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ALUC Application Submittal

Renewable Properties, LLC
655 Montgomery Street, Suite 1430
San Francisco, CA 94111
www.renewprop.com



November 23, 2019

John McDowell, Principal Planner
Napa County Planning, Building & Environmental Services
1195 3rd Street, Suite 210
Napa, CA 94559

Dear John,

RE: Soscol Ferry Solar Airport Land Use Commission Application

Below please find the attached Airport Land Use Commission (ALUC) Application for the Soscol Ferry Solar Use Permit (#P19-00338-UP).

For your review, I have attached a project description to describe the project and further to the project description, see the specific answers to the application below in **green**.

1. Description of the development project applied for. Include the following information:
 - a. Size (square footage) of any parcel or building applied for. **Approximately 15 acres**
 - b. Height of all buildings (measured above natural ground to peak of highest point on building or antenna). **8 feet**
 - c. Type of use or combination of uses proposed (warehouse, manufacturing, etc.) **Ground mounted solar array**
 - d. Number of site occupants at the time when the most people would be present. Include at least employees, suppliers and other service providers, and customers and/or visitors. Do not underestimate potential site population unless you intend to restrict the numbers (such as by the number of parking spaces). **As part of the long-term operations and maintenance of the Project, we expect to have six (6) regular trips (one man in one truck) annually to handle operations responsibilities including solar panel washing, vegetation management and equipment preventative maintenance. Otherwise, the farm will operate itself by collecting energy from the sun.**
 - e. Nature of the business (if any). **Solar farm**
2. Identification of specific potential aircraft hazards:
 - a. Electronic equipment that could interfere with airport or aircraft signal transmission or reception. **None**
 - b. Smoke-production. **Not applicable**
 - c. Exterior lighting. **None**
 - d. Reflective roof materials (e.g., uncoated metal). **None**
 - e. Storage or use of explosive or other hazardous materials. **Not applicable**
 - f. Height of any cranes to be used for tilt-up construction. **Not applicable**



3. Copy of most comprehensive local planning agency staff report on the project, including any conditions of approval. **Not available yet**
4. Copy of local government environmental document (California Environmental Quality Act). **Please see the attached CEQA Initial Study and Mitigated Negative Declaration.**
5. One of the following:
 - a. Certification by the local government that an avigation easement in favor of Napa County will be required at a certain time prior to commencement of construction; or **It's our understanding that the county will require an avigation easement as a condition of approval**
 - b. A recorded copy of an avigation easement over the property which has been executed by the landowner and accepted by the Napa County Board of Supervisors.
6. One full-size copy of the following project plans:
 - a. Plot plan / site plan(s). **See attached**
 - b. Elevations (at minimum, all elevations from the direction of the airport). **Included in site plan**
 - c. Floor plans of all occupied floors. **Not applicable**
7. One legible 8½"x11" copy each of plan set listed in item 6 above.
8. Labels addressed to all parties notified of local government proceedings on the application.
NOTE: IF LOCAL NOTICE WAS GIVEN TO ADJACENT PROPERTY OWNERS, THE PROPERTY OWNER LABELS ATTACHED TO THIS APPLICATION MUST BE CURRENT WITHIN THE SIX MONTHS PRIOR TO SUBMITTAL. **See attached**

Please don't hesitate to reach out with any questions and/or comments. We look forward to working with you on this project.

Sincerely,

RENEWABLE PROPERTIES

A handwritten signature in blue ink, appearing to read "A. Halimi", is written over the company name.

Aaron Halimi
President
530-518-7669

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Dear John,

RE: Soscol Ferry Solar Airport Land Use Commission Application

As a follow-up to the Soscol Ferry Solar Use Permit (#P19-00338-UP) application and our recent communications over the past few months, we are writing today with our complete Airport Land Use Commission Application for the Soscol Ferry Solar project. To make your review of our application seamless, please see a list of our submissions below.

Use Permit Application Submission

Items Submitted	File Name
1.0 Application Form	1.0 RPCA Soscol Ferry ALUC Application 191123 FINAL
2.0 Project Narrative	2.0 RPCA Soscol Ferry Project Narrative rev5 190805 FINAL
3.0 CEQA Initial Study	3.0 RPCA Soscol Ferry CEQA Initial Study (MitNegDec) 11.15.19 FINAL
4.0 Site Plan	4.0 RPCA Soscol Ferry CUP Site Plan Set 9.17.19
5.0 1K Guarantee (CoN) Fidelity	5.0 RPCA Soscol Ferry 1K Guarantee 7.19.19

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RE: Soscol Ferry Solar – Project Narrative

Dear John,

On behalf of RP Napa Solar 2, LLC, we submit this letter as a description of the Soscol Ferry Project ("Project"), a small-scale utility solar project located on approximately 15 acres of a +/-22-acre parcel of land in Napa County, CA (the "Project"). The Project site is approximately 700 feet south of Soscol Ferry Road (APN 057-170-001; "Property"), adjacent to the Napa Sanitation District. We have entered into a purchase agreement with the property owners (Kimbal Griggs Giles and Therese Blodgett-Giles) to facilitate the development of a small-scale, utility solar power generation facility.

The Project consists of two arrays and will generate a total of approximately 2 megawatts (MW) AC (3.0 MW DC) of clean, reliable solar energy when complete. The Project will interconnect to PG&E's pre-existing electrical distribution system, which is already located on-site. The power generated from this facility will be sold to Marin Clean Energy (MCE) through a long-term Power Purchase Agreement (PPA). Electricity generated from the Project will power roughly 750 homes per year.

