

**Appendix J:
Revised Project Description**

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SECTION 2: REVISED PROJECT DESCRIPTION

This Environmental Impact Report (EIR) analyzes the potential environmental effects of the proposed Napa Airport Corporate Center Project in American Canyon, California.

2.1 - Introduction

Following the release of the Draft EIR on July 1, 2016, the Napa Airport Corporate Center Project changed in terms of development potential and design and appearance. Overall, the project has been reduced from 554,099–571,808 square feet to 498,302–515,621 square feet. The Draft EIR evaluated the project using the larger square footages and, thus, provided a conservative “worst-case” evaluation of impacts. In the interests of fully capturing the changes to the project, the revised Project Description is reproduced in the Final EIR.

2.2 - Project Location and Setting

2.2.1 - Location

The project site is located in the City of American Canyon, Napa County, California (Exhibit 2-1). The approximately 50 gross-acre site is comprised of two Assessor's Parcel Numbers (APNs), 057-090-79 and 80, and is bisected by Devlin Road. The project site is bounded by the Napa Branch Line railroad right-of-way (west), the Devlin Road Transfer Station and S. Kelly Road (north), a rural residence and Pacific Auto Salvage (east), and Diablo Timber (south); refer to Exhibit 2-2. The project site is located on the Cuttings Wharf, California, United States Geological Survey 7.5-minute topographic quadrangle map, Township 4 North, Range 4 West, Section 12 (Latitude 38°12'16" North; Longitude 122°15'30" West).

2.2.2 - Existing Conditions

Land Use Activities

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

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

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

Land Use Designations

The City of American Canyon General Plan designates the project site “Industrial” and it is zoned Specific Plan District-2 (“SP-2”), indicating that the site is subject to the provisions of the Napa County Airport Industrial Area Specific Plan (Specific Plan).¹ The Specific Plan designates the project site as “Business/Industrial Park.” These land use designations allow a range of land uses including warehousing, office, and accessory retail land uses.

2.2.3 - Surrounding Land Uses

West

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

North

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

East

SR-29, a single-family residence, and Pacific Auto Salvage form the eastern boundary of the project site. The single-family residence is located on an approximately 1-acre lot and has an existing driveway connection to SR-29. Pacific Auto Salvage, an approximately 10-acre auto parts salvage and recycling facility, abuts SR-29 and is surrounded with corrugated metal fencing.

South

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

2.3 - Project Background

~~Assessor’s Parcel No. APN 057-090-80,² the northern portion of the project site, was previously entitled for wine-warehouse uses-buildings in 2008 through the County of Napa. Through approval of a Use Permit. This Use Permit included a 90,799-square-foot-square-foot building on proposed Lot 3 of the subdivision. Before the site was annexed to the City, this Use Permit was determined to have been “used,” thereby preserving the validity of the permit under a Napa County Code provision (Section 18.124) as confirmed by a letter dated January 7, 2010 from the Napa County Conservation, Development and Planning Department. was approved that allowed the development of warehouse buildings on the project site. Assessor’s Parcel APN 057-090-79, the southern and western portion of~~

¹ Napa County has renamed this plan the “Napa Valley Business Park Specific Plan.”

² Because of a Lot Line Adjustment approved by the City of American Canyon in December 2017, the APNs have changed. ~~The portion of the site west of Devlin Road is APN and east is APN.~~

the project site, is not currently entitled for any development. The project applicant (Panattoni Development Company, Inc.) is proceeding to obtain a building permit for one of the four warehouse buildings (Building D; 90,799 square feet), and has applied for new project entitlements through the City of American Canyon instead of proceeding with the other for warehouse buildings on proposed Lots 1, 2, 4, and 5. ~~which have entitlements through the County of Napa~~ The project applicant intends to construct the previously approved 90,799 square-foot building on Lot 3.

2.4 - Project Characteristics

2.4.1 - Proposed Project

The applicant is proposing to ~~amend~~ relinquish the previous entitlements on the northern portion of the site (with the exception of Building D; 90,799 square feet) and develop five buildings (A, B, E, G, and H) on five lots (1, 2, 4, 5, and 6) totaling a maximum of ~~571,808~~ 515,621 square feet. At least 50 percent of the square footage would be for wine warehousing and up to 50 percent may be for general warehousing. The entitlements include Use Permits and Design Permits for Buildings E and G, a Use Permit for Building H, and a Use Permit for Buildings A and B. Development of Buildings A, B, and H will require a subsequent Design Permit for each building. The applicant is also proposing to have the flexibility of reconfiguring the development of Lots 1, 2, and 3 to respond to market opportunities.

On October 19, 2017, the City of American Canyon approved a lot line adjustment that reconfigured the two existing lots so that one lot is on the east side of Devlin Road and the other one is on the west side of the road. ~~creating lot 4 as its own separate parcel.~~

~~There is also a separate application on file by~~ Norcal Foods II has submitted a separate application in which Building A on Lot 1 is replaced would be developed with a gas station, truck refueling facility, car wash, quick-serve restaurant, and convenience mart totaling ~~6,688~~ 7,078 square feet. Under this application, total project square footage would be a maximum ~~554,099~~ 498,302 square feet. The EIR will evaluate both development options for ~~Lot~~ Lot 1 (Options 1 and 2).

Table 2-1 summarizes the proposed project. Exhibit 2-4a depicts the tentative subdivision map. Exhibit 2-4b depicts the Site Plan—Option 1. Exhibit 2-4c depicts the Site Plan—Option 2.

Table 2-1: Napa Airport Corporate Center Project Summary

Status	Lot	Acres	Characteristics	Floor Area Ratio	End Uses
Currently Entitled	Lot 3	5.58	Building D: 90,799 square feet	0.37	Warehouse or Wine Warehouse
Proposed For Entitlement	Lot 1 (Option 1)	3.51	Building A: 24,397 square feet	0.16	Warehouse or Wine Warehouse
	Lot 1 (Option 2)		Gas Station: 8 pumps Truck refueling: 4 fueling positions Buildings: square feet 7,078 square feet (see Note 1)	0.04	Gas Station, Truck Refueling Facility, Convenience Market, Quick Serve Restaurant, Car Wash

Table 2-1 (cont.): Napa Airport Corporate Center Project Summary

Status	Lot	Acres	Characteristics	Floor Area Ratio	End Uses
	Lot 2	2.01	Building B: 22,668 square feet	0.26	Warehouse or Wine Warehouse
	Lot 4	6.73	Building E: 67,547 square feet	0.23	Warehouse or Wine Warehouse
	Lot 5	11.42	Building G: 146,929 square feet	0.30	Warehouse or Wine Warehouse
	Subtotal² (Note 2)	29.25	—	—	—
	Devlin Road Right-of-Way	2.66	—	—	—
	Separate Lot west of Devlin Road	15.65	Building H: 254,080 square feet	0.37	Warehouse or Wine Warehouse
	Total³ (see Note 3)	47.56	Option 1: 515,621 square feet Option 2: 498,302 square feet		

Notes:

¹ ~~The square footage of buildings includes the convenience market, the quick-serve restaurant, and the car wash, but it does not include the canopies over the refueling stations.~~

² ~~The subtotal area includes Lots 1 through 5.~~

³ ~~The building totals do not include Building D, which was previously entitled.~~

Source: Panattoni Development Company, Inc., 2017.

~~Note 1: The square footage of buildings includes the convenience market, the quick serve restaurant and the car wash, but does not include the canopies over the refueling stations.~~

~~Note 2: The subtotal area includes Lots 1 through 5~~

~~Note 3: The building totals do not include Building D which was previously entitled.~~

The current project plans ~~do not~~ reflect the improvements to South Kelly Road and the SR-29 intersection that were required as a condition of approval in the County’s approval for Building D in the Napa Airport Corporate Center Phase 1 Project; and for the County’s approval of the Napa Logistics Park Phase 1 Project. These improvements ~~will~~ require additional right-of-way, which ~~will~~ affected the project site, particularly Lots 1 and 2 containing warehouse ~~buildings~~ Buildings A and B in Option 1, and the gas station/convenience market/quick-quick-serve restaurant/truck refueling/car wash and warehouse building Building B in Option 2. Nonetheless, this EIR analyzes the ~~full potential~~ original potential for buildout of the project site as proposed by the project applicant. ~~Any change~~ Changes resulting from the right-of-way improvements ~~would likely reduce~~ have reduced the development potential of the site. Thus, the EIR provides a conservative analysis of the project’s potential impacts. In conjunction with these improvements, potential off-site construction includes undergrounding of overhead utilities along SR-29, the potential need to construct sewer and recycled water lines, and rebuilding the Green Island Pump Station.

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Legend

- Project Boundary
- American Canyon City Boundary

Source: ESRI Imagery

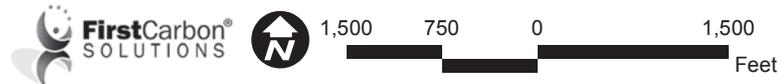


Exhibit 2-2
Local Vicinity Map
Aerial Base

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Photograph 1: View of the project site looking northeast from Devlin Road overcrossing.



Photograph 2: View of western portion of project site, with the Devlin Road Transfer Station in background.



Photograph 3: View of southern portion of project site from Devlin Road.

