SUBJECT
Continued Public Hearing to consider Resolutions to recommend the City Council:

1. certify an Environmental Impact Report for the revised Napa Airport Corporate Center project, the development of Assessor’s Parcel Number 057-090-085, a 15.65 acre site west of Devlin Road, with a 254,080 square foot warehouse, and the development of an alternative project on Lot 1 including a gas station, truck refueling, car wash quick serve restaurant, and a convenience market;
2. approve a Tentative Map on Assessor’s Parcel Number (APN) 057-090-086,
3. approve a Use Permit to allow up to 47,065 square feet of warehouse development on Lots 1 and 2, and
4. approve Conditional Use Permits and Design Permits to allow construction of 67,547 square foot and a 146,929 square foot warehouses on Lots 4 and 5 respectively, in the revised Napa Airport Corporate Center Project, located in the Napa Airport Industrial Area Specific Plan (File Nos. PL14-0019, PL14-0020, PL14-0022, PL14-0023).

PROJECT LOCATION
Assessor Parcel Numbers 057-090-086, southwest of intersection of South Kelly Road and State Route 29 and east of Devlin Road

APPLICANT/OWNER
Napa Airport Corporate Center I, applicant and property owner,

ENVIRONMENTAL REVIEW
The City of American Canyon has prepared an Environmental Impact Report (EIR – State Clearinghouse No. 2014122005) for the Napa Airport Corporate Center Project in accordance with the California Environmental Quality Act.

STAFF CONTACT
Brent Cooper, AICP, Community Development Director and Colette Meunier, AICP, Contract Project Planner

REQUESTED ACTIONS
1. Receive staff report.
2. Open Public Hearing.
3. Receive public testimony.
5. Commission comments and questions.
6. Adopt five Resolutions as follows:
   a. Recommend the City Council certify the Napa Airport Corporate Center Final Environmental Impact Report (EIR).
   b. Recommend the City Council approve a tentative subdivision map to divide a 30.27-acre site into five lots.
c. Recommend the City Council approve a Conditional Use Permit for Lots 1 and 2 for 47,065 square feet of warehouse development, including the flexibility to combine Lot B with Lot D and develop up to 112,467 square feet.

d. Recommend the City Council approve the Lot 5 Conditional Use Permit and a Design Permit for a 67,547 square foot warehouse.

e. Recommend the City Council approve the Lot 5 Conditional Use Permit and Design Permit for a 146,929 square foot warehouse.

### Site Information

<table>
<thead>
<tr>
<th>General Plan Designation</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning District</td>
<td>Napa Airport Industrial Area Specific Plan (SP-2): Light Industrial/Business Park</td>
</tr>
<tr>
<td>Site Size</td>
<td>47.56 acres for the project site evaluated in the EIR; 30.27 acres for the revised NACC project under consideration.</td>
</tr>
<tr>
<td>Present Use</td>
<td>Vacant, except for a billboard</td>
</tr>
<tr>
<td>Surrounding Zoning and Uses</td>
<td>North: Napa County Airport Industrial Area South: Diablo Timber East: Pacific Auto Salvage, and a single family residence West: Napa Branch Railway and Building 1 in the Napa Logistics Park</td>
</tr>
<tr>
<td>Access</td>
<td>Site access is from South Kelly Road and Devlin Road</td>
</tr>
</tbody>
</table>

*Figure 1: Project location and vicinity – Red outlined area is the revised Napa Airport Corporate Center Project*
BACKGROUND AND PROJECT OVERVIEW

Background

The City prepared a Draft Environmental Impact Report (EIR) to evaluate the potential environmental effects of the Napa Airport Corporate Center (NACC) development which includes 571,099 square feet of warehouse on a 47.56 acre site. This development was in addition to a 90,799 square foot warehouse that has not yet been constructed which was approved by Napa County prior to City annexation of the property. The project also includes alternative development for the lot at the South Kelly Road and State Route 29 intersection. This alternative would replace a 24,397 square foot warehouse with a gas station, truck refueling, car wash, quick serve restaurant, and convenience market. This alternative development is the subject of a separate development application made by Norcal Foods II.

