

3.9 - Land Use

3.9.1 - Introduction

This section describes the existing land use and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on-site reconnaissance and review of the City of American Canyon General Plan, the American Canyon Municipal Code, and the Napa County Airport Land Use Compatibility Plan.

3.9.2 - Environmental Setting

Land Use

Project Site

The project site contains undeveloped land. There are no structures on-site. Vegetation consists primarily of non-native grasslands, with seasonal wetlands and associated plant species scattered throughout the site. The project site gently slopes from east to west and the elevation ranges from 50 feet to 35 feet above mean sea level. The headwaters of No Name Creek are located in the northwestern portion of the site. No Name Creek flows off the site at the northwestern corner of the property into the Napa Logistics Park Wetland Preserve. The drainage is hydrologically connected to Fagan Slough, which flows into the Napa River. The majority of wetlands that occur throughout the site are supported by direct precipitation. Small soil mounds are located in various places throughout the site.

The West Napa Fault bisects the project site in a northwest/southeast direction. An existing 18-inch diameter force main that connects the Tower Road Pump Station with the Green Island Pump Station crosses the western portion of the project site.

The City of American Canyon owns an approximately 8-acre strip of land that bisects the site north-to-south. This strip of land would support the planned extension of Devlin Road from Middleton Way to Green Island Road, which was under construction as of Summer 2021.

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

Surrounding Area

West

The California Northern Railroad line, connecting American Canyon and Sonoma, and the Biagi Brothers distribution warehouse form the western boundary of the project site.

North

Devlin Road and the Napa Logistics Park form the northern boundary of the project site. Napa Logistics Park contains more than 2 million square feet of distribution warehouses as well as a planned Pacific Gas and Electric Company regional operations and maintenance center. Further north is the Napa County Airport.

East

The Napa Branch Line, a railroad that connects American Canyon and Napa, forms the eastern boundary of the project site. East of the branch line are several industrial and commercial business that front State Route 29 (SR-29).

South

Green Island Road, Crown Hill Stone Supply, and the Wine Direct warehouse form the southern boundary of the project site. Further south are industrial and commercial businesses within the Green Island Business Park.

Land Use Designations

Project Site

The project site is designated “Industrial” by the City of American Canyon General Plan and zoned “General Industrial.” The project site is within the boundaries of the Napa County Airport Land Use Compatibility Plan.

Surrounding Land Uses

Table 3.9-1 summarizes the surrounding land uses. As shown in the table, all surrounding properties are designated for industrial use.

Table 3.9-1: Surrounding Land Use Designations

Land Use	Relationship to Project Site	Land Use Designation	
		General Plan	Zoning
Green Island Business Park	West and South	Industrial	General Industrial (GI)
Napa Logistics Park	North	Industrial	Napa County Airport Industrial Area (SP-2)
Diablo Timber	East	Industrial	Light Industrial (LI)
Undeveloped Land	East	Industrial	Light Industrial (LI)
Crown Hill Stone Supply and Wine Direct	South	Industrial	General Industrial (GI)

Source: City of American Canyon 2021.

Napa County Airport

The Napa County Airport is located north of the project site, just beyond the Napa Logistics property. The County-owned airport occupies approximately 824 acres and contains three runways (ranging from 2,510 to 5,931 feet in length), associated taxiways and tarmacs, a control tower, approximately 200 hangars, approximately 160 tie down spaces, and a helicopter pad. The airport averages 148 operations per day and 54,020 operations annually. (The Federal Aviation Administration defines an “operation” as one takeoff or landing).

The project site is located within Napa County Airport Land Use Compatibility Zone D (Common Traffic Pattern). Zone D is defined as the area where structures are routinely over flown by aircraft at altitudes of 300 to 1,000 feet with frequent single-event noise intrusion.

3.9.3 - Regulatory Framework

State

State Aeronautics Act

The State Aeronautics Act requires each county with an airport to establish an Airport Land Use Commission (ALUC) to regulate land use around airports to protect public safety and ensure that land uses near airports do not interfere with aviation operations. The Napa County Airport Land Use Compatibility Plan regulates land use around the Napa County Airport, as well as two other aviation facilities in the County, by requiring compliance with the policies of the plan. In certain circumstances, local governments may override the decisions of the ALUC.

Local

City of American Canyon

General Plan

The City of American Canyon General Plan provides a blueprint for future development within American Canyon and the Sphere of Influence. The American Canyon Council adopted its most recent General Plan on November 3, 1994. The General Plan contains the following chapters: land use, housing, economic development, circulation, utilities, public facilities and services, parks and recreation, natural historic/cultural resources, geology, flooding, and noise. Each chapter establishes goals and policies to guide future land use activities and development within the General Plan boundaries. Note that the Circulation Element was comprehensively updated in 2013, the Housing Element was comprehensively updated in 2015, and incremental amendments have been made to the Land Use Element over time and as recently as 2021.

Industrial

The City of American Canyon General Plan designates the project site as Industrial. The following land use activities are identified as permitted uses within the Industrial land use designation: light manufacturing (including auto manufacturing); aviation-related; agribusiness related; industrial sector “clusters;” thematic industries; business parks; warehouses; professional offices; supporting retail, restaurant, and financial; and similar uses. The General Plan establishes a floor area ratio (FAR) of 0.5 for labor-intensive industries and a FAR of 0.7 for low labor uses.

American Canyon Zoning Ordinance

American Canyon Municipal Code Title 19 contains the Zoning Ordinance. The project site is designated General Industrial (GI) by the Zoning Ordinance. The General Industrial zoning district is defined as follows: “To provide areas appropriate for functional industrial activities, including warehousing, manufacturing, food processing, product and equipment assembly, and similar types of uses that may involve both indoor and outdoor activities, and related ancillary uses.” The Zoning Ordinance lists research and development, wholesaling, distribution, and storage as permitted uses within the General Industrial zoning district. New development within the General Industrial zoning

district is limited to 40 feet above finished grade and no more than 0.5 FAR for labor-intensive industries and no more than 0.7 FAR for low labor uses.

County of Napa

Napa County Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan governs land use around two Napa County aviation facilities: the Napa County Airport and Parrett Field in Angwin. The Airport Land Use Compatibility Plan was adopted by the Napa County ALUC in April 1991 and revised in December 1999.

Noise

Table 2-1 of the Airport Land Use Compatibility Plan identifies acceptable aviation noise levels by land use. For warehouse and light industrial uses, aviation noise levels of up to 60 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) are listed as “clearly acceptable” and noise levels between 60 and 65 dBA CNEL are listed as “normally acceptable.” Noise levels between 65 and 75 dBA CNEL are listed as “marginally acceptable.”

Flight Hazards

The Airport Land Use Compatibility Plan identifies two categories of flight hazards: physical obstructions and land use characteristics.

Physical obstructions are associated with tall objects or structures. The Airport Land Use Compatibility Plan establishes a height restriction ranging from 50 feet to 185 feet above ground level.

Certain land use activities may pose hazards to aviation. Specific characteristics that should be avoided within the airport land use planning boundaries are listed below:

- Glare or distracting lights, which could be mistaken for airport lights.
- Sources of dust, steam, or smoke that may impair pilot visibility.
- Sources of electrical interference with aircraft communications or navigation.
- Any use that may attract large flocks or birds, especially landfills or certain agricultural uses.

Zone D

The Airport Land Use Compatibility Plan provides the following description of Zone D in Table 3-1:

Common Traffic Pattern: This area is defined by the flight pattern of each airport and illustrated in the respective “Airport Impact Areas” figures contained in Part III. These areas are routinely overflown by aircraft operating to and from the airport with frequent single-event noise intrusion. Overflights in these areas can range from near the traffic pattern altitude (about 1,000 feet above the ground) to as low as 300 feet above the ground. Accident risk varies from low to moderate. Areas where aircraft are near pattern altitude (e.g., downwind leg) have the lowest risk. In areas where aircraft are at lower altitudes (especially on circle-to-land instrument approaches) a moderate level of risk exists.

The Airport Land Use Compatibility Plan establishes the following standards for Zone D:

- Maximum density recommendation of 100 persons per acre inside structures for nonresidential uses.
- Maximum density recommendation of 150 persons per acre (both indoors and outdoors) for nonresidential uses.
- Residential uses are prohibited.
- Uses hazardous to flight are prohibited (i.e., features that attract large numbers of birds and sources of smoke, glare, distracting lights, or electrical interference).
- Overflight easement or deed restrictions are required.
- Building envelopes and approach surfaces are required on all development plans within 100 feet of approach zones.
- Clustering is encouraged to maximize open land areas.
- Noise level reduction measures may be required for noise-sensitive uses.

The Airport Land Use Compatibility Plan states that most nonresidential uses are considered “normally acceptable” within Zone D. Schools, libraries, hospitals, nursing homes, large shopping malls, amphitheatres, and ponds are identified as “not normally acceptable” within Zone D.

3.9.4 - Methodology

FirstCarbon Solutions (FCS) evaluated the potential for land use impacts through site reconnaissance and review of applicable land use policy documents. FCS performed site reconnaissance on the project site and surrounding land uses in February 2021. Photographs were taken of the project site and surrounding land uses to document existing conditions. FCS reviewed the City of American Canyon General Plan, the American Canyon Zoning Ordinance, and the Napa County Airport Land Use Compatibility Plan to identify applicable policies and provisions that pertain to the proposed project. The proposed project’s plans were reviewed to evaluate consistency with General Plan and Zoning Ordinance’s standards.

3.9.5 - Thresholds of Significance

Appendix G to the California Environmental Quality Act (CEQA) Guidelines is a sample Initial Study Checklist that includes questions for determining whether impacts related to land use are significant. These questions reflect the input of planning and environmental professionals at the Governor’s Office of Planning and Research (OPR) and the California Natural Resources Agency, based on input from stakeholder groups and experts in various other governmental agencies, nonprofits, and leading environmental consulting firms. As a result, many lead agencies derive their significance criteria from the questions posed in Appendix G. The City has chosen to do so for this project. Thus, the proposed project would have a significant effect if it would:

- a) Physically divide an established community (refer to Section 7, Effects Found not to be Significant); or

- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.9.6 - Project Impacts Mitigation Measures

This section discusses potential impacts associated with the proposed project and provides mitigation measures where necessary.

General Plan Consistency

Impact LU-1: The proposed project would not conflict with the applicable provisions of the City of American Canyon General Plan.

Impact Analysis

The proposed project would consist of the development of up to 2.4 million square feet of high-cube warehouse on 163 acres. The remaining 45 acres would be preserved as wetlands.

Phase 1

The applicant has developed site design-level plans for Phase 1, the 94.7-acre area east of the Devlin Road extension. This area will support two high-cube warehouse buildings totaling 1,069,904 square feet. One of the buildings would be rail-served by the adjacent Napa Branch Line. Each building would provide docks, grade-level roll-up doors, and trailer parking stalls. The facility would be enclosed with a secure perimeter and access would be restricted to authorized users.

The Phase 1 end uses would be consistent with the types of permitted uses set forth in the General Plan. Additionally, Phase 1 would have a 0.26 FAR and would be within the General Plan’s allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses. The proposed high-cube warehouses would have 36 feet clear height and, thus, be within the 40-foot height limit.

Phase 2

Phase 2, the 113.1-acre area west of Devlin Road, is conceptually proposed for the remaining 1.3 million square feet of high-cube warehouse.

The Phase 2 end uses would be consistent with the types of permitted uses set forth in the General Plan. Additionally, Phase 2 would have a 0.26 FAR and would be within the General Plan’s allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses.

