

Broadway District Specific Plan



ACKNOWLEDGEMENTS

City Council

Leon Garcia, Mayor
Mariam Aboudamous, Vice Mayor
Mark Joseph, Councilmember
Kenneth Leary, Councilmember
David Oro, Councilmember

Planning Commission

Andrew Goff, Chair
Tyrone Navarro, Vice Chair
Eric Altman, Commissioner
Crystal Dispo Mallare Commissioner
Tammy Wong, Commissioner

Parks and Community Services Commission

Kristin Einberger, Chair
Karina Servente, Vice Chair
Clarence Mamaril, Commissioner
Cathy Margolati, Commissioner
Janelle Sellick, Commissioner

Open Space Advisory Committee

Nance Matson, Chair
Tara Clinton-Horner, Vice Chair
Barry Christian, Committee Member
Pierre Washington, Committee Member
Kim Hester Williams, Committee Member

Stakeholder and Citizens Advisory Committee

Millie Binz - Chamber of Commerce representative
Beth Marcus - Community representative
Amit Nischal - Business representative
David Oro - At-large citizen representative
Sergio Ruiz – Caltrans representative
Paul Schapiro - Bicycle activist
Danielle Schmitz – Napa Valley Transportation Authority representative
Sandra Schultze - Neighborhood resident
Karina Servente - Community Organization representative
Erica Tadlip - Neighborhood resident

Staff

Jason Holley, City Manager
Bill Ross, City Attorney
Brent Cooper, Community Development Director
William He, Associate Planner
Erica Ahmann Smithies, Public Works Director
Taresa Geilfuss, City Clerk
Nicolle Hall, Administrative Technician
Jennifer Kansanback, Communications Manager
Creighton Wright, Parks and Community Services Director

Adoption and Amendment History

Action	Adoption Date	Document
Citywide Fuel Station Ordinance	2/1/22	Ord 2022-02
LSMU Hotel Zone Change	12/7/21	Ord 2021-10
BDSP CECC Amendment	9/1/20	Ord 2020-05
BDSP Final Reading	7/2/19	Ord 2019-07
General Plan Amendment	6/18/19	Reso 2019-53
Mitigation Monitoring & Reporting Program	6/18/19	Reso 2019-52
Certification of Program EIR	6/18/19	Reso 2019-51

Table of Contents

- 1. Introduction.....1-1
 - Preface.....1-1
 - Vision, Guiding Principles, and Outcomes.....1-3
 - Specific Plan Authority and Related Documents.....1-5
 - Community-Based Plan.....1-7
 - Physical Context.....1-16
 - Planning Principles1-18
 - Using This Document.....1-20

- 2. Land Use.....2-1
 - Introduction2-1
 - Environmental Sustainability.....2-2
 - Policy Framework.....2-3
 - Land Plan and Zoning.....2-4
 - Allowable Uses.....2-6
 - Development Standards.....2-10

- 3. Design Guidelines.....3-1
 - Introduction3-1
 - Policy Framework.....3-2
 - Private Realm.....3-2
 - Public Realm.....3-11
 - Public Art.....3-15

- 4. Circulation..... 4-1
 - Introduction4-1
 - Policy Framework.....4-1
 - Overall Circulation Plan.....4-2
 - Circulation Policies and Programs.....4-9
 - Roadway System Improvements.....4-9
 - Public Transit.....4-12
 - Pedestrian and Bicycle Circulation.....4-12
 - Parking and Travel Demand Management.....4-13

- 5. Parks and Open Space.....5-1
 - Introduction5-1
 - Policy Framework.....5-1
 - Parks and Open Space Context.....5-3
 - Existing Parks and Recreation Opportunities5-3
 - Additional Recreational Opportunities.....5-4
 - Park and Recreation Facility Implementation.....5-7

6. Infrastructure.....6-1

- Introduction6-1
- Policy Framework.....6-1
- Water Supply and Distribution.....6-2
- Wastewater.....6-3
- Storm Drainage and Water Quality.....6-4
- Infrastructure Strategies.....6-6

7. Implementation and Financing.....7-1

- Introduction7-1
- Specific Plan Administration.....7-1
- Plan Adoption.....7-1
- Plan Administration.....7-2
- Implementation Plan7-5
- Implementation Action Plan Matrix.....7-7
- Potential Incentives.....7-11
- Financing Plan.....7-12

Appendices

A. Priority Development Area Profile Report

Chapter 1. Introduction

The Broadway District Specific Plan creates a strategic approach to fulfilling the community's vision through a series of realistic, implementable actions that create positive change through the center of American Canyon.

1.1 Preface

The Broadway District is the geographic center of American Canyon and represents the image of the City for residents and the 40,000 people that travel on Highway 29 each day. Through a consensus building community planning process, the Broadway District Specific Plan (Specific Plan) establishes the framework to transform an auto-oriented highway commercial district into a livable, mixed use, small town neighborhood and improve the City's image by supporting development that exhibits qualities desirable to the community.

Broadway

Historically known as Broadway where it passes through American Canyon, the primary road through Napa Valley became known as Highway 29 (also referred to as State Route 29) after joining the state highway system in 1931.

About the Plan

The City of American Canyon embarked on a community-based process planning process to develop and implement a vision that will transform the land adjoining Highway 29 (refer to Figures 1 and 2). The City used community input to develop the Broadway District Specific Plan, a Plan that will guide City, stakeholder, and community decisions and investment for the next 10 – 20 years. The Plan outlines a strategic approach to achieve appropriate new development, public infrastructure and transportation improvements, community amenities, and aesthetic enhancements.

The Specific Plan builds upon previous planning efforts that include the General Plan Circulation Element and the Napa Valley Transportation Authority (NVTA) Highway 29 Comprehensive Multimodal Corridor Plan ("CMCP"). These two efforts call for reconfiguration of Broadway as a modified boulevard by adding one lane in each direction, landscaped medians, parkways, sidewalks, and a Class 1 bicycle lane in both directions. These changes will improve mobility and pedestrian access, beautify the corridor and help unify the character of development along the highway.

The Specific Plan provides a land use and urban design framework for development on properties surrounding Broadway, which supports commerce, civic functions, and housing diversity while promoting a unique sense of community and making places that

support vibrant social and commercial activity for a dynamic and diverse community. Key to addressing community objectives, improving community character and increasing connectivity, the Specific Plan:

- Reduces posted traffic speeds on Broadway from 55 to 30 miles per hours (MPH);
- Reinforces Main Street as the pedestrian oriented town center;
- Creates focus areas to promote land use compatibility and synergy;
- Employs a “Modern Rural” aesthetic to create a unified character and architectural interest.
- Provides a Master Environmental Assessment that will streamline environmental review for project consistent with the Specific Plan.

FIGURE 1: AREA MAP



The Specific Plan study area contains approximately 345 acres located on both sides of Broadway extending 2.38 miles north from the County line to Green Island Road (refer to Figure 2). This area includes distinct gateway areas as well as the “core” of the Broadway District containing diverse commercial uses and neighborhoods.

FIGURE 2: BROADWAY DISTRICT PLANNING AREA

Relationship to the American Canyon General Plan

The Broadway District Specific Plan is one of several policy and regulatory tools used by the City of American Canyon to implement the City's General Plan. Specific plans implement the General Plan by establishing more detailed policies, regulations, and actions specifically focused on the Broadway District Plan Area. Section 1.3 of this chapter provides more detailed discussion of the relationship between various plans and studies.

Environmental Analysis

As required by the California Environmental Quality Act, the City has evaluated potential environmental impacts associated with implementation of the Specific Plan. The City prepared and certified a program level Environmental Impact Report (EIR) on June 18, 2019 (Resolution 2019-51). The EIR was used as an analytical tool to help decision makers, City staff, and community understand the potential environmental impacts or benefits associated with Broadway District Specific Plan implementation.

1.2 Vision, Guiding Principles, and Outcomes

The vision statement for the Broadway District reflects extensive input received from local residents, business and property owners, area stakeholders, elected and appointed officials, employees, and members of the community. The vision expresses the shared desires for what the Broadway District should become in the near future. Every goal, strategy, and action included in this Plan implements this shared vision.

The Vision for the Broadway District

Enhance the Broadway District as a livable, small town, mixed use City center that is vibrant and thriving and alluring as the “Face of American Canyon”.

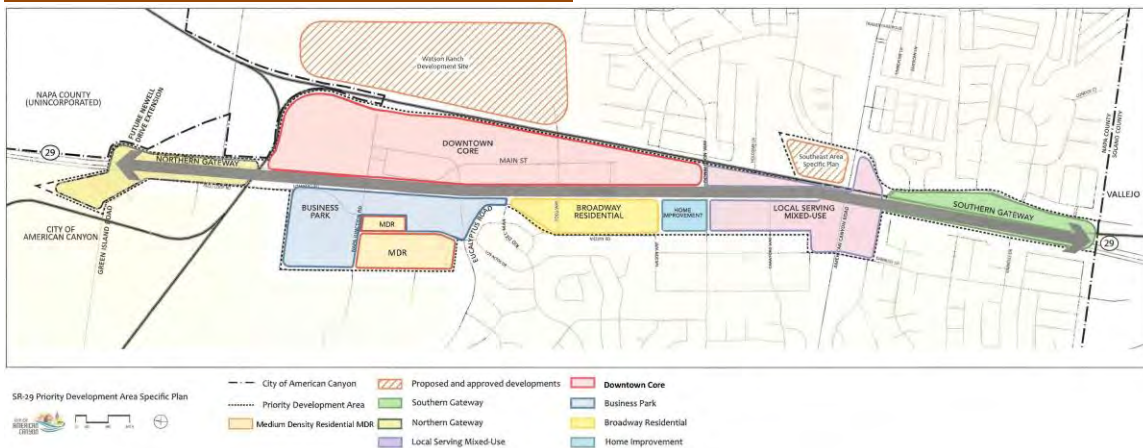
Guiding Principles

To realize this vision, the City Council identified 8 principles that will govern land use and development in the Broadway District:

- 1) **Beautify the Corridor** with Landscaping, Trees and Architecture
- 2) Provide **New Retail Opportunities**
- 3) Provide **Gathering/Multi-purpose Places**
- 4) **Unify the Character** of New Development
- 5) **Improve Mobility**
- 6) **Encourage Events/Festivals** to Enliven the District
- 7) **Provide Connections** between Neighboring Properties and Adjacent Neighborhoods
- 8) **Improve Highway Safety** and Pedestrian Access

Based on the Vision and Guiding Principles, the Specific Plan evolved to address the linear nature of the Specific Plan by creating mixed-use sub-areas of specialization to create centers with distinct and recognizable identity.

FIGURE 3 – BROADWAY DISTRICT SUBAREA PLAN



Outcomes

The community vision requires the Specific Plan to result in:

- Designs for Highway 29 reconfiguration, new or modified intersections, and parallel routes;
- Standards and improvements that improve pedestrian/bike crossing on Broadway;
- A framework that supports economic development and creates business opportunities;
- Guidelines that improve architectural and landscape designs ;

- A framework that supports economically feasible land uses;
- Standards that ensure edge conditions include adequate buffers to adjacent neighborhoods; and
- Adequate park, open space, and recreation opportunities to serve the Broadway District.

1.3 Specific Plan Authority and Related Documents

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) provides the authority for a city to adopt a Specific Plan. Consistent with California Government Code (Section 65450) the City of American Canyon has prepared the specific plan to systematically implement the general plan for The Broadway District. The Broadway District Specific Plan will both guide and regulate development within the Specific Plan area over the next 10 to 20 years by establishing a strong vision, accommodating a mix of land use, providing development regulations and design guidelines, identifying infrastructure improvements and providing an implementation plan for the creation of a cohesive community.

The Broadway District Specific Plan has been prepared in accordance with California Government Code, Sections 65450-65457 and includes text and diagrams, which provide the following details:

- The distribution, location, and extent of the uses of the land within the Broadway District.
- The location, distribution, extent, and intensity of transportation, sewage, water, drainage, solid waste disposal, utilities, and other essential facilities needed to support development in the Broadway District.
- Development standards and criteria, design guidelines and a development-phasing program.
- An implementation program identifying regulations, public works projects, and financing measures necessary to carry out the Specific Plan.

Relevant Documents and Policies

The Broadway District Specific Plan is the legal mechanism by which future development within the Specific Plan area is regulated in order to implement the goals, policies and objectives of the American Canyon General Plan for the Broadway District. To implement the General Plan, the Specific Plan employs and complements the regulatory framework established by the American Canyon Municipal Code (particularly Title 19 – Zoning), and furthers the goals and objectives established by the Napa County Airport Land Use Compatibility Plan, the Highway 29 Corridor Study, and the Vision of American Canyon.

This section identifies existing documents, policies and programs that have bearing on or otherwise provide direction for the Broadway District Specific Plan. These relevant documents and policies are summarized below:

American Canyon General Plan (2018 – 2033)

The Broadway District Specific Plan provides the community vision, land use plan, circulation plan, development regulations, design guidelines, and implementation measures to ensure development in a manner that is consistent with the goals, objectives, principles, and policies of the City of American Canyon General Plan.

