

“B”

**Napa Valley Business Park Specific Plan
Amendments**

Collector Roads. The plan calls for two systems of 2-, 3-, and 4-lane collector roads to serve internal planning area traffic movements, and to connect with the major highway system. A north-south extension of Devlin Road will provide a collector system for the areas west of S.R. 29; and Kelly Road will provide a collector system for the east side.

Completion of the Devlin Road extension is expected to be warranted sometime after the year 2000 (year 15 to 20). Until then segments should be constructed by individual developers as needed.

The completed Devlin Road extension will provide a north-south connection between the Soscol Ferry Road undercrossing and Green Island Road. The northern section between Soscol Ferry and Airport Roads will ultimately require three to four lanes since it will connect both the northern planning area and the Napa Valley Corporate Park to Jameson Canyon Road. The section between Airport Road and the northern SPTC track will operate adequately at three lanes (two travel and a continuous left turn center lane). The last section between the tracks and Green Island Road will operate adequately at two lanes, if left-turn lanes are provided at all minor access points.

The plan and EIR indicate that Kelly Road will also operate adequately at two lanes if left-turn lanes are provided at all minor access points.

All other designated collector routes will operate at adequate service levels at either three or two lanes, depending on projected traffic volumes. The plan Circulation Element indicates which road segments are four, three, and two lanes.

Minor Roads. A system of minor roads will be needed to provide access to abutting lands. All minor roads will operate adequately at two lanes.

Intersections

S.R. 29/S.R. 12 (Jameson Canyon Road/Airport Road Intersection). The plan calls for immediate widening of the southbound S.R. 29 and eastbound S.R. 12 approaches to this intersection to accommodate two left-turn lanes. By the year 2000, construction of a diamond-type grade-separated intersection is expected to become necessary.

S.R. 29/S.R. 221 (Soscol Avenue) Intersection. Construction of a grade-separated intersection is expected to become necessary prior to the year 2000.

Signalization. The signalization of major internal intersections is expected to become necessary sometime after the year 2000 (between year 2000 and 2005).

F. PUBLIC FACILITIES POLICIES

Sanitary Sewer Service

Sewer Layout. A schematic layout for planning area sewage collection is suggested in the plan. The layout is limited to common trunk lines necessary to provide adequate gravity collection to all

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 PC.
 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, monolithic or meandering concrete walk or 10-foot wide bike path with 1-foot shoulders shall be installed by the developer within 90 days of completion or occupancy of the building. The walk or bike path shall be constructed within the landscape setback along street frontages as shown on figures 14 and 16 and Napa Valley Vine Trail 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 PC. PC 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.