Phases 1 and 2

Table 3.9-2 evaluates Phase 1 and Phase 2 consistency with the relevant goals, objectives, and policies of the City of American Canyon General Plan. The conclusions expressed in Table 3.9-2 reflect the best judgment of City staff. The ultimate question of the meaning of particular General Plan policies, and thus the proposed project’s consistency with them, lies with the City Council. The language found in general plans is sometimes susceptible to varying interpretations. Case law interpreting the Planning and Zoning Law (Gov. Code, § 65000 *et seq.*) makes it clear that: (i) the ultimate meaning of such policies is to be determined by the elected city council or a lower tier decision-making body such as a planning commission, as opposed to city staff and EIR consultants,

applicants, or members of the public; and (ii) the decision-making body’s interpretations of such policies will prevail if they are “reasonable,” even though other reasonable interpretations are also possible (See *No Oil, Inc. v. City of Los Angeles* (1987) 196 Cal.App.3d 223, 245-246, 249). Courts also have recognized that, because general plans often contain numerous policies adopted to effect differing or competing legislative goals, a development project may be “consistent” with a general plan, taken as a whole, even though the project appears to be inconsistent or arguably inconsistent with some specific policies within a given general plan (*Sequoyah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal.App.4th 704, 719). Furthermore, courts strive to “reconcile” or “harmonize” seemingly disparate general plan policies to the extent reasonably possible (*No Oil, supra*, 196 Cal.App.3d at p. 244).

As shown in the table, City staff concludes that the proposed project is consistent with all applicable goals, objectives, and policies. Impacts would be less than significant. Should City decision-makers choose to approve the proposed project, they may rely on the analysis in the table as support for the conclusion that the project is consistent with the General Plan. Certification of the Final EIR will be indicative of agreement with the conclusions in the table.

Table 3.9-2: General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
Land Use	Goal 1A	Provide for a diversity of land uses that <ul style="list-style-type: none"> a. serve the needs of existing and future residents; b. capitalize upon the tourism and agricultural heritage of the region; c. capitalize upon and preserves the unique environmental resources and character of the area; d. offer sustained employment opportunities for residents of the City and the surrounding region; e. sustain and enhance the long-term economic viability of the City; f. revitalize areas of physical and economic deterioration and/or obsolescence; g. are developed at densities/intensities that are economically viable and complementary with the natural environmental setting and existing development; and h. provide a greater balance of jobs and housing. 	Consistent: The proposed project would develop 2.4 million square feet of high-cube warehouse on the approximately 208-acre project site. The project site is designated “Industrial” by the General Plan and the end uses are consistent with the allowable uses for this land use designation. The proposed project would create as many as 3,643 new jobs, stimulate capital investment, and expand the tax base. The proposed project would also include an existing Wetland Preserve in the western portion of the site. As such, the proposed project would be consistent with the provisions of this goal, including serving the needs of residents, protecting environmental resources, creating employment opportunities, and balancing jobs and housing.

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Objective 1.1	Accommodate the development of a balance of land uses that (a) provide for the housing, commercial, employment, educational, cultural, entertainment, and recreation needs of residents, (b) capture visitor and tourist activity, (c) provide employment opportunities for residents of the greater sub region; and (d) provide open space and aesthetic relief from developed urban/suburban areas.	Consistent: The proposed project would develop 2.4 million square feet of high-cube warehouse that would create as many as 3,643 new jobs, primarily for residents of the region. The proposed project would also include an existing Wetland Preserve, consistent with the item that calls for open space and aesthetic relief from developed urban areas.
	Policy 1.1.4	Provide adequate transportation (vehicle, bicycle, and pedestrian) and utility (sewer, water, energy, etc.) infrastructure and public services (police, fire, schools, etc.) to support the needs of the residents and businesses of American Canyon.	Consistent: This Draft EIR evaluates the adequacy of public services, transportation facilities, and utility systems to serve the proposed project and identifies mitigation where necessary to achieve acceptable service levels. Refer to Section 3.11, Public Services, Section 3.12, Transportation, and Section 3.13, Utilities and Service Systems, for further discussion.
	Goal 1B	Provide for the orderly development of American Canyon that maintains its distinctive character.	Consistent: The proposed project would develop 2.4 million square feet of new industrial uses on a site designated for such use located within the American Canyon city limits. The project site is located within the Green Island Business Park and is surrounded by urban uses and infrastructure on three sides. As such, it is well suited for new development and would advance the goal of orderly development that maintains American Canyon’s distinctive character.
	Objective 1.2	Promote a rate of growth that is consistent with the ability of the City to provide adequate infrastructure and services and does not adversely impact the distinctive character and quality of life in American Canyon.	Consistent: The proposed project would develop 2.4 million square feet of new industrial uses on a site designated for such use located within the American Canyon city limits. The project site is located within the Green Island Business Park and is surrounded

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			by urban uses and infrastructure on three sides. Thus, the proposed project would occur in an area where adequate infrastructure and services exist such that it would not exceed the City’s ability to serve it.
	Policy 1.2.2	Establish as a priority the development of projects that are contiguous with and infill the existing pattern of development, avoiding leap-frog development, except for large scale master planned projects that are linked to and planned to be extensions of existing development and for which infrastructure and services are in place or funded.	Consistent: The project site is located within the Green Island Business Park and is surrounded by urban uses and infrastructure on three sides. As such, it would meet the criteria set forth in this policy for a “priority” project.
	Objective 1.3	Ensure that land use development is coordinated with the ability to provide adequate public infrastructure (transportation facilities, wastewater collection and treatment, water supply, electrical, natural gas, telecommunications, solid waste disposal, and storm drainage) and public services (governmental administrative, capital improvements, police, fire, recreational, cultural, etc.).	Consistent: This Draft EIR evaluates the adequacy of public services, transportation facilities, and utility systems to serve the proposed project and identifies mitigation where necessary to achieve acceptable service levels. Refer to Section 3.11, Public Services, Section 3.12, Transportation, and Section 3.13, Utilities and Service Systems, for further discussion.
	Policy 1.3.1	Implement public infrastructure and service improvements necessary to support land uses accommodated by the Land Use Plan (as defined in the Circulation and Public Utilities and Services Elements.)	Consistent: Adequate infrastructure and service levels exist in the project vicinity such that only minor improvements or upgrades are necessary to serve the proposed project. Refer to Section 3.11, Public Services, Section 3.12, Transportation, and Section 3.13, Utilities and Service Systems, for further discussion.

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Policy 1.3.2	Require that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services (as defined in the Circulation and Public Utilities and Services Elements.)	Consistent: This Draft EIR evaluates the adequacy of public services, transportation facilities, and utility systems to serve the proposed project and identifies mitigation where necessary to achieve acceptable service levels. Refer to Section 3.11, Public Services, Section 3.12, Transportation, and Section 3.13, Utilities and Service Systems, for further discussion.
	Policy 1.3.3	Regulate the type, location, and/or timing of development as necessary in the event that there is inadequate public infrastructure or services to support land use development.	Consistent: Adequate infrastructure and service levels exist in the project vicinity such that only minor improvements or upgrades are necessary to serve the proposed project. Refer to Section 3.11, Public Services, Section 3.12, Transportation, and Section 3.13, Utilities and Service Systems, for further discussion.
	Goal 1C	Create a pattern and character of land use development that establishes American Canyon as a distinct “place” differentiated from adjacent urban areas, maintains a semi-rural character, and respects the environmental setting.	Consistent: The project site is located within the Green Island Business Park and is designated for industrial development. The proposed project includes an existing Wetland Preserve, which occupies the western portion of the site. As such, the proposed project would promote a development pattern that differentiates American Canyon from adjacent urban areas and also respects the natural environment.
	Objective 1.4	Provide for a pattern of development that (a) establishes distinct neighborhoods, districts, places of community activity and culture and open spaces that are interlinked and promote a cohesive image, (b) locates jobs, commerce, recreation, and other places of community activity within close proximity to all housing units, minimizing the need for vehicular use, (c) achieves a balance of uses to serve both sides of Highway 29,	Consistent: The project site is located within the Green Island Business Park and is designated for industrial development. The proposed project site includes an existing Wetland Preserve, which is located on the western portion of the site. Accordingly, the proposed project would advance the objectives associated with balancing uses to serve both sides of SR-29 and promoting a

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		and (d) establishes an overall compact urban form surrounded by open space.	compact urban form surrounded by open space.
	Policy 1.4.1	Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map (Figure 1-1).	Consistent: The project site is located within the Green Island Business Park and is designated for industrial development. This is consistent with the patterns and distribution of use and density depicted on the Land Use Plan Map (Figure 1-1 of the General Plan).
	Policy 1.4.2	Require that development within each land use classification adheres to applicable requirements and standards.	Consistent: The project site is located within the Green Island Business Park and is designated for industrial development. As discussed in Impacts LU-1 and LU-2, the proposed project would comply with all applicable requirements and standards.
	Objective 1.5	Maintain the character and quality of the natural environmental resources of the City and protect the population and development from the adverse impacts of environmental hazards.	Consistent: The proposed project site includes an existing Wetland Preserve, located on the western portion of the site. This area coincides with a 100-year flood plain and the highest quality habitat on the project site. Given that no development would occur in the Wetland Preserve, the proposed project would advance the policy of maintaining the quality of natural resources and protecting the public from adverse impacts of environmental hazards.
	Policy 1.5.1	Require that development be designed and sited to protect significant environmental resources by adherence to the policies, standards, and programs contained in the Natural and Historic/Cultural Resources, Geology and Flood Hazards, and Noise Elements of the General Plan, as well as federal (NEPA) and State (CEQA) regulations.	Consistent: The proposed project site includes an existing Wetland Preserve, located on the western portion of the site. This area coincides with a 100-year flood plain and the highest quality habitat on the project site. Given that no development would occur in the Wetland Preserve, the proposed project would advance the policy of protecting significant environmental resources.

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Goal 11	Ensure the development of industrial uses that provide employment for residents of American Canyon and the surrounding region and contribute significant revenue for the City.	Consistent: The proposed project would develop 2.4 million square feet of new industrial uses on a site designated for such use located within the American Canyon city limits. The proposed project is estimated to create as many as 3,643 new jobs for local residents. As such, it would advance the goal of providing employment opportunities and contributing significant revenue for the City.
	Objective 1.22	Provide for the continuation of existing and development of new industries that capitalize upon the geographic advantages of the City (including adjacency to Napa County Airport and the railroad), the agricultural production of the region, and emerging types of businesses (such as “thematic” and “environmental” based industries), offer opportunities for the clustering of key economic sectors, and maintain the environmental quality of the City.	Consistent: The project site is located within the Green Island Business Park and is designated for industrial development. The proposed project would develop 2.4 million square feet of high-cube warehouse uses. At least one of the proposed buildings would be “rail-served.” This is consistent with the objective of promoting the development of existing and new industries that capitalize on the geographic advantages of the City.
	Policy 1.22.1	Accommodate the continuation of existing and development of new manufacturing, research and development, warehouse and distribution, ancillary offices, and similar uses in areas designated as “Industrial (I)” on the Land Use Plan Map (Figure 1-1).	Consistent: The project site is located within the Green Island Business Park and is designated for industrial development. The proposed project would develop 2.4 million square feet of high-cube warehouse uses. This is consistent with the policy of promoting the development of existing and new warehouse and distribution and ancillary offices in areas designated as “Industrial (I)” on the Land Use Plan Map (Figure 1-1 of the General Plan).
	Policy 1.22.2	Allow for the inclusion of businesses that are ancillary to and support industrial uses such as related retail sales facilities for manufacturers, financial institutions, restaurants, photocopy shops, specialty recreational uses (batting cages and health clubs/spas), and similar uses.	Consistent: The proposed project would develop 2.4 million square feet of high-cube warehouse uses. Ancillary office space would be provided within the warehouses. The provision of these ancillary uses is consistent with the intent of this policy.