The City of American Canyon Circulation Element, updated in 2018, identifies a core value “to provide safe and easy travel within and through the City for pedestrians, bicyclists, and motor vehicles correlated with the Land Use Element”. The City has adopted a “Complete Streets” policy, which further reinforces the City’s intention to ensure safe, comfortable, and attractive access and promoting connectivity between uses and areas of the City. The Broadway District Specific Plan incorporates the City’s core value for circulation and the complete streets policy.

American Canyon Municipal Code

The City of American Canyon Municipal Code, Title 19 (Zoning Ordinance) provides standards for site-specific development and land use regulations that govern the size, shape, and type of use for development in the City of American Canyon. In any instance where the Broadway District Specific Plan regulations and development standards may vary from the Zoning Ordinance, the Broadway District Specific Plan will take precedence. Where the Broadway District Specific Plan is silent on a topic, the City of American Canyon Zoning Ordinance requirements will remain in force.

One Bay Area

As a key component to the Bay Area Sustainable Community Strategy, the Association of Bay Area Governments in association with the Metropolitan Transportation Commission and Bay Area Air Quality Management District initiated a program for local agencies to self-select to establish Priority Development Areas (PDAs) that provide higher density housing in close proximity to employment and transit. In 2010, the Association of Bay Area Governments (ABAG) approved the City of American Canyon’s application to designate approximately 225 acres adjacent to Highway 29 through the City of American Canyon as a Potential Mixed-Use Corridor PDA.

Addressing traffic congestion and encouraging economic development is a top City Council priority. Preparing a Specific Plan for the Broadway District will upgrade its designation from a “Potential” to a “Planned” PDA which will provide the City with access to competitive and block grant applications to fund infrastructure that supports the PDA and its objectives.

Napa County Airport Land Use Compatibility Plan

The Napa County Airport Land Use Commission (ALUC) has the responsibility of preparing an Airport Land Use Compatibility Plan ensuring that land uses in the area surrounding the airport are compatible with airport operations. The Broadway District Specific Plan area is partially subject to airport restrictions for Airport Zone D in

the northern corner of the Plan area. Under the Napa Airport Land Use Compatibility Plan, this zone restricts residential development. The proposed plan is compatible with this requirement. A majority of the Specific Plan area is within Zone E where there are no land use restrictions. Because over flights can occur the Specific Plan must be reviewed by the Airport Land Use Commission.

Highway 29 Corridor Study (2014)

The Napa Valley Transportation Authority (NVTA) obtained a Caltrans Community Based Transportation Grant to conduct a corridor study for Highway 29 from Highway 37 to Trances Street in the City of Napa. Fully two-thirds of the planning effort was intended to focus on context-sensitive design solutions within the American Canyon Priority Development Area (PDA). Initial community outreach efforts favored a boulevard design for the highway between American Canyon Road and Napa Junction Road. This design includes a 6-lane configuration with a Class 1 bicycle trail/pedestrian sidewalk separated by a landscaped median.

Southeast Area Specific Plan (1999)

The property located at the northeast corner of the American Canyon Road intersection with SR-29 is governed by the Southeast Area Specific Plan and is designated Cluster Residential. The Specific Plan establishes land uses, development standards and design requirements that govern use and development of the property. The land use designation allows for attached dwelling units at a maximum density of 16 or fewer units per acre.

Countywide Pedestrian Plan (2016)

The Countywide Pedestrian Plan aims to improve safety, convenience, and accessibility for people walking in Napa County. In addition to recommending new sidewalks and accessibility features, the Pedestrian Plan carries forward recommendations for larger-scale improvements that would positively impact the experience for pedestrians.

Vine Transit Express Bus Corridor Study (2017)

The Vine Transit Express Bus Corridor Study identified and recommended operational and capital improvements for the express bus system in the Napa Valley. Many of these solutions are evaluated in this CMCP, including queue jumping, use of shoulders, and station improvements.

Countywide Bicycle Plan (2019)

The Napa Countywide Bicycle Plan outlines a strategy to make bicycling accessible and appealing to the broader county community, beyond those who have traditionally identified themselves as bicyclists. The plan focuses on developing low stress bicycle routes, improving safety, and improving access for disadvantaged communities.

SR-29 Comprehensive Multimodal Corridor Plan (2020)

The SR 29 Comprehensive Multimodal Corridor Plan (SR 29 CMCP) evaluates the most constrained portion of SR 29 – an 11.5-mile portion that stretches from Imola Avenue (designated SR 121 east of SR 29) in the City of Napa to SR 37 in the City of Vallejo. The

objective is to guide SR 29 corridor programming decisions over a 20-year timeframe based on available funding. Enhancements for multimodal travel, parallel capacity, operational, and telecommunication strategies are a key focus of the SR 29 CMCP. Requisite technical information consistent with State and Federal grant program guidelines and implementation phasing improvements are also key elements of the Plan.

Community Visioning

The City completed a Community Visioning process that encouraged the community to imagine the future it wants and how to get there. At the conclusion of the effort, the City adopted a Vision of American Canyon that is a Home to an engaged, diverse community, a Destination for outdoor recreation and natural beauty, and a Hub of opportunity and economic vitality.

1.4 Community-Based Plan

The Broadway District was designated as a PDA because it contains housing, retail, employment, and mixed-use zoning in the heart of American Canyon and it can be served by transit. In 2013, American Canyon received a grant from Caltrans and the Metropolitan Transportation Commission to fund a community based Specific Plan for the Broadway District.

Consistent with the grant, American Canyon embarked on systematic program of community engagement to ensure that the Specific Plan addressed the needs and aspirations of the community. Between September 2014 to December 2016, city staff and consultants worked with the community, elected officials, and other stakeholders to develop a plan that is both visionary and ready to be implemented. Key events in the planning process include active work with a Stakeholder and Citizen Advisory Committee, three well-attended community workshops, and numerous presentations to City Council. Opportunities for community involvement are summarized in **Table 1**, and described in greater detail in the sections below.

TABLE 1: COMMUNITY PARTICIPATION

Meetings	Date	Purpose
City Council	7/30/2013	MTC Grant Application
City Council	10/1/2013	Broadway District Workshop
City Council	11/5/2013	Broadway District Update
Planning Commission	12/19/2013	Broadway District Workshop
City Council	7/29/2014	MIG Contract approved
City Council	11/4/2014	Stakeholder Citizens Advisory Committee
The Core Business Group	1/22/2015	Broadway District Workshop
City Council/Planning Commission joint meeting	1/26/2015	Broadway District Workshop #1
SCAC	4/1/2015	Meeting #1
The Core Business Group	4/2/2015	Stakeholder Meeting
SCAC	6/3/2015	Meeting #2

City Council	9/15/2015	Broadway District Discussion Session
Leadership Academy	10/7/2015	Stakeholder Meeting
Planning Commission	10/22/2015	Discussion Session
SCAC	1/21/16	Meeting #3
City Council	2/23/2016	Broadway District Workshop #2
City Council	5/24/2016	Broadway District Workshop #3
City Council	7/26/2016	Broadway District Update and Discussion
City Council	10/18/16	First Carbon EIR Contract
City Council	3/7/17	Status Update
Joint PCS and OSAC	3/14/17	Parks, Open Space & Trails
City Council	7/18/17	Parks, Open Space & Trails
City Council	9/26/17	Traffic and Parks
Planning Commission	12/13/17	Draft EIR Workshop
Chamber of Commerce	04/25/19	Project Overview
Planning Commission	04/25/19	Project Recommendation
Planning Commission	05/23/19	General Plan Consistency
Napa County ALUC	06/05/19	Consistency Determination

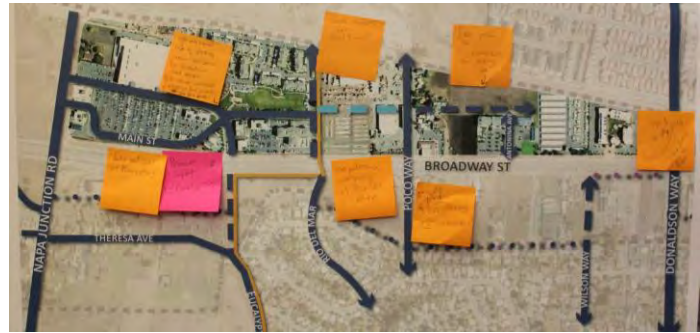
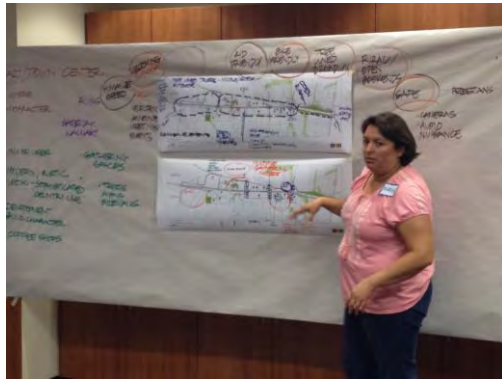
Workshops

The City hosted three community workshops at key phases of the planning process. The workshops were focused on the three following issues:

- 1) Identify assets, issues and opportunities;
- 2) Establish a planning framework and priorities; and
- 3) Evaluate options.

In addition to formal workshops, the City Council and Planning Commission hosted discussion sessions to help focus planning efforts for the Broadway District.





Stakeholders Citizens Advisory Committee

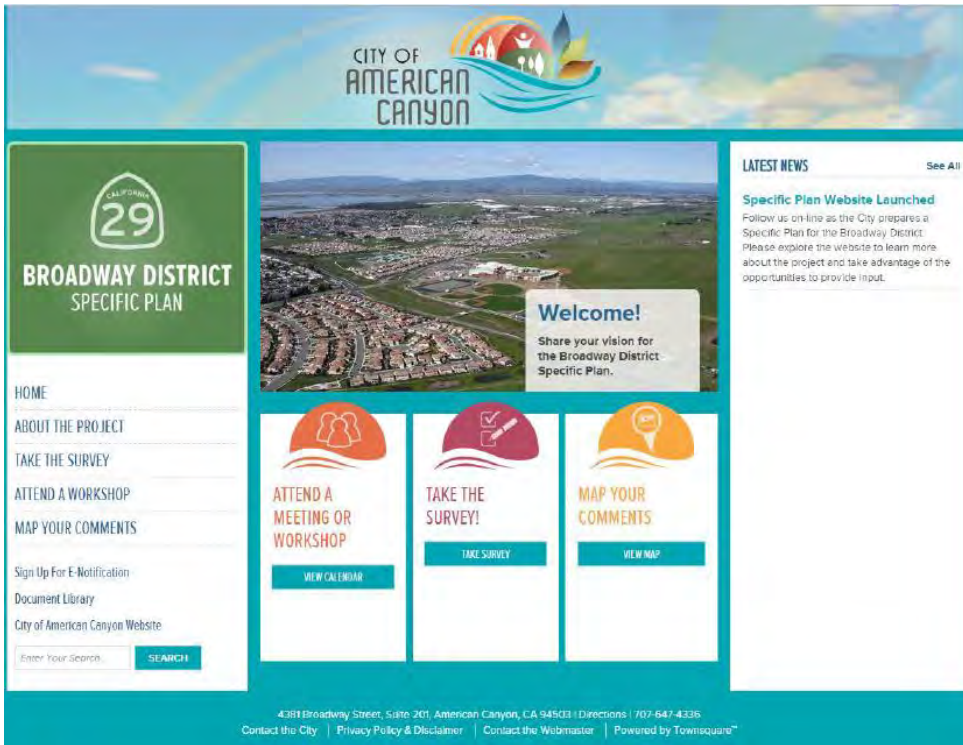
In 2014, the City Council appointed a 10-person Stakeholder Citizens Advisory Committee (SCAC) made up of business, community and neighborhood representatives, a bicycle activist, and a chamber of commerce representative. The SCAC also included representatives from Caltrans and the Napa Valley Transportation Authority. City department heads participated in the meetings to contribute technical expertise and experience. Over several meetings early in the specific plan preparation process, the SCAC participated in three meetings and identified the Planning Principles identified in Section 1.2 above.



Other Community Input

In addition to the involvement of the SCAC throughout the Specific Plan process, community members were afforded an opportunity to monitor progress on the project website, provide input through a community survey, and address specific needs through stakeholder organizations.