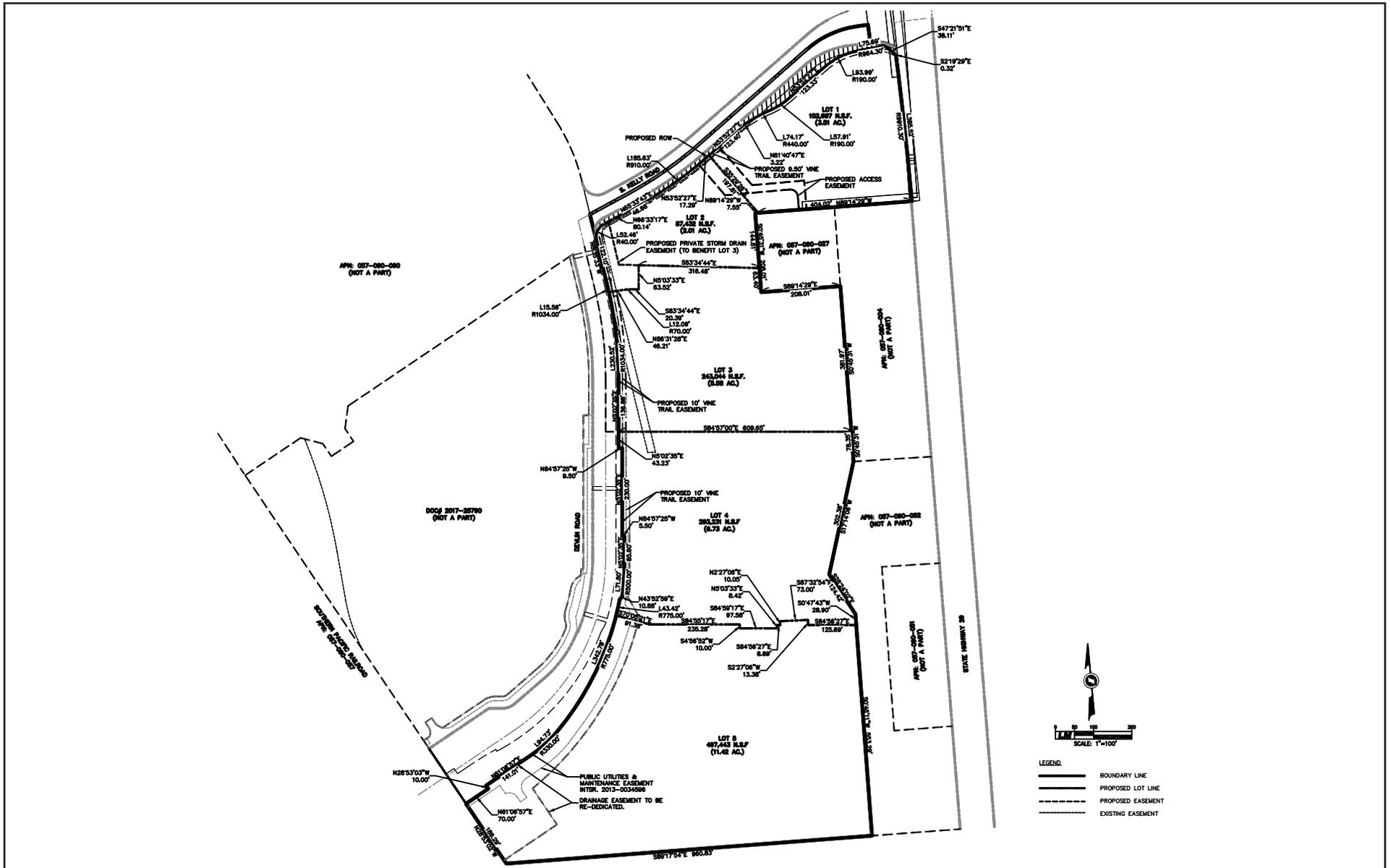


Photograph 4: View of Lot 1 from S. Kelly Road

Source: FirstCarbon Solutions, 2013.



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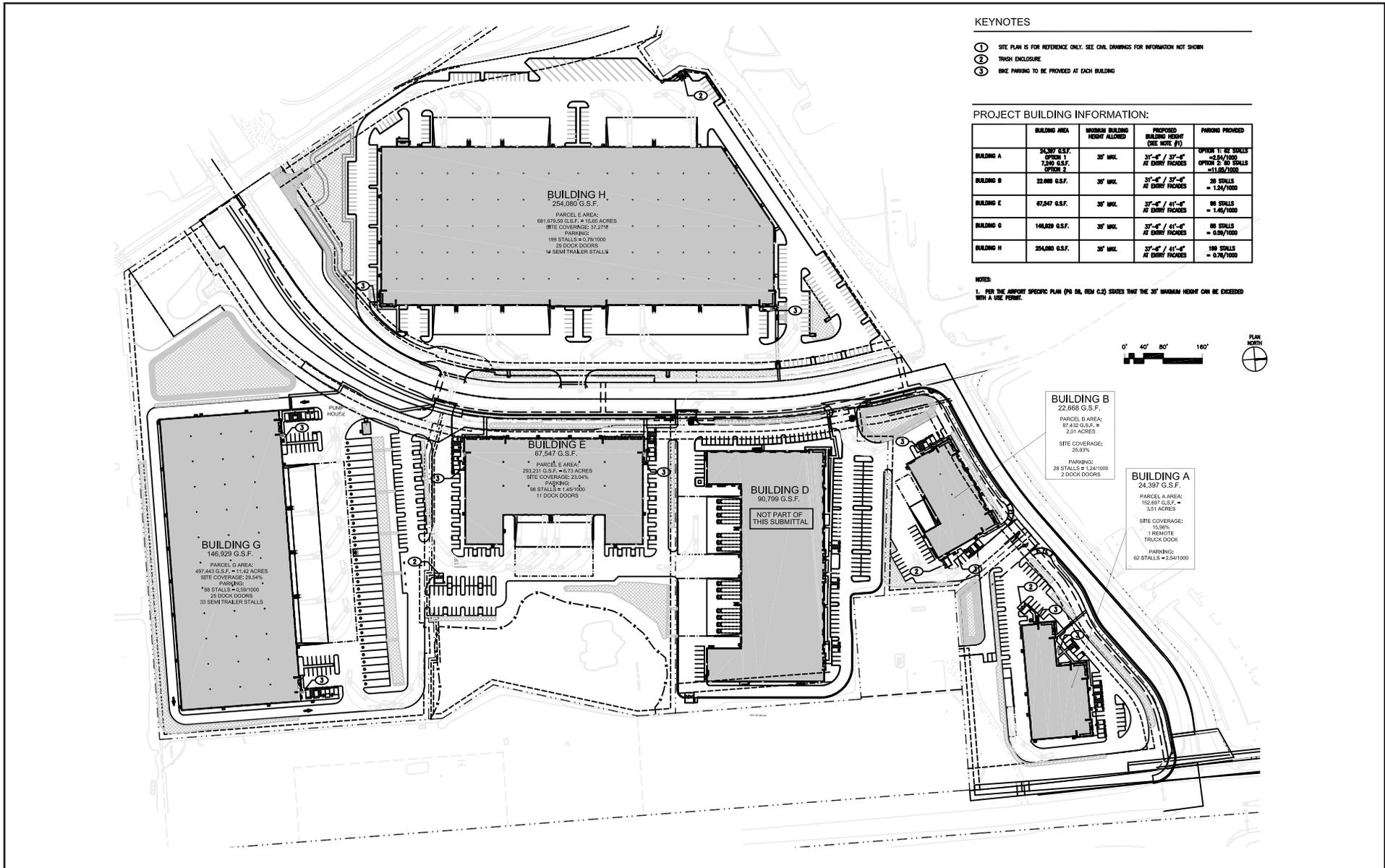


Source: Laugenour and Meikle 2018.



Exhibit 2-4a Tentative Subdivision Map

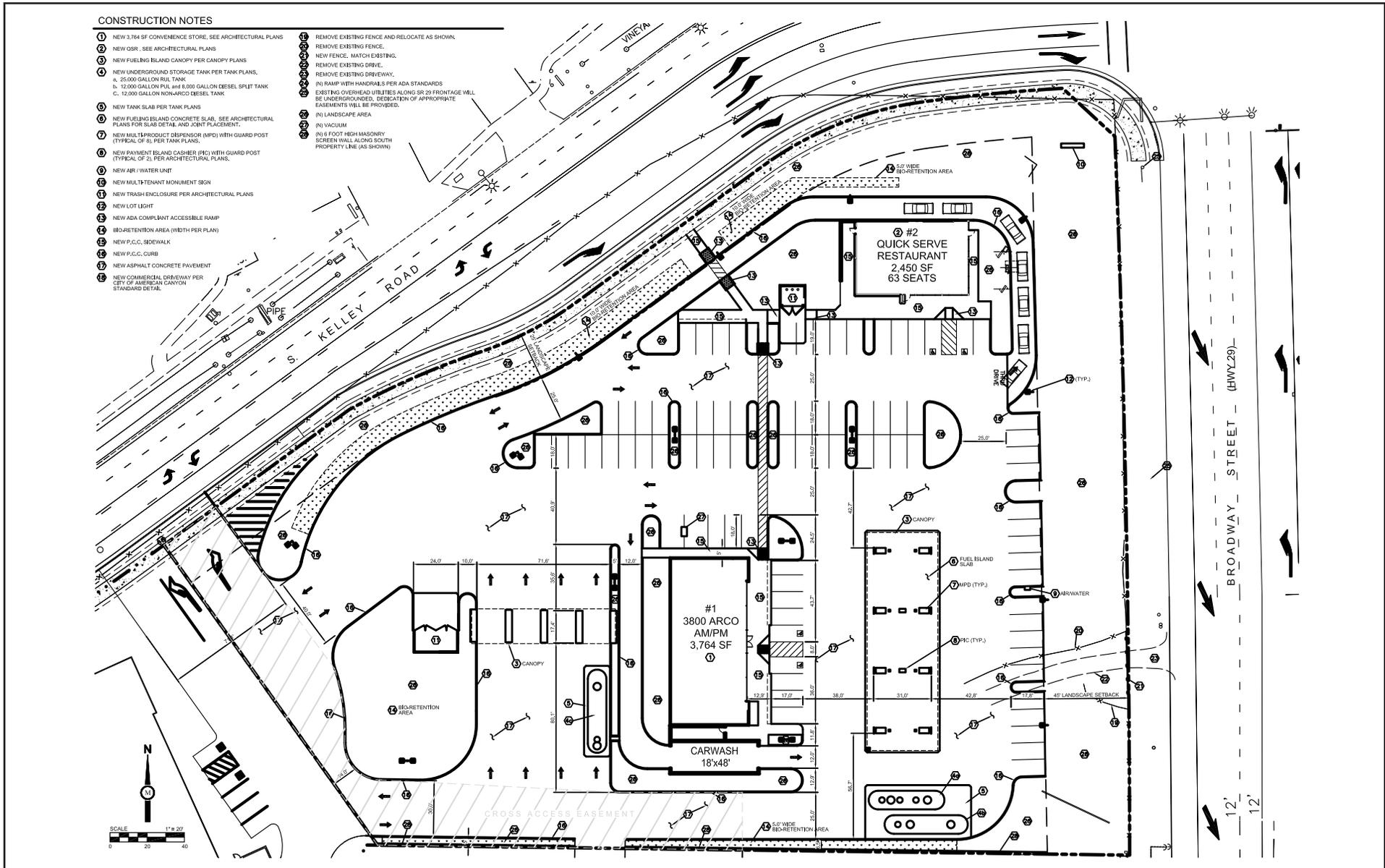
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Source: RMW, 2018