A brief project history/milestone list is shown below:

**Figure 2: NACC Milestones**

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft EIR circulated for public comment for 45 days.</td>
<td>July 21, 2016 to August 15, 2016</td>
</tr>
<tr>
<td>Planning Commission reviewed the Draft EIR.</td>
<td>July 28, 2016</td>
</tr>
<tr>
<td>Applicant suspended the application and changed project engineers, revised the project to accommodate needed right-of-way for South Kelly Road/ State Route 29 improvements, and updated the stormwater management plan.</td>
<td>September 2016 - April 2017</td>
</tr>
<tr>
<td>Lot Line Adjustment application submitted to separate the parcel on the west side of Devlin Road from the rest of the NACC Project for the Napa-Vallejo Waste Management Authority. This property is identified in the Draft EIR as “Building H”.</td>
<td>September 2017</td>
</tr>
<tr>
<td>Lot Line Adjustment application approved. No development proposal west of Devlin Road is proposed at this time.</td>
<td>October 2017</td>
</tr>
<tr>
<td>NACC Applicant resubmitted a revised application to reduce the maximum development square footage from 571,099 square feet to 515,621 square feet.</td>
<td>November 1, 2017</td>
</tr>
<tr>
<td>NACC Application deemed complete.</td>
<td>March 29, 2018</td>
</tr>
<tr>
<td>Final Environmental Impact Report and Response to Comments (&quot;Final EIR&quot;) prepared and released.</td>
<td>April 13, 2018</td>
</tr>
</tbody>
</table>

At this time, the Planning Commission is requested to consider recommending certification of the EIR to the City Council. The EIR consists of the 2016 Draft EIR, and the April 2018 Final EIR, together with the appendices to both documents.

In conjunction with the EIR, the applicant has submitted a number of discretionary applications. Initially, the applicant proposed Use Permit and Design Permit approvals for five warehouse buildings up to 75 feet on a six lot subdivision. The applications now under consideration are four buildings (A, B, E, and G) on
four lots (1, 2, 4, and 5, respectively) totaling a maximum of 261,541 square feet. The specific project application changes are as follows:

- The 75-foot building height request is withdrawn.
- The Building H Use Permit and Design Permit on the west side of Devlin Road is withdrawn.
- Consolidated Design Permits proposed on Lots 1 and 2 with a single Conditional Use Permit.
- The 50% General Warehouse and 50% Wine Warehouse assumption was changed to 100% General Warehouse.

This project was scheduled for Planning Commission consideration on April 26, 2018. The applicant requested the hearing be continued to provide time to revise conditions of approval that discuss replacing an adjacent single family home driveway. The revised conditions are included in Attachment 2, the Tentative Subdivision Map Resolution (Conditions 39, 45 and 46) and Attachment 3, the Resolution regarding the Use Permit for Lots 1 and 2 (Conditions 14, 15, and 25).

**NACC Project Description**

1. **Project Site**

The original 47.56 acre project site included property on both sides of Devlin Road south of Napa County Airport, and west of State Route 29, south of South Kelly Road, with frontage along Devlin Road. Figure 1 depicts the current NACC project site outlined in red on the east side of Devlin Road only. The west side parcel is included in the EIR analysis. However, this parcel was recently sold to the Napa-Vallejo Waste Management Authority. The Napa-Vallejo Waste Management Authority does not proposed development entitlements at this time. Adjacent uses include:

<table>
<thead>
<tr>
<th>North</th>
<th>Devlin Road Transfer Station, South Kelly Road, and existing industrial development to the north of S. Kelly Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>Pacific Auto Salvage and a single family residence, then SR 29</td>
</tr>
<tr>
<td>South</td>
<td>Diablo Timber</td>
</tr>
<tr>
<td>West</td>
<td>Napa Branch Line railroad and Building 1 in the Napa Logistics Park development</td>
</tr>
</tbody>
</table>

2. **Project Applications**

The revised NACC project includes the following development applications east of Devlin Road:

a. A Tentative Subdivision Map to divide a 30.27-acre parcel into five lots. One parcel would be developed with the County-approved 90,799 square foot warehouse. The other four lots are subject to a Use Permit and Design Permit application as described in paragraphs b through d. The subdivision layout is shown the Figure 2 and in Attachment 6.

b. A Use Permit for Lots 1 and 2 for up to 47,065 square feet of warehouse and accessory retail/office uses on 5.52 acres. The Use Permit provides the applicant flexibility to submit a Design Permit application to combine development on Lot 3 with either Lots 1 and 2, or just with Lot 2.

c. A Conditional Use Permit and a Design Permit on Lot 4 for a 67,547 square foot warehouse and accessory retail/office uses on 6.73 acres.

d. A Conditional Use Permit and Design Permit to Permit on Lot 5 for a 146,929 square foot warehouse and accessory retail/office uses on 11.42 acres.
The remaining development evaluated in the EIR is subject to a subsequent discretionary approval. This development consists of:

a. A 254,080 square foot warehouse on the west side of Devlin Road, and
b. the Norcal Foods II gas station, truck refueling, car wash, quick serve restaurant and convenience market (Option 2 for Lot 1) at the southwest corner of S. Kelly Road and SR-29.