Website



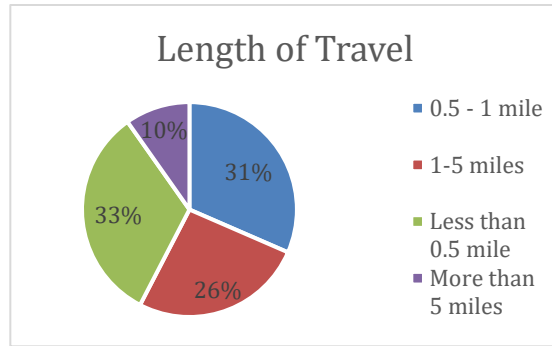
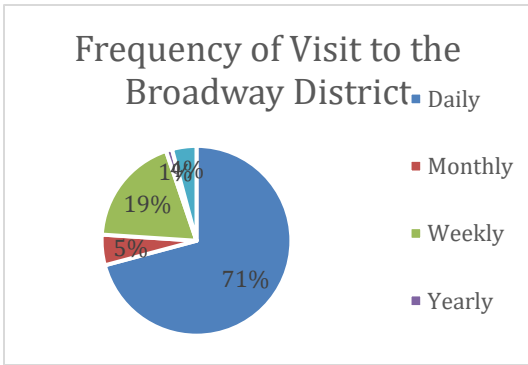
Community Survey

Using an on-line survey, the City gathered information about how people interact with land use and circulation improvements within the Broadway District. This information is useful in understanding the strategies identified in the Specific Plan. Key findings include:

- Very few people walk or bike to the Broadway District
- Most trips to the District are to Safeway or Walmart
- Traffic safety and street beautification lead the list of needed improvements

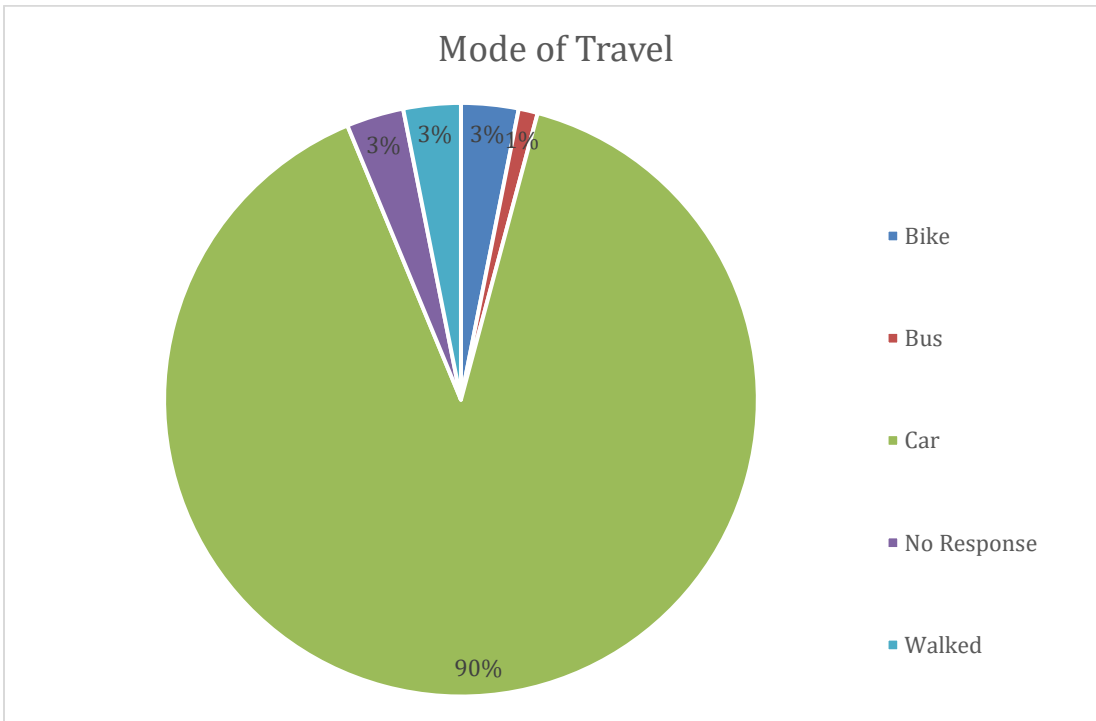
Feedback

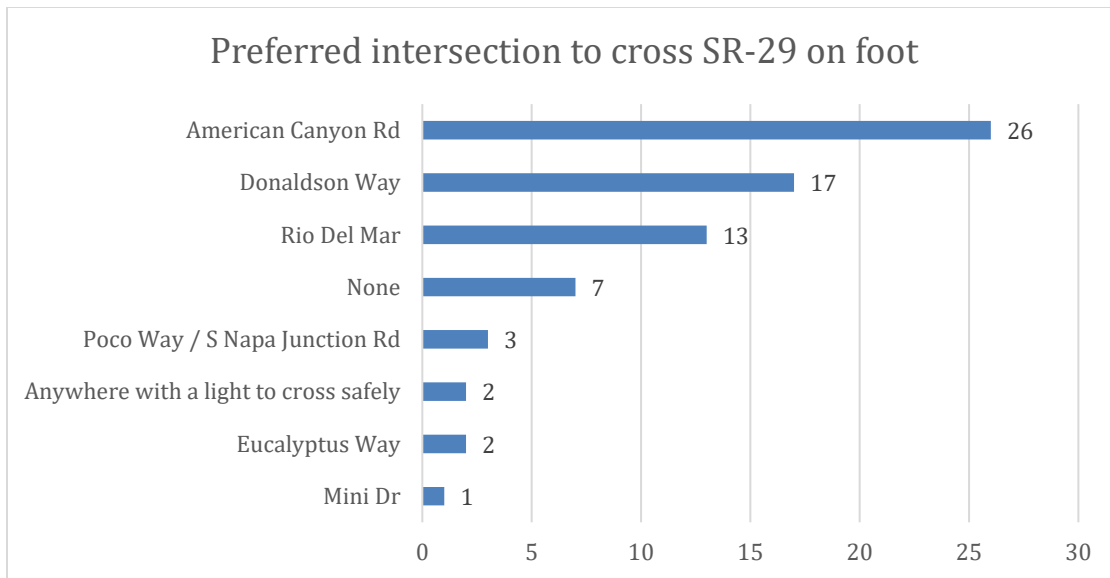
Of the people who participated in the survey, most participants (over 75%) regularly visit the Broadway District (on a daily or weekly basis). Though nearly all (arrived by car, the majority came from less than one mile away (33% from less than 0.5 mi away and 31% from 0.5-1 mi away).



Getting Around

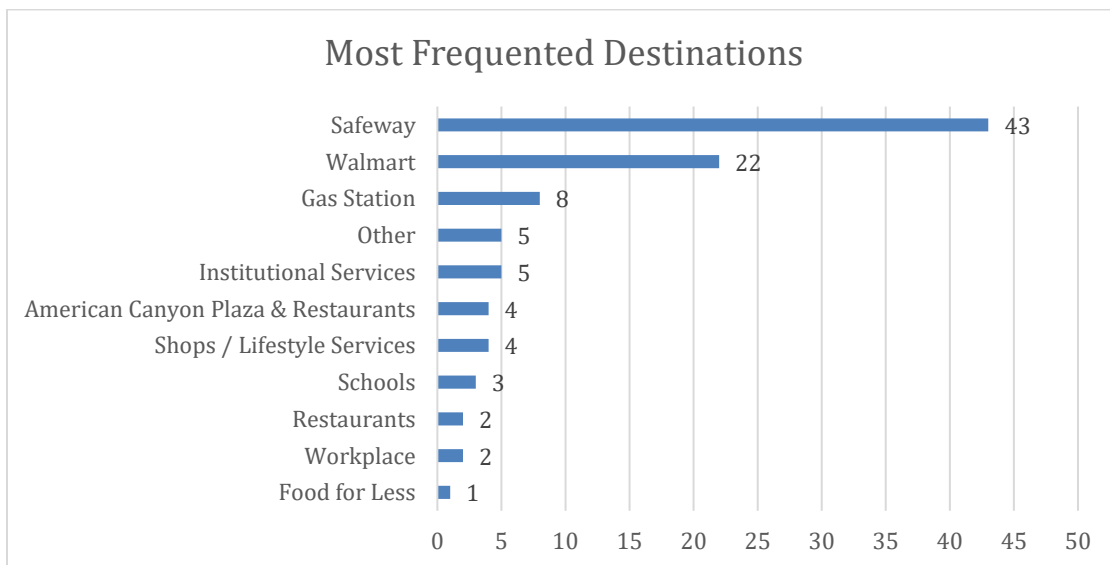
When visiting the Broadway District, 90% travel by car. For those who cross Broadway on foot, the three most common locations for crossing are at the intersections of (1) American Canyon Rd, (2) Donaldson Way, and (3) Rio Del Mar. Ten percent of people who responded indicated that they would not cross SR-29 on foot because it is too dangerous.





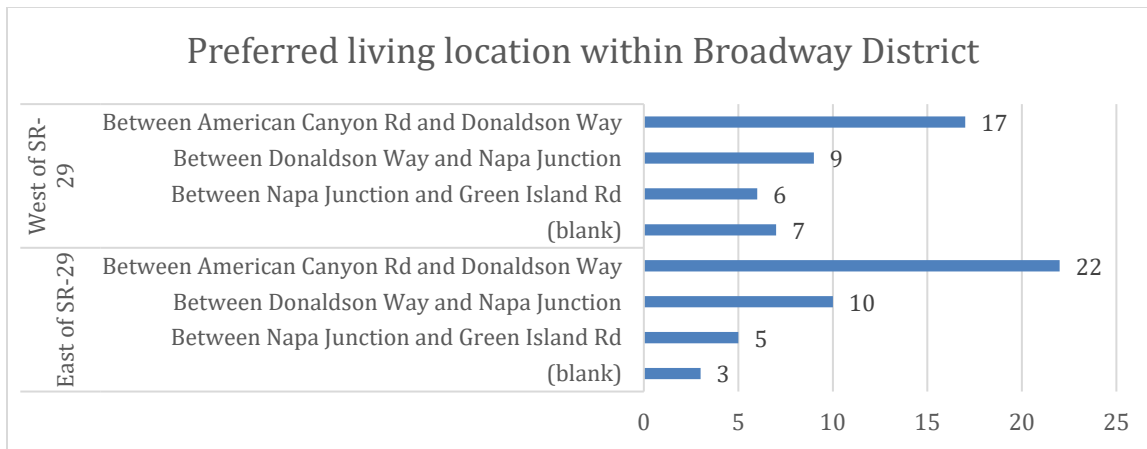
Destination

Most community members visit the Broadway District to eat, shop, or use services at least once a week. The majority of visitors to the Broadway District identify Safeway and Walmart as their destination.