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Source: Milestone Associates, 2017



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2.4.2 - Operational Characteristics

Warehousing

The proposed warehouse uses would use various pieces of stationary, mobile, and audio equipment during operations. Stationary equipment would include, but is not limited to, trash compactors, roof-mounted HVAC and refrigeration units, electrical transformers, and natural gas meters. The compactor, transformer, and meter equipment pieces would be located in the rear of the buildings, to the extent allowed by utility providers, and would be protected with bollards or similar features.

~~Table 2-1: Napa Airport Corporate Center Project Summary~~

Forklifts would be used for material movement, both inside and outside of buildings. A public address system may be used within the warehouses.

Building H is immediately adjacent to the Napa Branch line.³ Depending on the future tenant and use for this building, a rail spur may be extended to serve this building.

Gas Station/Truck Refueling Facility/Convenience Market/Car Wash

The gas station would provide eight pumps with 16 fueling positions (two fueling positions per pump) under a canopy, a convenience market, car wash, and a truck refueling facility with four refueling positions. The gas station would have up to four underground storage tanks with capacity of up to 10,000 gallons for storage of petroleum products. The convenience market would retail food, beverages, and sundry items. The car wash would be automated. For the purposes of the EIR analysis, these businesses will be assumed to operate 24 hours a day, 7 days a week, and will sell an average of 5,000 gallons of petroleum products per day (1,825,000 gallons per year).

Quick Serve Restaurant

The restaurant would be a nationally-branded ~~quick-serve~~ quick-serve restaurant that would include a drive-thru. The restaurant may employ the use of a charbroiler. For the purposes of the EIR analysis, the restaurant will be assumed to operate 24 hours a day, 7 days a week.⁴ The restaurant drive-thru would have an intercom speaker system.

Employment

Using a standard warehouse employment rate of one job/2,000 square feet, the proposed project is estimated to employ ~~286~~ 257 workers under Option 1.

Using a standard warehouse employment rate of one job/2,000 square feet and standard commercial employment rate of one job/500 square feet, the proposed project is estimated to employ ~~287~~ 263 workers under Option 2.

³ The Napa Branch Line is a single-track rail line operated by the California Northern Railroad that extends between American Canyon and the City of Napa. The California Northern Railroad is a short-line railroad that operates Union Pacific Railroad (UPRR)-owned trackage in Napa, Solano, and Sonoma Counties, and interchanges freight with the UPRR in Suisun City.

⁴ The drive-thru is assumed to operate 24 hours a day, 7 days a week; however, the dining room may be closed to the public during the late night and early morning hours.

2.4.3 - Design and Appearance

Colors and Materials

Warehouses

Buildings would be constructed primarily of site cast and tilted concrete panels with a variety of architectural enhancements. The typical wall panels are to be enhanced with reveals and a textured elastomeric coating in a multicolored earth-tone paint palette. The areas around the building entries are also enhanced with tinted glazing in aluminum frames, foam banding cornices, Mediterranean styled medallion details, Mediterranean styled false overflow drain pipes, and large-scale false barn doors. The placement of these enhancements is focused at those locations most visible from the public roadways. An elevation of a warehouse building is provided in Exhibit 2-5a and a perspective is provided in Exhibit 2-5b.

Gas Station and Restaurant

Both the gas station (including convenience market and car wash) and restaurant would employ stucco, stone veneer, stone lintel, and slate roof building materials. Tan would be the primary color followed by darker earth tones, except for the quick-serve quick-serve restaurant, which would have tan and ebony bands of stucco with stone veneer. Elevations of the gas station and restaurant are provided in Exhibits 2-6a through Exhibit 2-6d. Three-dimensional representations of the gas station and restaurant are provided in Exhibits 2-6e through Exhibit 2-6g.

Building Height

The Napa County Airport Industrial Area Specific Plan has a building height limitation of 35 feet above finished grade, but it allows for building heights to exceed 35 feet above finished grade subject to approval of a Use Permit application.

Warehouses

The applicant has requested Conditional Use Permit approval to allow the buildings to be as tall as 75 feet above finished grade. Specific building and site designs ~~have been submitted~~ for Buildings E and G (on Lots 4 and 5) and show a maximum building height to the top of the parapet on the entry tower or corner tower details to be a maximum of 41.5 feet. Future roof top equipment (including future heating, ventilation, and air conditioning [HVAC] equipment) may be as high as 44 feet above finished grade to the top of the equipment. This is based on an assumption that the height of the equipment will be approximately 6 feet.

Convenience Market, Quick Serve Restaurant, Car Wash, and Refueling Canopies

The proposed buildings and refueling canopies are all single-story, with a maximum height of 26 feet.

Rooftop Equipment

The roofscape of the proposed buildings will include a white “cool roof” thermoplastic polyolefin membrane with skylights, HVAC equipment, equipment vents, plumbing vents, and—potentially—miscellaneous equipment such as photovoltaic solar panels. The specific roof-mounted equipment, venting, and other rooftop elements have not yet been designed because the future tenants and final building design have not yet been determined. Rooftop equipment is required to be screened from view from the neighboring properties and the surrounding roadways. The screening of the rooftop

equipment will be achieved either by the building parapet or by the use of mechanical equipment screen elements at the time of building permit submittal and prior to the issuance of a building permit. When HVAC equipment is proposed to be screened by view by the building parapet or a mechanical equipment screen element, the applicant will provide a parapet or a mechanical equipment screen element that equals the height of the mechanical equipment. ~~When HVAC equipment is proposed to be screened from view by a mechanical screen element, the project applicant will provide roof section drawings that demonstrate how the mechanical screen element will effectively screen the equipment under consideration. It is important to note that because the actual size and configuration of rooftop equipment will not be known until tenant improvements are proposed, it is not possible to demonstrate adequate screening of any future rooftop equipment at this time. The applicant will demonstrate an appropriate solution to address the screening requirements of all rooftop equipment as a component of each tenant improvement building permit application.~~

Landscaping

The proposed project would be fully landscaped using plants appropriate for, and indigenous to the Napa Valley Region. Low-water-use plants will be used extensively, while moderate-water-use plants will be concentrated at accent points, such as driveways, intersections, and building entries. The plantings will be automatically irrigated using efficient drip, spray, and rotor distribution systems that are appropriate to the size of the planter areas. The proposed project would utilize recycled water provided by the City of American Canyon, thereby significantly reducing the project's domestic water demand while helping the City of American Canyon meet its discharge requirements.

A sound wall is proposed along the project boundary on three sides of the adjacent residential parcel to protect it from project-generated noise. Typically, the City would require such a wall to be landscaped on both sides because of visibility within the project site and to the residents in the existing house.

Exhibit 2-7 depicts the conceptual landscaping plan.

2.4.4 - Access and Parking

Vehicular Access

Vehicular access to the project would be provided via driveway connections to S. Kelly Road (Lots 1 and 2) and Devlin Road (Lots 4, 5, and 6). All parcels would have a minimum of two points of access in accordance with California Fire Code requirements. In certain cases, reciprocal access between adjoining parcels (e.g., Lots 1 and 2) would be provided to meet California Fire Code requirements. No access is proposed to be taken directly from SR-29.

~~At the request of the City, the applicant has incorporated an alternative access path across Lot 2 from S. Kelly Road to the existing residential property, which currently has access via a nonconforming driveway only from SR-29, which results in vehicles entering and exiting the driveway from a high-volume, high-speed State highway to provide alternative access in the future. This alternative access may be necessary if this driveway access is eliminated in the future.~~

Parking

The proposed project would provide 579 the required minimum number of off-street parking spaces, which would be 308 passenger vehicle parking spaces for Option 1 and 325 parking spaces for Option 2. ~~On-street parking would be prohibited on S. Kelly Road and Devlin Road.~~

2.4.5 - Bicycles and Pedestrians

Sidewalks and Bike Lanes

Sidewalks and Class II bicycle lanes currently exist on Devlin Road and would be maintained by the proposed project. The proposed project would install improvements on S. Kelly Road that would include sidewalks, and a Class II bicycle lanes on the south side of S. Kelly Road.

Napa Valley Vine Trail

The Napa Valley Vine Trail is a planned 47-mile, Class I multi-use trail that would connect the Vallejo Ferry Terminal with Calistoga's Hot Springs. The ~~Napa County Valley Transportation Planning Agency Authority~~ is the lead agency for the Vine Trail Project. In the Napa County Airport Industrial Area, the Vine Trail is proposed to follow Devlin Road.

As previously noted, the segment of Devlin Road that extends south of S. Kelly Road was completed in 2012 and provides Class II bicycle lanes and sidewalks on both sides of the roadway. In 2012~~3~~, the City of American Canyon adopted an updated Circulation Element that includes~~d~~ the Vine Trail bicycle route. Vine Trail is intended to be an 8- to 10-foot, Class I off-street path be provided along the east side of Devlin Road along the project frontage.