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Policy 1.22.3	Permit development according to the following standards: a. Labor-intensive uses: a maximum floor area ratio of 0.5. b. Low labor uses (such as warehousing): a maximum floor area ratio of 0.7.	Consistent: Phase 1 and Phase 2 would both have a 0.26 FAR, which would be within the General Plan’s allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses.
	Policy 1.22.4	Require that development be designed to achieve a high level of quality and compatibility with existing uses including the consideration of the following: a. architectural treatment of all building elevations; b. use of extensive landscape along the primary street frontages and parking lots; and c. enclosure of storage areas visible from principal highways (including Highway 29) and peripheral residential and commercial districts with decorative screening or other elements.	Consistent: The proposed buildings would use concrete tilt-up panel construction and contemporary finishes and treatments similar to other industrial buildings in the project vicinity. Landscaping would be installed within parking areas and along the Devlin Road frontage. Outdoor storage areas would be enclosed where necessary to screen them from view from major roadways. The City’s design review process would ensure consistency with the applicable policies.
	Policy 1.22.5	Require that industrial areas developed as research and development and office-oriented business parks be designed to convey a unified character by consideration of Policy 1.22.4 and the following: a. inclusion of pedestrian walkways, arcades, an/or other visual elements to interconnect individual buildings; b. differentiation of building facades by materials, color, architectural details and modulation of building volumes; c. incorporation of extensive landscape in parking areas, along building frontages, and other public areas; d. use of consistent and well-designed public and informational signage; and e. installation of elements that define the key entries to the industrial district.	Consistent: The proposed project would provide internal pedestrian facilities, contemporary finishes and treatments similar to other industrial buildings in the project vicinity, landscaping within parking areas and along the Devlin Road frontage, and signage consistent with this policy. The City’s design review process would ensure consistency with the applicable policies.

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Policy 1.22.7	Require that truck access be controlled so that it is safe and efficient and minimizes exposure to adjacent residential neighborhoods.	Consistent: Trucks would access the project site from Green Island Road or Devlin Road. Both roads avoid residential areas. The project site’s location also allows for convenient access to SR-12 (east and west) such that residential areas in American Canyon would be avoided by trucks using this highway.
	Goal 1N	Ensure the compatibility of development within American Canyon with the Napa County Airport.	Consistent: As discussed in Impact LU-3, the proposed project, with Mitigation Measure (MM) LU-3, is compatible with all applicable provisions of the Napa County Airport Land Use Compatibility Plan.
	Objective 1.27	Ensure that lands in American Canyon are developed in a manner which protects them from the noise and operational impacts of, and does not adversely constrain, the Napa County Airport.	Consistent: As discussed in Impact LU-3, the proposed project is compatible with all applicable provisions of the Napa County Airport Land Use Compatibility Plan including those that pertain to noise and safety.
	Policy 1.27.1	Require that development comply with the land use and development conditions stipulated in Tables 1-1 and 1-2 for areas depicted on Figure 1-3. [...] ZONE D Common Traffic Pattern: This area is defined by the flight pattern for the Napa County Airport as illustrated on Figure 1-3. These areas are routinely overflowed by aircraft operating to and from the airport with frequent single-event noise intrusion. Overflights in these areas can range from near the traffic pattern altitude (about 1,000 feet above the ground) to as low as 300 above the ground. Accident risk varies from low to moderate. Areas where aircraft are near pattern altitude (e.g., downwind leg) have the lowest risk. In areas where aircraft are at lower altitudes (especially on circle-to-land instrument approaches) a moderate level of risk exists.	Consistent: The project site is located within Zone D of the Napa County Airport Land Use Compatibility Plan. As discussed in Impact LU-3, the proposed project is compatible with all applicable provisions of Zone D as set forth in Tables 1-1 and 1-2.

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	Policy 1.27.2	Review all applications for new development, expansion of existing uses, and reuse within Napa County Airport Compatibility Zones “A” through “E” for compliance with the appropriate use and development conditions.	Consistent: As discussed in Impact LU-3, the proposed project is compatible with all applicable provisions of Zone D of the Napa County Airport Land Use Compatibility Plan.
	Goal 1R	Ensure a high quality of the City’s built environment, architecture, landscape, and public open spaces.	Consistent: The proposed project consists of a contemporary 2.4-million-square-foot industrial development that includes a Wetland Preserve. This would advance the goal of providing a high-quality built environment and open space.
	Objective 1.32	Attain residential, commercial, industrial, and public buildings and sites which convey a high-quality visual image and character.	Consistent: The proposed buildings would use concrete tilt-up panel construction and contemporary finishes and treatments similar to other industrial buildings in the project vicinity. Landscaping would be installed within parking areas and along the Devlin Road frontage. Outdoor storage areas would be enclosed where necessary to screen them from view from major roadways. Overall, these characteristics would advance the objective of attaining high-quality visual character. The City’s design review process would ensure consistency with the applicable policies.
	Policy 1.32.1	Require adherence to the Design and Development Principles prescribed in this Plan and the City’s Design Review Guidelines which shall be updated periodically.	Consistent: The proposed project would incorporate relevant design concepts set forth in the latest adopted edition of the Design Review Guidelines. Moreover, the City’s design review process would ensure consistency with the applicable policies.
	Policy 1.32.2	Require that development projects subject to discretionary review submit and implement a landscaping plan.	Consistent: The proposed project is subject to discretionary review and, therefore, the applicant has prepared and submitted a preliminary landscaping plan to the City, which will be considered as part of the approval process. A final landscaping plan will be

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			required as part of the City’s design review process, which would ensure consistency with the applicable policies.
	Policy 1.32.5	Require the use of drought tolerant species in landscape design in accordance with the provisions of the Water Conservation and Landscape Act.	Consistent: The proposed landscaping plan incorporates drought tolerant species in accordance with the provisions of the Water Conservation and Landscape Act.
	Policy 1.32.6	Require that commercial, industrial, and multi-family residential development incorporate adequate drought-conscious irrigation systems and maintain the health of the landscape.	Consistent: The proposed landscaping plan incorporates adequate drought-conscious irrigation systems in accordance with the provisions of the Water Conservation and Landscape Act.
	Policy 1.32.7	Require that all commercial, industrial, multi-family, and common area landscape be adequately irrigated with automatic irrigation systems.	Consistent: The proposed landscaping plan incorporates automatic irrigation systems.
	Policy 1.32.8	Promote the use of reclaimed water for the irrigation of public and private landscape, as available.	Consistent: The proposed project would be served with reclaimed water provided by the City of American Canyon for landscape irrigation purposes.
	Objective 1.33	Ensure that structures and sites are designed and constructed to maintain their long-term quality and provide for the needs of their occupants.	Consistent: All proposed structures would be designed to suit the needs of the end user, consistent with this objective. The City’s design review process would ensure consistency with the applicable policies.
	Policy 1.33.1	Require that all structures be constructed in accordance with the requirements of the City’s building and other pertinent codes and regulations; including new, adaptively reused, and renovated buildings.	Consistent: All proposed structures would be required to adhere to the latest adopted edition of the California Building Standards Code at the time building permits are sought.
	Policy 1.33.3	Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.	Consistent: Phase 1 would provide 860 off-street parking spaces. Additionally, the proposed project site includes an existing Wetland Preserve.

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	Policy 1.33.4	Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access for and use by the physically challenged.	Consistent: All proposed structures would be required to incorporate all applicable disability access requirements set forth by the Americans with Disability Act (ADA).
Economic Development Element	Goal 3	Provide for the economic needs of American Canyon residents by capitalizing on the marketability of the City’s industrial land and promoting a mix of uses which create quality jobs and foster fiscal stability.	Consistent: The proposed project would develop 2.4 million square feet of high-cube warehouse on an approximately 208-acre site in the Napa Airport Industrial Area. The proposed project would create as many as 3,643 new jobs, stimulate capital investment, and expand the tax base. These characteristics are consistent with the goal of providing for the economic needs of American Canyon residents.
	Objective 3.1	Maximize the City’s market potential in terms of industrial/business park and community-serving commercial activity. Increased industrial activity can be a catalyst for broadening the City’s economic base by providing quality jobs and tax revenues, as well as, stimulating infrastructure improvements.	Consistent: The proposed project would develop 2.4 million square feet of high-cube warehouse on an approximately 208-acre site in the Green Island Business Park. The proposed project would create as many as 3,643 new jobs, stimulate capital investment, and expand the tax base. These characteristics are consistent with the objective of maximizing the City’s market potential in terms of industrial/business park activity.
	Policy 3.1.1	Adopt a Land Use Map which designates acreage for heavy industrial, light industrial/ business park, commercial, and recreational commercial activities.	Consistent: The approximately 208-acre project site is currently designated “Industrial” by the City of American Canyon General Plan and the proposed project’s uses are consistent with the allowable uses of this land use designation.
	Policy 3.1.3	Seek to expand the City’s economic base and development opportunities through planned annexation program that is linked to the General Plan and Land Use Plan.	Consistent: The project site was previously annexed into the City of American Canyon in 2005 and the proposed project contemplates the development of 2.4 million square feet of industrial uses on the site.
	Goal 3A	Generate new industrial growth through diversification of the	Consistent: The proposed project would develop 2.4 million square

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		industrial base and maintenance of current activity to provide employment opportunities for residents and generate fiscal revenues for the City.	feet of high-cube warehouse on an approximately 208-acre site in the Green Island Business Park. This is consistent with the goal of generating new industrial growth through diversification of the industrial base.
	Objective 3.4	Increase the number of firms within the industries now represented in the City and capture new, clean, nonpolluting industries that are stable and compatible with City needs in terms of traffic, air quality, and employment.	Consistent: The proposed project would develop 2.4 million square feet of high-cube warehouse on an approximately 208-acre site in the Green Island Business Park. These types of uses currently exist within the Airport Industrial Area. Additionally, the proposed project is estimated to create 3,643 new jobs. The proposed project would implement traffic improvements to mitigate for impacts on traffic operations.
	Policy 3.4.2	Establish design and FAR standards for industrial buildings which will create and maintain an attractive image for American Canyon’s industrial areas without imposing overly restrictive regulations.	Consistent: As previously discussed, Phase 1 and Phase 2 would each have a FAR of 0.26 that would be within the allowable FARs of both 0.5 and 0.7, depending on the end user and use.
	Policy 3.4.3	In partnership with landowners and tenants, improve the infrastructure (particularly access across the North Slough drainage channel and the railroad) in the Green Island Industrial Park and Annexes and expand infrastructure services to the undeveloped sites on the north side of Green Island Road to link the two industrial areas and provide land use and design continuity to both sides of Green Island Road.	Consistent: The proposed project would take vehicular access from Devlin Road and Green Island Road. The City is in the process of extending Devlin Road from Green Island Road and Middleton Way and this extension will be completed by the time Phase 1 is completed. In addition, the City has planned improvements to Green Island Road that would also be in place by Phase 1.
	Objective 3.5	Make available sufficient acreage in order to capture the City’s fair share of regional industrial growth through the year 2010.	Consistent: The project site is designated “Industrial” by the General Plan and is served with existing infrastructure. Thus, the project site is well suited to advance the objective of facilitating industrial development within American Canyon.

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	Policy 3.5.1	Designate a sufficient amount of land to accommodate the projected growth in demand for industrial space by 2010.	Consistent: The project site is designated “Industrial” by the General Plan and is served with existing infrastructure. Thus, the project site is well suited to advance the policy of accommodating new industrial development within American Canyon.
Circulation Element	Guiding Policy 1.1	<p>Community Priorities. Safe and convenient access to activities in the community is provided by a well-designed local roadway system. That system serves the community’s primary need for mobility and includes a planned hierarchy of roadways to meet that need. The following Community Priorities relate most directly to this Element:</p> <ul style="list-style-type: none"> - Encourage and foster a strong sense of community and safety, as well as the “hometown” feeling by creation of a town center through land use and circulation planning. - Improve a hierarchy of roadway networks to achieve and maintain acceptable traffic LOS and provide a Citywide system of bicycle lanes and recreational trails that improve accessibility without the use of an automobile. - Improve SR-29 so that it serves as a visually attractive gateway into the City while providing access to commercial businesses and serving intra and inter-regional traffic and goods movement. 	Consistent: Vehicular access to the project site would be provided from Green Island Road or the Devlin Road extension, which provides a connection to SR-29 via South Kelly Road. The project site’s location also allows for convenient access to SR-12 (east and west) such that safe and convenient access can be provided for trucks and residential areas would be avoided. Additionally, this Draft EIR evaluates project impacts on the roadway system using the City’s adopted Level of Service (LOS) standards. Refer to Section 3.12, Transportation for further discussion.
	Guiding Policy 1.2	Implement planned roadway improvements. Use Figure 3: General Plan Circulation System, and Table 3: Major Circulation Improvements, to identify, schedule, and implement roadway and complimentary intersection improvements to support General Plan buildout conditions. Planned	Consistent: This Draft EIR evaluates project impacts on the roadway system using the City’s adopted LOS standards. Refer to Section 3.12, Transportation, for further discussion.