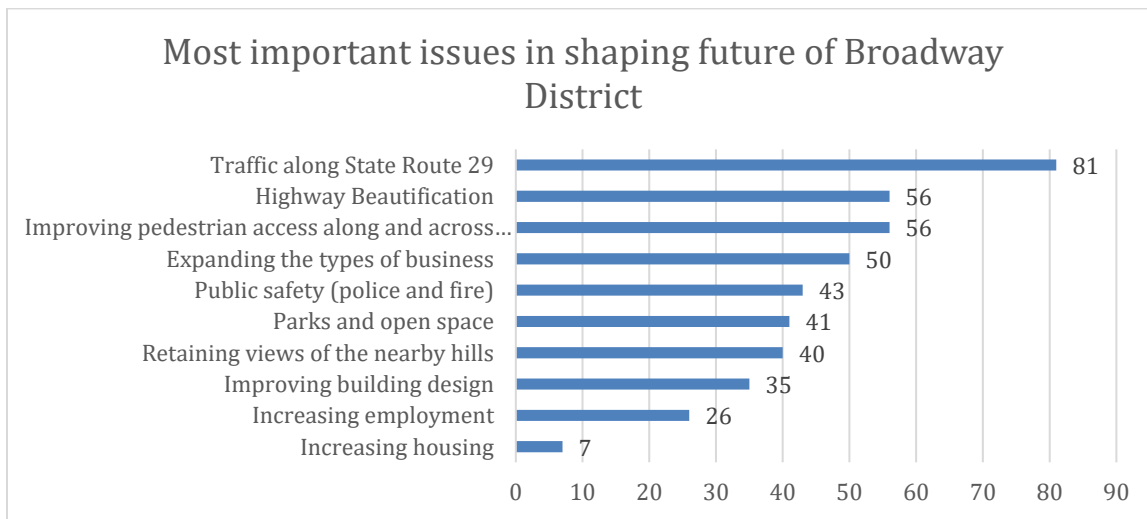


The Future

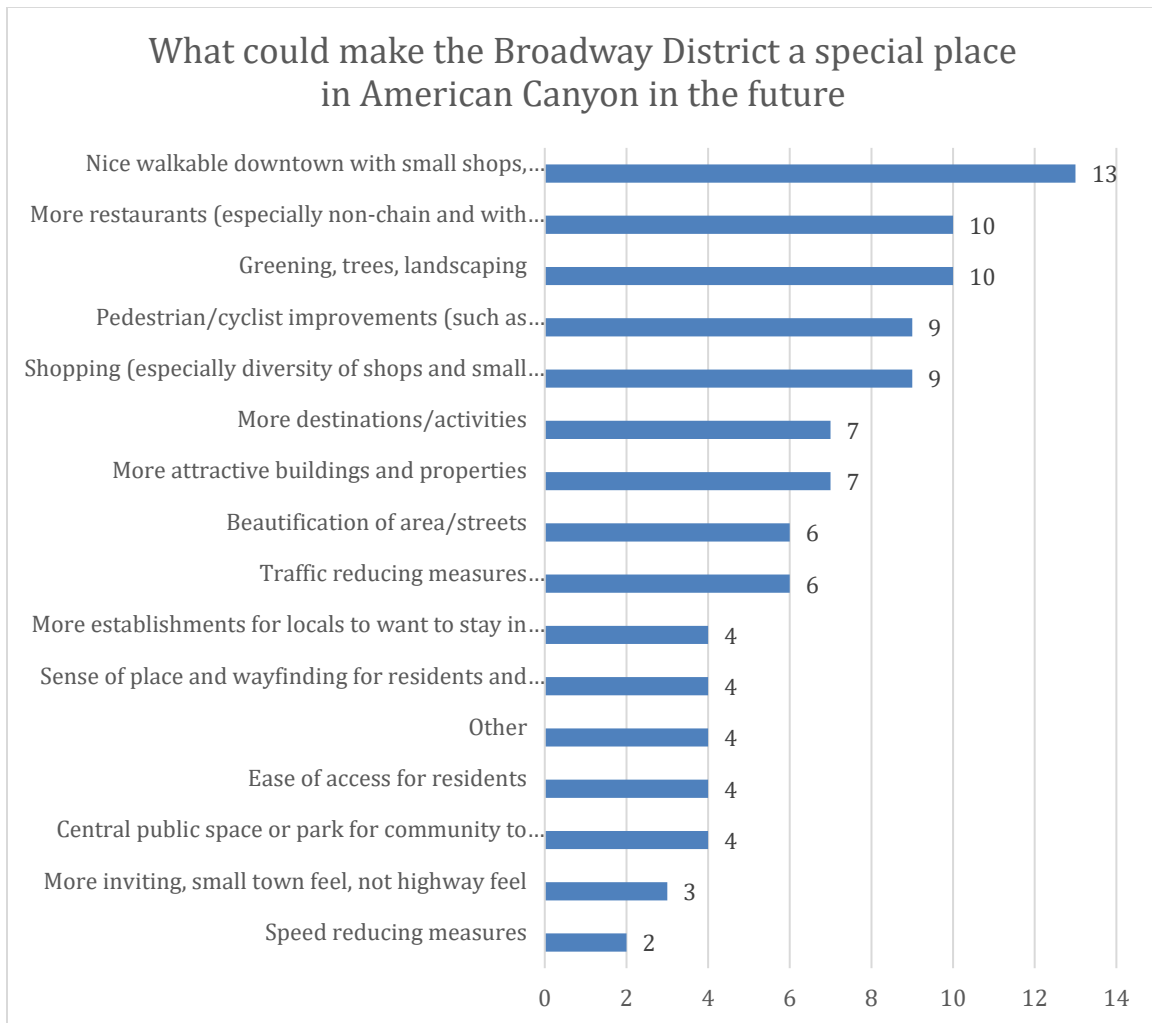
If they were to live in the Broadway District, almost half of the survey participants said they would prefer to live between American Canyon Road and Donaldson Way.



For future development, the top four most important issues in shaping the future of Broadway District are (1) traffic along State Route 29; (2) highway beautification; (3) improving pedestrian access along and across State Route 29; and (4) expanding the types of businesses. Nearly all respondents (93%) would like future development to include outdoor places where people can gather and meet friends.



Many community members believe there is currently no special qualities of Broadway District but believe that it has the potential become a special place in American Canyon in the future if there is a nice walkable downtown with small shops, restaurants and entertainment opportunities (e.g. theaters).

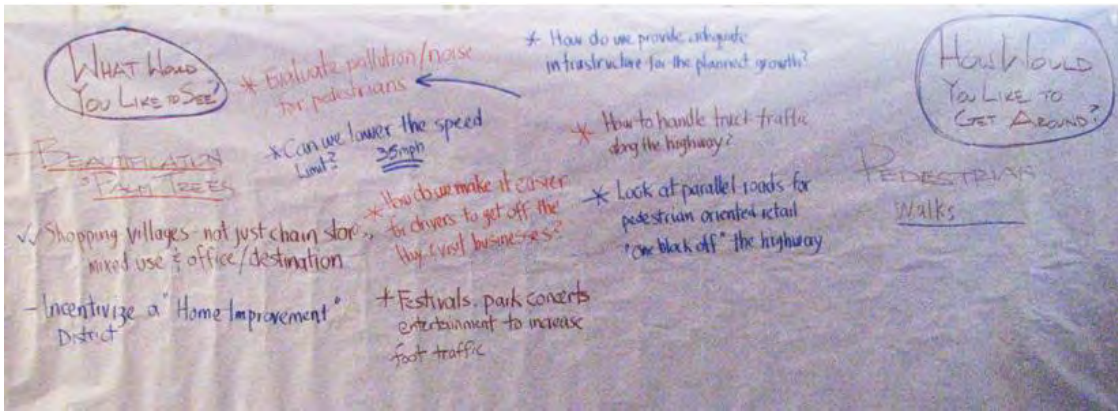


Among survey participants, desirable businesses include grocery stores (especially Trader Joe’s); restaurants (especially family-friendly, local, and non-chain/fast food); more destinations and activities (such as a movie theater); and more retail (especially local stores and clothing/boutiques).

Stakeholder Meetings

The City solicited input from CORE, an organization formed to support Broadway District businesses and property owners, and the Leadership Academy, individuals from American Canyon who had a particular interest in Civic functions. Together these Groups provided input on issues, opportunities and constraints and contributed their perspective in establishing priorities for the Broadway District.

Core



Leadership Academy



1.5 Physical Context

At the north and south ends of the plan area, Broadway has an overpass and a park that create an arrival experience to the Broadway District. Between these gateways, the Broadway District is home to diverse land uses and infrastructure improvements.

Entry to the Broadway District

Industrial uses are located north of, and within the northern portion of the Plan Area. Broadway gains elevation to cross the Union Pacific rail line and creates an elevated entrance to American Canyon for southbound traffic. Foothills provide an attractive backdrop to the city for northbound traffic exiting the Plan Area. This portion of the Plan Area largely functions as a gateway or transition area between American Canyon and Napa County unincorporated lands to the north.

The dominant feature in the southern portion of the Plan Area is Veterans Memorial Park on the east side of Broadway. While residential development is located west side of the highway, it has little orientation to or interaction with the corridor. The portion of SR-29 located between the park and homes provides an important community separator to distinguish the cities of Vallejo and American Canyon.

East and West of Broadway

East of the Plan Area, foothills provide an attractive backdrop to the city. This asset should be protected to preserve views from the project area. Though located outside the project area, ruins of a former cement plant are a unique feature that the city plans to revitalize with future redevelopment.

The Union Pacific rail line runs north to south along the eastern edge of the project area. The rail lines are still used, although infrequently, for freight traffic. Within the Broadway District, public crossings of the rail line occur at Donaldson Way and American Canyon Road. Private rail line crossings occur at Holcomb Lane and South Napa Junction Road. The General Plan calls for a future public crossing at Rio del Mar.

Immediately to the east of the highway, the project area has a variety of small and large-scale commercial uses, a few residential units and several hotels. The east side of Broadway has been the location of more recent investments in the community.

On the west side of Broadway, there are a variety of commercial industrial and residential uses, the largest office building in American Canyon, and numerous vacant and underutilized parcels. This older part of the community has smaller scale development, often with driveway access directly from Broadway. Newer commercial developments provide important local services and contribute to a more modern impression of the west side of the highway.

A 20-foot wide sewer and water easement is located along the west side of Broadway. Generally, trees are not appropriate within sewer and water easements because the roots may infiltrate the pipelines. For this reason, landscape setbacks along the west

side of Broadway should be 30 feet to accommodate trees to soften the appearance of new buildings along this side of the boulevard. Easements are also present along the east side of Broadway. However, there is no consistent easement depth. Addressing landscaping on the east side can be addressed on a case-by-case basis.

With primarily commercial uses fronting the highway, existing residential uses are set back from, and run parallel to, Broadway. While Broadway supports destination-oriented land uses, it would benefit from a complementary, parallel “Main Street” setting to provide space for people who live and work in American Canyon to come together. The pattern and character of future development will need to be configured to ensure compatibility with the adjoining neighborhoods and preserve views to the foothills from the project area.

Opportunity Sites

Not every parcel in the Broadway District is a candidate for development within the next 25 years. Several newer retail, commercial and residential projects have developed in the last 15 – 20 years. In addition, certain older commercial sites (“legacy sites”) have a loyal following and also contribute positively to the City’s services and economy.

These newer and legacy developments however, served as the backbone land use pattern that became the proposed Subarea District Plan. Amending zoning regulations for newer developments and older “legacy” properties may result in changes that render the sites nonconforming to current regulations. A nonconforming status could interfere with the property owner’s ability to make routine improvements and modernization. For this reason, the Specific Plan does not propose to change the current zoning regulations for newer developments and older “legacy” properties.

Vacant and underutilized parcels have a greater potential to contribute to the City. The Specific Plan provides new zoning districts to encourage land uses that are compatible with newer and legacy properties as shown on the Figure below. Opportunity sites are shown in blue. Newer and Legacy properties are shown in pink.

FIGURE 4 – BROADWAY DISTRICT OPPORTUNITY SITES



- | | | | |
|---|----------------------------|----|-------------------------------------|
| 1 | Union Pacific RR Property | 8 | Medium Density Residential sites |
| 2 | Adobe Lumber site | 9 | Former Bowling Alley sites |
| 3 | Holy Family Church site | 10 | Vacant sites north of Poco Way |
| 4 | NV Casino | 11 | Vacant/Underutilized S of Poco Way |
| 5 | Marshals Honey Farm | 12 | Vacant/Underutilized N of Donaldson |
| 6 | Napa Junction Elementary | 13 | Former AC Arts site |
| 7 | City & Medeiros Properties | 14 | Vacant site S of Crawford Way |

1.6 Planning Principles

The outreach process identified the vision, goals and guiding principles described in Section 1.2, and identified key issues and desired outcomes for the Specific Plan. To help address challenges within the Broadway District, the Specific Plan focuses on five overarching concepts that will guide future development in the project area. These concepts are simple and achievable:

- 1) **Place Making:** Nurture an environment where the Broadway District can become a destination for American Canyon.
- 2) **Connectivity:** Increase opportunities to travel through and within the Broadway District.
- 3) **Commerce:** Leverage citywide economic benefits from the Broadway District Specific Plan.
- 4) **Growth:** Increase the number and type of housing opportunities in the Broadway District and encourage variety in the scale and design of new development.

These four overarching concepts are refined into Goals and Policies in subsequent Chapters of the Specific Plan. Key priorities include enhanced aesthetics, creation of a “Main Street” environment, and a new land use context to support mixed-use developments that provide amenities and services to the community, providing connections to, and between surrounding residential neighborhoods, and reinforcing the small-scale feel of the community. To be successful, the Broadway District Specific Plan addresses the following four primary challenges.

Place-Making

As a relatively young and growing city, American Canyon has developed around State Route 29 (SR-29) as a fragmented mix of commercial and industrial uses without a coherent aesthetic or sense of place. New land uses present an opportunity to enhance the visual quality of the Broadway District and improve connectivity along and across SR-29.

Connectivity

With growth in the region, SR-29 has been called on to accommodate additional automobile traffic. In 2020, the Napa Valley Transportation Authority (NVTA) approved the SR-29 Comprehensive Multimodal Corridor Plan (SR 29 CMCP). The preferred multimodal improvement package includes operational and telecommunication strategies coupled with parallel roadway capacity.

This Specific Plan assumes the SR-29 Improvement Plan will be implemented but at a travel speed that is reduced from 55 and 60 miles per hour (mph) to 35 mph. The speed limit reduction is a Complete Street¹ approach that will include additional roadway capacity and reduce road noise and improves vehicle, bicycle, and pedestrian connectivity.

Commerce

With more than 40,000 vehicles traveling through our City every day, American Canyon has an opportunity to play an important role in the regional economy by providing goods and services that also benefit the broader community. Successful economic development will hinge on responding to market demand to capture through traffic while also serving a growing community. Local serving uses will benefit from creating new places for community interaction that are attractive and comfortable for pedestrians.

Growth

As American Canyon grows, it will be essential to provide a diversity of housing types that respond to demand while maintaining and enhancing community character and improving aesthetics. In order to be successful, this growth will need supporting infrastructure that is designed and sized to address community goals.

¹ Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. See National Complete Streets Coalition <http://bit.ly/2i9r314>

1.7 Using this Document

The Broadway District Specific Plan sets the stage for the future by explaining the planning process, describing the land use framework, establishing key goals, strategies, development standards, and design guidelines to address objectives the community has envisioned. The Specific Plan also outlines specific implementation phasing and actions to bring these proposed improvements to life. The Plan document is organized as follows:

The Specific Plan includes the following chapters:

Chapter 1: Introduction – explains the Plan’s background and purpose, provides an overview of recent and current planning efforts, and outlines the organization of the Plan document.

Chapter 2. Land Use Plan and Development Standards –implements the Broadway District vision by identifying the land use designations that govern property within the Broadway District and establishes standards for development.

Chapter 3. Design Guidelines –establishes the principals that govern building mass and form under different conditions, and identifies concepts that will govern design.

Chapter 4. Circulation – establishes standards that will govern multiple modes of transportation improvements.

Chapter 5. Open Space and Recreation – identifies standards to ensure appropriate open space and recreation opportunities to serve new development

Chapter 6. Infrastructure – identifies improvements necessary to support development in the Broadway District, and establishes standards to govern infrastructure improvements.

Chapter 7. Implementation – identifies timing, approximate cost, and responsibility for implementing all components of the Specific Plan.

Chapter 2. Land Use

This Chapter establishes the framework for changing the Broadway District into a dynamic place where residents and visitors live, work, play, and actively participate in their community. Compatible and complementary activities will be clustered to create distinct and vibrant neighborhoods that are physically and aesthetically linked.