~~At the time of this writing, no decisions have been made regarding the details of the design of the Vine Trail alignment along Devlin Road. The project applicant, the City of American Canyon, and Napa County Transportation Planning Agency will continue discussions regarding the most appropriate manner in which to accommodate the Vine Trail along Devlin Road. The addition of the Vine Trail along this existing portion of Devlin Road may require the dedication of additional right-of-way along the east side. The Vine Trail is an independent project for the purposes of CEQA and is subject to its own environmental review process.~~

2.4.6 - Utilities

Storm Drainage

A storm drainage collection system consisting of vegetated swales, inlets, underground piping, and detention basins would be installed. Consistent with City of American Canyon requirements, outlet structures would meter 100-year outflow to no more than 90 percent of existing condition flows prior to discharge into downstream storm drainage facilities. Exhibit 2-8a depicts the overall storm drain plan. Exhibit 2-8b, Exhibit 2-8c, and Exhibit 2-8d show the storm drain plan for individual buildings.

Water

The proposed project would be served with potable water service provided by the City of American Canyon. The proposed project would connect to an existing 14-inch-diameter water line located within Devlin Road.



Source: Milestone Associates Imagineering, 2015



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Exhibit 2-5a Warehouse Elevation

CITY OF AMERICAN CANYON • NAPA AIRPORT CORPORATE CENTER PROJECT
ENVIRONMENTAL IMPACT REPORT

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Source: Milestone Associates Imagineering, 2015

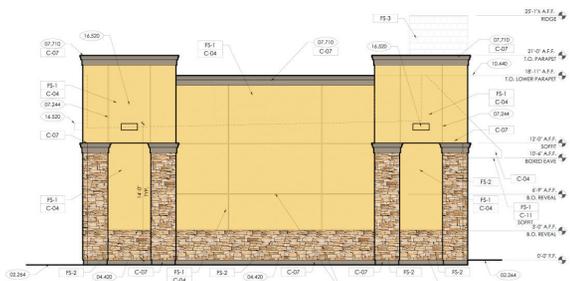


Exhibit 2-5b Warehouse Perspective

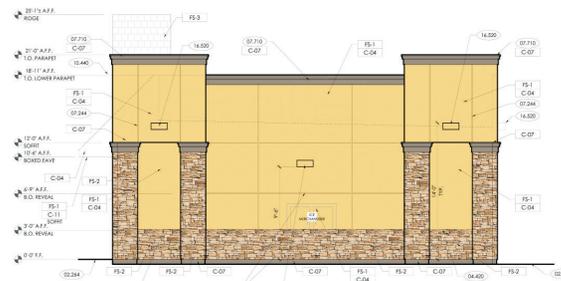
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1 FRONT ELEVATION (SOUTH)
3/16"=1'-0"



2 LEFT ELEVATION (WEST)
3/16"=1'-0"



3 RIGHT ELEVATION (EAST)
3/16"=1'-0"



4 REAR ELEVATION (NORTH)
3/16"=1'-0"

GENERAL NOTES:

- A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE
- B. DIMENSIONS ARE TO THE CENTERLINE OF REVEALS

KEYED NOTES:

- 02.264 GRADE. REFER TO CIVIL PLAN
- 04.430 STONE WAINSCOT SILL
- 07.243 TERMINATION REFER TO DETAIL
- 9/A5.1
- 07.244 1" REVEAL IN FINISH REFER DETAIL
- 8/A5.1
- 07.246 CORNICE JOINT IN FINISH SYSTEM. MAXIMUM 20'-0" O.C.
- 07.460 ACM PANEL
- 07.333 APPROXIMATE ROOF LINE
- 07.420 6" PRE-FINISHED 22 GA. METAL GUTTER
- 07.621 3"x2" 22 GA. GALVANIZED PREFINISHED METAL DOWNPOUTS
- 07.710 SHOP FORMED POLYSTYRENE CORNICE
- 07.711 SHOP FORMED PREFINISHED METAL COPING CAP
- 07.712 PRE-FINISHED 22 GA. METAL FLASHING
- 07.713 STONE ARCHWAY
- 07.714 ELECTRICAL BOX STONE MFR. CULTURED STONE OR EQUAL MODEL CSV-49294 COLOR: MOCHA
- 07.715 METAL FIRE ALARMS
- 07.716 FOAM MEDALLION ATTACHMENT
- 08.410 ALUMINUM ENTRANCE AND STOREROOM SYSTEM. REFER TO A5.3 & SPEC.
- 08.411 ALUMINUM CLADDING (DMT # 3M)
- 08.415 AUTOMATIC B-FARTING ENTRANCE DOORS. REFER TO DETAIL
- 17/A5.3
- 10.440 INTERNALLY ILLUMINATED SIGN BY SIGNAGE CONTRACTOR
- 10.442 48"x72" POP POSTER. BY SIGNAGE CONTRACTOR
- 10.443 45"x52" POP POSTER. BY SIGNAGE CONTRACTOR
- 10.446 VINYL DECAL APPLIED TO ACM PANEL
- 10.447 ALUMINUM FRAME FABRIC AWNING - SUNBRELLA ORANGE - 4609-000
- 15.734 ROOF MECHANICAL LITES
- 15.739 PRE-FINISHED HOT-DIP GALVANIZED STEEL TRELLIS. REFER TO DETAIL 4/A5.1
- 16.520 EXTERIOR LIGHT. REFER TO LIGHTING PLAN SHEET EL-3
- 16.521 GOOSENECK LIGHTING FIXTURES
- 16.522 LED LIGHT TUBE. SURFACE MOUNTED TO FACE OF ACM PANEL

EXTERIOR FINISHES:

- PL-1 ALUMINUM ACM PANEL
- FS-1 STUCCO
- FS-2 MANUFACTURED STONE VENEER MFG. CULTURED STONE PRODUCT: PRO-FITE LEDGESONE COLOR: 'AUTUMN'
- FS-3 SLATE ROOF MFG. MONIER LITELLE PRODUCT: SAVONH 600 COLOR: HELSDE 39 AC309358
- FS-4 STONE LITEL COLOR: NATURAL
- MP-4 METAL AWNING MFG. BERBRIDGE ROOFING COLOR: SUNBRELLA ORANGE #4609-000

EXTERIOR PAINTS:

- C-01 COLOR: 8P PEARL - RAL 1013 (CI #A0063 'INDIAN LEGEND')
- C-02 COLOR: 8P DARK PEARL (CI #A0072 'DUSSEY VALLEY')
- C-04 COLOR: ampM TAN (CI #A0117 'INDIAN CORN')
- C-05 COLOR: ampM DARK TAN (CI #A0174 'ONONDAGA TAN')
- C-06 COLOR: ampM YELLOW PWS 116C
- C-07 COLOR: 8P WARM GREY (CI #A1863 'GREY MOUNTAIN')
- C-08 COLOR: ampM RED PWS 032C
- C-09 COLOR: ampM PURPLE FANTOME PURPLE
- C-10 COLOR: ampM BLUE PWS 072C
- C-11 COLOR: 8P HIGH HONG WHITE (CI #P1000 'HONG WHITE (C3000M)')
- C-12 COLOR: ARCO BLUE PWS 288
- C-13 COLOR: ARCO LIGHT BLUE PWS 292S
- C-14 COLOR: OMEGA YELLOW (CI #A0775)

