit described in Subsection F below. Restrictions on ancillary retail in Section B.2.i above shall not apply.
 - F. A use permit for the project has been approved and shall be used, as defined by Napa County Code Section 18.124.080 or as set forth within the project

use permit, prior to expiration of such permit. In the event that the project use permit expires without being used, then resort development within the node shall not occur. All other uses listed in Sections V.B.2 shall remain allowable.

3. No other hotels or motels are permitted anywhere within the AIASP.
- k. Totally enclosed rifle and pistol ranges designed and constructed to meet the intent of, and all design criteria associated with, this land use classification.
- l. Daycare facilities as an ancillary use to serve the needs of parents employed in the planning area. Ancillary daycare is allowed as follows: 1) As a secondary use to an otherwise allowed use (primary use), wherein the parent and/or guardian of every child present at the daycare is an employee of the primary use or the ancillary daycare center, and the daycare does not exceed 15 children; or 2) As a stand alone business or in association with another allowed use, wherein the parent and/or guardian is not employed at the business location, in which case the size and location of the facility shall be subject to a consistency determination by the Napa County Airport Land Use Commission prior to use permit approval.
- m. Utility service centers combining both administrative and equipment yard functions in one facility, provided that special site design, architectural, and landscaping measures are incorporated in the facility design to maximize its compatibility with adjacent land uses and with the intent of the Light Industrial/Business Park designation. Such design measures should include:
 - Use of office and other smaller scale architectural components to screen equipment yard activities from the street and, to the extent possible, from adjacent uses.
 - Provision of a 20-foot landscaped setback from side and rear property lines, with a dense landscape screen, where the equipment yard component of the facility is adjacent to a Business/Industrial Park designation.
 - Construction of an effective masonry or other high-mass noise barrier at the setback between the equipment yard component of the facility (including access drives) and adjacent Light Industrial/Business Park designations.
- n. Other uses, which in the opinion of the CDPD Director, are non-nuisance-causing and similar in character to the above list of uses.

3. Site Development Standards

All Business/Industrial Park uses will be subject to corresponding zoning regulations and other requirements currently in effect relating to public safety and welfare. In addition to these requirements, the following standards have been established to provide development guidelines for project design and review purposes. They are intended to create a harmonious high standard development characteristic within Business/Industrial Park areas, while allowing enough design flexibility to encourage innovative building and site design. Where appropriate, these guidelines

may be modified pursuant to the Site Development Standards Implementation Procedure provided in Section V(H).

a. Lot Size and Coverage. All Business/Industrial Park development shall be subject to the following lot size and coverage requirements:

1. Lot Area: The lot area limitations set forth below are intended to encourage unified, cohesive industrial development patterns in the planning area:
 - Existing parcels of 5 acres or less in size: subdivision should not be allowed.
 - Existing parcels more than 5 acres in size: five (5) acre minimum lot size.

Under special circumstances, such as a comprehensive development plan with highly unified site, architectural, landscape, and signage design approaches, discretionary exceptions (smaller lot size) can be considered by the CDPC.

2. Lot Width--125 feet minimum.
3. {Reserved}
4. Floor Area Ratio--maximum of 0.35 square feet of floor area per one (1) square foot of net lot area. Warehousing uses may go as high as 0.50 square feet of floor area per one (1) square foot of net lot area.
5. Ancillary commercial and hotel/motel uses are allowable in development plans for industrial parks of 30 acres or more in area, provided that they comprise no more than 20 percent of the land area and meet other criteria set forth under 2.i and 2.j on pages 57 and 58.

b. Yards. The following yard requirements shall apply:

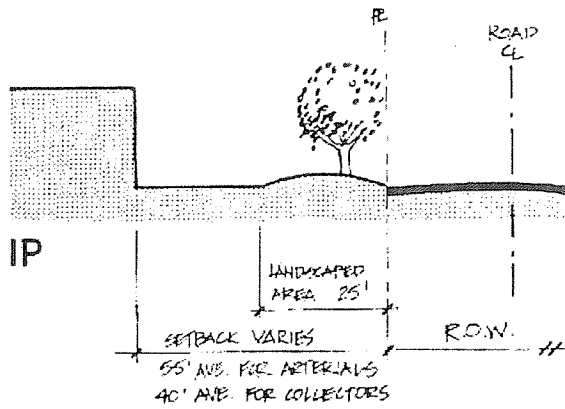
1. Front Yards: For any application, a 55-foot average, 35-foot minimum building setback shall be required from street right-of-way lines along planning area arterials. The 35 feet nearest the property line adjacent to the street shall be reserved as a landscape area. A 40-foot average, 25-foot minimum building setback shall be required from street right-of-way lines along collector streets and minor streets. The 25 feet nearest the property line adjacent to these streets shall be reserved as a landscape area, as illustrated in Figure 6. Front yard standards apply to all street frontages.
2. Side Yards: A minimum landscaped building setback of 10 feet or as required by the Uniform Building Code (whichever is greater) shall be required from interior property lines. Subject to the approval of the conservation, Development, and Planning Department (CDPD), contiguous parcels under the same ownership may utilize structures coincident with the property line, provided that a 10 foot landscaping strip is maintained on the opposite property line. IN lieu of the above setbacks, an aggregate landscaped setback of 20 feet with a minimum of 5 feet may be approved by the CDPD based upon site-specific

design considerations, provided that at least 10 feet of landscaping is provided between structures.