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		improvements may be phased as development occurs and need for increased capacity is identified.	
	Guiding Policy 1.3	Design circulation system to focus regional travel on SR-29. SR-29 is important for both Citywide and north-south regional travel. As both City and regional travel grow, design the City circulation system to discourage regional traffic from bypassing SR-29 and impacting City streets. Also, cooperatively work with regional partners, including Caltrans, NCTPA and others explore a complete streets approach that will expand the travel capacity of SR-29.	Consistent: Vehicular access to the project site would be provided from Green Island Road or the Devlin Road extension, which was completed in 2012 and provides a connection to SR-29 via South Kelly Road. The project site's location also allows for convenient access to SR-12 (east and west) such that project-related traffic would not need to use side streets. Refer to Section 3.12, Transportation, for further discussion.
	Guiding Policy 1.6	Achieve and maintain a Multimodal LOS D or better for roadways and intersections during peak hours where possible and as long as possible. However, recognizing that LOS D may not be achievable or cannot be maintained upon full buildout of the General Plan, due to traffic generated from sources beyond the control of the City, the City Council shall have the discretion to only require feasible mitigation measures that may not achieve LOS D, but will reduce the impact of any development use or density planned for in the Land Use Element of the General Plan. The following locations that may not achieve or maintain LOS D are as follows and therefore will be exempt from the LOS D policy: <ul style="list-style-type: none"> - State Route 29 through the City - American Canyon Road from SR 29 to Flosden Road – Newell Drive - Flosden Road south of American Canyon Road. 	Consistent: This Draft EIR evaluates project impacts on the roadway system using the City's adopted LOS standards. Refer to Section 3.12, Transportation, for further discussion.
	Guiding Policy 1.9	Use of existing facilities. Make efficient use of existing transportation facilities, and improve these facilities as necessary in accordance with the Circulation Map.	Consistent: In addition to the Devlin Road extension, the proposed project would rely on existing roadways (e.g., Green Island Road, Devlin Road, and South Kelly Road) for vehicular access.

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	Guiding Policy 1.11	Reduce Vehicle Miles Traveled. Through layout of land uses, improved alternate modes, and provision of more direct routes, strive to reduce the total vehicle miles traveled by City residents.	Consistent: The project site is located within the Napa County Airport Industrial Area, which has convenient access to SR-12 and SR-29. The development of the proposed project’s 2.4 million square feet of high-cube warehouse is within the North Bay Region and would contribute to reducing trip length by locating these facilities closer to customers within this region. Finally, the development of up to 3,643 new jobs in a housing-rich part of the Bay Area region would allow employees to work closer to where they live, thereby reducing vehicle miles traveled.
	Guiding Policy 1.12	Circulation System Enhancements. Achieve, maintain and/or improve mobility in the City by considering circulation system enhancements beyond improvements identified on the Circulation Map, where feasible and appropriate. Improve the circulation system, in accordance with the Circulation Map, at minimum, to support multimodal travel of all users and goods and where feasible, apply creative circulation system enhancements that increase system capacity and that are acceptable to the City and its residents and where applicable, Caltrans.	Consistent: This Draft EIR evaluates project impacts on the roadway system using the City’s adopted LOS standards. This is consistent with the policy of maintaining and improving mobility through circulation system enhancements. Refer to Section 3.12, Transportation, for further discussion.
	Implementing Policy 1.13	Financing Program. Develop a transportation financing program that will fully fund the planned expansion of the existing transportation network consistent with the General Plan. The financing program will include an update to the existing Transportation Impact Fee (TIF) program consistent with AB 1600.	Consistent: The proposed project would pay fees in accordance with the City’s latest adopted traffic impact fee schedule, albeit with credits for improvements installed by the proposed project. This is consistent with the policy of implementing a transportation financing program that will fully fund the planned expansion of the existing transportation network.
	Implementing Policy 1.14	Work with Caltrans on highway improvements. Continue to work	Consistent: This Draft EIR evaluates project impacts on

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		with the Caltrans to achieve timely context sensitive design solutions, funding and construction of programmed highway improvements.	transportation facilities under the jurisdiction of California Department of Transportation (Caltrans) (i.e., SR-29). This is consistent with the policy of working with Caltrans on highway improvements. Refer to Section 3.12, Transportation, for further discussion.
	Implementing Policy 1.16	Use of Congestion Management Process. Utilize the NCTPA Congestion Management Program (CMP) to determine the timing and degree of regional roadway facility improvements in accordance with region wide plans. Actively participate in the Community-Based SR 29 Gateway Corridor Improvement Plan process to identify a funded SR 29 travel capacity enhancement through the City.	Consistent: This Draft EIR evaluates project impacts on CMP transportation facilities (SR-29). Refer to Section 3.12, Transportation, for further discussion.
	Implementing Policy 1.17	Regional fair-share fee program. Work with Caltrans, NCTPA, Napa County, and other jurisdictions to establish a fair-share fee program for improvements to routes of regional significance and State highways. This fee should reflect traffic generated by individual municipalities/ unincorporated communities as well as pass-through traffic.	Consistent: The proposed project would pay fees in accordance with the City's latest adopted traffic impact fee schedule, albeit with credits for improvements installed by the proposed project. This includes improvements under the jurisdiction of Caltrans, Napa County Transportation and Planning Agency (NCTPA), and the County of Napa. Refer to Section 3.12, Transportation, for further discussion.

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	Implementing Policy 1.19	Complete Streets. When constructing or modifying transportation facilities, consistent with Resolution 2012-72, "Complete Streets Policy of the City of American Canyon," strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land use.	Consistent: All improvements required as mitigation for the proposed project would comply with the applicable provisions of Resolution 2012-72, "Complete Streets Policy of the City of American Canyon."
	Implementing Policy 1.23	Access Restriction. Minimize, where possible, the number of access points along arterial roadways, including by consolidating or relocating driveways to provide for more efficient traffic movement.	Consistent: Phase 1 would have four access points on both Devlin and Green Island Road. Half of these points would be designated for trucks and the other half would be designated for passenger vehicles. This is consistent with the policy of providing for more efficient traffic movement.
	Implementing Policy 1.24	Impacts of new development. Based upon the findings of a traffic impact study, consistent with Guiding Policy 1.26, new development will be responsible for mitigation of transportation related impacts.	Consistent: A traffic impact study was prepared as part of this Draft EIR. Refer to Section 3.12, Transportation, for further discussion.
	Implementing Policy 1.26	Update and adopt Transportation Impact Analysis (TIA) guidelines. Update and adopt Transportation Impact Analysis guidelines and a Multimodal LOS assessment methodology for the evaluation of potential transportation impacts resulting from new development that is specific to the City and that will supersede existing LOS standards and guidelines.	Consistent: A traffic impact study was prepared as part of this Draft EIR in accordance with the City of American Canyon's latest guidance for such studies. Refer to Section 3.12, Transportation, for further discussion.

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	Implementing Policy 1.35	General transit and pedestrian access. In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by continuous segments of sound walls.	Consistent: The applicant would develop the segment of the Class I Napa Valley Vine Trail along the project frontages with Devlin Road and Green Island Road. The proposed project’s internal pedestrian facilities would connect to the Vine Trail. Additionally, there would be safe and convenient locations within the project site to allow for future transit service.
	Guiding Policy 2.1	Promote walking and bicycling. Promote walking and bike riding for transportation, recreation, and improvement of public and environmental health.	Consistent: The applicant would develop the segment of the Class I Napa Valley Vine Trail along the project frontages with Devlin Road and Green Island Road. The proposed project’s internal pedestrian facilities would connect to the Napa Valley Vine Trail. Additionally, the proposed project would be accessible to bicycles. Collectively, these characteristics would promote walking and bicycling.
	Guiding Policy 2.3	Develop a safe and efficient non-motorized circulation system. Provide safe and direct pedestrian routes and bikeways between places.	Consistent: The applicant would develop the segment of the Class I Napa Valley Vine Trail along the project frontages with Devlin Road and Green Island Road. The proposed project’s internal pedestrian facilities would connect to the Napa Valley Vine Trail. Additionally, the proposed project would be accessible to bicycles. Collectively, these characteristics would promote a safe and efficient non-motorized circulation system.
	Implementing Policy 2.7	Universal design. Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts.	Consistent: The applicant would develop the segment of the Class I Napa Valley Vine Trail along the project frontages with Devlin Road and Green Island Road. These new trail segments would comply with the ADA. The proposed project’s internal pedestrian facilities would also comply with the ADA.

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	Implementing Policy 2.18	Pedestrian connections to employment destinations. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade-separated crossings over State Route 29.	Consistent: The proposed project's internal pedestrian facilities would connect to the Napa Valley Vine Trail and, thus, advance the policy of providing pedestrian connections to employment destinations. The City's design review process would ensure consistency with this policy.
	Guiding Policy 4.1	Promote safe and efficient goods movement. Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.	Consistent: The project site is located within the Green Island Business Park, which has convenient access to SR-12 and SR-29. Additionally, at least one project building may be rail-served. This is consistent with the policy of promoting safe and efficient goods movement.
	Guiding Policy 4.2	Promote railroad safety. Minimize the safety problems associated with the railroad, including the construction and maintenance of at-grade crossings and the physical barrier effect of the track alignment on the City.	Consistent: Devlin Road provides a grade-separated overcrossing of the Napa Branch Line. Thus, vehicles traveling to and from the project site on Devlin Road would avoid any related safety problems. Additionally, both railroad grade crossings on Green Island Road would receive safety improvements as part of the City-led Green Island Road Widening Project.
	Guiding Policy 4.4	New truck route designation. All highways, arterials, and industrial streets shall be designated truck routes.	Consistent: Devlin Road, which was completed in 2012, is a designated truck route. The Devlin Road extension would also be a truck route. Additionally, Green Island Road is a designated truck route and would be improved along the project frontage as part of the City-led Green Island Road Widening Project.
	Guiding Policy 4.6	Location of industrial development. Continue industrial expansion in the north industrial area to minimize the neighborhood impacts of truck movements.	Consistent: The project site is located within the Green Island Business Park, which is designated for industrial development. There are no residential areas near this area, nor would project-related

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			truck routes travel through such areas.
	Guiding Policy 4.7	Secure truck parking. Encourage high-security off-street parking for tractor-trailer rigs in industrial designated areas.	Consistent: Phase 1 would provide 806 off-street parking spaces, most of which would be suitable for tractor-trailer rigs. The project site would be secured with fencing and lighting. As such, the proposed project would provide secure truck parking.
Utilities	Goal 5	It shall be the goal of American Canyon to establish and maintain a secure water supply and treatment, distribution and storage system to serve the land uses proposed under the general plan.	Consistent: This Draft EIR evaluates project impacts on water supply and distribution and concludes that adequate supplies and infrastructure are available to serve the project. Refer to Section 3.13, Utilities and Service Systems, for further discussion.
	Objective 5.2	Obtain additional water supply sources as necessary to supplement the [North Bay Aqueduct] supply and serve anticipated growth under the proposed land use plan.	Consistent: A Water Supply Assessment (WSA) was prepared for the proposed project and concludes that adequate supplies are available to serve the project. Refer to Section 3.13, Utilities and Service Systems, for further discussion.
	Policy 5.2.4	Promote water conservation and wastewater reclamation as additional water supply sources.	Consistent: The proposed project would employ drought tolerant landscaping and be served with recycled water for non-potable irrigation purposes. This is consistent with the policy of promoting water conservation and wastewater reclamation. Refer to Section 3.13, Utilities and Service Systems, for further discussion.
	Policy 5.2.5	In the event that sufficient capacity is not available to serve a proposed project, the City shall not approve the project until additional capacity or adequate mitigation is provided.	Consistent: A WSA was prepared for the proposed project and concludes that adequate supplies are available to serve the project. In addition, the proposed project would comply with the City's Zero Water Footprint Policy, which requires new development projects to secure offsets to ensure that existing customers do