2.1. Introduction

Land use designations establish a relationship between buildings, public spaces and the circulation network. The resultant framework includes development standards that define the urban experience by establishing parameters on environmental quality, development intensity, building height, and the community character with building mass and form standards.

There are five primary tools that govern land use and development in the Broadway District:

- **Environmental Sustainability:** Environmental features that reduce Greenhouse Gas (GHG) emissions from the Broadway District Final Environmental Impact Report (FEIR).
- **Policy Framework:** Land Use and Urban Design Policies create the framework within which the City will implement change for the Broadway District and that addresses market strategies;
- **Land Plan and Zoning:** The land plan graphically depicts the location of different types of land uses within the Broadway District;
- **Allowable Uses:** Each zoning district specifies what type of land uses are allowed in different locations within the Broadway District; and
- **Development Standards:** Each zoning district has standards that specify the height, density/intensity and location parameters that apply to property.

This chapter identifies goals, strategies and regulations that will guide the evolution of the Broadway District into a more active and vibrant community consistent with the community vision.

2.2. Environmental Sustainability

The development patterns in the Broadway District provide environmental sustainability by providing residential uses in close proximity to transit, a planned bicycle/pedestrian trail network, retail and services, and employment sources. Individual projects will incorporate measures to further environmental sustainability zoning and development standards included in this chapter identify the types of buildings and activities desired in the Broadway District.

Goals

- 2.1 Update, simplify and clarify land use in the Broadway District to promote compatible and complementary development and uses in a way that is easy to understand and implement.

- 2.2 Reduce Vehicle Miles Travelled (VMT) by encouraging similar and compatible uses to locate in close proximity to each other.

Strategies

Land use regulations can promote market-friendly development and encourage investment in American Canyon if they provide flexibility for developers, while ensuring development that reflects the type and form desired by the community.

To reduce greenhouse gas (GHG) emissions within the Project site, Project Applicants in the Broadway District Specific Plan shall incorporate the following “best practice” GHG reduction features in the new building construction:

- All development shall implement water reduction measures that, at a minimum, meet the Title 24 Part 6 (2016) standards, or the most current Title 24 Part 6 standard, whichever is more conservative.
- All development shall exceed compliance with Title 24 Part 6 (2016) Energy Standards by 15 percent.
- All residential units with a garage shall be provided electrical circuit and capacity in the garages for the installation of electric vehicle charging stations.
- All single-family residential units and multi-family residential buildings shall provide electrical outlets on the exterior of all building walls that allows for the use of electric landscaping equipment.
- All residential units constructed as part of the Project shall meet minimum fixture or appliance efficiency standards as defined below (or the level of efficiency required at the time of construction, whichever is more conservative):
 - Showerheads with a maximum flow rate of 2.0 gallons per minute (gpm).
 - Toilets with a maximum single flush of 1.5 gpm.
 - Faucets with a maximum flow rate of 1.28 gpm.
 - Dishwashers with a maximum use of six gallons per cycle .
 - Washing machines with a water factor of less than 5.5 gpm.
- All residential units constructed as part of the Project shall unbundle residential parking as part of an apartment tenant lease or condominium price so the true cost of parking is known to renters and buyers (e.g., apartment managers charge a parking rental fee for more than one resident parking space.)

2.3. Policy Framework

The zoning and development standards included in this chapter identify the types of buildings and activities desired in the Broadway District. By building on the Broadway’s unique qualities, these standards will ensure a compatible type and scale of development while allowing a vibrant mix of uses to encourage long-term economic success.

Goals

- 2.1 Update, simplify and clarify land use in the Broadway District to promote compatible and complementary development and uses in a way that is easy to understand and implement.
- 2.2 Generate land use synergy by encouraging similar and compatible uses to locate in close proximity to each other.

Strategies

Land use regulations can promote market-friendly development and encourage investment in American Canyon if they provide flexibility for developers, while ensuring development that reflects the type and form desired by the community.

The following strategies seek to streamline regulatory requirements so they are easier to understand and simpler to apply. These strategies are implemented through a combination of new existing zoning districts and changes to zoning boundaries. These boundaries are designed to promote compatible and symbiotic development clusters that also protect and enhance surrounding residential neighborhoods and businesses. **Figure 2-1** identifies Broadway District Sub-areas and **Figure 2-2** identifies specific boundaries of new and existing zoning districts.

2.1 Create land use hubs of different types of retail, employment, lodging, and housing by:

- a) Establishing the Downtown Core (DC) Broadway Residential (RB), Home Improvement (HI), and Business Park (BP) zones;
- b) Permitting a mix of land uses while promoting priority uses that include lodging in the DC Zone, residential uses in the RB Zone, home improvement businesses and sales in the HI Zone, and office uses in the BP Zone; and
- c) Allowing horizontal or vertical mixed-use projects that expand housing opportunities while encouraging priority uses in the DC, RB, HI and BP zones.

2.2 Enhance Main Street as a mixed-use destination that can serve as the City's Downtown by creating a new Downtown Core (DC) zoning designation and applying it to the parcels that abut the Main Street extension south of Rio Del Mar to:

- a) Promote more lodging and residential development while allowing commercial uses; and
- b) Install roadway improvements between Rio Del Mar and Donaldson Way that provides flexibility for programming activities and community use.

2.3 Provide a framework for new residential development west of Broadway that can complement surrounding commercial, office, and residential development:

- a) Create a new Broadway Residential (RB) zoning district on the west side of Broadway between Rio Del Mar and Wilson Way that will allow new residential investment on relatively large and underutilized sites; and

- b) Designate properties west of Theresa Avenue between Napa Junction and Eucalyptus Road West End Residential to facilitate development of housing.

2.4 Streamline regulations to encourage residential and mixed-use projects with appropriate development standards and allow administrative approval of infill projects that conform to these prototypes:

- a) Create a new set of Mixed Use designations that have a flexible range of development intensity standards;
- b) Establish residential density and height limits to support multi-family housing; and
- c) Provide comprehensive environmental review for the Broadway District to either address issues for individual projects or reduce the number of issues and extent of analysis needed for future projects.

2.5 Improve the relationship between Broadway and adjoining properties through a combination of physical improvements and changes in standards:

- a) Work with Caltrans to reduce posted speed limits on Broadway to 35 miles per hour;
- b) Work with Caltrans to modify highway design requirements consistent with a 35 mile per hour speed limit. These new design standards would add one travel lane in each direction with narrower travel lanes and shoulders, parallel parking, separated bicycle lane and pedestrian walkways, and landscaping; and
- c) Modify the development standards to reduce minimum building setbacks on Broadway from a minimum of 40 feet to 30 feet.

2.4 Land Plan and Zoning

To address challenges within the Broadway District, the Specific Plan Land Use Plan focuses development in subareas to promote compatible and complementary land uses that:

- 1) Create a Main Street in the Downtown Core of the Broadway District;
- 2) Increase housing opportunities throughout the Broadway District;
- 3) Make American Canyon an attractive place to stop and visit; and
- 4) Support vibrant, functional, and economically viable commerce.

Subareas

The Broadway District is divided into the following Subareas (refer to Figure 2-1), each with a district identity and land use focus.

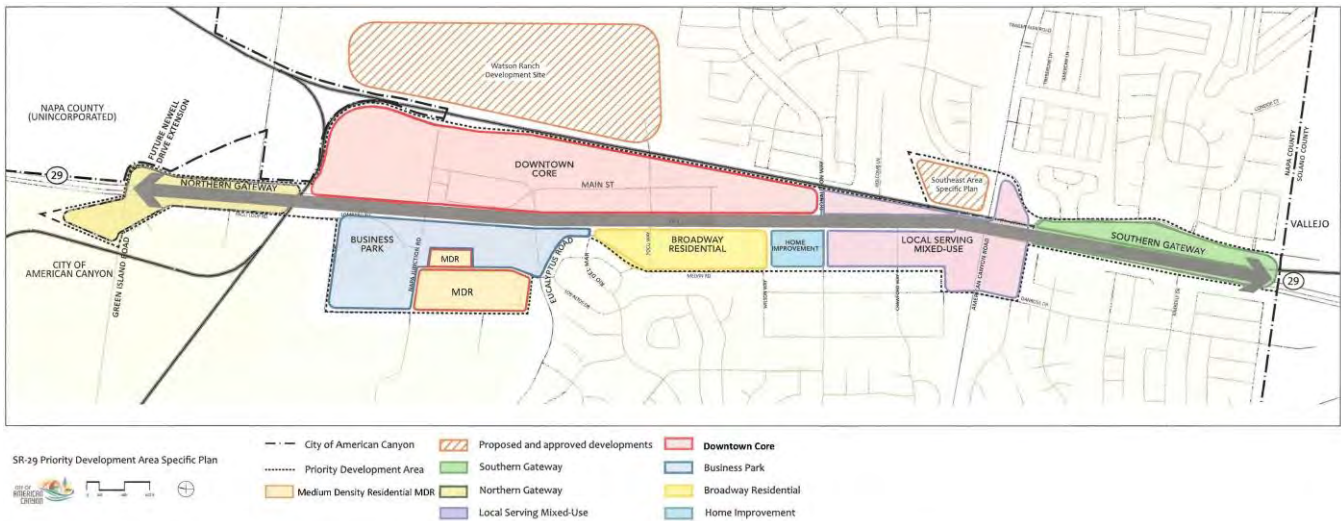
- **Downtown Core**: Encourages mixed-use development focusing on lodging, local and visitor

...serving retail, and high-density residential development to create a destination for residents and visitors.

- **Local Servicing Mixed Use:** Supports existing and future retail that addresses local needs and accommodates residential development.
- **Home Improvement:** Specializing in retail and wholesale home improvement businesses, this commercial subarea also allows public and quasi-public uses.
- **Business Park:** Office uses are the primary focus of this subarea but ancillary retail and residential uses are allowed.
- **Broadway Residential and West End Residential:** These two residential subareas allow a mix of uses with a focus on medium and high density housing.
- **Gateways:** Northern and Southern Gateway subareas frame the Broadway District, create an arrival experience, and accommodate light industrial uses in the north, and open space/park uses in the south.

A portion of the Southeast Area Specific Plan (SEASP) is located within the Broadway District at the intersection of American Canyon Road and Broadway. This area will continue to be governed by SEASP regulations.

FIGURE 2-1: BROADWAY DISTRICT SUBAREA MAP



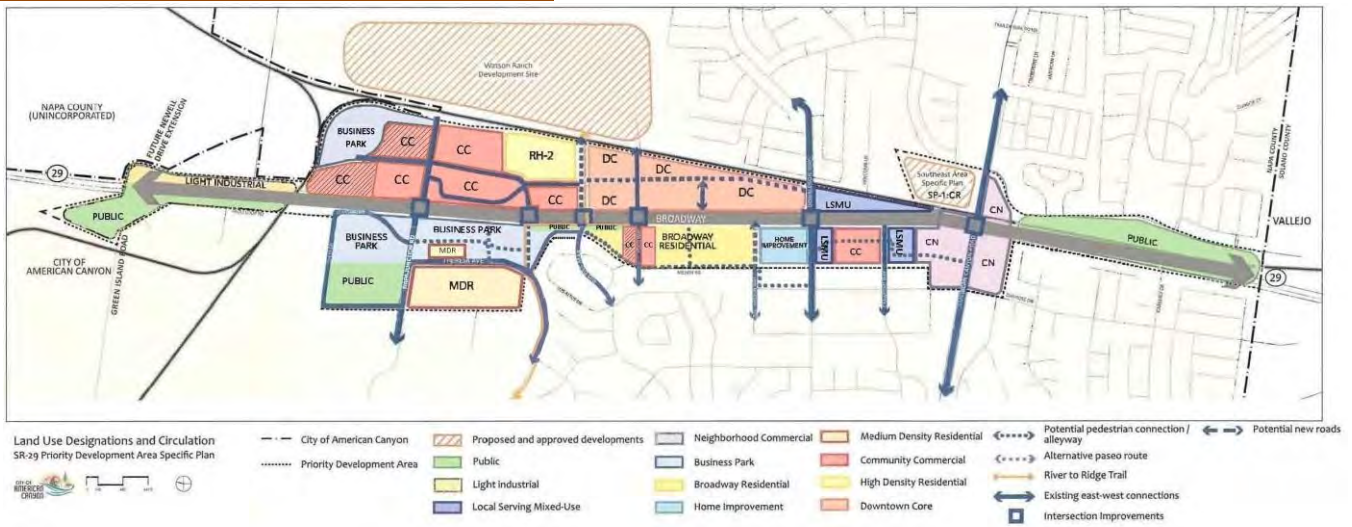
Zoning

Each subarea is further divided into zoning districts to identify specific land uses that are allowed within the subareas and establish standards that will govern future development. For sites with recent development where no substantive change is anticipated for the foreseeable future, and for sites where the current zoning is consistent with the Broadway District vision, there is no change in the existing zoning. The remaining properties are given a new zoning designation. As summarized in **Table 2-1**, 6 existing and 5 new zoning designations will govern land uses in the Broadway District. The location of these districts are depicted in **Figure 2-2**.