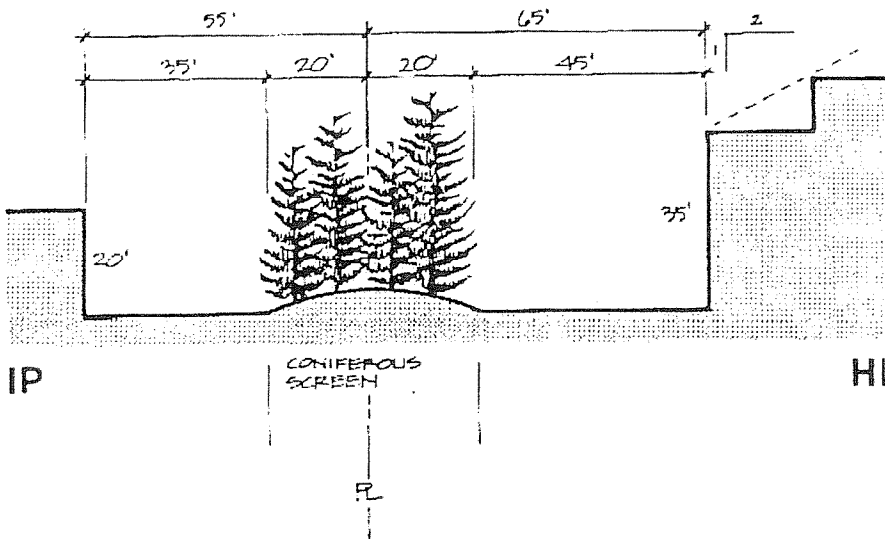
3. Rear Yards: A minimum building setback of 10 feet shall be required from rear property lines. Landscaping shall be required within the setback unless a specific exception is approved by the CDPD.
4. Landscape Setback: Parking, drive aisles, loading areas and other improvements may be permitted in required front, side, and rear yard setbacks provided that the following landscaped separations are maintained from lot lines:
 - a. Front yard: 25 feet from front lot line.
 - b. Side and rear: 10 feet. The requirement may be decreased to a minimum of 5 feet with approval from CDPC.
5. Special Yard Requirements (see Figure 6):
 - a. Where any side of a lot in a Business/Industrial Park use adjoins a General Industrial use, the minimum required building setback shall be 55 feet. The 20 feet nearest the property line shall be a landscape setback and shall be planted with a dense landscape screen, as diagrammed in Figure 6.
 - b. Properties that border the railroad tracks shall have a 35-foot minimum building setback from the railroad right-of-way. Parking may be permitted within the building setback provided that a 10-foot planting strip is provided between paved parking lots and the walls of structures.
 - c. Properties that border S.R. 29 shall have a 55-foot average, 45-foot minimum building setback from the highway right-of-way line. The 45 feet nearest the right-of-way shall be reserved as a landscaped area. Landscaping details shall be formulated as set forth in Section VI.F.7 of the specific plan.
6. Special Landscaping Exceptions:

The landscaping standards required herein may be waived by the approving authority for land division applications under the following circumstances:

- (1) The entire property has been previously improved pursuant to a development plan approved by the County which has been found to comply in full with the standards of this subsection, and
- (2) Such division would not require additional improvements inconsistent with this subsection.



FRONT YARD REQUIREMENTS - INDUSTRIAL PARK



SPECIAL YARD REQUIREMENTS - INDUSTRIAL PARK/HEAVY INDUSTRIAL

FIGURE 6

SPECIAL YARD REQUIREMENTS

Figure 2 - Special Yard Requirements

c. Building Design. The following criteria shall be applied to building design in all Business/Industrial Park areas:

1. All structures shall be designed to be harmonious with the local setting and with neighboring developments. All facilities shall reflect a high standard of architectural design, and be subject to careful architectural review. Buildings shall be of either reinforced concrete and steel, masonry, or wood frame construction. Prefabricated metal buildings shall not be permitted unless an exception is made by the CDPC based on meritorious design.
2. Height of Structures: Maximum height of structures shall not exceed 35 feet as set forth in Section 18.104.120 of the Napa County Code or as provided in Airport Safety Ordinance #416, whichever is least. Heating, cooling, and other roof equipment shall be included in the building height restrictions. Additional height may be permitted under stringent Special Use Permit procedures as provided for in the Airport Safety Ordinance #416.
3. All rooftop or outdoor mechanical equipment shall be fully screened from ground view in a manner which is architecturally integrated with the structure.

d. Signs. All development shall be subject to the following sign requirements:

1. Signs to identify industrial parks or subdivisions:

Temporary and permanent industrial park and/or subdivision identification signs located at the entrance to each industrial park or subdivision in the planning area shall meet all applicable standards set forth in Chapter 18.116 of the Napa County Code.