The proposed NACC warehouse buildings would consist of concrete tilt-up panel construction. Vehicular access would be provided from South Kelly Road and Devlin Road. The project shares financial responsibility with the Napa Logistics Park to extend recycled water and sewer lines from the project site to the corner of Green Island Road and Commerce Boulevard and improvements to the intersection of South Kelly Road and State Route 29. Each of these development applications is further described and evaluated in the following section.

ANALYSIS OF THE PROPOSED PROJECT
This section includes the following:

A. Development Applications and Evaluation of Issues
B. Project Consistency with the General Plan and the Napa Airport Industrial Area Specific Plan
C. Overview of the EIR findings.

A. Development Applications and Evaluation of Issues

1. Tentative Subdivision Map

The Tentative Subdivision Map would subdivide a 30.27 acre parcel on Devlin Road and S. Kelly Road into five lots and public road right-of-way (ROW), as summarized in the following table:

<table>
<thead>
<tr>
<th>Lot 1</th>
<th>Lot 2</th>
<th>Lot 3</th>
<th>Lot 4</th>
<th>Lot 5</th>
<th>ROW</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.51 acres</td>
<td>2.01 acres</td>
<td>5.58 acres</td>
<td>6.73 acres</td>
<td>11.42 acres</td>
<td>1.03 acres</td>
</tr>
</tbody>
</table>

The ROW dedication along the northern portion of the project site accommodates improvements to S. Kelly Road and SR 29. See Figure 2 on the following page for the subdivision layout and Attachment 6, the NACC Tentative Map plans.
Figure 2: Proposed Tentative Subdivision Map
The Vine Trail: In 2010, Devlin Road was constructed across the proposed subdivision frontage. However, the 2012 Bicycle Trail Master Plan was adopted into the General Plan. This plan shows a Class 1 off-street Vine Trail along the east side of Devlin Road. To comply with the General Plan, the applicant will dedicate an additional public access easement and widen the Devlin Road east side sidewalk to eight feet with two-foot shoulders on either side. A Class 1 off-street trail is proposed along the S. Kelly frontage in lieu of providing Class 2 bicycle lanes. The Tentative Subdivision Map Plan Sheet TM1.1C shows the location of both Class 1 trails. The conditions of approval require public access easements and construction of these trails as part of the subdivision improvements.

Adjacent Single family home Replacement Driveway: An existing single family home is located adjacent to the Project. Access to the home from SR 29 is provided by a driveway across the NACC project site close to the S. Kelly SR 29 intersection. Development of the NACC project site and the Napa Logistics Park property will increase automobile and truck traffic. To accommodate this traffic increase, the S. Kelly Road/SR 29 intersection will be improved with a free right hand turn from S. Kelly Road to southbound SR 29. To improve traffic operations and safety, the Tentative Subdivision Map provides a new access easement for the single family home to S. Kelly Road through the NACC project site across Lots 1 and 2. The existing driveway would not be removed until the new driveway access to S. Kelly Road is constructed.

Wetlands: A wetland delineation for the property shows approximately 3.49 acres of seasonal wetlands in the eastern portion of Lot 4. These wetlands are proposed to be preserved and protected. Other wetlands within the subdivision would be removed and mitigated. Subject to resource agency approval, the applicant intends to offset these wetland losses with the purchase of offsite wetland credits.

Lot 5 Access Easement: The Devlin Road railroad overpass embankment extends across nearly the entire frontage of Lot 5. To provide Devlin Road vehicle access to Lot 5, an access easement across Lot 4 is provided on the subdivision map.

Sanitary Sewer: Currently, Devlin Road south of S. Kelly Road terminates at Middleton Way. Devlin Road has sewer, water, and recycled water lines within the roadway, but the sewer and recycled water are not connected to the City’s system. The NACC project will construct these connections, or contribute a fair share towards the cost to construct the connections if they are built by another developer.

In the short run, potable water could be used on an interim basis until recycled water is available. If NACC does not construct needed sewer connections, the applicant has several alternatives. These include: 1) constructing a private pump station and force main to discharge to the Tower Road pump station, or 2) cooperating with the Napa Logistics Park developer to discharge into their interim sewer system and private pump station. These alternatives are outlined in the conditions of approval.