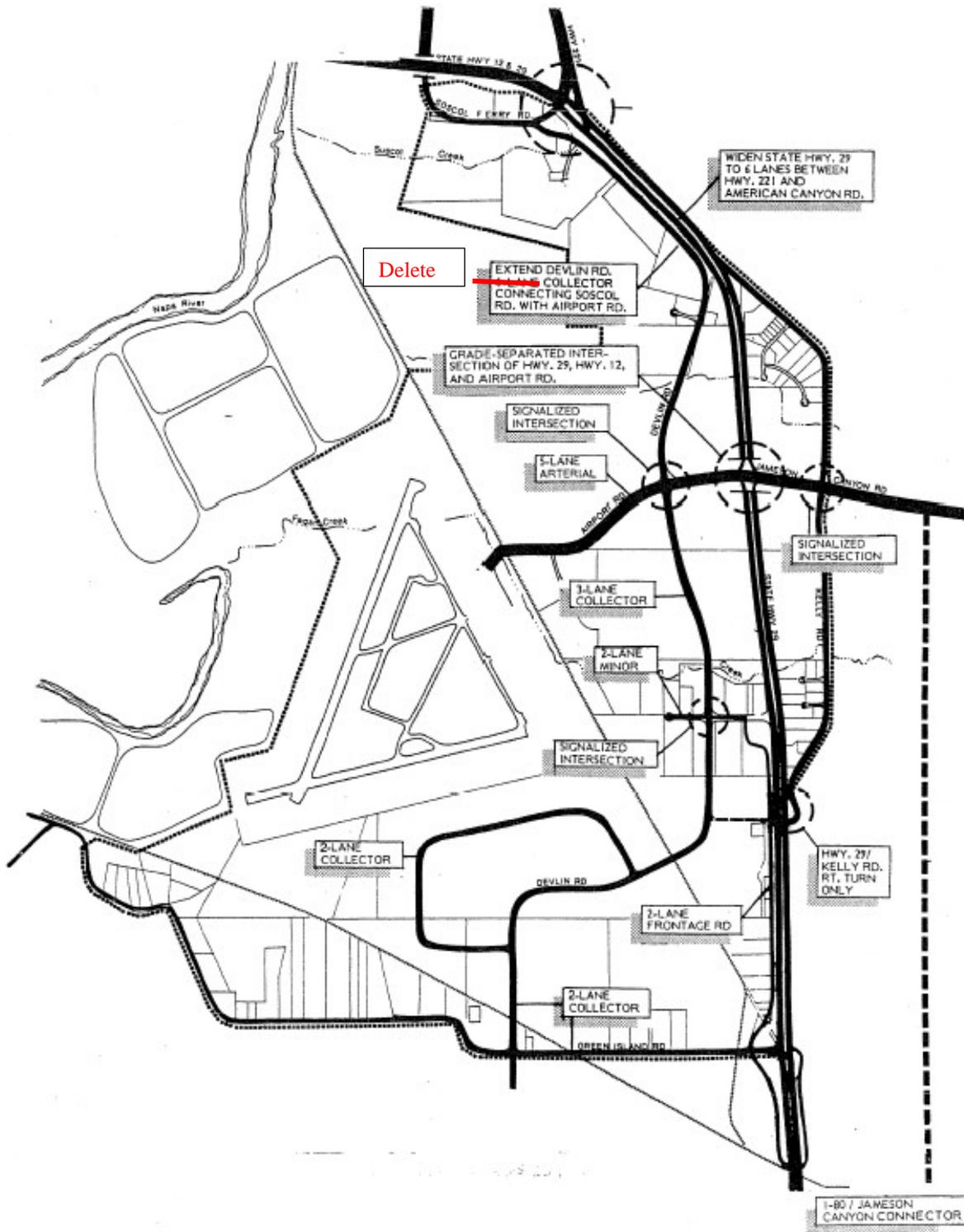


FIGURE 7
RECOMMENDED
CIRCULATION
IMPROVEMENT
PROGRAM

-  HIGHWAY
-  ARTERIAL
-  COLLECTOR
-  MINOR

**FIGURE 8
RECOMMENDED
CIRCULATION
DIAGRAM**

- 4 NUMBER OF LANES NEEDED
- TRAFFIC SIGNAL

bicycle/pull-off lanes and sidewalks on each side. No direct access to local properties should be permitted from Airport Road. These properties should be accessed from new collector streets which intersect with Airport Road. The existing Airport Road crossing of the SPTC tracks should be widened to four lanes without a median or median barriers.

3. Collector Roads

Two systems of 2-, 3-, and 4-lane collector streets are shown on Figures 7 and 8 to serve internal traffic movements within the planning area, and to connect planning area properties with the major highway system. A north-south extension of Devlin Road is the collector system for the west side of the planning area. Kelly Road provides the collector system for the east side.

- a. Devlin Road Extension. A north-south extension of Devlin Road will provide a through connection between the Soscol Ferry Road undercrossing and Green Island Road. Since the northern section of this route between Soscol Ferry and Airport Roads will connect both the northern planning area and the Napa Valley Corporate Park to Jameson Canyon Road (S.R. 12 east), the EIR indicates that this section will require a 3 to 4-lane configuration ~~two travel lanes in each direction~~ to operate at an adequate level of service. The section between Airport Road and the northern SPTC track will operate at adequate service levels with 3 lanes, i.e., two travel lanes and a continuous striped left-turn center lane. The last section between the northern SPTC tracks and Green Island Road will operate adequately with 2 lanes, provided that left-turn lanes are provided at all minor access points.
- b. Kelly Road. The EIR indicates that the Kelly Road collector will also operate adequately with 2 lanes, provided that left-turn lanes are provided at all minor access points. Kelly Road access limitations to S.R. 29 were described under Section D.1.b above. All other designated collector routes will operate at adequate service levels at either 3 lanes; i.e., two through travel lanes and a continuous (striped) left-turn center lane, or 2 lanes, depending upon projected traffic volumes. Figure 8 indicates which collector segments are 4, 3 and 2 lanes.

Design standards for collector roads are described in Section F.3 of this Circulation Element. Exemptions to the Design Standards for transitional uses can be approved by Use Permit.

4. Minor Roads

A system of **minor** roads is shown on Figures 7 and 8 which will provide needed access to immediately adjacent lands. All minor roads shown will operate at adequate service levels with 2 lanes. (One of these minor road segments will operate as the westside S.R. 29 frontage road described earlier under Section D.1.c of this Circulation Element.)

The EIR indicates that Tower Road access to S.R. 29 should be limited to right turns (southbound) only, as shown on Figure 8. In addition, no left turns on or off of the two Kelly Road intersections with S.R. 29 will be possible when the highway is widened to a 6-lane divided facility.