2. Detached business identification signs (Monument Signs):
 - a. One detached sign shall be permitted on each development site for the purpose of identifying the occupant(s) of the site. The information displayed on these signs shall be limited to the name and symbol of the business or businesses occupying the site or the name of the building occupying the site and the street and street number. No advertising shall be permitted on these signs.
 - b. Signs shall be low-profile, wall-type signs less than 4 feet in height with a maximum message area of 32 square feet.
 - c. Wood, concrete, stone, enameled or anodized metal, brick or slumpstone are acceptable building materials for these signs. The choice of materials should match major building materials. Signs shall be externally illuminated.
 - d. Industrial park and subdivision identifications signs shall not be combined with business identification signs.

3. Building mounted business identification signs:
 - a. One mounted sign shall be permitted on each structure for the purpose of identifying the occupant of the building. The information displayed on this sign shall be limited to the name and symbol of the building's occupant or occupants and the address.
 - b. Mounted signs attached to vertical surfaces of a building or building-associated wall shall be allowed, with the provision that such signs appear as an integral part of the overall architectural and site design concept. Sign materials shall complement those of the structure to which they are attached. Such signs shall be externally illuminated. Occupant signs shall be scaled proportionately to the amount of overall space within the building. The attached sign area shall not exceed three percent (3%) of the total area of the walls on any face of the building to which they are attached.
 - c. Fascia and roof signs are not permitted.
4. Permanent informational signs pertaining to street directions, business locations, etc., shall be a maximum of 6 square feet in area and 12 feet in height and shall be coordinated and complementary to any overall sign program. Such signs shall be designed to direct on site traffic as opposed to being visible from public right-of-ways.
5. Alternative signage consistent with the objectives of this Specific Plan and Chapter 18.116 of the Napa County Code may be approved on a case-by-case basis by the CDPC as part of a Comprehensive Sign Program.

e. Lighting. Exterior site lighting shall be provided in accordance with Section 18.40.210 of the Napa County Code.

f. Parking and Loading Requirements:

1. On-street parking shall not be permitted on any public streets. All uses shall provide offstreet parking and loading facilities in accordance with the following minimum schedule:
 - a. One parking space per one thousand (1,000) square feet of the first 20,000 square feet of gross building floor area which is to be used for warehousing or storage space. One parking space per 2,000 square feet of gross floor area above 20,000 square feet.
 - b. One parking space per two hundred and fifty (250) square feet of gross building floor area which is to be used for office uses.
 - c. One parking space per five hundred (500) square feet of gross building floor area which is to be used for manufacturing, processing, packaging, research, service, or other permitted uses.

- d. One parking space shall be provided for each company-owned or -leased truck, passenger car, or other vehicle located or principally based on the premises.
 - e. Other allowed uses not identified above in subsections a through c: required parking shall be established by the CDPC through the use permit, and shall be in conformance with the provisions of Chapter 18.110 of the Napa County Code.
2. Street level views of all parking areas from public streets shall be screened by a combination of berming and landscaping.
 3. All parking areas shall provide interior landscaping for shade and visual enhancement. Parking lots shall be landscaped at a minimum ratio of one tree per six parking spaces for double-loaded stalls, one per three spaces for single-loaded stalls.
 4. Off-street loading space requirements:
 - a. Loading spaces shall not be located in the required front yard and shall not be placed so as to face any public street.
 - b. Buildings of 10,000 square feet of gross floor area shall have one off-street loading space, plus one additional space for each 40,000 square feet of gross floor area.
 - c. Loading space shall have minimum dimensions of twelve (12) feet by forty (40) feet with fourteen (14) feet of clearance height.
 - d. Where buildings are used entirely for office uses, or other uses which in the determination of the CDPC do not result in off-street loading, no loading space is required.

g. Landscaping and Outdoor Storage:

1. For development plans of 30 acres or less in size, a minimum of 20 percent of the site shall be landscaped. For development plans more than 30 acres in size, a minimum of 15 percent of the site shall be landscaped. All landscape designs shall relate to building structures, master landscape plans, and natural site features. Plans shall reflect a high standard of landscape design and are subject to the review and approval of the CDPD prior to issuance of a Building Permit.
2. **Landscape and sidewalk master plans** shall be developed for the 25-foot street frontage for each subdivision prior to final map approval and/or for subareas with multiple ownerships, to ensure a continuity of landscape treatments. Such plans shall establish recommended lists of plant materials, placements of street trees, locations of walkways, guidelines for grading and drainage, approaches to visual screening, and fence treatments.
3. All development sites shall reserve a 25-foot setback from the adjoining street curb line to be used exclusively for landscaping. The owner, lessee, or occupant shall be responsible for landscaping and maintaining this area.