Source: Milestone Associates Imagining, 2015

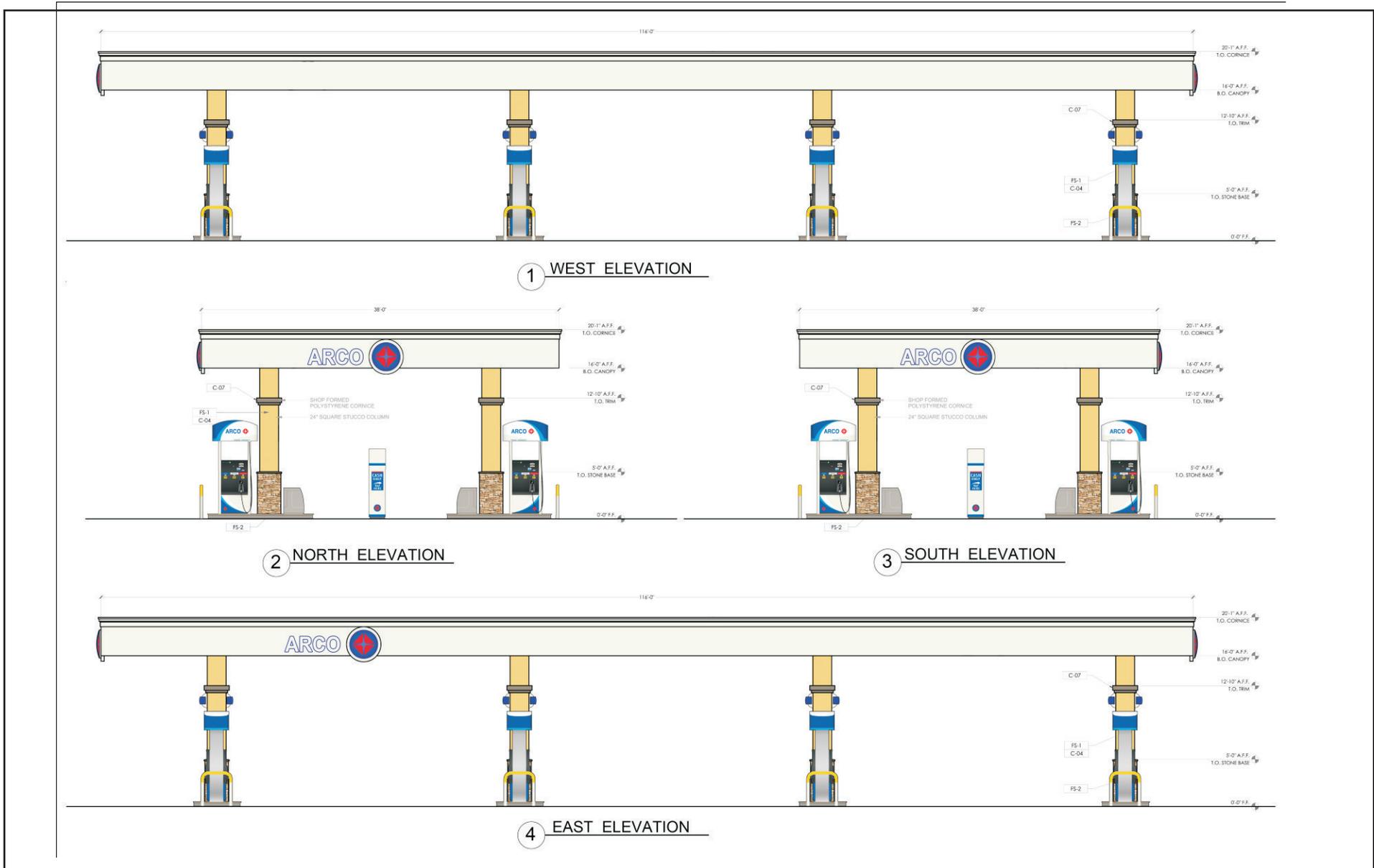


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Exhibit 2-6a Gas Station Convenience Market Elevation

CITY OF AMERICAN CANYON • NAPA AIRPORT CORPORATE CENTER PROJECT
ENVIRONMENTAL IMPACT REPORT

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Source: Milestone Associates Imagineering, 2015



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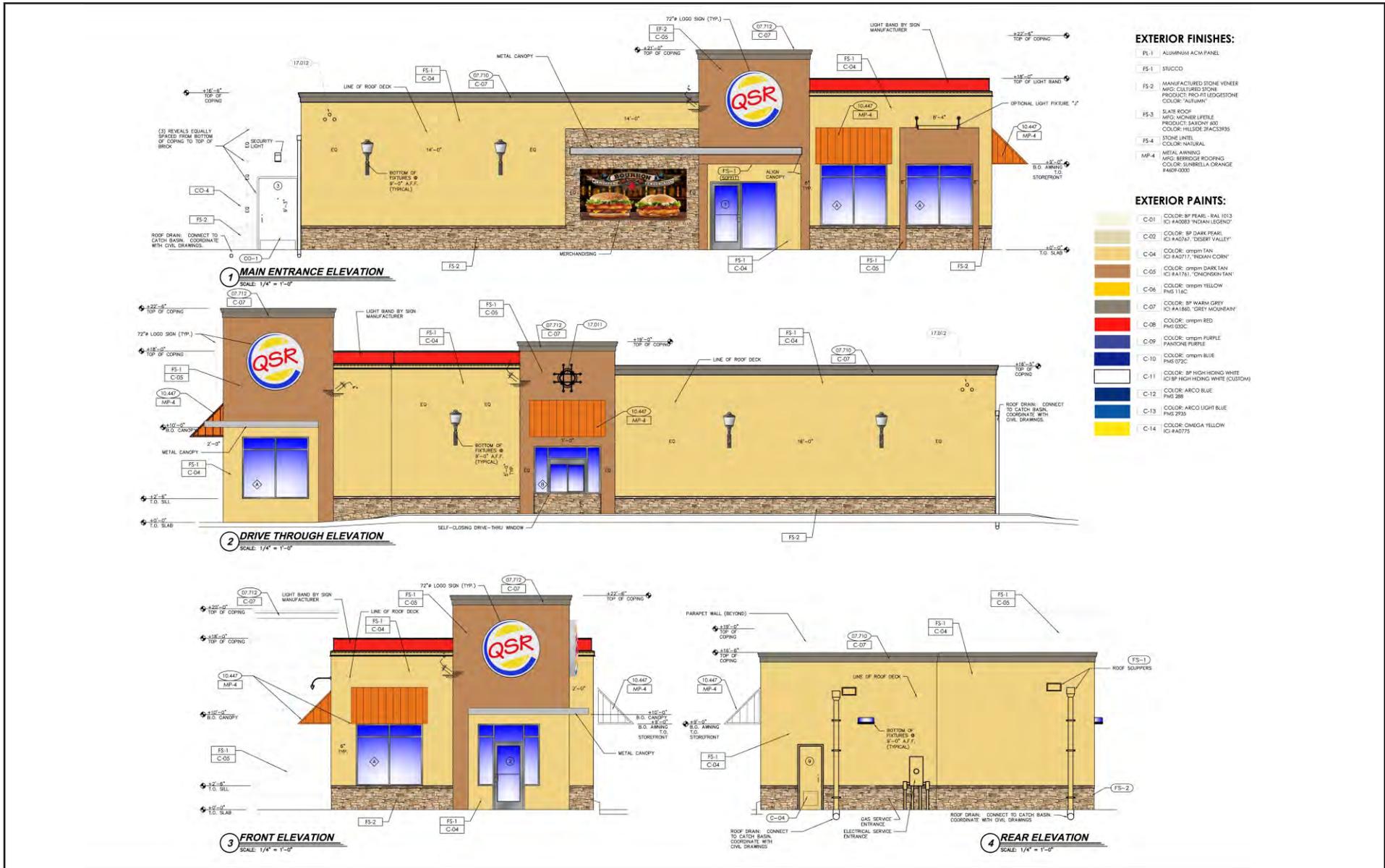


Source: Milestone Associates Imagineering, 2015



Exhibit 2-6c Gas Station Car Wash Elevation

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Source: Milestone Associates Imagineering, 2016



Exhibit 2-6d Restaurant Elevation

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Source:



Exhibit 2-6e Convenience Store Three Dimensional Representation

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Source:



Exhibit 2-6f Canopy Three Dimensional Representation

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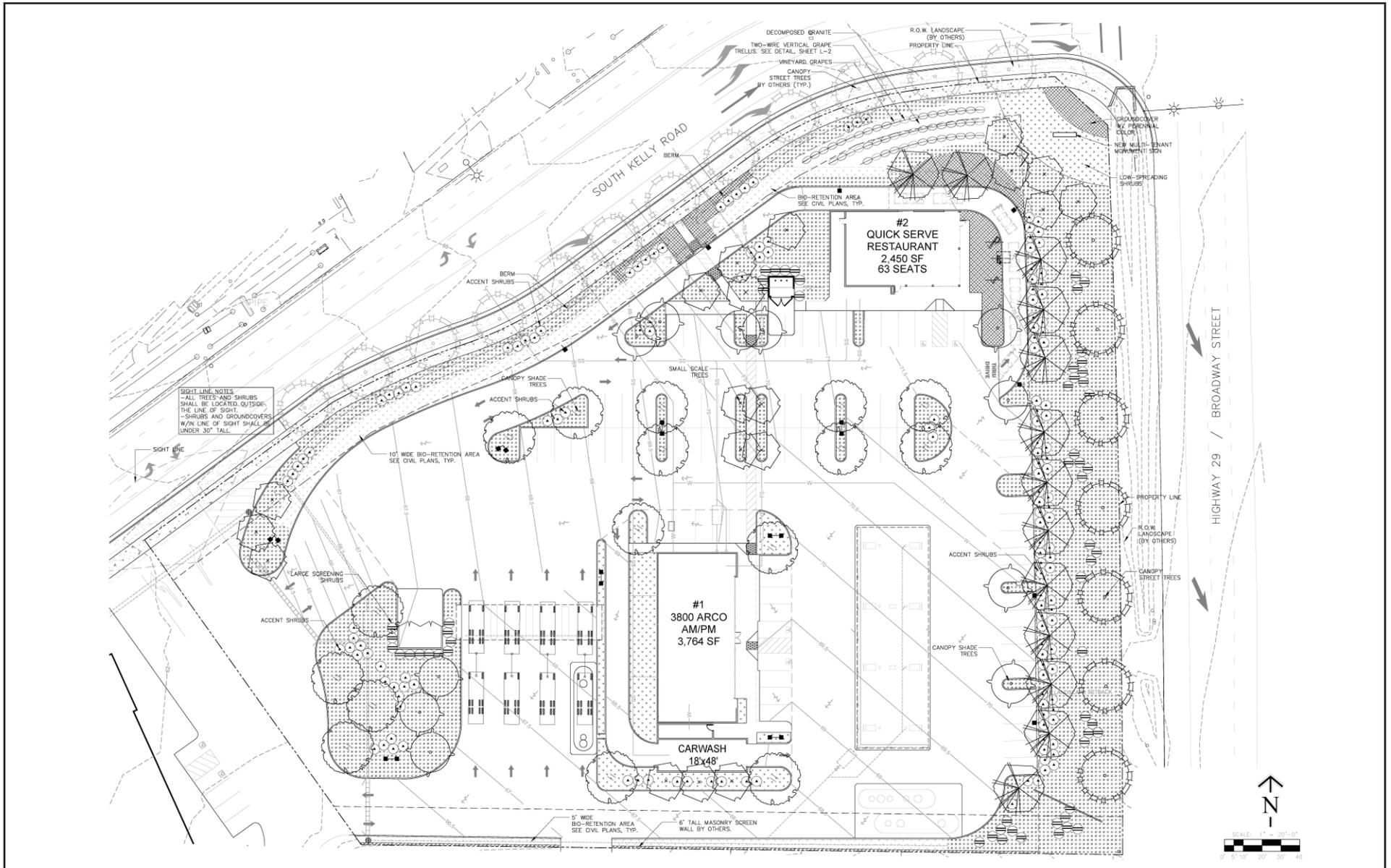


Source:



Exhibit 2-6g Quick Serve Restaurant Three Dimensional Representation

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Source: Milestone Associates Imagineering, 2017



Exhibit 2-7 Landscape Plan - Option 2

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The proposed project is anticipated to be served by recycled water service provided by the City of American Canyon. An existing, 12-inch-diameter, recycled water line is located within Devlin Road; however, it is not currently connected to the City's recycled water system. The Napa Logistics Park Phase 2 Project includes an extension of a 12-inch-diameter recycled pipeline from Green Island Road to connect with the existing line within Devlin Road.