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			not experience a loss in reliability or an increase in rates.
	Objective 5.4	Establish a water management program to promote water conservation and wastewater reuse.	Consistent: The proposed project would employ drought tolerant landscaping and be served with recycled water for non-potable irrigation purposes. This is consistent with the objective of promoting water conservation and wastewater reuse. Refer to Section 3.13, Utilities and Service Systems, for further discussion.
	Policy 5.4.1	Promote the use of water-saving plumbing fixtures and water-saving landscaping.	Consistent: The proposed project would employ drought tolerant landscaping. The proposed project’s plumbing fixtures would comply with the water conservation standards set forth in the latest adopted edition of the California Plumbing Code.
	Goal 5B	It shall be the goal of American Canyon to develop and maintain a water treatment and distribution system that meets generally accepted operational criteria for service to provide daily and peak demands, including fire flow requirements, to meet present and future needs in a timely and cost effective manner.	Consistent: This Draft EIR evaluates project impacts on water supply and distribution and concludes that adequate supplies and infrastructure are available to serve the project. Refer to Section 3.13, Utilities and Service Systems, for further discussion.
	Objective 5.7	Expand water treatment, storage and distribution facilities as necessary to meet increasing water demands.	Consistent: The existing water distribution lines in Green Island Road have adequate capacity to serve the project. Additionally, a WSA was prepared for the proposed project and concludes that adequate supplies are available to serve the project. Refer to Section 3.13, Utilities and Service Systems, for further discussion.

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	Policy 5.7.3	Require adequate water supply, distribution, storage, and treatment facilities to be operational prior to the issuance of certificates of occupancy.	Consistent: The existing water distribution lines in Green Island Road have adequate capacity to serve the project. Additionally, a WSA was prepared for the proposed project and concludes that adequate supplies are available to serve the project. Refer to Section 3.13, Utilities and Service Systems, for further discussion.
	Policy 5.7.4	Require all new development to be served from an approved domestic water supply.	Consistent: The proposed project would be served with potable water provided by the City of American Canyon, which is an approved domestic water supply.
	Policy 5.7.5	Monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements.	Consistent: This Draft EIR evaluates project impacts on water supply and distribution and concludes that adequate supplies and infrastructure are available to serve the project. Refer to Section 3.13, Utilities and Service Systems, for further discussion.
	Objective 5.8	Ensure that the costs of improvements to the water supply, distribution, storage, and treatment system are borne by those who benefit.	Consistent: The project applicant would construct or provide the full cost of on-site water infrastructure and off-site improvements necessary to serve the proposed project.
	Policy 5.8.1	Require improvements to the existing water supply, distribution, storage, and treatment facilities necessitated by a new development proposal be borne by the project proponent (in proportion to benefit); either through the payment of fees, or by the actual construction of the improvements.	Consistent: The project applicant would construct or provide the full cost of on-site water infrastructure and off-site improvements necessary to serve the proposed project.

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	Goal 5C	Establish and maintain adequate planning, construction, maintenance, and funding for storm drain and flood control facilities to support permitted land uses and preserve the public safety; upgrading existing deficient systems and expanding, where necessary, to accommodate new permitted development and to protect existing development in the City. Pursue public funding sources (i.e., grants) to reduce fiscal impacts of implementation to the City.	Consistent: The proposed project would install an on-site stormwater drainage system that would include a network of detention basins. The system would be designed to accommodate peak storm event runoff in accordance with the City's latest adopted standards. This is consistent with the goal of providing adequate storm drain and flood control facilities to support permitted land uses and preserve the public safety. Refer to Section 3.8, Hydrology and Water Quality, for further discussion.
	Objective 5.10	Ensure that adequate storm drain and flood control facilities are provided and properly maintained to protect life and property from flood hazards.	Consistent: The proposed project would install an on-site stormwater drainage system that would be designed to accommodate peak storm event runoff in accordance with the City's latest adopted standards. Refer to Section 3.8, Hydrology and Water Quality, for further discussion.
	Policy 5.10.1	Provide for the maintenance of existing public storm drains and flood control facilities and for the construction of upgraded and expanded storm drain and flood control facilities, where necessary, to protect existing and accommodate new permitted development.	Consistent: The project applicant would install on-site storm drainage infrastructure and be responsible for its maintenance and upkeep.
	Policy 5.10.3	Require that adequate storm drain and flood control facilities be constructed coincident with new development.	Consistent: The project applicant would be required to install on-site storm drainage infrastructure prior to issuance of the certificate of occupancy.
	Policy 5.10.4	Limit new development, when necessary, until adequate flood control facilities are constructed to protect existing development and accommodate the new development runoff, or until mitigation is provided.	Consistent: The project applicant would be required to install on-site storm drainage infrastructure prior to issuance of the certificate of occupancy. This is consistent with the policy of requiring adequate flood control facilities to

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			be constructed in conjunction with new development.
	Objective 5.11	Ensure that the costs of improvements to the storm drain and flood control system are borne by those who benefit.	Consistent: The project applicant would construct or provide the full cost of on-site storm drainage infrastructure and off-site improvements necessary to serve the proposed project.
	Policy 5.11.1	Require improvements to existing storm drain and flood control facilities necessitated by a new development proposal be borne by the project proponent; either through the payment of fees, or by the actual construction of the improvements in accordance with State Nexus Legislation.	Consistent: The project applicant would construct or provide the full cost of on-site storm drainage infrastructure and off-site improvements necessary to serve the proposed project.
	Policy 5.11.3	Collect adequate amounts of fees and charges to fund the operation/maintenance of existing facilities and to construct new facilities.	Consistent: The project applicant would provide all required storm drainage fees to the City of American Canyon.
	Goal 5D	Maintain the quality of surface and subsurface water resources within the City of American Canyon and its Planning Area.	Consistent: As required by applicable laws and regulations, the proposed project would implement stormwater quality measures and practices to maintain the quality of surface and subsurface water resources.
	Objective 5.12	Enhance runoff water quality upstream of points of discharge to channelized drainage courses.	Consistent: As required by applicable laws and regulations, the proposed project would implement stormwater quality measures and practices that would enhance runoff water quality prior to discharge in downstream waterways.
	Policy 5.12.1	Capitalize on opportunities to reduce pollutant loading through passive treatment systems such as vegetated filter strips, grass swales, and infiltration/ sedimentation areas in suitable open space areas, and incorporated into landscaping adjacent to parking lots and streets.	Consistent: Passive treatment systems would be incorporated into the proposed project's storm drainage system where appropriate.

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	Policy 5.12.2	Incorporate features in new drainage detention facilities which enhance the water quality of discharges from the facility.	Consistent: The proposed project’s storm drainage system would include a network of detention basins, which would serve to enhance the water quality of discharges from the facility through percolation of pollutants into the soil. Refer to Section 3.8, Hydrology and Water Quality, for further discussion.
	Policy 5.12.3	Minimize impervious area that is directly connected to piped or channelized drainage systems in new development.	Consistent: Approximately 44.8 acres of the project site (22 percent) would be dedicated for Wetland Preserve and detention basin use. This would be consistent with the policy of minimizing impervious area that is directly connected to piped or channelized drainage systems in new development. Refer to Section 3.8, Hydrology and Water Quality, for further discussion.
	Objective 5.13	Prevent degradation of surface water quality due to construction activities and industrial operations.	Consistent: As required by applicable laws and regulations, the proposed project would implement construction and operation stormwater pollution prevention measures to prevent degradation of surface water quality. Refer to Section 3.8, Hydrology and Water Quality, for further discussion.
	Policy 5.13.1	Require that development activities comply with the State General Storm Water Permit For Construction Activities with measures that protect surface water quality to the maximum extent practicable.	Consistent: The proposed project’s construction and operation stormwater pollution prevention measures would comply with the applicable stormwater permits. Refer to Section 3.8, Hydrology and Water Quality, for further discussion.

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	Goal 5E	It shall be the goal of the City of American Canyon to establish and maintain adequate planning, construction, maintenance, and funding for wastewater collection and treatment facilities to support land uses; upgrading existing deficient systems, and expanding, where necessary, in the City’s service area.	Consistent: This Draft EIR evaluates project impacts on wastewater collection and treatment and concludes that adequate capacity is available to serve the project. Refer to Section 3.13, Utilities and Service Systems, for further discussion.
	Objective 5.14	Provide a system of wastewater collection and treatment facilities which will adequately convey and treat wastewater generated by existing and future development in the City’s service area.	Consistent: Aside from laterals to serve proposed buildings, all wastewater infrastructure necessary to serve the proposed project is currently in place. The laterals would be required to be in place prior to the issuance of a certificate of occupancy.
	Policy 5.14.2	Provide for the construction of upgraded and expanded wastewater collection and treatment improvements to support existing and new development.	Consistent: The proposed project would connect to an existing sewer line located within Green Island Road. Aside from laterals to serve proposed buildings, no other wastewater upgrades would be required.
	Policy 5.14.4	Require new development to connect to a master planned sanitary sewer system. Where construction of master planned facilities is not feasible, and where the future construction of master planned facilities will not be jeopardized, the City Council may permit the construction of interim facilities sufficient to serve the present and short-term future needs.	Consistent: The proposed project would be served with sanitary sewer service provided by the City of American Canyon. The proposed project would connect to an existing sewer line located within Green Island Road; no interim facilities would be necessary.
	Policy 5.14.5	Require all new development to secure sewer capacity rights prior to or at the time building permits are issued.	Consistent: The City of American Canyon has indicated that the proposed project would be served with adequate sewer capacity.
	Objective 5.15	Ensure that wastewater collection and treatment facilities are upgraded and installed in a timely manner to meet usage requirements and maximize cost efficiency.	Consistent: Aside from laterals to serve proposed buildings, all wastewater infrastructure necessary to serve the proposed project is currently in place. The laterals would be required to be in

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	No.	Text	
			place prior to the issuance of a certificate of occupancy.
	Policy 5.15.1	Require that wastewater collection and treatment facilities be installed and available for use prior to the issuance of a certificate of occupancy.	Consistent: Aside from laterals to serve proposed buildings, all wastewater infrastructure necessary to serve the proposed project is currently in place. The laterals would be required to be in place prior to the issuance of a certificate of occupancy.
	Objective 5.16	Ensure that the costs of infrastructure improvements are borne by those who benefit.	Consistent: The project applicant would construct or provide the full cost of on-site sewer infrastructure and off-site improvements necessary to serve the proposed project and would be subject to City fee programs.
	Policy 5.16.1	Require that the cost for improvements to the existing wastewater collection and treatment facilities necessitated by a new development proposal be borne by the project proponent in proportion to benefit; either through the payment of fees, or by the actual construction of the improvements.	Consistent: The project applicant would construct or provide the full cost of on-site sewer infrastructure and off-site improvements necessary to serve the proposed project and would be subject to City fee programs.
Public Services and Facilities	Goal 6A	Maintain a high level of fire protection and emergency services to City/District businesses and residences.	Consistent: This Draft EIR evaluates project impacts on the American Canyon Fire Protection District and concludes that adequate levels of service can be provided. Refer to Section 3.11, Public Services, for further discussion.
	Objective 6.3	Ensure that the Fire District’s facility, manpower and equipment needs keep pace with the City’s growth.	Consistent: This Draft EIR evaluates project impacts on the American Canyon Fire Protection District and concludes that adequate levels of service can be provided. Refer to Section 3.11, Public Services, for further discussion.
	Policy 6.3.1	Require that City planning staff work closely with Fire District officials to ensure that fire facilities and personnel are expanded	Consistent: The American Canyon Fire Protection District was consulted during the preparation of this Draft EIR to determine