4. A minimum of 50 percent of the area between the curb line and the minimum setback line shall be mounded and bermed and planted in lawn, or in a suitable substitute established in a landscape master plan approved by the CDPC.
5. All unused portions of each occupied parcel shall be maintained as landscaped area. For phased developments, landscaping shall be installed along the entire street frontage during the first phase. Undeveloped areas are to be mowed for grass/fire control, not used for any kind of storage, and kept in a clean and orderly fashion at all times.
6. All landscaped areas shall have an automated irrigation system to ensure that plantings are adequately watered.
7. A standard 4-foot wide, meandering concrete walk/bike path shall be installed by the developer within 90 days of completion or occupancy of the building. The walk shall be constructed within the landscape setback along street frontages as shown on figures 14 and 16 and as detailed in master landscape plans, and shall connect with those of neighboring lots to form a continuous pedestrian circulation system at buildout.
8. Landscaping approved by the County shall be installed prior to issuance of an Occupancy Permit.
9. In the interest of public safety, trees shall be planted not less than 25 feet from the beginning of curb returns at intersections, and 10 feet from street lights, utility poles, fire hydrants and driveways. Trees shall be planted a minimum of 2.5 feet behind a curb, and lower branches of established trees should be trimmed up to a minimum of 6 feet above the road surface in order to ensure safe stopping sightlines.
10. Preservation of existing stands of mature native and naturalized vegetation shall be a primary goal in site plan development and site preparation. Special techniques, such as fencing, shall be used to protect trees from grading equipment.
11. Outdoor storage shall be allowed provided that: a) the outdoor storage is ancillary to the primary use of the site; b) all minimum landscape setbacks are maintained; c) the storage area is not visible from any public right-of-way; d) a combination of dense landscaping and solid fencing and/or walls are provided to screen views of the storage areas from adjacent properties; e) that all items stored do not exceed the height of the screen fence and/or wall; and f) shall be in accordance with Section 18.40.240 of the Napa County Code.

h. Architectural and Site Plan Approval. Development plans for all parcels shall be subject to design review by the CDPC. CDPC design review should be based upon the site design, building design, signage, lighting, parking, loading, landscaping, outdoor storage, and performance standards set forth in this chapter of the plan.

i. Performance Standards. The following performance standards shall apply to all Business/Industrial Park uses in the planning area:

1. Vibration, Heat, and Glare: No use shall be permitted which creates vibration, heat, or glare detectable by the human senses without the aid of instruments beyond the boundaries of the site.
2. Smoke, Dust, Fumes, and Contaminants: No use shall emit smoke, dust, fumes, or particulate matter contaminants which are detectable by human senses without the aid of instruments. Specific performance standards and enforcement are the responsibility of the Bay Area Air Quality Management District.
3. Odor: No use shall create odors which are offensive beyond the boundaries of the site or are detectable by the human senses without the aid of instruments beyond the boundaries of the site.
4. Sound: All noise shall be muffled so as not to be objectionable due to intensity or periodicity. Maximum peak sound pressure levels when measured on the "A" scale at the lot line of the property on which the sound is generated shall not exceed a curve drawn through a plot of the following points:

Maximum Sound Pressure Levels in Decibels re: 0.0002 dyne/cm ²	
Octave Band Center Frequency in HZ	Noise Sources within 200 ft. of All Industrial Park Parcels
31.5	75
63.0	72
125.0	67
250.0	59
500.0	52
1,000.0	46
2,000.0	40
4,000.0	34
8,000.0	32
16,000.0	30

The sound pressure level shall be measured with a sound level meter and associated octave band analyzer conforming to standards prescribed by the American National Standards Institute.

5. Radioactivity, Electrical Disturbance, or Electromagnetic Interference: No use shall be permitted which emits dangerous levels of radioactivity, or electrical disturbance, or electromagnetic interference which adversely affects the operation of any aircraft or equipment in the vicinity or at the Napa County Airport.
6. Solid and Liquid Wastes: No solid or liquid wastes shall be discharged into a public or private sewage disposal system or stream, or into the ground except in compliance with the regulations of the authority having jurisdiction over the sewerage system and the San Francisco Bay Regional Water Quality Control Board.
7. Fire and Explosion: all activities and all storage of flammable and explosive materials shall be provided with adequate safety devices against fire, explosion, and other hazards and fire fighting and fire suppression equipment adequate to meet industrial standards and the requirements of the applicable fire district.
8. Hazardous Wastes: All current local, state, and federal regulations regarding hazardous wastes shall be complied with as a condition of building permit approval.