The proposed project will be required to comply with the City's adopted Zero Water Footprint Policy, which is defined as "No loss in reliability or increase in water rates for existing water service customers due to requested increased demand for water within the City's Water Service Area." Sufficient offsets will have to be identified and implemented to cover all of the proposed potable water use for the project in order to comply with this Policy.

Water

~~The proposed project would be served with potable water service provided by the City of American Canyon. The proposed project would connect to an existing 14-inch diameter water line located within Devlin Road.~~

~~The proposed project is anticipated to be served by recycled water service provided by the City of American Canyon. An existing, 12-inch-diameter, recycled water line is located within Devlin Road; however, it is not currently connected to the City's recycled water system. The Napa Logistics Park Phase 2 Project includes an extension of a 12-inch-diameter recycled pipeline from Green Island Road to connect with the existing line within Devlin Road. In the interim period until recycled water service is available, the existing isolated pipeline would be supplied with non-potable groundwater pumped from a well on the Napa Logistics Park site.~~

~~The proposed project will be required to comply with the City's adopted Zero Water Footprint Policy, which is defined as "No loss in reliability or increase in water rates for existing water service customers due to requested increased demand for water within the City's Water Service Area." Sufficient offsets will have to be identified and implemented to cover all of the proposed potable water use for the project in order to comply with this Policy.~~

Wastewater

The proposed project would be served with wastewater service provided by the City of American Canyon. The proposed project would connect to an existing wastewater line located within Devlin Road. The City is also working on the completion of the Devlin Road extension from its current terminus at the Napa Logistics Park site south to Green Island Road. As part of this roadway design, the extension of a new public sewer line south to the Green Island Road Sanitary Pump Station is being designed. If the public sewer line has not been completed within the planned Devlin Road segment by the time the project is completed, the proposed project would tie into an interim sewer pump station within the Napa Logistics Park Project site and use the existing 18-inch-diameter force main that connects to the Green Island Road Sanitary Pump Station until the new public line is operational. Effluent is ultimately conveyed from the Green Island Road Sanitary Pump Station to the City's Wastewater treatment plant via existing pipelines.

Electricity and Natural Gas

Pacific Gas and Electric Company (PG&E) would serve the project with electricity and natural gas service. All service connections would be located underground. Additionally, the existing overhead distribution line that crosses the northern portion of the project site would be relocated underground.

2.4.7 - Wetlands

The parcels containing Buildings E and G and associated infrastructure contain wetlands, and development activities would impact some of these features. Within Lot 5 is a former stock pond that contains the most substantial area of wetlands with the highest quality of habitat. The applicant is proposing to establish an approximately 2.7-acre open space area that includes the stock pond and adjacent wetlands and a 0.3-acre open space area around wetlands at the southwest corner of the site that would protect these features. To mitigate for the loss of wetlands elsewhere within the site, the applicant would create seasonal wetlands within an existing off-site preserve with any remaining mitigation completed at another agency approved off-site location. Refer to Exhibit 3.3-2 and Exhibit 3.3-4 in Section 3.4, Biological Resources for the location of existing wetlands, those wetlands that would be affected by development, and the location of the proposed preserve around the stock pond.

2.4.8 - Single-Family Residence

An existing single-family residence on an approximately 1-acre lot is surrounded on three sides by the project site. The property owner has an existing driveway over the project site to SR-29 as its only access. At the request of the City of American Canyon, the driveway does not conform to current standards and results in vehicles entering and exiting the driveway from a high volume, high-speed State highway. The applicant has incorporated an alternative access across Lot 2 from S. Kelly Road to the residential property to provide alternative access in the future. ~~This alternative access may be necessary if this driveway access is eliminated in the future.~~ A sound wall is proposed along the project boundary with the residential parcel to protect it from project-generated noise.

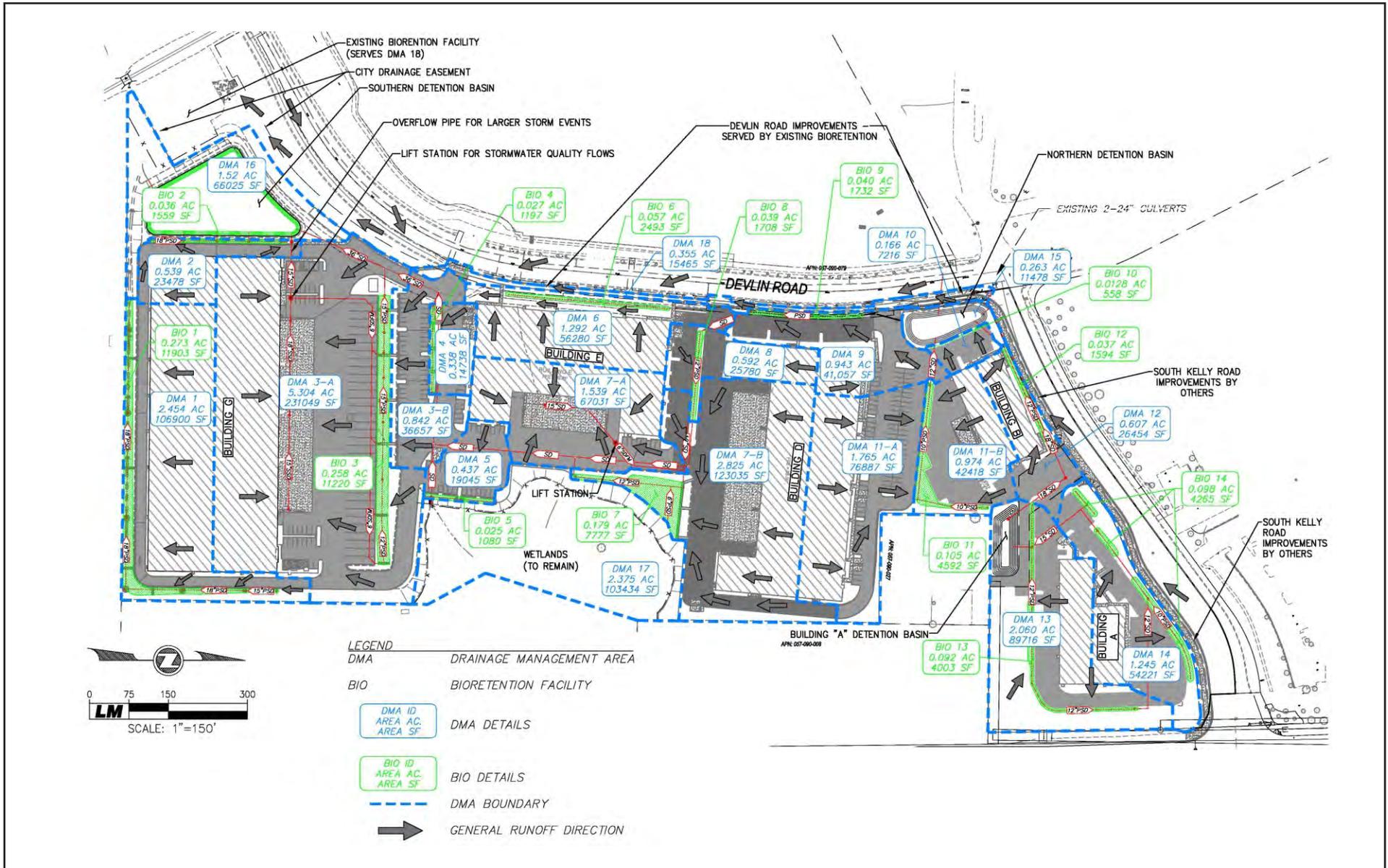
2.4.9 - Existing Billboard

The project site currently contains a nonconforming, non-digital, one-sided billboard that faces southbound SR-29. The billboard is leased to a private party, through 2017. As such, the billboard would remain until the conclusion of the lease, at which time it would be removed at the property owner's expense.

2.4.10 - Phasing

The project may be developed in phases, based on economic conditions and the priorities of the end users. However, this environmental analysis evaluates the project as being developed in a single phase to provide a conservative, "worst-case" evaluation of project impacts. For the purposes of this analysis, the EIR will assume that construction occurs over a 12-month period beginning in January 2018, with the project opening in January 2019.⁵