TABLE 2-1: ZONING DISTRICTS

Zoning District	
Pre-Existing Zoning Districts	New Zoning Districts
Community Commercial (CC)	Downtown Core (DC)
Neighborhood Commercial (NC)	Broadway Residential (BR)
Medium Density Residential (MDR)	Business Park (BP)
High Density Residential (RH-2)	Home Improvement (HI)
Public (P)	Local Serving Mixed-Use (LSMU)
Light Industrial (LI)	
Cluster Residential (SP-1:CR) – Southeast Area SP	

FIGURE 2-2: BROADWAY DISTRICT ZONING MAP



2.5 Allowable Uses

Land uses in the Broadway District fall into six categories, residential, commercial, industrial, public/quasi-public, recreation, and accessory uses. Within these categories, specific uses are listed in a table that identifies whether the use is permitted, conditionally permitted or not allowed.

- **Permitted Uses (P):** Uses that are allowed on a property without discretion by the City, subject to compliance with all applicable provisions of this Plan and the City’s Municipal Code.
- **Conditional Uses (C):** Uses that are only allowed with the approval of a Conditional Use Permit. The City has discretion to approve, approve with conditions, or deny a Conditional Use Permit based on the circumstances of an individual case and the criteria in the City’s Municipal Code.
- **Not Permitted (“-“):** Uses that are not allowed in a particular zone.

The uses allowed within pre-existing zoning districts are identified in the American Canyon Municipal Code (ACMC) sections cited in **Table 2-2**.

TABLE 2-2: PRE-EXISTING ZONING DISTRICT PERMITTED USES

Zoning District	Code Source for Permitted Uses
Community Commercial (CC)	ACMC Section 19.11.040
Neighborhood Commercial (NC)	ACMC Section 19.11.040
Medium Density Residential (MDR)	ACMC Section 19.10.040
High Density Residential (RH-2)	ACMC Section 19.10.040
Public (P)	ACMC Section 19.13.020
Light Industrial (LI)	ACMC Section 19.14.050
Cluster Residential (SP-1:CR)	Southeast Area Specific Plan Section II.D.3.b.(1-3)

The allowable uses among the zoning districts established by the Broadway District Specific Plan are presented in **Table 2-3**.

TABLE 2-3: BROADWAY ZONING DISTRICT PERMITTED USES

Use Classification (Per ACMC Chapter 19.05)	Broadway District Specific Plan Zoning District				
	Broadway Residential	Business Park ¹	Downtown Core	Local Serving Mixed Use	Home Improvement
Residential					
Congregate living facility	P	P	-	-	-
Farm employees housing	-	-	-	-	-
Garden apartments	P	P	P	P	-
Mobile home	-	-	-	-	-
Mobile home park	-	-	-	-	-
Multifamily residential	P	P	P	P	-
Residential care home	P	-	-	-	-
Second residential unit	P	-	-	-	-
Single-family residential	-	-	-	-	-
- Detached	P	-	-	-	-
- Semidetached	P	P	-	P	-
Townhouses	P	P	P	P	-
Commercial					
Adult-entertainment business	-	-	-	-	-
Animal sales and services	-	P	P	P	P
- Boarding kennel	-	P	P	P	P
- Grooming	-	P	P	P	P
- Medical care	-	P	P	P	P
- Retail sales	-	P	P	P	P
Automobile Service – Zero Emission	-	C	-	-	-
Automobile Washing	-	-	-	-	C
Bank, savings and loan	-	P	P	P	P
Bookstores	-	P	P	P	P
Building materials and services	-	-	-	-	C
Catering	-	P	P	P	-
Check cashing business	-	-	-	-	-
Coin dealer	-	P	P	P	-
Commercial printing	-	P	P	P	-
-Limited printing	-	P	P	P	P
-Communication services	-	P	P	P	-
Drive-Thru	-	C	-	C	-
Drugstores	-	P	P	P	P
Broadway District Specific Plan Zoning District					

Use Classification (Per ACMC Chapter 19.05)	Broadway Residential	Business Park ¹	Downtown Core	Local Serving Mixed Use	Home Improvement
Eating and drinking establishments	-	P	P	P	-
-Adjacent to residential use or zoning	-	C	P	C	-
Entertainment, indoor	-	C	C	C	-
Amusement center	-	-	-	-	-
Gaming	-	-	P	-	-
Food sales	-	P	P	P	P
Funeral and internment services	-	C	-	-	-
Grocery and drug stores	-	P	P	P	P
Health services	-	P	P	P	P
Household good sales	-	P	P	P	P
Laboratory	-	P	-	P	-
Lodging services	-	P	P	C	-
Long-term care facility	P	C	C	P	-
Maintenance and repair services	-	-	-	P	P
Mini-storage/public storage facility	-	-	-	-	-
Mixed-Use building	P	P	P	P	-
Nursery	-	-	-	-	P
Offices, business and professional	-	P	P	P	-
On-premises liquor consumption	-	C	P	C	-
Tasting room	-	C	P	P	-
Outdoor sales and displays	-	-	-	-	C
Overnight accommodations, lodging	-	P	P	-	-
Pawnshops	-	-	-	-	-
Payday lending business	-	-	-	-	-
Personal improvement services	-	P	P	P	C
Night use	-	-	P	-	-
Personal services	-	P	P	P	P
Precious metal exchange	-	-	-	-	-
Professional and medical offices	-	P	P	P	-
Public safety facility	P	P	P	P	P
Recycling collection center	-	-	-	P	P
Restaurant and delicatessens	-	-	P	P	-
Retail food sales	-	P	P	P	-
Convenience store	-	C	-	P	-
Liquor store	-	-	P	C	-
Retail sales	-	P	P	P	P
Limited	-	P	P	P	-
Visitor oriented	-	P	P	P	-
Public and Quasi-Public					
Antenna	P	P	P	P	P
Exceeding height limitations	C	C	C	C	C
Commercial	-	C	C	C	C
Cemetery	-	-	-	-	-
Charitable uses	C	P	P	P	P
Club, lodge	P	P	P	P	P
Community center	-	P	P	P	-
Conference center	-	P	P	-	-
Use Classification (Per ACMC Chapter 19.05)	Broadway District Specific Plan Zoning District				
	Broadway Residential	Business Park ¹	Downtown Core	Local Serving Mixed Use	Home Improvement

Cultural facility	-	P	P	P	P
Day care center	M	M	M	M	M
Emergency shelter	-	P	P	-	-
Government facility	P	P	P	P	P
Hospital	-	P	P	-	P
Maintenance and service facility	-	-	-	-	-
Public information center	-	P	P	P	P
Public parking	-	-	P	-	-
Structure	-	-	P	-	-
Public safety facility	P	P	P	P	-
Religious facility	C	P	P	C	P
School	P	P	P	P	-
Transportation terminal	-	-	P	-	-
Utilities, major	-	-	-	-	-
Utilities, minor	P	P	P	P	P
Recreation					
Recreation facilities, private	P	P	P	P	-
Recreation facilities, public	P	P	P	P	-
Recreation and Sports, indoor	-	P	P	P	-
Recreation and Sports, outdoor	-	C	-	-	-
Accessory					
Accessory dwelling unit	-	P	-	-	-
Livestock keeping	-	-	-	-	-
Cafeteria	-	P	-	-	-
Caretaker's quarters	-	P	-	-	-
Day care home, large	P	-	-	-	-
Day care home, small	P	-	-	-	-
Guest house	P	-	-	-	-
Horticulture, limited	P	-	-	-	-
Recreational facilities, private	P	-	P	-	-

"P" = Permitted Use; "C" = Conditional Use Permit Required; "M" = Minor Use Permit; "MU" = Permitted in a Mixed-Use building; "-" = Prohibited

1. Permitted and conditionally permitted uses on parcels located within a designated Napa County Airport compatibility zone may be restricted or prohibited subject to the requirements of the policies related to airport compatibility in the American Canyon general plan and the Napa County Airport land use compatibility plan. Restrictions may include the requirement for recordation of overflight or avigation easements.
2. Any use that is not shown is Prohibited unless the Community Development Director finds that it is similar to a use that is listed in Table 2-3 above.

2.6 Development Standards

Building size, location and relationship to neighboring properties are the product of the height, setback, floor area, and density standards that govern development. In combination with permitted land uses, development standards also establish the type and amount of development that may occur. To support implementation of the Broadway District Specific Plan, development standards have been established to reflect and accommodates the intensity and type of development the market is expected to support by the year 2040. This section includes a numeric assessment of the development standards for each subarea in the Broadway District. Based on this assessment, the Specific Plan will allow for the scale of additional development above the amount that exists as of January 1, 2017 as described in **Table 2-4**.

TABLE 2-4: DEVELOPMENT BY SUBAREA

Subarea	Acres	Maximum Commercial Area (SF) ¹	Maximum Dwelling Units
Downtown Core	97.7	300,000	180
Broadway Residential	25.0	53,000	275
Business Park	50	263,000	224
Medium Density Residential	23.8	0	276
Home Improvement District	10.7	80,000	0
Local Serving Mixed Use	49.9	127,500	86
Northern Gateway	9.0	16,500	0
Southern Gateway	14.5	0	0
Southeast Area Specific Plan	11.2	0	159
Total	292	840,000	1,200

1. Commercial area includes retail, office and lodging uses

Downtown Core Subarea

Intent: The intent of the Downtown Core is to create a safe and vibrant destination for American Canyon residents and visitors. The centerpiece of the district will be a family-friendly Main Street design which provides safe pedestrian interaction with slow moving vehicles. Uses within the Downtown Core will visually and physically interact with each other to improve the customer experience and economic vitality. Located on the doorstep of the Watson Ranch Ruins & Gardens, the Downtown Core will connect to its neighbor with visual sightlines, pedestrian and vehicle connections, and an architectural style that reflects the historic industrial legacy of the ruins.

The Downtown Core Subarea contains multiple zoning designations including new Downtown Core and Business Park zoning districts. In order to support the Community Vision, the Downtown Core Subarea objectives, these districts are established:

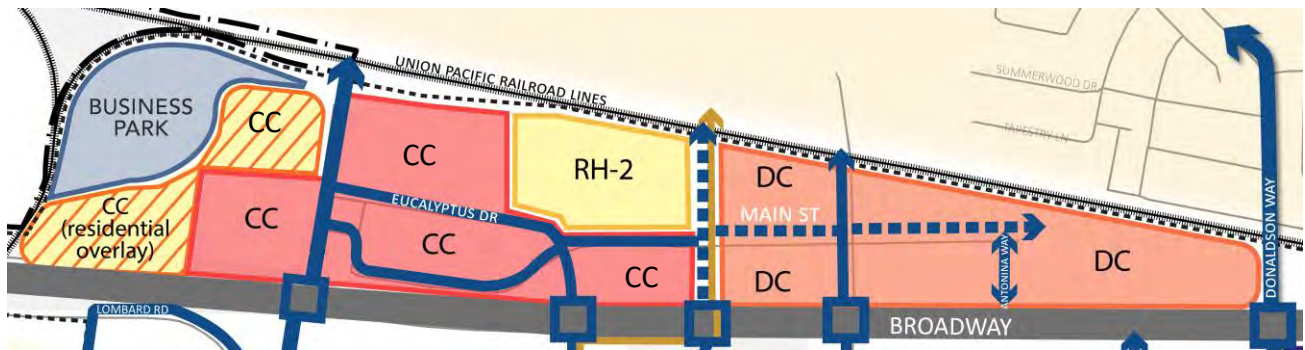
DC (Downtown Core) District: to accommodate a broad range of commercial and residential uses that will serve local residents and the greater community

and reduce the need for external trips to adjacent jurisdictions for goods and services, and shopping, and provide lodging opportunities for commuters, visitors, and tourists along with related services. Multifamily residential uses are also allowed as an independent land use or integrated (vertical or horizontal mixed-use) with commercial uses.

BP (Business Park) District: to encourage professional office uses, a limited range of retail and service commercial uses that are oriented to the day-to-day needs of the local residents at a scale compatible with adjacent neighborhoods. Also accommodates multifamily residential uses, especially in conjunction with a commercial use.

Location and Features: The Downtown Core is located is the largest Subarea and already hosts a mixed use concept with retail, hotel, parks, trails, and high density housing. The zoning for existing newer retail developments with the Downtown Core will remain in place as these properties are not anticipated to redevelop within the timeframe of the Specific Plan.

FIGURE 2-3: DOWNTOWN CORE SUBAREA DISTRICT ZONING MAP



Development Standards

Development standards for each of the zoning district within the Downtown Core are listed in **Table 2-5**.