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		commensurably to serve the needs of the City’s growing population and development base.	whether the proposed project would impede its ability to provide fire protection. Refer to Section 3.11, Public Services, for further discussion.
	Policy 6.4.3	Require, through the development review process, that all structures and facilities subject to the District’s jurisdiction adhere to City, State and federal regulatory standards such as the Uniform Building and Fire Codes and other applicable safety guidelines.	Consistent: All proposed project structures would be required to comply with the latest adopted edition of the California Fire Code.
	Goal 6B	Ensure a high level of police protection for the City’s residents, businesses and visitors.	Consistent: This Draft EIR evaluates project impacts on the American Canyon Police Department and concludes that adequate levels of service can be provided. Refer to Section 3.11, Public Services, for further discussion.
	Objective 6.7	Coordinate development activities with the Napa County Sheriff’s Department or other contract agency to ensure that adequate facilities and services are maintained for the City’s residents, businesses and visitors.	Consistent: The American Canyon Police Department was consulted during the preparation of this Draft EIR to determine whether the proposed project would impede its ability to provide police protection. Refer to Section 3.11, Public Services, for further discussion.
	Policy 6.7.1	Work with the Sheriff’s Department to ensure that enough personnel are added to the Department to serve the needs of a growing population and a developing City.	Consistent: The American Canyon Police Department was consulted during the preparation of this Draft EIR to determine whether the proposed project would impede its ability to provide police protection. Refer to Section 3.11, Public Services, for further discussion.
	Objective 6.9	Increase the residents’ and Sheriff’s Department ability to minimize crime and improve security for all uses of public and private buildings, sites, and open spaces.	Consistent: The proposed project incorporates design features such as low-profile landscaping and exterior lighting to prevent and deter criminal activity.
	Policy 6.9.2	Require that landscaping in proximity to commercial, industrial, multi-family, and public structures be sited to allow for security surveillance.	Consistent: The proposed project would provide low-profile, non-obtrusive landscaping along roadway frontages and within

Element	Goal/Objective/Policy		Consistency Determination
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			parking areas to allow for adequate security surveillance.
	Policy 6.9.3	Require the incorporation of lighting which provides adequate exterior illumination to facilitate security surveillance around commercial, industrial, multi-family, and public structures.	Consistent: The proposed project would provide exterior lighting that would provide adequate illumination.
Natural and Historic/ Cultural Resources	Goal 8	Protect and preserve the significant habitats, plants and wildlife that exist in the City and its Planning Area.	Consistent: This Draft EIR evaluates the proposed project’s potential impacts on biological resources and requires mitigation where necessary to reduce impacts to a level of less than significant. Refer to Section 3.3, Biological Resources, for further discussion.
	Objective 8.1	Maintain data and information regarding areas of significant biological value within the Planning Area to facilitate resource conservation and the appropriate management of development.	Consistent: This Draft EIR’s evaluation of potential impacts on biological resources included review of relevant databases of biological information and field surveys of the project site. The findings thereof were used in developing appropriate mitigation for project impacts. This is consistent with the objective of using best available information to facilitate resource conservation. Refer to Section 3.3, Biological Resources, for further discussion.
	Policy 8.1.1	Acquire and maintain the most current information available regarding the status and location of sensitive biological elements (species and natural communities) within the City and, as appropriate, within the Sphere of Influence and Urban Limit Line.	Consistent: This Draft EIR’s evaluation of potential impacts on biological resources included review of relevant databases of biological information and field surveys of the project site. The findings thereof were used in developing appropriate mitigation for project impacts. This is consistent with the policy of using the best available information to evaluate impacts on biological resources. Refer to Section 3.3, Biological Resources, for further discussion.

Element	Goal/Objective/Policy		Consistency Determination
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	Policy 8.1.4	Regularly monitor and review developments proposed within the City’s Planning Area to assess their impacts on local biological resources and to recommend appropriate mitigation measures that the developer and/or government agency can implement.	Consistent: This Draft EIR evaluates the proposed project’s potential impacts on biological resources and requires mitigation where necessary to reduce impacts to a level of less than significant. Refer to Section 3.3, Biological Resources, for further discussion.
	Objective 8.2	Balance the preservation of natural habitat areas, including coastal saltmarsh, mixed hardwood forest, oak savanna, and wetland and riparian habitats, with new development in the City.	Consistent: The proposed project site includes an existing Wetland Preserve that coincides with the highest quality habitat within the project site. This is consistent with the objective of balancing the preservation of natural habitat areas with new development.
	Policy 8.2.1	Land use applications for developments located within sensitive habitats, including coastal saltmarsh, mixed hardwood forest, oak savanna, and riparian habitats or with areas potentially occupied by vernal pools (see Figure 8-2) shall be accompanied by sufficient technical background data to enable an adequate assessment of the potential for impacts on these resources, and possible measures to reduce any identifiable impacts. In addition to examining Figure 8-1 for information on these sensitive habitats, an on-site assessment shall be conducted by a City approved qualified Biologist to determine whether sensitive habitats exist on-site. In instances where the potential for significant impacts exists, the applicant must submit a Biological Assessment Report prepared by a qualified professional.	Consistent: The project site contains wetlands. This Draft EIR includes biological and wetland analysis conducted by Huffman-Broadway Group, a biological consulting firm. Refer to Section 3.3, Biological Resources, for further discussion.
	Objective 8.3	Protect natural drainages and riparian corridors within the American Canyon Planning Area.	Consistent: The proposed project site includes an existing Wetland Preserve that contains a segment of No Name Creek. This is consistent with the objective of

Element	Goal/Objective/Policy		Consistency Determination
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			protecting natural drainages and riparian corridors.
	Policy 8.3.1	<p>Review proposed developments in wetlands and riparian habitats to evaluate their conformance with the following policies and standards:</p> <ul style="list-style-type: none"> a. The development plan shall fully consider the nature of existing biological resources and all reasonable measures shall be taken to avoid significant impacts, including retention of sufficient natural open space and undeveloped buffer zones. b. Development shall be designed and sited to preserve watercourses, riparian habitat, vernal pools, and wetlands in their natural condition, unless these actions result in an unfeasible project, in which case habitat shall be replaced in accord with subsection “g.” c. Where riparian corridors are retained, they shall be protected by an adequate buffer with a minimum 100-foot protection zone from the edge of the tree, shrub, or herb canopy (see policy 8.3.2). d. Development shall incorporate habitat linkages (wildlife corridors) to adjacent open spaces, where appropriate and feasible. e. Development shall incorporate fences, walls, vegetative cover, or other measures to adequately buffer habitat areas, linkages or corridors from built environment. f. Roads and utilities shall be located and designed such that conflicts with biological resources, habitat areas, linkages or corridors are avoided where feasible. g. Future development shall utilize appropriate open space or conservation easements in order 	<p>Consistent: The proposed project is designed in a manner to locate buildings and infrastructure away from the highest quality wetlands that are located in the western portion of the site. The highest quality wetlands are located within an existing Wetland Preserve. Finally, the reach of No Name Creek located within the project site is within the existing Wetland Preserve. The wetlands impacted by the project cannot be avoided due to their location; however, their loss would be offset through the creation of compensatory wetlands in the preserve. Lastly, the proposed project would be required to obtain approvals from USACE, CDFW, and Regional Water Quality Control Board (RWQCB) and adhere to all provisions of those permits. For these reasons, the proposed project is consistent with the provisions of this policy.</p>

Element	Goal/Objective/Policy		Consistency Determination
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		<p>to protect sensitive species or their habitats.</p> <p>h. Future development shall mitigate unavoidable adverse impacts to waters of the United States, wetlands and riparian habitats (pursuant to the Federal Clean Water Act and the California Fish and Game Code, Section 1600 <i>et seq.</i>) by replacement on an in-kind basis. Furthermore, replacement shall be based on a ratio determined by the California Department of Fish and Game and/or Army Corp. of Engineers in order to account for the potentially diminished habitat values of replacement habitat. Such replacement should occur on the original development site, whenever possible. Alternatively, replacement can be effected, subject to State and federal regulatory approval, by creation or restoration of replacement habitats elsewhere (off-site but preferably within the City’s Planning Area), protected in perpetuity by provision for an appropriate conservation easement or dedication.</p>	
	Policy 8.3.2	<p>Prohibit development and grading that alters the biological integrity of the Riparian Corridors as depicted on the Biological Habitats Map, unless no feasible alternative exists or the damaged habitat is replaced with habitat of equivalent value.</p> <p>Development that is permitted within Riparian Corridors shall:</p> <ol style="list-style-type: none"> a. minimize removal of vegetation, erosion, sedimentation and runoff by appropriate protection or vegetation and landscape; b. provide for sufficient passage of native and anadromous fish; c. minimize wastewater discharges and entrapment; 	<p>Consistent: A segment of No Name Creek is located within the proposed Wetland Preserve. For those riparian areas located where development is proposed, mitigation is proposed requiring any impacted riparian areas to be offset through restoration of comparable habitat within the Wetland Preserve. The features impacted by the project cannot be avoided due to their location; however, their loss would be offset through the creation of compensatory features in the preserve.</p>

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		d. prevent ground water depletion or substantial interference with surface and subsurface flows; e. provide for natural vegetation buffers; f. minimize the channelization of streams and other watercourses; g. provide for the enhancement of riparian corridors.	
	Policy 8.3.3	Permit only the following uses within retained Riparian Corridors: a. education and research, excluding buildings and other structures; b. passive (non-motorized) recreation; c. trails and scenic overlooks on public land(s) if located outside of undeveloped buffer zones; d. fish and wildlife management activities; e. necessary water supply projects; f. resource consumptive uses as provided for in the Fish and Game Code and Title 14 of the California Administrative Code; g. flood control projects where no other methods are available to protect the public safety; h. bridges when supports are not in significant conflict with riparian resources; and i. underground utilities.	Consistent: The proposed Wetland Preserve that includes a segment of No Name Creek would be maintained and, consistent with the approved Management Plan, would be available for education and research and wildlife management activities.
	Policy 8.3.5	Establish a network of open spaces along the City’s natural drainages and riparian corridors and link significant biological habitats. Any recreational use of these areas shall be designed to avoid damaging sensitive habitat areas.	Consistent: The proposed Wetland Preserve that includes a segment of No Name Creek would be maintained by the proposed project. As such, it would be consistent with the policy of establishing of a network of open spaces along the City’s natural drainages and riparian corridors.
	Policy 8.3.6	Preserve and integrate the City’s natural drainages in new development, as opposed to their channelization or undergrounding, emphasizing opportunities for the development of pedestrian paths	Consistent: The proposed Wetland Preserve that includes a segment of No Name Creek would be maintained by the proposed project. As such, it would be consistent with the policy of

Element	Goal/Objective/Policy		Consistency Determination
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		and greenbelts along their lengths throughout the City.	preserving and integrating natural drainages in new development.
	Objective 8.4	Protect local vernal pools as well as the habitats of endangered species living within American Canyon’s Planning Area.	Consistent: The proposed Wetland Preserve that includes a segment of No Name Creek would be maintained by the proposed project and would include vernal pools and the highest quality habitat with the project site. The vernal pools impacted by the project cannot be avoided due to their location; however, their loss would be offset through the creation of compensatory features in the preserve. As such, it would be consistent with the policy of protecting vernal pools and habitats of special-status species.
	Policy 8.4.1	Require that development plans incorporate all reasonable mitigation measures to avoid significantly impacting vernal pools for projects located within American Canyon’s Planning Area.	Consistent: The proposed Wetland Preserve that includes a segment of No Name Creek would be maintained by the proposed project and would include vernal pools. For those vernal pools located where development is proposed, mitigation is proposed requiring any impacted resources to be offset through restoration of comparable habitat within the Wetland Preserve.
	Policy 8.4.2	Preserve, where possible, the habitat of several in-fact endangered species, including those shown on Figure 8-2 and listed in Table 8-1, as well as those that may be considered by the City in the future.	Consistent: The proposed Wetland Preserve that includes a segment of No Name Creek would be maintained by the proposed project and includes the highest quality habitat for special-status species with the project site. As such, it would be consistent with the policy of preserving habitats of special-status species.
Geology	Goal 9	Reduce the potential level of death, injury, property damage, economic and social dislocation (i.e., business closures and homelessness due to structural damage) and disruption of vital services that could result from earthquake damage.	Consistent: The West Napa Fault crosses the project site. This Draft EIR requires mitigation measures consisting of a fault investigation study and compliance with the latest adopted edition of the California Building Standards Code