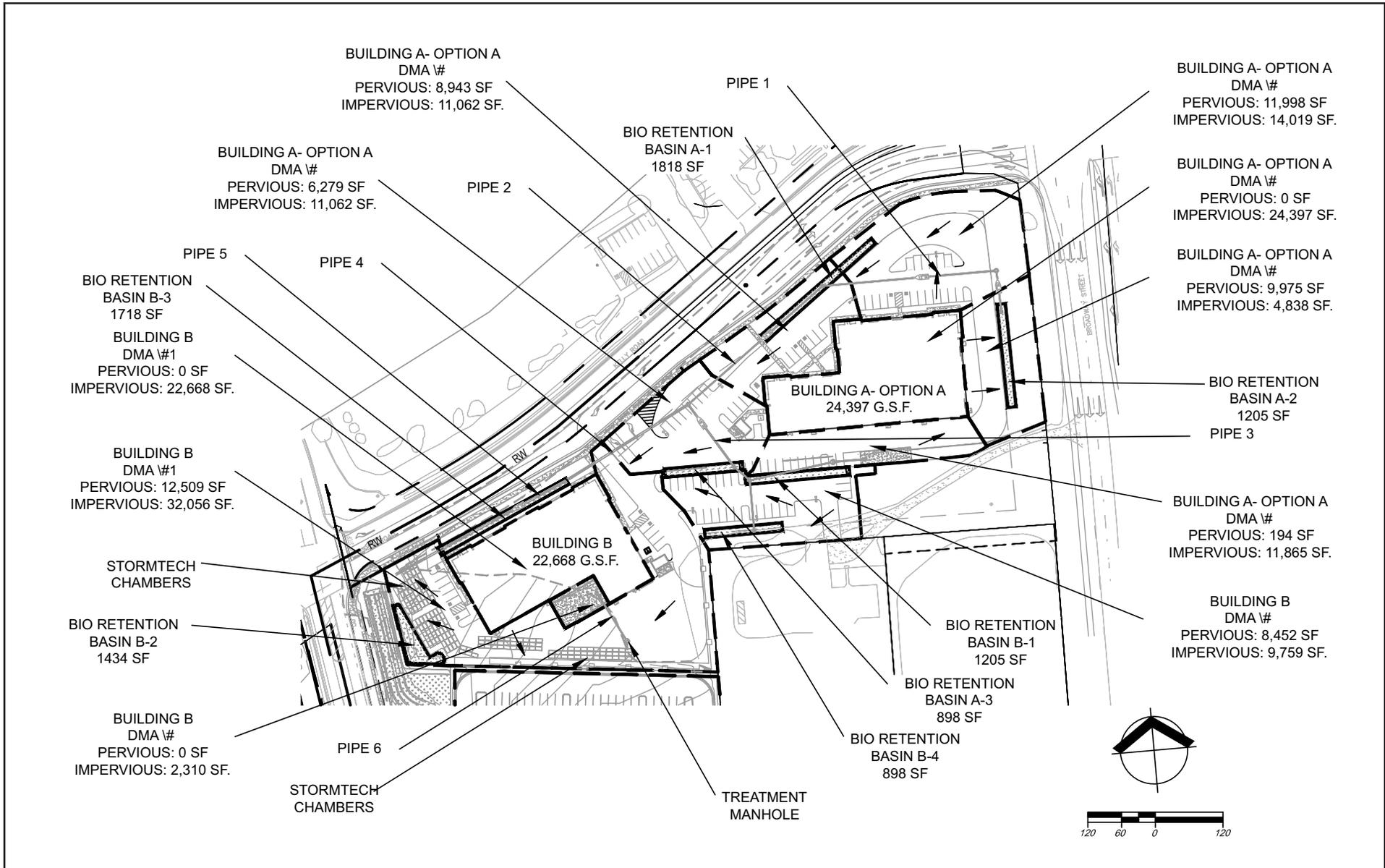
⁵ Although January 2018 has passed, the use of this start date provides for a conservative, "worst-case" scenario because the CalEEMod air emissions model is predicated on construction and mobile vehicle fleets getting cleaner over time.



Source: Laugenour and Meikle, January 2018.



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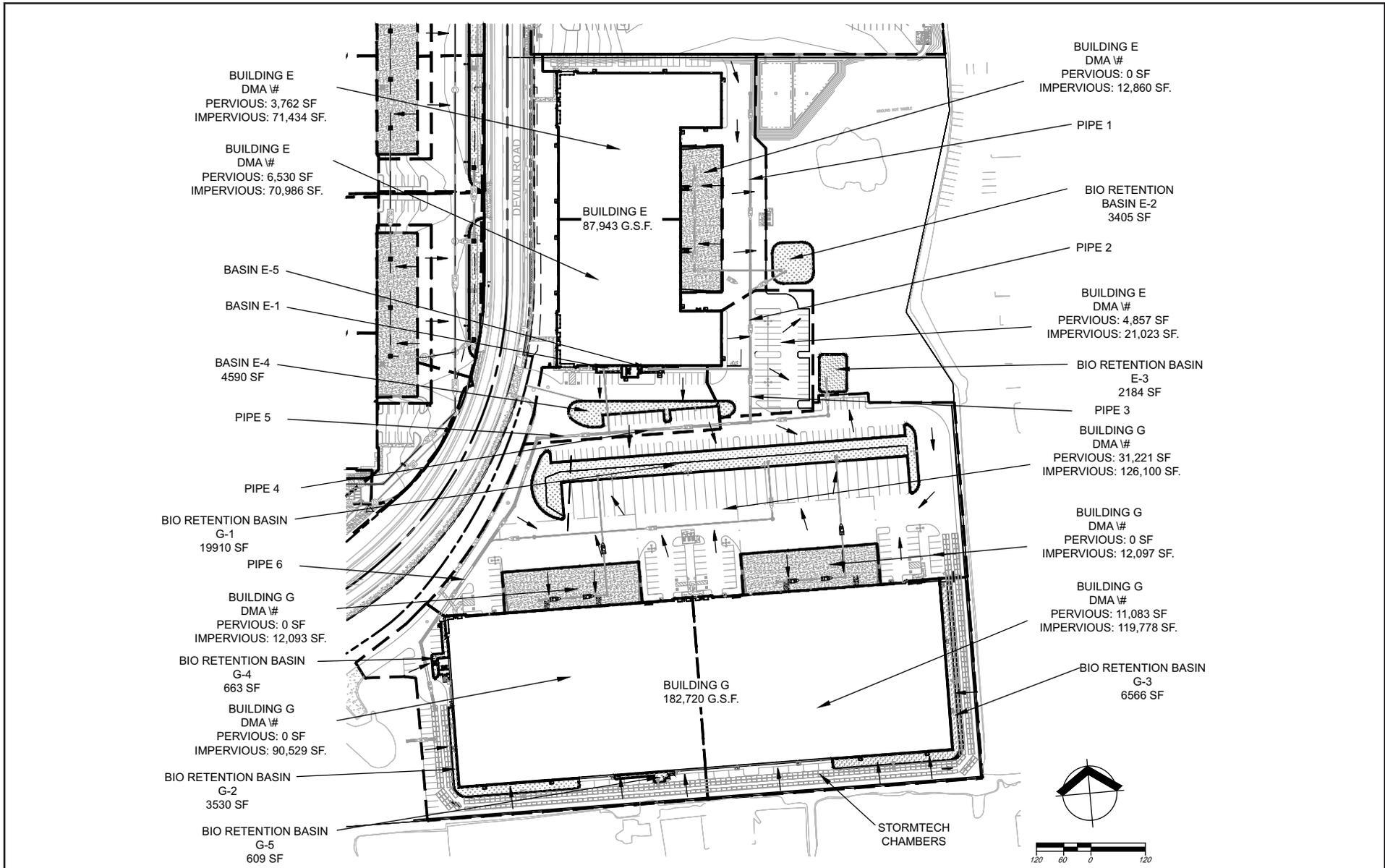


Source: Cardno, 2015



Exhibit 2-8b Buildings A and B Storm Drainage Plan

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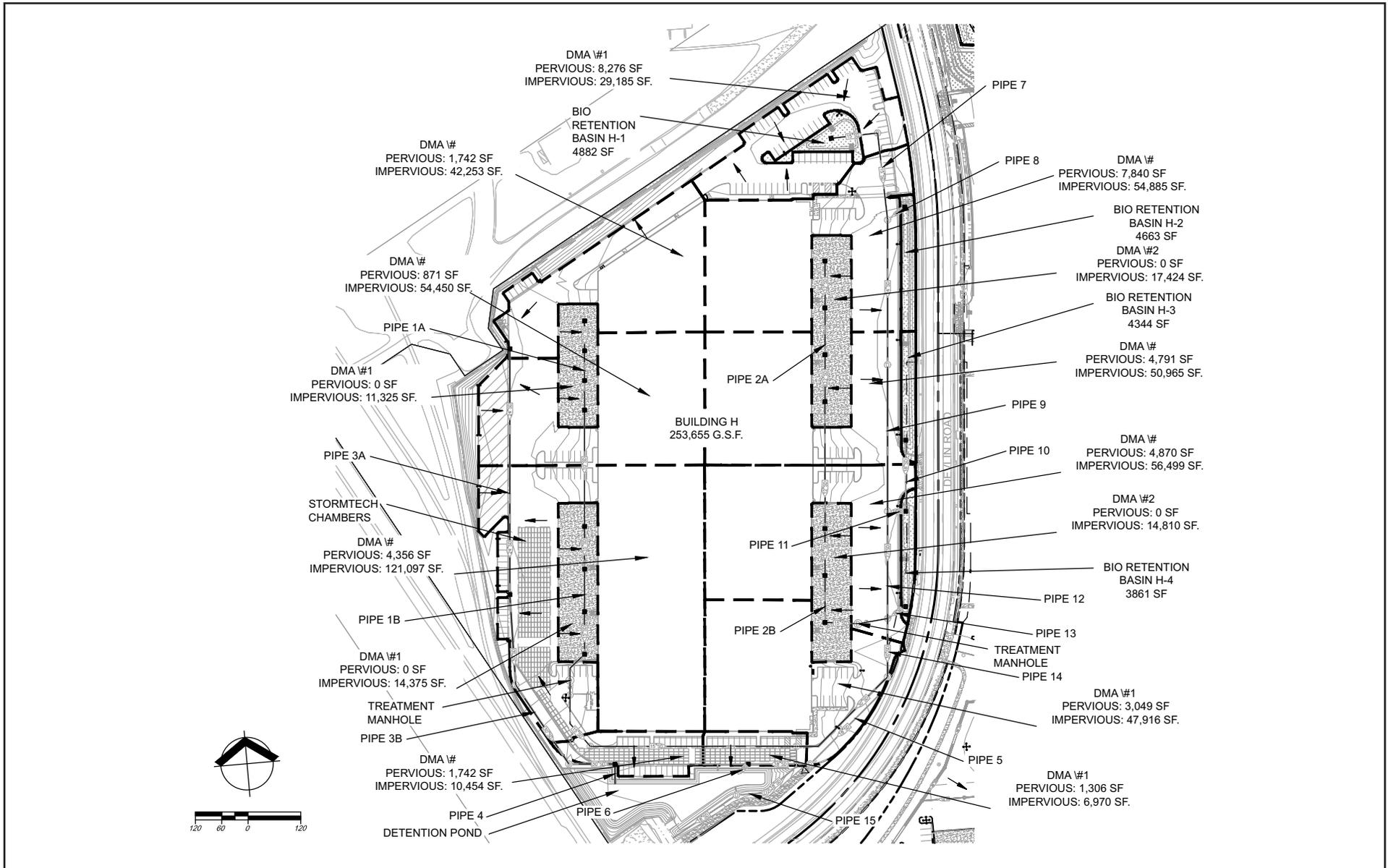