Stormwater System: Historically, stormwater runoff from the Pacific Auto Salvage property has flowed across the NACC project site. The Pacific Auto Salvage property owner expressed concern that the NACC project would block this historical stormwater runoff and cause flooding on his site. The preliminary NACC grading plan would allow historical stormwater runoff to continue by maintaining the current grade difference between the Pacific Auto Salvage property and the NACC project. A condition of approval requires that the site improvement plans within the subdivision must accommodate the historical drainage from the adjacent property.

The stormwater system for Lots 1 and 2 include bioswales and individual detention basins. The stormwater from these two lots discharge into an existing storm drain that flows north across S. Kelly
Road at Devlin Road. Lots 3, 4, and 5 include shared bioswales and piping that flow to a major detention basin on Lot 5. Conditions of approval ensure that these shared systems can be constructed regardless of which part of the subdivision develops first.

**Parcel Sizes:** The Light Industrial/Business Park within the Napa County Airport Area Specific Plan requires a five acre minimum parcel size. Lots 1 and 2 are 3.51 and 2.01 acres respectively, and do not meet this minimum size requirement. However, Chapter V. *Land Use Element, Section B. Light Industrial/Business Park Areas,* Subsection 3, *Site Development Standards,* allows lot sizes less than five acres when they are part of a comprehensive development plan. Staff recommends approval of the smaller lot sizes for the following reasons:

a. Lots 1 and 2 are constrained by the irregular parcel boundary on the east because of the one-acre house site which creates a notch into the project site and by the already approved development (Building D) located to the south of these two lots. The area of these two lots is also reduced because of the need to provide the ROW dedication of 1.03 acres.

b. Lots 1 and 2 must share a single driveway onto S. Kelly Road which requires the development of two buildings instead of one larger one. Allowing two lots would better accommodate financing and ownership of two buildings.

c. These two lots are part of a coordinated development, which provides internal site circulation which helps limit the number of driveways onto S. Kelly Road and Devlin Road. The warehouses have a shared architectural design and color palette, and landscape design.

d. The smaller lot size also allows consideration of the proposed Option 2 for the development of Lot 1 which is the gas station, truck refueling, car wash, quick serve restaurant, and convenience market at the intersection of State Route 29 and S. Kelly Road. A larger minimum lot would add costs to the development of this alternative and perhaps make it infeasible.

**Required Subdivision Findings:** Staff has provided recommended findings to approve the proposed subdivision and to allow two lots smaller than five acres, which are set out in Attachment 2, the Resolution to recommend to the City Council the approval of the subdivision.

2. **Use Permit for Lots 1 and 2**

A single Use Permit is requested to allow development of Lots 1 and 2. The Use Permit includes two buildings totaling up to 47,065 square feet on these two lots (see Attachment 7 for plans). The applicant also requests that the Use Permit provide the applicant with discretion to combine the approved Building D square footage on Lot 3 with Lots 1 and 2, or just with Lot 2. To accommodate S. Kelly Road at SR 29 eastbound turning lanes, Lot 1 shares a driveway with Lot 2. Development of Lots 1 and 2 require a Design Permit for specific building and site design, and additional conditions to address issues that may arise. The Use Permit Plans are included as Attachment 7 and Attachment 10 provides colored elevations showing the proposed building style, colors and details.

These two lots also require approval of deviations from the development standards, as follows:

1. Because of the shared access, there will not be 10 foot wide landscaped sideyards along the common property line between Lots 1 and 2.
2. The applicant requests that the building setback be reduced to from 40 feet to 25 feet. The proposed 25-foot setback would be landscaped to meet the minimum front yard landscaping requirement would be met. The setback reduction is justified because of the shallow lot depth (140 feet deep on its western edge) and by the existing approved development on Lot 3 and the location of a stormwater management detention basin.

The Use Permit plans show that the property can reasonably be developed with the proposed square footage, and staff has included findings to grant the requested deviations from site development standards in Attachment 3.

3. Conditional Use Permit and Design Permit for Lot 4

The applicant submitted a Conditional Use Permit and Design Permit to develop Lot 4 (6.73 acres) with a 67,547 square foot warehouse (Building E). The applicant requests to reduce the front yard setback and side yard landscaping requirements (see Attachment 8 for plans). Attachment 10 provides colored elevations showing the proposed building style, colors and details.

Wetlands located on the eastern portion of the site are being preserved and protected, so this area cannot be developed. To accommodate a typical warehouse building, together with the site driveways and truck loading areas, the applicant has requested that the front yard setback be reduced from an average of 40 feet to 39.5 feet. This small setback reduction will help maintain a typical warehouse building on this constrained property.