**ADDENDUM
and
Initial Study Checklist
for
PREZONING FOR THE PANATTONI,
HEADWATERS, AND ATKINS
PROPERTIES**

CITY OF AMERICAN CANYON

Project Information

1. **Project Title:** Prezoning for the Panattoni, Headwaters and Atkins properties in the Napa County Airport Industrial Area Specific Plan
2. **Lead Agency Name and Address:** Community Development Department
City of American Canyon
3423 Broadway, Suite D-2
American Canyon, CA 94503
3. **Contact Person and Phone Number:** Brent Cooper, AICP, Community Development Director
4. **Project Location & APN(s):** Located west of Highway 29, north of the City of American Canyon. See Exhibit A, B, and C for legal description
5. **Project Applicant's Name and Address:** Community Development Department
City of American Canyon
3423 Broadway, Suite D-2
American Canyon, CA 94503
6. **General Plan Designation:** Industrial
7. **Zoning:** N/A
8. **Description of Project:** Prezone the Panattoni, Headwaters and Atkins properties within the Airport Industrial Park consistent with the zoning designations included in the Napa County Airport Industrial Area Specific Plan
9. **Surrounding Land Uses and Setting:** North: Napa County Airport, Business/Industrial Park
South: General Industrial, Business/Industrial Park
East: Business/ Industrial Park
West: Napa County Airport
10. **Other public agencies whose approval is required:**
Napa County Airport Land Use Commission for a consistency determination with the Napa County Land Use Environs Plan

Introduction

Purpose and Background

This Addendum to the **EIR for the Napa County Airport Industrial Area Specific Plan project** has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Administrative Code, Title 14, Section 15000, et seq.).

The **Napa County Airport Industrial Area Specific Plan project** and its supporting environmental document were adopted by the Napa County ("County") Board of Supervisors in **July 1986 and amended through 2004**. On July 3, 2008, the City of American Canyon City Council and Napa County Board of Supervisors approved a Memorandum of Understanding (MOU) that identified the Panattoni, Headwaters, and Atkins as high priority properties to be annexed into the City of American Canyon. The MOU further requires the City of American Canyon to zone these properties consistent with the Napa County Airport Industrial Area Specific Plan. These modifications are described in more detail in the Project Description, below.

Applicability and Use of an Addendum

Under CEQA, lead agencies must conduct a fact-based evaluation of proposed changes to a project in order to determine whether further environmental analysis is required, pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162. Once an EIR or negative declaration has been completed for a project, a lead agency may not require preparation of a subsequent EIR unless the conditions set forth in Public Resources Code Section 21166 and CEQA Guidelines Section 15162 are satisfied.

Pursuant to Public Resources Code Section 21166, when an environmental impact report (EIR) or an MND has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

- (a) Substantial changes are proposed in the project which will require major revisions of the EIR or MND.
- (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR or MND.
- (c) New information, which was not known and could not have been known at the time the EIR or MND was certified as complete, becomes available.

CEQA Guidelines Section 15162 provides as follows:

- (a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
 - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or

negative declaration due to the involvement of new significant environmental effects of a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not know and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) (Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

CEQA Guidelines Section 15162(b) therefore authorizes preparation of an addendum if a subsequent EIR is not required.

CEQA Guidelines Section 15164 also authorizes the preparation of an addendum. CEQA Guidelines Section 15164 states in relevant part:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

Under CEQA Guidelines Sections 15162(b) and 15164, if the conditions requiring a subsequent EIR are not present, then the lead agency may adopt an addendum to a previously adopted negative declaration. The changes in environmental impacts due to the modifications proposed in the Project or changed conditions have been evaluated and measured against the standards set forth above to determine if an addendum is appropriate - or whether a subsequent EIR or negative declaration is required.

Project Description

On July 3, 2008, the City of American Canyon City Council and Napa County Board of Supervisors approved a Memorandum of Understanding (MOU) that identified the Panattoni, Headwaters, and Atkins as high priority properties to be annexed into the City of American Canyon. The MOU further requires the City of American Canyon to zone these properties consistent with the Napa County Airport Industrial Area Specific Plan.

Consistent with the intent of the MOU, the project includes rezoning the Panattoni, Headwaters, and Atkins properties located in the Napa County Airport Industrial Specific Plan consistent with the regulations included in the Specific Plan. The rezoning application will incorporate all applicable aspects of the zoning regulations and associated mitigation measures from the EIR. Legal descriptions of the subject properties are included as Exhibit 1-3.