Source: Cardno, 2015



Exhibit 2-8c Buildings E and G Storm Drainage Plan

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Source: Cardno, 2015



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Exhibit 2-8d Building H Storm Drainage Plan

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2.4.11 - Summary of Key Discretionary Approvals

Exceptions

Within the Specific Plan area, certain development standards can be modified through approval of a Conditional Use Permit. The project applicant is seeking approval of two development standard exceptions, described as follows:

- Building B—Building Setback: The applicant is requesting an exception for the Building B site, to reduce the 40-foot average front yard building setback to 25 feet, due to site constraints. This requested front yard setback is along South Kelly Road.
- Building H—Minimum Width of Front Yard Landscape Area: The project applicant is requesting an exception for the Building H site, for the project frontage located south of the southern driveway from Devlin Road. In this area, the applicant proposes reducing the minimum 25-foot width of the landscape area where there is a retaining wall immediately adjacent to the roadway to as little as 1 foot wide.
- Elimination/reduction of side yard landscaping requirement: The applicant is requesting an exception to eliminate or reduce the sideyard landscaping requirements because:
 - Lots 1 and Lot 2 are constrained by the City's requirement that they share a single driveway onto South Kelly Road, and the driveway will be along their common sideyard boundary.
 - Lot 5 does not have usable frontage because of the railway overpass and must take access through Lot 4. In order to provide the access to Lot 5 and site circulation, the sideyard landscaping is interrupted.
 - To allow for internal site circulation across lot lines, improving safety of circulation and limiting the total number of driveways onto Devlin Road, the sideyard landscaping for Lots 3 and 4 is interrupted.~~because of~~

Additionally, there is a 5-acre minimum lot size for Business/Industrial Park areas. The Specific Plan provides that a smaller lot size may be allowed under special circumstances, such as a comprehensive development plan with highly unified site, architectural, landscape, and signage design approaches. The exception to minimum lot size may be approved as part of a Conditional Use Permit approval.

~~Additionally, there is a 5-acre minimum lot size for Business/Industrial Park areas. The Specific Plan provides that a smaller lot size may be allowed under special circumstances, such as a comprehensive development plan with highly unified site, architectural, landscape, and signage design approaches. The exception to minimum lot size may be approved as part of a Conditional Use Permit approval.~~

Engineering Design Exception

The project applicant is seeking approval of the following Engineering Design Exceptions:

- Buildings A and B—Driveway Width: The applicant is requesting an Engineering Design exception for the shared driveway between Building A and Building B. The driveway is proposed at 70 feet in width. The maximum allowable width for commercial driveways is 42 feet in accordance with City criteria. The purpose for the additional width is to accommodate

truck-turning radius in and out of the driveway, as this is the only full-movement driveway proposed on the S. Kelly Road frontage.

- The driveways are not shown as complying with City Standard Drawing 3.11, as they are shown as being level with the street and do not have a driveway approach apron. This design alternative has implications for the design of street drainage and accessibility, and requires a design exception.

Option 2—Additional Discretionary Approvals

Under Option 2, the proposed gas station, ~~truck refueling facility,~~ ~~quick-serve restaurant,~~ car wash, and convenience mart-market on Lot 1 would require additional discretionary approvals, as follows:

1. ~~First,~~ The Napa County Airport Industrial Area Specific Plan would need to be amended to specifically allow these uses on Lot 1.
2. ~~Second,~~ The existing Urban Limit Line agreement between the City of American Canyon and the County of Napa would need to be amended to allow these uses.
3. ~~Lastly,~~ An Industrial Land Use Easement amendment would be required.

2.5 - Project Objectives

The objectives of the proposed project are to:

1. Facilitate the development of land contemplated for urban development to its highest and best use.
2. Positively contribute to the local economy via new capital investment, creation of new employment opportunities, and the expansion of the tax base.
3. Provide the City of American Canyon with a high-quality, employment-generating industrial development.
4. Serve local and regional demand for warehouse and wine warehouse uses, as well as providing the option of business-park serving commercial uses.
5. Locate a 24-7 industrial land use in a manner that allows for direct and safe access to the regional highway network while avoiding impacts to residential areas.
6. Facilitate the logical and orderly development of the Devlin Road corridor in accordance with the City of American Canyon General Plan and Napa County Airport Industrial Area Specific Plan.
7. Create a range of new employment opportunities for local residents.
8. Contribute to the long-term fiscal health of the City of American Canyon by generating new taxable sales, development impact fees, business license fees, and other sources of revenue.

9. Minimize potential truck and pedestrian conflicts through site planning that clearly separates truck and pedestrian access areas.
10. Minimize noise and land use compatibility impacts to the surrounding uses through site planning measures such as building orientation, screen walls, and landscaping.

2.6 - Intended Uses of this Draft EIR

This Draft EIR is being prepared by the City of American Canyon to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. Pursuant to CEQA Guidelines Section 15367, the City of American Canyon is the lead agency for the proposed project and has discretionary authority over the proposed project and project approvals. The Draft EIR is intended to address all public infrastructure improvements and all future development that are within the parameters of the proposed project.

2.6.1 - Discretionary and Ministerial Actions

Discretionary approvals and permits are required by the City of American Canyon for implementation of the proposed project. The project application would require the following discretionary approvals and actions, including:

Option 1 (Warehouse on Lot 1)

- Use Permits. In addition to allowing the proposed warehousing uses and the proposed amount of square footage on each site, the Use Permits are requested to allow building heights over 35 feet, extending up to 75 feet in height; to allow relaxation of the front yard building setback for Building B and reduction of the landscaped setback areas for Building H; ~~and to allow Lots 1 and 2 to be less than 5 acres in size; and to allow removal or reductions in side-yard landscaping requirements.~~ **There would be a total of four three Use Permits: one for Lots 1 and 2, one for Lot 4 and one for Lot 5**~~There would be a total of four Use Permits: one for Lots 1 and 2, one for Lot 4, one for Lot 5 and one for the parcel west of Devlin Road.~~
- Tentative Subdivision Map
- Development standard Exceptions—part of the Use Permit application (two total; see previous discussion)
- Engineering Design Exception (two total; see previous discussion)
- Design Permits for Buildings E and G-
- Consistency Determination from the Napa County Airport Land Use Commission for the increase in building height-

Subsequent actions would be required for the implementation of the proposed project including Aa Use Permit for Building H, and Design Permits for Buildings A, B, and H, all of which would require Planning Commission action, and the issuance of ministerial permits such as grading, building, and encroachment permits~~Subsequent ministerial actions would be required for the implementation of~~

the proposed project including Design Permits for Buildings A, B, and H, and issuance of grading and building permits.

Option 2 (Gas Station, Truck Refueling Facility, Quick Serve Restaurant on Lot 1)

- Specific Plan Amendment
- Amendment of Urban Limit Line Agreement with County
- Industrial Land Use Easement Amendment
- Use Permits. In addition to allowing the proposed warehousing uses, the Use Permits are requested to allow building heights over 35 feet, extending up to 75 feet in height; to allow relaxation of the front yard building setback for Building B and reduction of the landscaped setback areas for Building H; and to allow Lots 1 and 2 to be less than five acres in size.
- Tentative Subdivision Map
- Development Standard Exceptions—part of the Use Permit application (two total; see previous discussion)
- Engineering Design Exception (two total; see previous discussion)
- Design Permits
- Consistency Determination from the Napa County Airport Land Use Commission for the increase in building height on Lots 2–5 and on the property west of Devlin Road and changes in allowed land uses.

For both Options 1 and 2, the EIR is intended to provide environmental review for a potential future Development Agreement that would increase the time period within which the Use Permit must be acted upon from the maximum of 2 years allowed by the initial 1-year approval and the maximum of a one-year extension. The environmental review assumes that the community benefits that would be provided in exchange for such an increase in timing to exercise the project approvals would not involve physical environmental changes but financial contributions, and that any project having a physical impact on the environment would be subject to its own separate environmental review.

Subsequent ministerial actions would be required for the implementation of the proposed project including issuance of grading and building permits.

2.6.2 - Responsible and Trustee Agencies

A number of other agencies in addition to the City of American Canyon will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following:

- United States Army Corps of Engineers
- California Department of Transportation

- California Department of Fish and Wildlife
- California Public Utilities Commission
- San Francisco Bay Regional Water Quality Control Board
- County of Napa
- Napa County Airport Land Use Commission
- Napa Sanitation District

Actions that are necessary to implement the project that must be taken by other agencies are:

- Issuance of 404 Permit—United States Army Corps of Engineers
- Issuance of Section 401 Water Quality Certification—San Francisco Bay Regional Water Quality Control Board
- Issuance of Encroachment Permits for Work Within a State Highway—California Department of Transportation
- Issuance of Encroachment Permits for Work Within a County Roadway—County of Napa Public Works Department
- Consistency Determination with Napa County Airport Land Use Compatibility Plan—Napa County Airport Land Use Commission
- Authority to Construct and Permit to Operate Gasoline Storage Tank and Vapor Recovery System—Bay Area Air Quality Management District
- Underground Storage Tank Permit to Operate—County of Napa Environmental Health Division
- Approval of a General Order 33-B for rail spur extensions—California Public Utilities Commission

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