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			to reduce the potential level of death, injury, property damage, and economic and social dislocation to acceptable levels. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.
	Goal 9C	Ensure that seismic, geologic, and soils hazards that might affect areas designated for human use or habitation are properly mitigated or avoided entirely prior to development.	Consistent: The West Napa Fault crosses the project site. This Draft EIR requires mitigation measures consisting of a fault investigation study and compliance with the latest adopted edition of the California Building Standards Code to ensure that seismic hazards are properly mitigated or avoided entirely prior to development. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.
	Objective 9.1	Protect life, ensure public safety, substantially reduce the damage to and ensure the orderly evacuation of building occupants following a seismic event.	Consistent: The West Napa Fault crosses the project site. This Draft EIR requires mitigation measures consisting of a fault investigation study and compliance with the latest adopted edition of the California Building Standards Code to protect life, ensure public safety, and substantially reduce damage to structures. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.
	Policy 9.1.1	Promote the collection of relevant data on fault location and the history of fault displacement as a basis for future refinement of fault zone policies and development standards. Particular attention should be paid to the West Napa Fault that is generally depicted in Figure 9-1 and should be evaluated in conjunction with proposed development. Based on predevelopment studies, limitations on new development shall be imposed if necessary in the identified fault areas.	Consistent: The West Napa Fault crosses the project site. This Draft EIR requires mitigation measures consisting of a fault investigation study to determine to location of the fault and identify appropriate setbacks for project buildings. This is consistent with the requirements of this policy. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.

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	Policy 9.1.2	Implement mandatory development restrictions and investigation requirements (by the State, under the Alquist-Priolo Act, or by the City) on that portion of the West Napa Fault zone located within American Canyon and its Planning Area.	Consistent: The West Napa Fault crosses the project site. This Draft EIR requires mitigation measures consisting of a fault investigation study to determine to location of the fault and identify appropriate setbacks for project buildings in accordance with the Alquist-Priolo Act. This is consistent with the requirements of this policy. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.
	Policy 9.1.3	Require that any building intended to have occupancy be located at least 50 feet from either side of an active or potentially active fault.	Consistent: The West Napa Fault crosses the project site. This Draft EIR requires mitigation measures consisting of a fault investigation study to determine to location of the fault and identify appropriate setbacks for proposed project buildings. This is consistent with the requirements of this policy. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.
	Objective 9.2	Protect health and life safety, and reduce the level of potential property damage from the adverse effects of strong seismic ground shaking by implementing effective, state-of-the-art standards for seismic design of structures in the City.	Consistent: This Draft EIR requires compliance with the latest adopted edition of the California Building Standards Code to ensure that strong seismic ground shaking hazards are properly mitigated. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.
	Policy 9.2.1	Require that development be designed in accordance with seismic requirements of the Uniform Building Code.	Consistent: This Draft EIR requires compliance with the latest adopted edition of the California Building Standards Code seismic design requirements. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.
	Objective 9.3	Protect life and essential lifelines (e.g., gas, electricity, water), reduce the risk of property damage due to liquefaction, and promote the collection of more complete information on liquefaction susceptibility throughout the Planning Area.	Consistent: The project site is underlain by geologic units and soils that would not be susceptible to liquefaction. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.

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	Policy 9.3.1	Avoid development in areas with known liquefaction risk. If these areas cannot be avoided, require a qualified geologist, hydrologist, or civil engineer to determine the liquefaction potential at proposed development sites.	Consistent: The project site is underlain by geologic units and soils that would not be susceptible to liquefaction. Refer to Section 3.5, Geology, Soils, and Seismicity, for further discussion.
	Objective 9.6	Minimize to the greatest extent feasible the loss of life, serious injuries, and major social and economic disruption caused by the collapse of, or severe damage to, vulnerable structures (e.g., buildings, bridges, water storage facilities, key railroad components) resulting from an earthquake.	Consistent: Project structures and infrastructure would be designed and constructed in accordance with the latest adopted edition of the California Building Standard Code’s seismic safety requirements. Adherence to these standards would minimize potential exposure to disruptions associated with earthquakes.
Flood Hazards	Goal 10	Protect the lives and property of American Canyon’s residents and visitors from flood hazards.	Consistent: The developable portions of the project site are located outside of a 100-year flood hazard area. Therefore, the proposed project’s uses (including employees) would not be exposed to flood hazards.
	Objective 10.1	Design both new development and redevelopment projects in a manner that minimizes hazards associated with flooding.	Consistent: The developable portions of the project site are located outside of a 100-year flood hazard area. Therefore, the proposed project’s uses (including employees) would not be exposed to flood hazards.
	Policy 10.1.1	Retain and enhance natural watercourses, including perennial and intermittent streams, as the City’s primary flood control channels whenever feasible.	Consistent: The western portion of the project site, which contains areas located within a 100-year flood hazard area, is protected within the existing Wetland Preserve. This is consistent with the policy of retaining and enhancing natural watercourses as the City’s primary flood control channels.
	Policy 10.1.4	Ensure that stormwater drainage is designed for peak flow conditions.	Consistent: The proposed project’s storm drainage system would be designed in accordance with the City’s peak flow design standards.

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	Policy 10.1.5	Prohibit the development of structures designed for human occupancy within the 100-year floodplain, unless flood hazards are adequately mitigated. Mitigation can be accomplished by building foundations a minimum of one (1) foot above the 100-year flood elevation, or by other means approved by the City Engineer (see Figure 10-1).	Consistent: The developable portions of the project site are located outside of a 100-year flood hazard area. Therefore, the proposed project’s structures would not be located within the 100-year floodplain.
	Policy 10.1.12	Require that proposed developments within the 100-year floodplain submit information regarding the flood hazard prepared by a qualified Civil Engineer or Hydrologist.	Consistent: The developable portions of the project site are located outside of a 100-year flood hazard area. The western portion of the project site, which contains areas located within a 100-year flood hazard area, is located within the proposed Wetland Preserve.
	Policy 10.1.13	Require that proposed developments within the 100-year floodplain submit plans to adequately mitigate flood hazards and demonstrate that such improvements will not create or increase downstream or upstream flood hazards.	Consistent: The developable portions of the project site are located outside of a 100-year flood hazard area. The western portion of the project site, which contains areas located within a 100-year flood hazard area, is located within the proposed Wetland Preserve.
Noise	Goal 11	Ensure that American Canyon’s existing and future residents, employees and employers, as well as visitors to the City, are protected from the adverse human health and environmental impacts of excessive noise levels created by stationary and ambient (intrusive) noise sources and conditions. Take all necessary and appropriate action to avoid or mitigate the detrimental effects of such excessive noise on the community.	Consistent: This Draft EIR includes an evaluation of project-related noise impacts. Mitigation is proposed as necessary to achieve acceptable noise levels. Refer to Section 3.10, Noise, for further discussion.
	Objective 11.1	Control both ambient and stationary (intrusive) noise conditions and impacts that may occur in American Canyon. Maintain base line information regarding ambient and stationary noise sources within the community.	Consistent: This Draft EIR includes an evaluation of project-related noise impacts including ambient and stationary noise sources. Refer to Section 3.10, Noise, for further discussion.

Element	Goal/Objective/Policy		Consistency Determination
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	Policy 11.1.1	Promote noise compatible land use relationships by implementing the noise standards identified in Figure 11-2, to be utilized for design purposes in new development and for establishing a program to attenuate existing noise problems.	Consistent: This Draft EIR includes an evaluation of project-related noise impacts and assesses noise levels against the standards identified in Figure 11-2 to determine whether significant impacts would occur. Mitigation is proposed as necessary to achieve acceptable noise levels. Refer to Section 3.10, Noise, for further discussion.
	Policy 11.1.2	Monitor and update available data regarding the community's ambient and stationary noise levels.	Consistent: This Draft EIR includes an evaluation of project-related noise impacts. As part of this analysis, noise measurements were taken in the project vicinity. This is consistent with the policy of monitoring and updating noise level data. Refer to Section 3.10, Noise, for further discussion.
	Objective 11.2	Protect residents, employees, and visitors to the community from excessive noise exposure. If possible, mitigate the adverse impacts of existing or unavoidable excessive noise on these same groups.	Consistent: This Draft EIR includes an evaluation of project-related noise impacts. Mitigation is proposed as necessary to achieve acceptable noise levels. Refer to Section 3.10, Noise, for further discussion.
	Policy 11.2.1	Require that new development for locations in which the exterior or interior noise levels indicated in Figure 11-2 are likely to be exceeded, submit a noise attenuation study prepared by a qualified acoustical engineer in order to determine appropriate mitigation measures.	Consistent: The project site is not located in any "Sensitive Noise Areas" depicted on Figure 11-2. Regardless, a noise analysis was prepared for the proposed project and mitigation is identified as necessary. Refer to Section 3.10, Noise, for further discussion.
	Policy 11.2.4	Require that new industrial, commercial and related land uses, or the expansion of these existing land uses, demonstrate that they would not directly cause ambient noise levels to exceed an exterior Ldn of 65 dB(A) in areas containing housing, schools, health care facilities, or other "noise-sensitive" land uses. Additionally, require that potentially significant noise generators, including uses such as	Consistent: The project site is located in the Green Island Business Park, which contains noise-tolerant nonresidential uses. There are no nearby noise-sensitive receptors. The proposed project would not have the potential to increase ambient noise levels above 65 dBA L _{dn} .

Element	Goal/Objective/Policy		Consistency Determination
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		night clubs that cause sporadic noise intensities, submit noise analyses prepared by an acoustical expert that include specific recommendations for mitigation when: a) the project is located in close proximity to noise-sensitive land uses or land that is planned for noise-sensitive land uses, or b) the proposed noise source could violate the noise provisions of the General Plan or City Noise ordinance.	
	Objective 11.3	Minimize the adverse impacts of traffic-generated noise on residential and other “noise sensitive” uses as depicted on Figure 11-5.	Consistent: The project site is located in the Green Island Business Park and there are no noise-sensitive uses within 1,000 feet of the project site. Moreover, trucks traveling to and from the project site would use Green Island Road or Devlin Road and South Kelly Road to reach SR-29 and SR-12, which would avoid areas designated for residential use by the General Plan.
	Policy 11.3.1	Minimize motor vehicle noise impacts from streets and highways through proper route location and sensitive roadway design by employing the following strategies: a. Consider the impacts of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned. b. Mitigate traffic volumes and vehicle speed through residential neighborhoods. c. Work closely with the State of California Department of Transportation (Caltrans) in the early stages of highway improvements and design modifications to ensure that proper consideration is given to potential noise impacts on the City.	Consistent: The project site is located in the Green Island Business Park and trucks would use Green Island Road or Devlin Road and South Kelly Road to reach SR-29 and SR-12. This routing would avoid residential areas and, therefore, would be consistent with this policy.