Checklist issues:		Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
1. Aesthetics						
Would the project:						
a)	Have a substantial adverse effect on a scenic vista?	Yes	No	No	No	Yes
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	Yes	No	No	No	Yes
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	Yes	No	No	No	Yes
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Yes	No	No	No	Yes
2. Agricultural Resources						
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.						
Would the project:						
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Yes	No	No	No	N/A
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Yes	No	No	No	N/A
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	Yes	No	No	No	N/A

Checklist issues:

3. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
a) Conflict with or obstruct implementation of the applicable air quality plan?	Yes	No	No	No	Yes
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Yes	No	No	No	Yes
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Yes	No	No	No	Yes
d) Expose sensitive receptors to substantial pollutant concentrations?	Yes	No	No	No	Yes
e) Create objectionable odors affecting a substantial number of people?	Yes	No	No	No	N/A

4. Biological Resources

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Yes	No	No	No	Yes
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Checklist issues:

	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Yes	No	No	No	Yes
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Yes	No	No	No	Yes
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	Yes	No	No	No	N/A
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Yes	No	No	No	N/A
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Yes	No	No	No	N/A

5. Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	Yes	No	No	No	Yes
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Checklist Issues:

	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Yes	No	No	No	Yes
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Yes	No	No	No	Yes
d) Disturb any human remains, including those interred outside of formal cemeteries?	Yes	No	No	No	Yes

6. Geology and Soils
Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	Yes	No	No	No	N/A
ii) Strong seismic ground shaking?	Yes	No	No	No	Yes
iii) Seismic-related ground failure, including liquefaction?	Yes	No	No	No	Yes
iv) Landslides?	Yes	No	No	No	N/A
b) Result in substantial soil erosion or the loss of topsoil?	Yes	No	No	No	Yes
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Yes	No	No	No	N/A

Checklist issues:

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

7. Hazards and Hazardous Materials
Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located within one-quarter mile of a facility that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste?

	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
d)	Yes	No	No	No	Yes
e)	Yes	No	No	No	N/A
a)	Yes	No	No	No	N/A
b)	Yes	No	No	No	N/A
c)	Yes	No	No	No	N/A
d)	Yes	No	No	No	N/A

Checklist Issues:

	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
<p>e) Be located on a site of a current or former hazardous waste disposal site or solid waste disposal site unless wastes have been removed from the former disposal site; or 2) that could release a hazardous substance as identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?</p>	Yes	No	No	No	Yes
<p>f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?</p>	Yes	No	No	No	N/A
<p>g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>	Yes	No	No	No	Yes
<p>h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	Yes	No	No	No	N/A
<p>i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	Yes	No	No	No	Yes
<p>j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p>	Yes	No	No	No	N/A

Checklist Issues:

- k) Be located within 1500 feet of: (i) an above-ground water or fuel storage tank, or (ii) an easement of an above ground or underground pipeline that can pose a safety hazard to the proposed school?

8. Hydrology and Water Quality

Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Checklist Issues:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
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k) Be located within 1500 feet of: (i) an above-ground water or fuel storage tank, or (ii) an easement of an above ground or underground pipeline that can pose a safety hazard to the proposed school?	Yes	No	No	No	N/A
a) Violate any water quality standards or waste discharge requirements?	Yes	No	No	No	Yes
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Yes	No	No	No	Yes
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Yes	No	No	No	Yes
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	Yes	No	No	No	Yes

Checklist Issues:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Yes	No	No	No	Yes
f) Otherwise substantially degrade water quality?	Yes	No	No	No	N/A
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Yes	No	No	No	N/A
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Yes	No	No	No	N/A
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Yes	No	No	No	N/A
j) Inundation by seiche, tsunami, or mudflow?	Yes	No	No	No	N/A
9. Land Use and Planning <i>Would the project:</i>					
a) Physically divide an established community?	Yes	No	No	No	Yes
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Yes	No	No	No	Yes
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	Yes	No	No	No	N/A

Checklist issues:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
10. Mineral Resources <i>Would the project:</i>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Yes	No	No	No	N/A
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Yes	No	No	No	N/A
11. Noise <i>Would the project result in:</i>					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Yes	No	No	No	Yes
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Yes	No	No	No	Yes
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Yes	No	No	No	Yes
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Yes	No	No	No	Yes
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Yes	No	No	No	Yes

Checklist Issues:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Yes	No	No	No	Yes
12. Population and Housing <i>Would the project:</i>					
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Yes	No	No	No	Yes
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Yes	No	No	No	N/A
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	Yes	No	No	No	N/A
13. Public Services					
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>					
a) Fire Protection?	Yes	No	No	No	Yes
b) Police Protection?	Yes	No	No	No	Yes
c) Schools?	Yes	No	No	No	N/A
d) Parks?	Yes	No	No	No	Yes
e) Other public facilities?	Yes	No	No	No	Yes

Checklist Issues:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
14. Recreation					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Yes	No	No	No	Yes
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Yes	No	No	No	Yes
15. Transportation/Traffic					
<i>Would the project:</i>					
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	Yes	No	No	No	Yes
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Yes	No	No	No	Yes
c) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Yes	No	No	No	Yes
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Yes	No	No	No	Yes
e) Result in inadequate emergency access?	Yes	No	No	No	Yes

Checklist Issues:

f) Result in inadequate parking capacity?

Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Modifications Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigations Implemented or Address Impact?
Yes	No	No	No	Yes

16. Utilities and Service Systems

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Yes	No	No	No	N/A
-----	----	----	----	-----

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Yes	No	No	No	Yes
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c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Yes	No	No	No	Yes
-----	----	----	----	-----

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Yes	No	No	No	Yes
-----	----	----	----	-----

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Yes	No	No	No	Yes
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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Yes	No	No	No	Yes
-----	----	----	----	-----

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Yes	No	No	No	Yes
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Checklist Issues:

17. Socioeconomic Effects

Would the project:

- a) Result in any adverse socioeconomic effects?

Yes No No No No N/A

18. Mandatory Findings

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Yes No No No No Yes

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Yes No No No No Yes

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Yes No No No No Yes



**City of American Canyon
PLANNING COMMISSION
RESOLUTION 2008-36**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AMERICAN CANYON RECOMMENDING THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON APPROVE THE ADDENDUM TO THE NAPA COUNTY AIRPORT SPECIFIC PLAN EIR AND ADOPT ZONE CHANGE PRE08-0001 TO PREZONE THE PANATTONI, HEADWATERS AND ATKINS PROPERTIES IN ACCORDANCE WITH THE NAPA COUNTY AIRPORT INDUSTRIAL AREA SPECIFIC PLAN

WHEREAS, In July 2008, the City of American Canyon and Napa County entered into an agreement whereby the City of American Canyon agreed to streamline its water service regulations in return for the County's agreement to amend the City's Rural-Urban Limit Line and support City annexation of the Panattoni, Headwaters, and Atkins properties; and

WHEREAS, In accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, the City must approve zoning regulations for the property before the property is annexed into the City; and

WHEREAS, the Panattoni, Headwaters and Atkins properties in the Napa County Airport Industrial Area Specific Plan ("subject properties") were zoned for industrial and airport uses by Napa County in 1986 through the Napa County Airport Industrial Specific Plan; and

WHEREAS, the proposed prezone would use the same zoning district regulations as the Napa County Airport Industrial Area Specific Plan; and

WHEREAS, an addendum to the EIR for the Napa County Airport Industrial Area Specific Plan project has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Administrative Code, Title 14, Section 15000, et seq.); and

WHEREAS, a duly-noticed public hearing was held by the City of American Canyon Planning Commission on December 18, 2008, at which time all those in attendance were given the opportunity to speak on the proposal; and

WHEREAS, the Planning Commission considered all of the written and oral testimony presented at the public hearing in making its decision.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby find that:

SECTION 1. CEQA

That the Specific Plan was previously approved through an Environmental Impact Report. The proposed rezoning of the properties with the same zoning designations and development standards does not result in any new environmental impacts. For this reason, an Addendum to the EIR for the Napa County Airport Industrial Area Specific Plan project has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Administrative Code, Title 14, Section 15000, et seq.).

SECTION 2. FINDINGS

1. The amendment is consistent with the goals and policies of the general plan.

The General Plan of the City of American Canyon designates the properties as Industrial. The proposed Napa County Specific Plan land use designations are consistent with the City of American Canyon industrial land use category. Therefore, the proposed rezoning designations are consistent with the City of American Canyon General Plan.

2. The amendment is consistent with the purposes of this title, as set forth in Chapter 19.01, Authority, Purposes and Effects of the Zoning Ordinance.

The Napa County Airport Industrial Specific Plan provide land use designations that will guide appropriate and compatible land uses within the Airport Industrial Specific Plan. These regulations will ensure that the City of American Canyon Zoning Code purposes are met over the long term.

SECTION 3. PREZONING DESIGNATION

The Planning Commission of the City of American Canyon recommends the City Council of the City of American Canyon approve the Addendum to the EIR for the Napa County Airport Industrial Area Specific Plan and the designation of the Panattoni, Headwaters, and the Atkins properties as "SP-2 Napa County Airport Industrial Area Specific Plan" on the City of American Canyon Zoning Map as depicted on Exhibit A.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Planning Commission on December 18, 2008, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Michelle Castagnola, Chair

ATTEST:

APPROVED AS TO FORM:

**Taresa Murphy,
Administrative Assistant**

William D. Ross, City Attorney

LEGEND

Zoning Districts

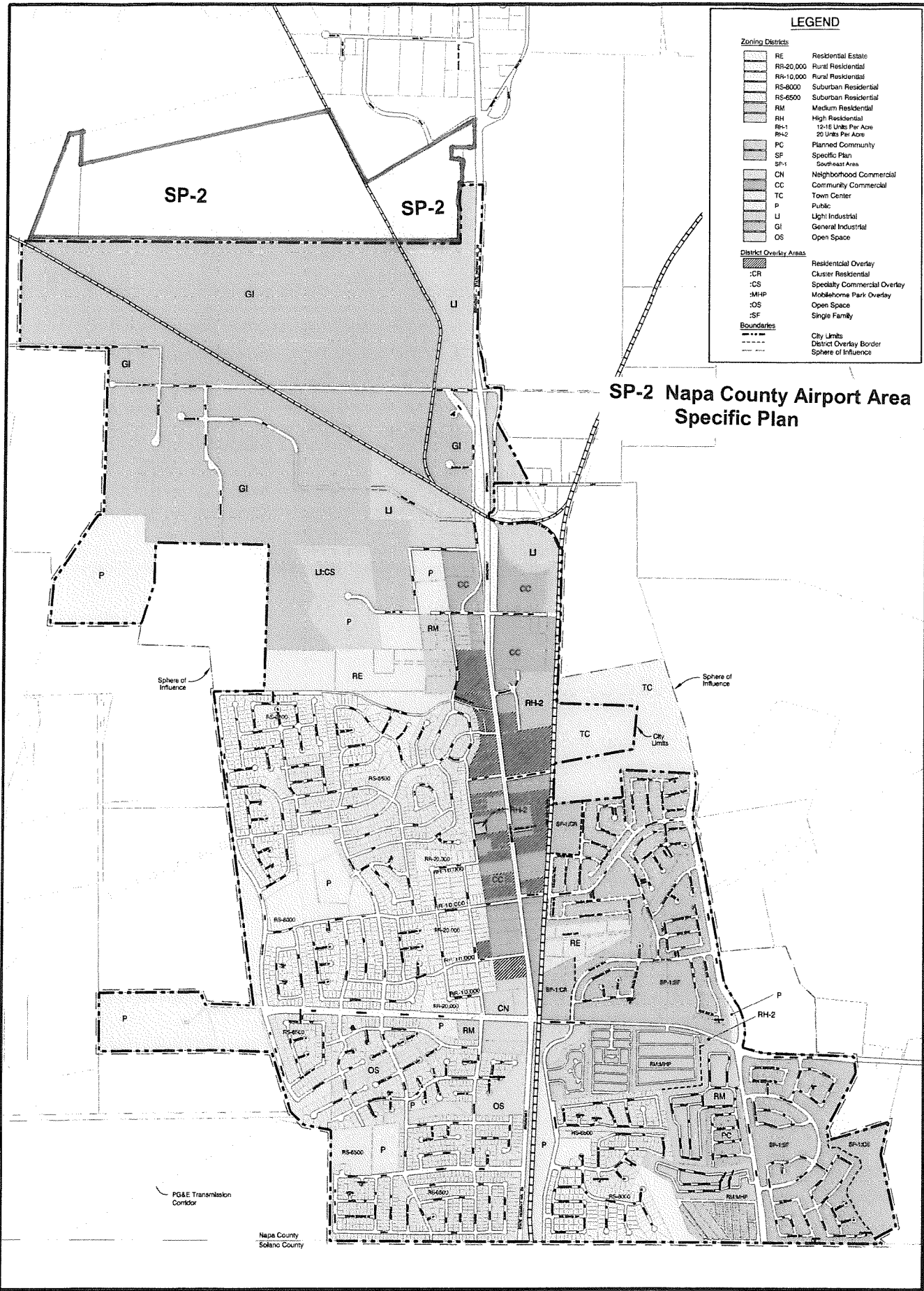
- RE Residential Estate
- RR-20,000 Rural Residential
- RR-10,000 Rural Residential
- RS-8000 Suburban Residential
- RS-6500 Suburban Residential
- RM Medium Residential
- RH High Residential
- RH-1 12-18 Units Per Acre
- RH-2 20 Units Per Acre
- PC Planned Community
- SF Specific Plan
- SP-1 Southeast Area
- CH Neighborhood Commercial
- CC Community Commercial
- TC Town Center
- P Public
- LI Light Industrial
- GI General Industrial
- OS Open Space

District Overlay Areas

- Residential Overlay
- :CR Cluster Residential
- :CS Specialty Commercial Overlay
- :MHP Mobilehome Park Overlay
- :OS Open Space
- :SF Single Family

Boundaries

- City Limits
- District Overlay Border
- Sphere of Influence



SP-2 Napa County Airport Area Specific Plan



CITY OF AMERICAN CANYON ZONING MAP

EXHIBIT A