TABLE 2-5: DOWNTOWN CORE DEVELOPMENT STANDARDS

Development Standard	Business Park	Downtown Core	Community Commercial	High Density Residential
Minimum area per site	1 acre**	1 acre**	1 acre**	20,000 sf
Minimum width per lot	200 feet	200 feet	200 feet	100 feet
Minimum depth per lot	100 feet	100 feet	100 feet	100 feet
Minimum building setback from Broadway (See Special Development Requirement #3)	30 feet	30 feet	40 feet, 50 feet average	30 feet
Minimum setback from arterial	20 feet	20 feet	N/A	N/A
Minimum front yard building setback	15 feet	15 feet	20 feet	15 feet
Minimum garage setback	20 feet	20 feet	N/A	20 feet
Minimum side yard	10 feet	10 feet	10 feet	5 feet, 1 story, 10 feet, 2 story
Street side of corner lot	15 feet	15 feet	15 feet	10 feet
Minimum rear yard	10 feet	10 feet	10 feet	10 feet
Setback between building face (front or rear building face)	35 feet	N/A	N/A	10 feet
Setback between building faces and building side (front or rear building face)	25 feet	N/A	N/A	10 feet
Maximum building coverage	N/A	N/A	N/A	50%
Maximum building coverage for residential structures	N/A	N/A	60%	50%
Residential Density	20 DU/Gross AC	35 DU/Gross AC	20 DU/Gross AC in conjunction with ground floor commercial	20 DU/Gross AC
Residential Overlay	N/A	N/A	20 DU/Gross Ac west of Broadway; 35 DU/Gross Ac east of Broadway	N/A
Nonresidential	N/A	N/A	0.5 FAR	N/A
Mixed Use Structure:	N/A	N/A	1.5 FAR	N/A
Residential Portion	N/A	N/A	1.0 FAR	N/A
Commercial Portion	N/A	N/A	0.5 FAR	N/A

Development Standard	Business Park	Downtown Core	Community Commercial	High Density Residential
Maximum Number of Stories	3 stories	4 stories	2 stories non-residential; 4 stories residential	3 stories
Residential Private Open Space	Ground floor Patios 100 square feet minimum 8 feet deep	Ground floor Patios 100 square feet minimum 8 feet deep	N/A	N/A
	Balconies 50 square feet minimum 6 feet deep	Balconies 50 square feet minimum 6 feet deep	N/A	N/A
Maximum Building Height	24 feet when setback at least 15 feet from a public right-of-way	24 feet when setback at least 15 feet from a public right-of-way	35 feet for nonresidential	42 feet; 15 feet accessory structure
	42 feet when setback 30 feet from a public right-of-way	54 feet when setback 30 feet from a public right-of-way	54 feet east of Broadway for residential or mixed use	

Downtown Core Special Development Standards

- 1) Main Street shall be extended south from South Napa Junction Road to Donaldson Way.
- 2) Main Street between Rio Del Mar and S. Napa Junction shall be designed as a “family” street that emphasizes safe pedestrian use and flexible public space along the roadway (refer to Chapter 3 for more detail).
- 3) Through the Design Permit or other discretionary review process, the minimum building setbacks along Broadway may be reduced to further Urban Design objectives such as providing building elevation and open space variety.

Broadway Residential Subarea

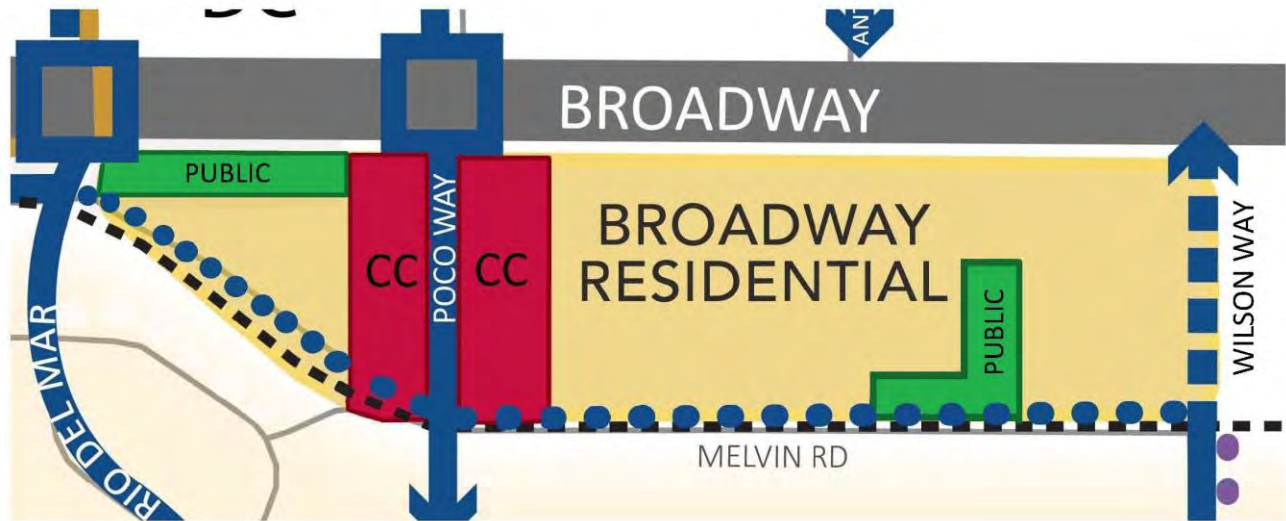
Intent: The intent of the Broadway Residential neighborhood is to encourage a range of single and multi-family “missing middle” residential and residential-supportive uses. Located in the heart of the Broadway District, this location will provide convenient pedestrian and bicycle access to the Downtown Core, existing commercial businesses along Broadway, and the Local Serving Commercial centers. This district includes an existing commercial area adjacent to Poco Way that will remain with Community Commercial zoning. New residential development will be designed to be compatible with existing non-residential, institutional uses, and adjacent single-family uses on the west side of Melvin Road.

The Broadway Residential Subarea is established to support the Community Vision and to provide sufficient land to meet the housing needs of existing and future residents, particularly housing located in close proximity to services and multiple modes of travel, the following residential district is established:

RB (Broadway Residential) Districts: to accommodate single and multi-family “missing middle” residential uses in areas of minimal constraints and ready access to transportation and services. Development in the RB district shall be within the range of twelve to thirty units per gross acre.

Location and Features: The Broadway Residential Subarea is located on the west side of Broadway between Rio Del Mar and a future extension of Wilson Way. Melvin Road borders the area to the west. Broadway Residential has a variety of older low intensity retail businesses and a significant amount of vacant property. Its location near existing single family residential and close proximity to the Downtown Core and Neighborhood Commercial centers a short distance to the south makes it a good location for new residential development.

FIGURE 2-4: BROADWAY RESIDENTIAL SUBAREA



Development Standards

Development standards for the Broadway Residential zoning district are listed in the **Table 2-6** below:

TABLE 2-6: BROADWAY RESIDENTIAL DEVELOPMENT STANDARDS

Broadway Residential (RB)	Development Standard
Minimum area per site	1 acre**
Minimum width per lot	200 feet
Minimum depth per lot	100 feet
Minimum front yard building setback from Broadway	30 feet
Minimum front yard building setback from Melvin Road	15 feet
Minimum garage setback	20 feet
Minimum side yard	10 feet
Street side of corner lot	15 feet
Minimum rear yard	10 feet
Setback between building face (front or rear building face)	35 feet
Setback between building faces and building side (front or rear building face)	25 feet
Maximum building coverage for residential uses	50%
Maximum building coverage for mixed-use structures	60%
Maximum Number of Stories	3
Residential Private Open Space	Ground floor Patios 100 square feet minimum 8-feet deep
	Balconies 50 square feet minimum 6-feet deep
Maximum Building Height	24 feet when setback at least 15 feet from a public right-of-way
	42 feet when setback 30 feet from a public right-of-way

COMMUNITY COMMERCIAL AND PUBLIC DEVELOPMENT STANDARDS

Development Standards

Development standards for the Community Commercial District are established pursuant to American Canyon Municipal Code Section 19.11.050.

Development standards for the Public District are established pursuant to American Canyon Municipal Code Chapter 19.13.

Special Development Standards

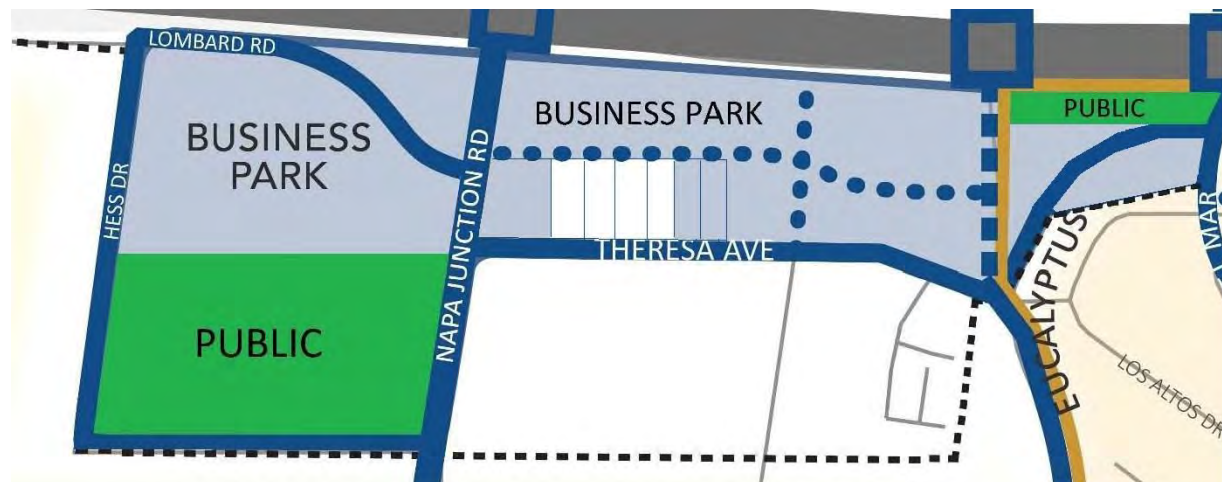
- 1) The east side of Melvin Road will include a landscaped pedestrian walkway to buffer new uses from single family homes across the street and to serve as a traffic calming influence for drivers on Melvin Road.

Business Park

Intent: The intent for the Business Park is to create opportunities for employment-based uses, such as office and allow a wide variety of supportive uses and residential with pedestrian friendly design elements that encourage walking and comfortable spaces for informal gathering. The Business Park Zoning District was created support office and business uses as described in the Downtown Core Subarea discussion above.

Location and Features: The Business Park Subarea is located on the west side of Broadway south of the Highway 29 bridge over the Union Pacific Railroad. The northern side of the Business Park provides a transition to the industrial properties located immediately north and west. South of Napa Junction Road, mixed use business park, residential and ancillary retail is permitted. Its location immediately west of the downtown core makes it an ideal location for new businesses and residences.

FIGURE 2-5: BUSINESS PARK ZONING MAP



Development Standards

Development standards for the Business Park zoning district are listed in **Table 2-7** below.

TABLE 2-7: BUSINESS PARK DEVELOPMENT STANDARDS

Business Park (BP)	Development Standard
Minimum area per site	1 acre**
Minimum width per lot	200 feet
Minimum depth per lot	100 feet
Minimum front yard building setback from Broadway	30 feet
Streetside Minimum front yard building setback	15 feet
Minimum garage setback	20 feet
Minimum side yard	10 feet
Street side of corner lot	15 feet
Minimum rear yard	10 feet

Setback between building face (front or rear building face)	35 feet
Setback between building faces and building side (front or rear building face)	25 feet
Maximum building coverage for single use sites (sites that are either residential or nonresidential)	50%
Maximum building coverage for mixed-use structures	60%
Maximum Number of Stories	3
Residential Private Open Space	Ground floor Patios 100 square feet minimum 8 feet deep
	Balconies 50 square feet minimum 6 feet deep
Maximum Building Height	24 feet when setback at least 15 feet from a public right-of-way
	42 feet when setback 30 feet from a public right-of-way

Special Development Standards – Business Park

- 1) The western edge of Hess Road shall be landscaped with a row of evergreen trees to screen views of the RV storage lot from Broadway.
- 2) The Business Park is bisected by Zone D of the Napa County Airport Land Use Compatibility Plan (NCALUCP). Residential uses in this district may not be permitted in Zone D in accordance with the NCALUCP.

Development Standards

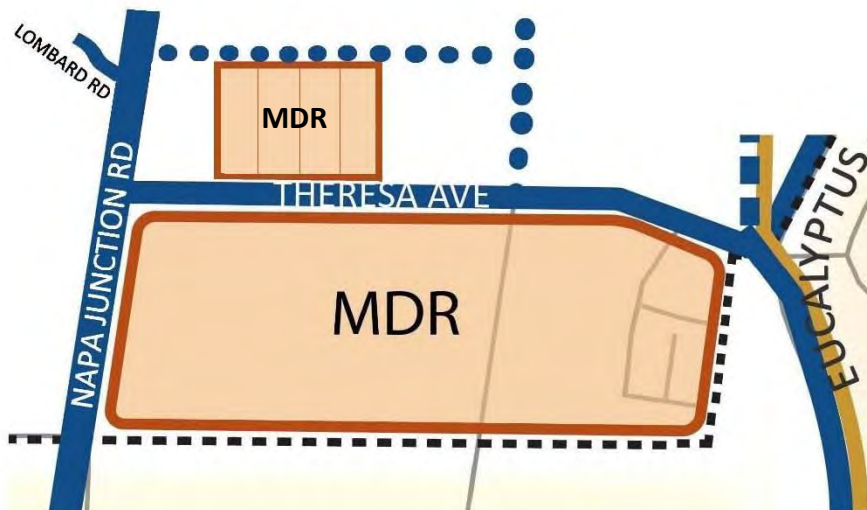
Development standards for the Public District are pursuant to American Canyon Municipal Code Chapter 19.13.