Building E would comply with the other development standards as follows:

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Size</td>
<td>5 acres</td>
<td>6.73 acres</td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>125 feet</td>
<td>500 ft.</td>
</tr>
<tr>
<td>Maximum Floor Area ratio for warehouses</td>
<td>0.5 FAR</td>
<td>.23 FAR</td>
</tr>
<tr>
<td>Minimum Front yard Building setback</td>
<td>25 ft. minimum with 40 ft. average</td>
<td>25 ft. minimum 39.5 feet average</td>
</tr>
<tr>
<td>Minimum Sideyard Building setback</td>
<td>10 ft.</td>
<td>52 ft. and 73 ft.</td>
</tr>
<tr>
<td>Minimum Rear Building setback</td>
<td>10 ft.</td>
<td>290 ft.</td>
</tr>
<tr>
<td>Minimum Front landscape requirement</td>
<td>25 ft.</td>
<td>25 ft.</td>
</tr>
<tr>
<td>Minimum Side landscape requirement (see Note 1)</td>
<td>10 ft. or 5 ft.</td>
<td>10 ft. and 5 ft.</td>
</tr>
<tr>
<td>Minimum Rear landscape requirement (see Note 1)</td>
<td>10 ft. or 5 ft.</td>
<td>140 ft.</td>
</tr>
<tr>
<td>Maximum Building Height (see Note 2)</td>
<td>35 ft.</td>
<td>33 ft.</td>
</tr>
<tr>
<td>Maximum Height to top of structure</td>
<td>50 ft.</td>
<td>41.5 ft.</td>
</tr>
</tbody>
</table>

**Note 1:** The minimum landscaped setback for side and rear property boundaries is 10 feet, which may be decreased to a minimum of 5 feet with Planning Commission approval.

**Note 2:** the maximum roof height is the average of the lowest point of the roof structure to the highest point of the roof structure. Architectural features such as parapets and roof mounted equipment, etc. may extend another 15 feet higher.

The northern side yard meets the 10 foot landscape requirements. The southern side yard provides 5 feet landscape minimum along a portion of the property boundary but there are two large driveway connections and one smaller one to Lot 5. However, there is an area on Lot 5 at least forty feet wide that is landscaped and provides a continuous row of trees that runs parallel to the side yard and provides
screening between Buildings E and G. Because of this additional landscaping, staff recommends a finding that the intent of landscape screening between buildings provides an alternative landscaping area. See Attachment 4, the Resolution to recommend that the City Council approve a Use Permit and Design Permit for Lot 4, for the necessary findings.

Building E has a varied parapet height across the building front, glass windows and entry doors at each end of the building, and nonoperable wooden door details in between the two ends of the building frontage. The walls are further articulated with panel joints and changes in paint color. All of the loading docks are at the rear of the building.

Landscaping, including trees, shrubs and ground cover, is provided across the building frontage, along both sides of the buildings and along the side property boundaries, except where there are driveway connections between lots.

Staff has included findings to recommend the City Council approve the Use Permit, the Design Permit and the requested deviations from site development standards in Attachment 4.

4. Conditional Use Permit and Design Permit for Lot 5

The applicant submitted a Conditional Use Permit and Design Permit to develop Lot 5 (11.42 acres) with a 149,929 square foot warehouse; and to reduce the side yard landscaping requirements for the northern side yard (see Attachment 9 for plans). Attachment 10 provides colored elevations showing the proposed building style, colors and details.

The Devlin Road grade-separated railroad crossing extends across nearly the entire Lot 5 frontage; therefore, Lot 5 requires a vehicle access easement on Lot 4. The Devlin Road overpass embankment provides 25 feet of landscaping along the property boundary. There is a proposed detention basin as part of the stormwater system between the proposed warehouse (Building G) and Devlin Road.

Building G would comply with the other development standards as follows:

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Size</td>
<td>5 acres</td>
<td>11.42 acres</td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>125 feet</td>
<td>553 ft.</td>
</tr>
<tr>
<td>Maximum Floor Area ratio for warehouses</td>
<td>0.5 FAR</td>
<td>0.3 FAR</td>
</tr>
<tr>
<td>Minimum Front yard Building setback</td>
<td>25 ft. minimum &amp; min. 40 ft. average</td>
<td>136.75 ft. minimum Over 40 ft. average</td>
</tr>
<tr>
<td>Minimum Sideyard Building setback</td>
<td>10 ft.</td>
<td>49.5 ft. and 260 ft.</td>
</tr>
<tr>
<td>Minimum Rear Building setback</td>
<td>10 ft.</td>
<td>56 ft.</td>
</tr>
<tr>
<td>Minimum Front landscape requirement</td>
<td>25 ft.</td>
<td>Meets 25 ft. min.</td>
</tr>
<tr>
<td>Minimum Side landscape requirement (see Note 1)</td>
<td>10 ft. or 5 ft.</td>
<td>Provides at least 10 ft.</td>
</tr>
<tr>
<td>Minimum Rear landscape requirement (see Note 1)</td>
<td>10 ft. or 5 ft.</td>
<td>Provides at least 10 ft.</td>
</tr>
<tr>
<td>Maximum Building Height (see Note 2)</td>
<td>35 ft.</td>
<td>33.5 ft.</td>
</tr>
<tr>
<td>Maximum Height to top of structure</td>
<td>50 ft.</td>
<td>41.5 ft.</td>
</tr>
</tbody>
</table>

Note 1: The minimum landscaped setback for side and rear property boundaries is 10 feet, which may be decreased to a minimum of 5 feet with Planning Commission approval.
**Note 2:** the maximum roof height is the average of the lowest point of the roof structure to the highest point of the roof structure. Architectural features such as parapets and roof mounted equipment, etc. may extend another 15 feet higher.

The southern side yard meets the 10 foot landscape requirements. The northern side yard provides 10 feet of landscaping along the property boundary and adjacent to the wetland preserve on Lot 3. However, a forty foot wide area landscaped with a continuous row of trees screens the truck loading docks and truck parking areas. Because of this additional landscaping, staff recommends finds that the intent of landscape screening between buildings is satisfied by this alternative landscaping area.

Building G has varied parapet heights and glass windows and entry doors in a tower element at each end of the building, with loading dock doorways in between. The walls are further articulated with panel joints and changes in paint color. There is landscaping screening, consisting of trees, shrubs and ground cover, on along both sides and at the rear of the building. The Devlin Road frontage is already landscaped and along the overcrossing embankment.

Staff has included findings to recommend the City Council approve the Use Permit, the Design Permit and the requested deviations from site development standards in Attachment 5.

**B. Project Consistency with the General Plan and Specific Plan**

The project site is designated Industrial in the General Plan and the proposed industrial use is consistent with the land use designation. The goal of the industrial land use designation is to provide employment for American Canyon residents and the surrounding region, and contribute significant revenue for the City. The proposal expands industrial facilities that will provide new jobs and increased revenue to the City.

The Draft EIR starting on page 3.8-7 includes Table 3.8-2, which provides an evaluation of each General Plan goal, objective, and policy and how the proposed project is consistent with them. For instance, the General Plan includes Design and Development Principles for Industrial projects in Policies 1.22.4 and 1.22.7. Policy 1.22.4 requires developments to be designed with high quality architectural treatment, extensive landscaping along primary street frontages and parking lots. Policy 1.22.7 requires that truck access be controlled so that it is safe, efficient, and minimizes exposure to adjacent residential neighborhoods. The truck access to the project site will not impact residential zones as the project is surrounded by general industrial zones and industrial uses are located along the route from the Project site to Highway 29. Therefore, the proposed use is consistent with the General Plan.

The Napa Airport Industrial Area Specific Plan (NAIASP) is the basis for land use and development regulations for the project. The project site is designated for Light Industrial/Business Park uses and the proposed project is consistent with those uses. As described in the previous section, the proposed development complies with the development standards, except for front yard setbacks and sideyard landscaping as previously noted. The NAIASP allows for deviations in development standards to be approved as part of a Conditional Use Permit, so the relaxation of the minimum lot size, front yard setback, and the side yard landscaping requirements are also consistent with the Specific Plan. Therefore, the proposed project is consistent with the Specific Plan.
ENVIRONMENTAL DETERMINATION

The City examined the potential environmental impacts of the CUP in an Environmental Impact Report prepared pursuant to the California Environmental Quality Act (“CEQA,” Pub. Res. Code § 21000 et seq) As described in the Background section at the beginning of this staff report, a Draft EIR was prepared and circulated for public comment in 2016, and a Final EIR / Response to Comments was released on April 13, 2018.

The project was modified between the Draft EIR and the Final EIR preparation. A revised project description is included as Appendix J to the Final EIR. These changes are summarized in a Table on the following page. Additionally, the entitlements under consideration are only for a portion of the project evaluated in the EIR. They do not include entitlements for the property west of Devlin Road or for Option 2 for Lot 1 - the Norcal proposal including a gas station, truck refueling, car wash, quick serve restaurant and convenience market. The table also provides a comparison of what portion of the project evaluated in the EIR is currently under consideration.