The Project will utilize approximately 7,896 solar modules and 16 string inverters which convert the sun's energy into useable AC power. Single axis tracking technology will be utilized to allow the modules to efficiently track the sun throughout the day and maximize the efficiency of solar collection. The modules will be mounted on a steel racking system, which will be anchored into the ground using driven steel piers. The overall height of the array will be no more than 8 feet tall.

The Property has a General Plan designation of Industrial and the zoning is IP (Industrial Park) with an Airport Compatibility overlay. The property is currently dry farmed and planted with grapes that are near the end of their useful life. The property is an orphaned, irregularly shaped parcel with no road frontage (with the exception of the 80-foot-wide entrance) or visibility from Soscol Ferry Road to the North or Devlin Road/Highway 29 to the east, making it an ideal site for solar.

The Project will only use approximately 15 acres (68%) of the 22-acre parcel for solar and will leave the balance of the site preserved (32%). Although sited in an industrial area, the Project proposes the continued agricultural use by incorporating a pollinator habitat and limited animal grazing.

The Project, in partnership with the Pollinator Partnership, is actively designing a plan to create a pollinator plant meadow, that will not only enhance the biological diversity of the parcel but will in addition provide some benefits to the neighboring parcels and wineries. Please see the attached



Pollinator Habitat Benefits Report from the Pollinator Partnership – an industry leading pollinator non-profit. Some relevant highlights are below:

- The Project will be directly beneficial to the environment and agriculture by creating more heterogeneous landscapes and by providing habitat that can enhance ecosystem services and crop yields, while also increasing biodiversity. Rather than being a threat to agricultural production, solar can be part of the solution. By integrating pollinator habitat within solar arrays, sites can be multi-functional—delivering clean, renewable energy as well as ecosystem services to agriculture and wider conservation benefits.
- The Project could provide multiple benefits to local agricultural operations, including vineyards (e.g., Carneros and Suscol Ridge areas), and the ecology of adjacent lands, some of which are riparian waterways. These benefits include increased soil health, reduced storm water runoff, reduced erosion, greater soil moisture retention, enhanced carbon sequestration, and increased biodiversity and ecosystem function.
- Solar installations that integrate long-term quality pollinator habitat, comprised of native plant species, can be directly beneficial to the agricultural landscape. These efforts create heterogeneity in the landscape and provide habitat that can enhance ecosystem services, increase crop yields, and sustainability of production while also benefiting natural ecosystems and conservation of biodiversity (Montag et al., 2016; Walston et al., 2018).
- The many potential benefits that the Soscol Ferry Solar Project native pollinator installation will have for surrounding agricultural endeavors include those that produce direct economic benefits to the surrounding crops from enhanced biocontrol, as well as other benefits, such as improved storm water retention, reduced erosion, and soil quality improvement. To the wider surrounding landscape, the solar-pollinator plantings at the site will improve water quality, increase carbon sequestration, create biodiversity reservoirs with increased plant and wildlife habitat, provide forage for native and honey bees, and improve landscape aesthetics.
- Much of the agricultural operations within 3 miles of the proposed site are vineyards producing wine grapes. While wine grapes do not require insect pollination, there are many significant benefits of having nearby pollinator habitat. Pollinator habitat will benefit local vineyards by increasing the natural enemies of pests. This increase of beneficial insects also deters avian pests that prefer to eat wine grapes. Instead, birds will predate the beneficial insects resulting in less impact on the crop. Additionally, studies have found that despite the commercial grape vine (*Vitis vinifera* L.) being self-pollinating, vintners observed an increase of crop yield with the increase of functional biodiversity (Richards AJ, 2001).



- Other benefits that cannot be monetized with current information include improved storm water retention, soil quality improvement, reduced erosion, greater plant and wildlife biodiversity, and improved aesthetics. To the wider, surrounding landscape, the solar-pollinator plantings at the site will improve water quality, increase carbon sequestration, create biodiversity reservoirs, reduce the need for farmers to create ecosystem service habitat in the immediate area, provide forage for native bees and honey bees, and improve landscape aesthetics.
- This Project would also benefit Suscol Creek, which runs directly north of the Property to the Napa River, approximately 2,400 feet to the west. The installation of pollinator habitat in the form of buffer strips, hedgerows, and meadows helps to mitigate nonpoint source pollution from industrial and agricultural areas. In particular, these types of riparian restoration elements can help prevent an influx of Nitrogen and Phosphorus inputs that can be detrimental to the local watershed (Clausen et al, 2000; Peterjohn and Correll, 1984).

The Project will also be available for sheep or cattle grazing as needed. Finally, it's important to note that solar is a temporary use – it does not permanently change the underlying land, soil condition, or land use and the site will be fully restored to its original condition at the end of the Project's useful life.

As you're aware, the Project's viability depends on a variation request from the Napa Valley Business Park Specific Plan standards. The variation request is enclosed with this application under separate cover. The variation request includes that access to the Property be classified as a Special Purpose Way by the Engineering and Fire Departments, as identified during our pre-application meeting on May 16, 2019. Based on feedback from Engineering Manager, Patrick Ryan, this road classification can only be made if the existing bridge (which we plan to leave "as is" as part of this project) meets certain testing and loading requirements. Renewable Properties has engaged a local professional engineer to conduct these tests and their report is forthcoming.

Once you've had an opportunity to review the information provided, please let me know when we can schedule a meeting to further discuss the Project, appropriate next steps, and a path forward. I look forward to hearing from you.

Sincerely,

RENEWABLE PROPERTIES

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Aaron Halimi
President