Element	Goal/Objective/Policy		Consistency Determination
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	Policy 11.3.2	Require that all new nonresidential development design and configure on-site ingress and egress points to divert traffic (and its resultant noise) away from “noise-sensitive” land uses to the greatest degree practicable.	Consistent: The project site is located in the Green Island Business Park, which contains noise-tolerant nonresidential uses. There are no nearby noise-sensitive receptors. Thus, the proposed project would not need to configure ingress and egress points to divert traffic away from “noise-sensitive” land uses.
	Policy 11.4.1	Restrict the development of uses located within the 65 CNEL contour of Napa Airport to industrial, agricultural, or other open space uses (see Figure 11-5).	Consistent: A portion of the project site is located within the 65 dBA CNEL contour of Napa County Airport. The proposed project consists of industrial uses and the site includes an existing wetland preserve use, which are “normally acceptable” land use activities within this noise contour.
	Policy 11.4.2	Require that development in the vicinity of Napa Airport comply with the noise standards contained in the Airport Land Use Compatibility Plan (ALUCP).	Consistent: The Napa County ALUCP identifies aviation noise levels between 60 and 65 dBA CNEL as “normally acceptable” for warehouse uses. As such, the proposed project would be consistent with the ALUCP noise standards.
	Objective 11.5	Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or “noise-sensitive” uses.	Consistent: The project site is located in the Green Island Business Park, which contains noise-tolerant nonresidential uses. As such, the proposed project would not have the potential to cause “spillover” noise into adjoining residential neighborhoods or “noise-sensitive” uses.
	Objective 11.7	Minimize the impacts of construction noise on adjacent uses.	Consistent: The project site is located in the Green Island Business Park, which contains noise-tolerant nonresidential uses. As such, surrounding land uses would not experience intrusive noise levels during project-related construction activities.
Source: City of American Canyon 2021; FirstCarbon Solutions (FCS) 2021.			

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Municipal Code Consistency

Impact LU-2: The proposed project would not conflict with the applicable provisions of the American Canyon Municipal Code.

Impact Analysis

The proposed project would consist of the development of up to 2.4 million square feet of high-cube warehouse on 163 acres. The remaining 45 acres would be preserved as wetlands.

Phase 1

The applicant has developed site design-level plans for Phase 1, the 94.7-acre area east of the Devlin Road extension. This area will support two high-cube warehouse buildings totaling 1,069,904 square feet. One of the buildings would be rail-served by the adjacent Napa Branch Line. Each building would provide docks, grade-level roll-up doors, and trailer parking stalls. The facility would be enclosed with a secure perimeter and access would be restricted to authorized users.

The Phase 1 end uses would be consistent with the types of permitted uses set forth in the Zoning Ordinance for the General Industrial zoning district. Additionally, Phase 1 would have a 0.26 FAR and would be within the Zoning Ordinance's allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses. The proposed high-cube warehouses would have 36 feet clear height and, thus, be within the 40-foot height limit set by the Zoning Ordinance. Impacts would be less than significant.

Phase 2

Phase 2, the 113.1-acre area west of Devlin Road, is conceptually proposed for the remaining 1.3 million square feet of high-cube warehouse.

The Phase 2 end uses would be consistent with the types of permitted uses set forth in the Zoning Ordinance for the General Industrial zoning district. Additionally, Phase 2 would have a 0.26 FAR and would be within the General Plan's allowable FAR of 0.50 for labor-intensive uses and FAR of 0.70 for low labor uses. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Airport Land Use Compatibility Plan Consistency

Impact LU-3: **The proposed project may conflict with the applicable provisions of the Napa County Airport Land Use Compatibility Plan.**

Impact Analysis

Phases 1 and 2

Airport Land Use Compatibility Review

The project site falls within the Napa County Airport Land Use Compatibility Plan (ALUCP) Area.

The (ALUCP) establishes policies and compatibility zones addressing four key focus areas: noise, safety, airspace protection, and overflight. The (ALUCP) defines five compatibility zones that address the key focus areas in a composite manner:

- Zone A encompasses the Runway Protection Zones and areas lateral to the runway.
- Zone B includes the approach/departure zone where aircraft will be below 100 feet above ground.
- Zone C is defined by the extended approach/departure zone where aircraft will be below 300 feet above ground level.
- Zone D encompasses the common traffic pattern. These areas are routinely overflown by aircraft.
- Zone E includes the other airport environs and defines the Airport's influence area and ALUC's planning area.

The project site falls entirely within Zone D. Zone D is characterized by moderate risk, frequent noise intrusion and routine overflights below 1,000 feet above ground level. The ALUCP indicates that warehousing, low intensity light industrial uses and office uses are normally acceptable uses. ALUCP Table 3-2, Airport Vicinity Land Use Compatibility Criteria, establishes maximum densities for indoor and outdoor uses. Within Zone D, indoor uses are limited to no more than 100 people per net acre. Uses with an outdoor component can have up to 150 per net acre. The ALUCP does not limit the number of people that can be clustered in any one acre of the parcel within Zone D. Net acreage is defined as the total site area inclusive of parking areas and landscaping, less the area dedicated for streets.

Additionally, the ALUCP prohibits residential uses and uses posing hazards to flight. Hazards to flight include objects that penetrate FAR Part 77 airspace surfaces, uses that would attract large numbers of birds, and uses that would create smoke, glare, distracting lights, or electronic interference.

The analysis that follows assesses the ALUCP density and airspace criteria that relate to the project site.

Maximum Density

The proposed project includes several buildings that would facilitate development of industrial uses, including warehousing, manufacturing, and general office uses. These land uses are generally consistent with ALUCP criteria, provided that the uses do not attract large concentrations of people.

The ALUCP sets forth maximum density criterion of 100 people per net acre for Zone D. The ALUCP identifies three methods for calculating density: (1) parking ordinance; (2) maximum occupancy; and (3) other methodologies in cases where density cannot be reasonably estimated based upon parking or square footage. The ALUCP identifies the parking ordinance methodology as the preferred method for calculating density.

In this case, the parking ordinance methodology would not be appropriate because parking stalls would be used for trailer storage,¹ which provides no insight into the maximum number of persons on-site at any given time. Thus, it is not possible to meaningfully calculate density using the parking ordinance methodology.

The maximum occupancy methodology is most appropriate because it is based on typical Building Code occupancy limits, which can be calculated based on the known project characteristics. Because the ancillary office space within each building is the most intense use, it has been broken out separately from the warehouse use.² Table 3.9-3 summarizes the maximum occupancy calculation.

Table 3.9-3: Maximum Occupancy Calculation

Use	Maximum Square Feet	Maximum Floor Area Allowances per Occupant (California Building Code)	Density (Persons)
Warehouse	2,304,000	1 person/500 square feet (Gross)	4,608
Ancillary Office	96,000	1 person/100 square feet (Gross)	960
<i>Total</i>	<i>2,400,000</i>	–	<i>5,568</i>
Adjustment for Observed Occupancy (50 percent)			5,568 x .5
Adjusted Density			2,784
Notes: Maximum Floor Area Allowances Per Occupant values obtained from California Airport Planning Land Use Handbook (Exhibit G1). 50 percent reduction applied to subtotal to reflect actual observed occupancy rates in accordance with California Airport Planning Land Use Handbook Guidance (Exhibit G2). Source: FirstCarbon Solutions (FCS) 2021.			

¹ Warehouse end users typically have provisions in their contractual agreements with trucking companies that require empty trailers to be left on-site when loaded trailers are picked up.

² Phase 1 is proposed for two warehouse buildings. Phase 2 was assumed to have as many as four warehouse buildings. Thus, 16,000 square feet of ancillary office per warehouse x 6 warehouses = 96,000 square feet.

Table 3.9-4 summarizes the maximum site density calculation. As shown in Table 3.9-4, the project complies with the density recommendation of no more than 100 persons per net acre. Note that the Caltrans Airport Land Use Planning Handbook was used as a technical resource in the context of the density calculations.

Table 3.9-4: Maximum Site Density Calculation

Maximum Site Density (≤ 100 persons/acre)		
Calculation	Density	Maximum Allowable Density
2,784 persons ÷ 163 acres	17.1 persons/acre	100.0 persons/acre
Notes: Calculations follow guidance provided in Exhibit G2 of California Airport Planning Land Use Handbook. Source: FirstCarbon Solutions (FCS) 2021.		

Wildlife Attractants

Approximately 45 acres of the project site would be permanently preserved as a Wetland Preserve. This area contains wetlands that currently attract wildlife (e.g., avian species). Avian species are considered potential hazards to aviation activities due to the potential for bird strikes. The two aspects of the proposed project that have the greatest potential for creating aviation safety hazards are the open space area and the stormwater basins.

The open space area would represent the continuation of an existing condition. The proposed project would create new wetland features to offset those impacted as result of the proposed project. However, it would not substantially increase the bird attractant potential because the new compensatory wetlands represent a small portion of the total open space area. Thus, the proposed project would not introduce new aviation hazards in this respect.

The proposed stormwater basins would be designed to drain out within 48 hours of a 10-year storm event. This rapid drainage rate would minimize the amount of time the basins would hold standing water, which, in turn, would reduce their avian attractant attributes. Additionally, standing water would be prevalent in many areas in the project vicinity during and immediately after a storm event; thus, the basins would not represent a greater attractant in this respect. Moreover, the basins are not intended to hold water for extended periods or to be used as an aesthetic water feature.

Furthermore, the proposed project would result in an approximately 163-acre reduction in avian foraging habitat as a result of the development of the proposed structures and infrastructure. This would further minimize the avian attractant attributes of the project site relative to existing conditions.

Overall, the proposed project would not increase the avian attractant attributes of the project site or nearby areas under the Napa County Airport flight path compared to existing conditions.

The ALUCP indicates that projects that have the potential to attract wildlife are required to prepare a Wildlife Hazards Assessment. Accordingly, Mitigation Measure LU-3 requires the preparation of such an assessment and implementation of the recommendations into the design of the open space area.

This would serve to minimize, if not eliminate, the wildlife attractant attributes in a manner that reduces impacts to a level of less than significant.

Light, Glare, Dust, Steam, and Other Aviation Hazards

The ALUCP Policy 3.3.5 states the following:

Policy 3.3.5: Land uses which may produce hazards to aircraft in flight shall not be permitted within any airport's planning area. Specific characteristics to be avoided include: (1) glare or distracting lights which could be mistaken for airport lights; (2) sources of dust, steam, or smoke which may impair pilot visibility; (3) sources of electrical interference with aircraft communications or navigation; and (4) any use which may attract large flocks of birds, especially landfills and certain agricultural uses.

The proposed project's end uses include high-cube warehouse and ancillary office, which are considered normally acceptable by the ALUCP as long as they do not create hazards. In this case, MM AES-3 requires all exterior lighting to use full cut-off fixtures and be directed downward to prevent interference with Napa County Airport operations. Moreover, the proposed project would reduce the amount of natural vegetation on the project site by 163 acres. The proposed project also would include landscaping and on-site drainage facilities that would be designed and managed to discourage wildlife use of the site. MM LU-3 requires the applicant to retain a qualified Biologist to prepare a wildlife hazard assessment that would identify measures to reduce the bird attractant potential of the wetland area, consistent with the ALUCP's policies. Collectively, the implementation of these two mitigation measures would ensure that the proposed project would not create hazards to aviation. Impacts would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement Mitigation Measure AES-3 and:

MM LU-3 Prior to issuance of grading permits, the applicant shall retain a qualified Biologist to assess potential wildlife hazards to aviation. The assessment shall evaluate the characteristics of the emergent wetlands, drainages, other potential wildlife attractant features (i.e., ponded water) located within the open space area and identify management practices (e.g., storm drainage, vegetation, etc.) to prevent the creation of attractants for large flocks or birds or other wildlife species that may present safety hazards to aviation activities. As part of the assessment, the applicant shall consult with Napa County Airport and Napa County Airport Land Use Commission (ALUC) representatives, as appropriate, regarding findings and recommendations. The applicant shall submit a report to the City of American Canyon prepared by a qualified Biologist that confirms the wildlife hazard assessment's findings and recommendations are incorporated into the design of the open space preserve.

Level of Significance After Mitigation

Less than significant impact.