The project has potentially significant impacts and mitigation measures are included in the EIR to reduce all potential impacts to a less than significant level except for some transportation and air quality impacts, which are summarizes in the following section:

1. Air Quality

The air quality impacts that remain significant and unavoidable are summarized as follows:

Air Quality Impact-3: The operational emissions from the total project\(^1\) evaluated in the EIR exceed the Bay Area Air Quality Management District’s (BAAQMD) thresholds of significance for Nitrogen Oxides (NO\(_x\)). Even with the implementation of identified mitigation measures, the impact would remain significant (see Draft EIR, pages 3.2-40-41). Heavy duty truck emissions account for the largest share of the criteria pollutant emissions\(^2\).

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\(^1\) The total project includes the development of Building H on the property west of Devlin Road which is no longer part of the entitlements requested by the applicant.

\(^2\) Criteria pollutants are six common air pollutions identified in the Clean Air Act. They include ozone, particulate matter, nitrogen dioxide, carbon monoxide, lead, and sulfur dioxide. See page 3.2-11 for further explanation.
### Comparison of NACC Project Characteristics: Draft EIR, Final EIR and Proposed for Project Approval

<table>
<thead>
<tr>
<th>Project Characteristics</th>
<th>DEIR Option 1</th>
<th>DEIR Option 2</th>
<th>Final EIR Option 1</th>
<th>Final EIR Option 2</th>
<th>Project Proposed for Approval: Reduced Option 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warehouse/Wine Warehouse</td>
<td>571,808 SF</td>
<td>554,099 SF</td>
<td>515,621 SF</td>
<td>498,302 SF</td>
<td>261,541 SF</td>
</tr>
<tr>
<td>Norcal Foods II (Gas Station, Truck Refueling, Convenience Market, Restaurant, Car Wash)</td>
<td>Not included</td>
<td>8 pumps Truck refueling 6,688 SF</td>
<td>Not included</td>
<td>8 pumps Truck refueling 7,078 SF</td>
<td>Not included</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>75 feet</td>
<td>75 feet</td>
<td>75 feet</td>
<td>75 feet</td>
<td>35 feet</td>
</tr>
<tr>
<td>On-Site Wetland Preservation, Open Space</td>
<td>2.7 acres</td>
<td>2.7 acres</td>
<td>2.7 acres</td>
<td>2.7 acres</td>
<td>2.7 acres</td>
</tr>
<tr>
<td>Project Site – Development by Lot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot 1/Building A: 24,397 SF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot 2/Building B: 22,668 SF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Lot 4/Building H: 254,080 SF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot 5/Building E: 87,943 SF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot 6/Building G: 182,720 SF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 The lot numbers have been revised since publication of the Draft EIR and the Final EIR lot numbers reflect the approved lot line adjustment.

2 This lot is no longer included in the Panattoni Development Company development application. The lot has been sold to a third party. At this time it is not known when development of this lot would be pursued or the nature of such development. Given that the site is zoned for industrial use, it is reasonable to assume a warehouse use for this lot as analyzed in the EIR and no revision of this assumption is necessary or possible at this time.
Air Quality Impact-4: A community health risk assessment was prepared because of the proximity of two residences\(^3\) to the project site and found that the increase in cancer risk because of the project construction and operation exceeded the BAAQMD significance threshold (see the Draft EIR, starting at page 3.2-43). Most of the impact is related to construction activities.

Air Quality Impact-7: Project\(^4\) Greenhouse Gas (GHG) gas emissions would exceed the BAAQMD threshold of significance (see Draft EIR page 3.2-54). As shown in Table 3.2-16 about 80 percent of the emissions would be related to transportation (i.e. trucks and cars).

2. Transportation

The transportation impacts that remain significant and unavoidable are summarized as follows:

Trans-1: The addition of Project\(^4\) traffic to existing conditions would result in the following intersections operating at unacceptable levels (see Draft EIR, page 3.11-50):

- SR12/SR121 Soscol Ferry Road
- Airport Boulevard SR12/29
- South Kelly Road/Sr 29
- Napa Junction Road/SR 29

Roadway improvements have been identified that would fully or partially alleviate these impacts. Improvements are under construction at Napa Junction Road/SR 29. The project is required to contribute to the construction of improvements at the other three intersections; however, the implementation of the improvements is under the jurisdiction of Caltrans and therefore there is uncertainty about whether the improvements would be implemented, so the impacts remain significant and unavoidable.

Trans-2: The addition of Project\(^4\) traffic to existing conditions together with other pending projects (background development) would result in the following intersections operating at unacceptable levels (see Draft EIR, page 3.11-66):

- SR12/SR121 Soscol Ferry Road
- Airport Boulevard SR12/29
- South Kelly Road/SR 29
- Napa Junction Road/SR 29
- Donaldson Way/SR 29
- American Canyon Road/SR 29
- Meadows Drive/SR 29

Roadway improvements have been identified that would fully or partially alleviate these impacts. Improvements are under construction at Napa Junction Road/SR 29. The project is required to contribute to the construction of improvements at three other intersections (SR12/SR121 Soscol Ferry Road, Airport

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\(^3\) The two residences include the single family home immediately adjacent to the project site and a home located on Café Court on the east side of SR 29.

\(^4\) The total project includes the development of Building H on the property west of Devlin Road which is no longer part of the entitlements requested by the applicant.
Boulevard SR12/29, and South Kelly Road/SR 29). The widening of SR 29 to three lanes both north and south has been considered but no plans or financing have been finalized and this roadway is under Caltrans jurisdiction. Because the implementation of the improvements are under the jurisdiction of Caltrans and therefore there is uncertainty about whether the improvements would be implemented, so the impacts remain significant and unavoidable (see Draft EIR, page 3.11-68).

Trans 3: The addition of Project\(^4\) traffic to projected cumulative traffic conditions would result in unacceptable levels of service at 13 intersections, 11 of which are along SR 29. The other two intersections are SR 12 /North-South Kelly Road, and South Kelly Road/Devlin Road (see Draft EIR p. 2.11-83 for the list of intersections) While improvements have been identified to address these impacts, most of them are under Caltrans jurisdiction and funding and plans have not been approved. Therefore, there is uncertainty about whether the improvements would be implemented, so the impacts remain significant and unavoidable (see Draft EIR, page 3.11-86).

Trans 4: Because of the potential impacts outlined in TRANS-1, TRANS-2, and TRANS-3, the proposed project may conflict with the Napa and Solano County congestion management plans. As discussed under the other unavoidable transportation impacts, this impact remains significant and unavoidable because the needed improvements are under Caltrans jurisdiction or because no feasible improvements are available (see Draft EIR, page 3.11-92).

The Findings of Overriding Consideration are included in Attachment 1, which recommends the City Council certify the EIR, approve a Mitigation Monitoring and Reporting Program and make findings that while there are significant unavoidable impacts, there are other economic, legal, social, technological, environmental, and other considerations that outweigh these impacts and warrant approving the project with the impacts.

COUNCIL PRIORITY PROGRAMS AND PROJECTS
Approving the NACC Project would contribute to achieving the City Council’s strategies to provide diverse employment opportunities, enhance the City’s sewer and recycled water facilities in the industrial area, and, provide resources to improve the City’s transportation network.

STAFF RECOMMENDATION
Adopt the following Resolutions:

1. Recommend the City Council certify the Napa Airport Corporate Center Final Environmental Impact Report (EIR).
2. Recommend the City Council approve a tentative subdivision map to divide a 30.27-acre site into five lots.
3. Recommend the City Council approve a Conditional Use Permit for Lots 1 and 2 for 47,065 square feet of warehouse development, including the flexibility to combine Lot B with Lot D and develop up to 112,467 square feet.
4. Recommend the City Council approve the Lot 5 Conditional Use Permit and a Design Permit for a 67,547 square foot warehouse.
5. Recommend the City Council approve the Lot 5 Conditional Use Permit and Design Permit for a 146,929 square foot warehouse.
1. Resolution recommending the City Council certify the Final Environmental Impact Report, adopt a statement of overriding considerations, and adopt a Mitigation Monitoring and Reporting Program
2. Resolution recommending the City Council approve the Tentative Subdivision Map
3. Resolution recommending the City Council approve a Use Permit for Lots 1 and 2
4. Resolution recommending the City Council approve a Use Permit and Design Permit for Lot 4 (Building E)
5. Resolution recommending the City Council approve a Use Permit and Design Permit for Lot 5 (Building G)
6. NACC Tentative Subdivision Map
7. Use Permit Plans for Lots 1 and 2
8. Use Permit and Design Permit Plans for Lot 4 (Building E)
9. Use Permit and Design Permit Plans for Lot 5 (Building G)
11. Final EIR dated April 13, 2018, including Appendices J and K

Copies (notification sent electronically):
Michael Kelley, Kelley Commercial
Tim Schaedler, Panattoni