Medium Density Residential

Intent: The intent of the Medium Density Residential neighborhood is to foster a higher density residential community that is architecturally and physically compatible with the existing older single-family residences in this neighborhood.

Location and Features: The Medium Density Residential Subarea is located further off Broadway than the Business Park. This location offers a quieter environment yet close to services and transit. Oat Hill rises steeply to the west and it may afford some units a view to the Sulphur Springs Mountains to the east. The Valley View Senior housing project consisting of 70 dwelling units will be completed in this district in Spring 2019.

FIGURE 2-6: MEDIUM DENSITY RESIDENTIAL ZONING MAP



Development Standards

Development standards for the Medium Density Residential zoning district are shown on the table below:

TABLE 2-8: MEDIUM DENSITY ZONING DISTRICT DEVELOPMENT STANDARDS

Medium Density Residential	Development Standard
Residential Density	12 DU/ Gross Ac
Minimum area per site	20,000 sf
Minimum width per lot	100 feet
Minimum depth per lot	100 feet
Minimum front yard building setback from Broadway	30 feet
Minimum front yard building setback from arterials	N/A
Minimum front yard building setback	15 feet
Minimum garage setback	20 feet
Minimum side yard	5 feet, 1 story
Street side of corner lot	10 feet
Minimum rear yard	10 feet
Setback between building face (front or rear building face)	10 feet
Setback between building faces and building side (front or rear building face)	10 feet
Maximum building coverage	20 feet
Maximum building coverage for residential structures	50%
Maximum Number of Stories	3 stories
Maximum Building Height	42 feet
	15 feet accessory structure

Special Development requirements – West End Residential

- 1) Accessory buildings associated with multifamily residential development, such as clubhouses, meeting rooms, and park buildings do not count toward the additional building intensity square footage allocation.
- 2) Residential uses in the Medium Density Residential zoning district shall exhibit a Modern Farmhouse architectural character to reflect the aesthetic of the existing homes in this neighborhood (See Design, Chapter 3).

Home Improvement Subarea

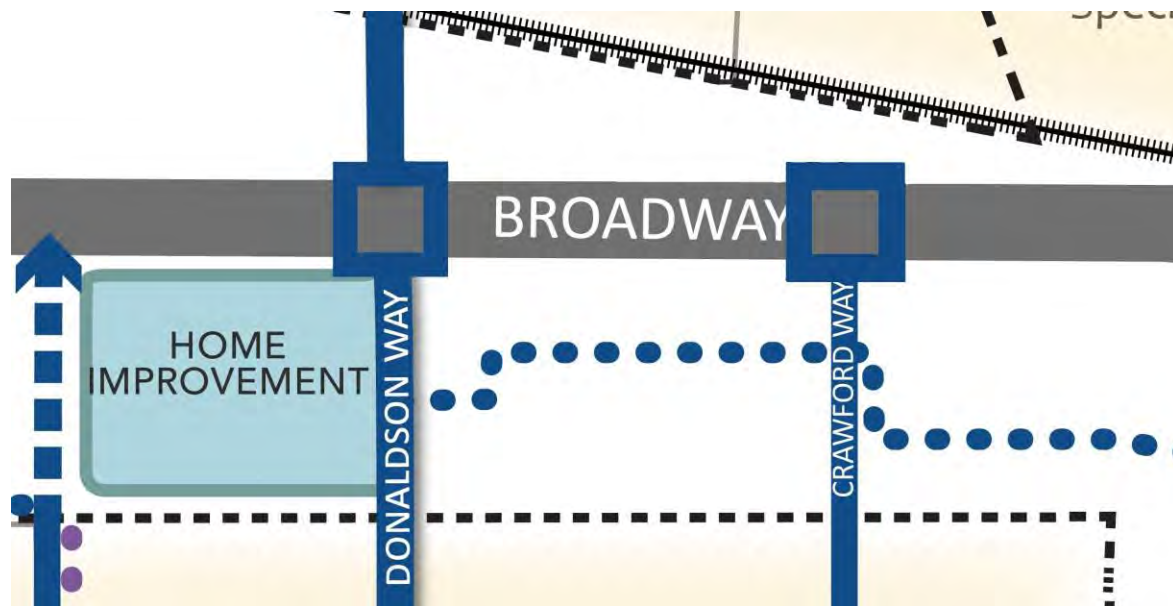
Intent: The Intent of the Home Improvement District is to create a specific area that encourages continuation of existing home improvement retail uses and compatible new uses in close proximity to each other.

The Home Improvement Subarea contains a Home Improvement zoning district. In order to support the Community Vision, the Home Improvement district is established:

HI (Home Improvement) District: to accommodate home improvement uses and related building furnishing suppliers, limited commercial uses and related services that will serve the greater community.

Location and Features: The Home Improvement District Subarea is located between Donaldson Way and American Canyon Road on the east side of Broadway, and a second Home Improvement district area is located on the west side of Broadway, north of Donaldson Way. The parcels on the east side are shallow and some are impacted by the Alquist-Priolo fault study zone. The odd parcel shapes and fault study zone as well as currently hosting home improvement businesses make this area a good candidate for these useful and historic businesses.

FIGURE 2-7: HOME IMPROVEMENT DISTRICT ZONING MAP



Development Standards

Development standards for the Home Improvement zoning district are listed in Table 2-9 below.

TABLE 2-9: HOME IMPROVEMENT DISTRICT DEVELOPMENT STANDARDS

Home Improvement District (HI)	Development Standard
Minimum area per site	1 acre**
Minimum width per lot	200 feet
Minimum depth per lot	100 feet
Minimum front yard building setback from Broadway	30 feet
Minimum setback from arterial	20 feet
Streetside minimum front yard building setback	15 feet
Minimum side yard	10 feet
Street side of corner lot	15 feet
Minimum rear yard	10 feet
Maximum Number of Stories	2
Maximum Building Height	24 feet when setback at least 15 feet from a public right-of-way

Special Development Standards

- 1) Wilson Way shall be extended from its eastern terminus to Broadway as a local public street with right in, right out access onto Broadway.

Local Serving Commercial Mixed-Use

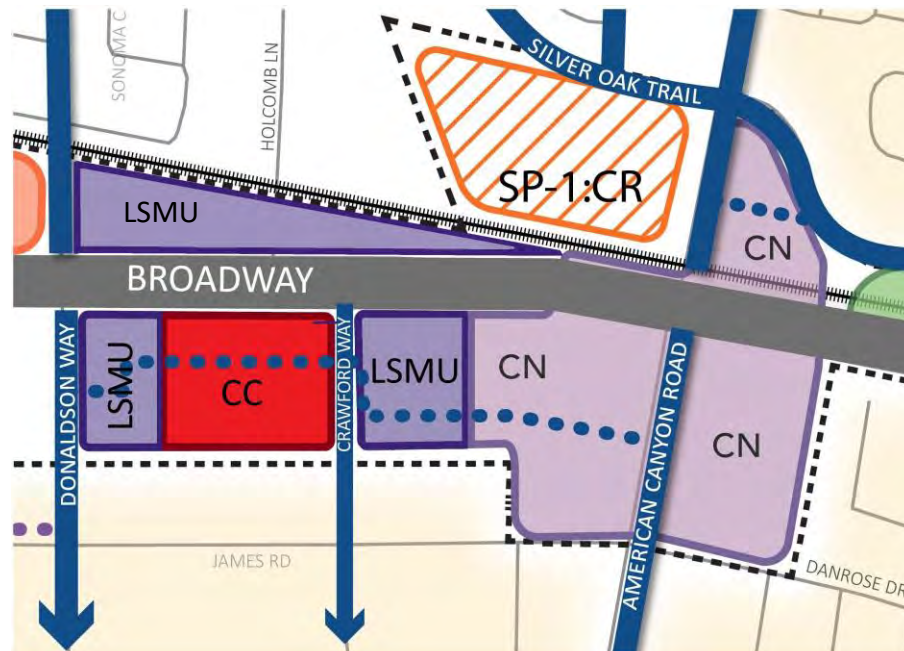
Intent: The intent of the Local Serving Commercial Mixed Use area is to strengthen existing local serving retail centers with additional complementary retail uses and new higher density residential developments in a standalone or mixed use pattern that provide additional customers that live or work nearby.

The Local Serving Commercial Mixed-Use Subarea contains two zoning districts, including the existing Neighborhood Commercial and new Local Serving Commercial Mixed-Use Zoning Districts. In order to support the Community Vision, the Local Serving Commercial Zoning District is established:

LC (Local Serving Commercial Mixed-Use) District: to accommodate a range of commercial uses and related services that will serve the local community.

Location and Features: The Local Mixed Use Subarea is located on the west side of Broadway and also on the east side of Broadway, south of American Canyon Road. The southern parcels have already been developed with Neighborhood Commercial uses and are not intended to redevelop. Some of the northern parcels are vacant and underutilized and offer potential for new mixed use, commercial and/or residential development.

FIGURE 2-8: LOCAL SERVING MIXED USE ZONING MAP



Development Standards

Development standards for each of the zoning districts within the Local Serving Mixed Use Subarea are listed in the **Table 2-10** below.

TABLE 2-10: LOCAL SERVING COMMERCIAL DISTRICT DEVELOPMENT STANDARDS

Development Standard	Local Serving Mixed Use
Minimum area per site	1 acre**
Minimum width per lot	200 feet
Minimum depth per lot	100 feet
Minimum front yard building setback from Broadway	30 feet
Minimum setback from arterial	20 feet
Minimum front yard building setback	15 feet
Minimum garage setback	20 feet
Minimum side yard	10 feet
Street side of corner lot	15 feet
Minimum rear yard	10 feet
Setback between building face (front or rear building face)	35 feet
Setback between building faces and building side (front or rear building face)	25 feet
Maximum building coverage	N/A
Maximum building coverage for residential structures	N/A
Residential	20 DU/Gross AC
Residential Overlay	N/A
Nonresidential	N/A
Mixed Use Structure:	N/A
Residential Portion	N/A
Commercial Portion	N/A
Maximum Number of Stories	3 stories
Residential Private Open Space	Ground floor Patios 100 square feet minimum 8 feet deep
	Balconies 50 square feet minimum 6 feet deep
Maximum Building Height	24 feet when setback at least 15 feet from a public right-of-way
	42 feet when setback 30 feet from a public right-of-way

Development Standards

Development standards for the Community Commercial and Neighborhood Commercial zoning districts are pursuant to American Canyon Municipal Code Chapter 19.11.

Special Development Standards Local Serving Mixed Use

- 1) Given its prominent appearance at the significant American Canyon Road/Broadway intersection, the Pacific Gas and Electric (PG&E) substation shall receive additional landscape screening.
- 2) Given its prominent appearance the Caltrans right-of-way located at the northeast corner of the significant American Canyon Road/Broadway intersection shall be landscaped as part of the overall Broadway District Specific Plan improvements.

Northern Gateway

Intent: The intent of the Northern Gateway is to allow new light industrial uses that are visually attractive to provide a critical link of multi-modal pedestrian and bicycle connections between the residential portions of the city to the south and the larger industrial districts to the northwest.

Location and Features: The Northern Gateway Subarea is located north of the Highway 29 bridge over the Union Pacific Railroad. The property east of Broadway is shallow which limits development opportunities. The larger parcels on the west side are owned by Caltrans which also limits their development potential. This area is anticipated to need significant road improvements in the future as Newell Drive is planned to connect to Highway 29 from the east at Green Island Road.

FIGURE 2-9: NORTHERN GATEWAY DISTRICT ZONING MAP



Development Standards

Development standards for the Light Industrial zoning district are listed in **Table 2-11** below.

TABLE 2-11: LIGHT INDUSTRIAL ZONING DISTRICT DEVELOPMENT STANDARDS

Development Standard	Light Industrial
Minimum area per site	20,000 sf
Minimum width per lot	100 feet
Minimum depth per lot	100 feet
Minimum front yard building setback from Broadway	40 feet, 50 feet average
Minimum setback from arterial	30 feet
Minimum front yard building setback	20 feet
Minimum side yard	5 feet, 1 story 10 feet, 2 story
Street side of corner lot	15 feet
Minimum rear yard	10 feet
Maximum building coverage	50%

Maximum building coverage for Low labor uses	70%
Maximum Number of Stories	3 stories
Maximum Building Height	40 feet

Development Standards

Development standards for the Public District are pursuant to American Canyon Municipal Code Chapter 19.13.

Special Development Standards Northern Gateway

1) The Caltrans right-of-way in this district shall be landscaped to provide an attractive northern gateway entrance to the Broadway District.

Southern Gateway

Intent: The intent of the Southern Gateway is to provide a visually attractive entrance into American Canyon and Napa County by enhancing landscaping and continuing the existing park uses that everyone enjoys.

Location and Features: The Southern Gateway is located north of the City of Vallejo, east of Highway 29 and west of Broadway South. The Union Pacific Railroad lines run along the western edge of this Subarea, just east of Highway 29. The Vine Trail is planned along the eastern edge, adjacent to Broadway South. The Southern Gateway is home to Veterans Park, a playground, and a dog park.

FIGURE 2-10: SOUTHERN GATEWAY ZONING MAP



Development Standards

Development standards for the Public District are pursuant to American Canyon Municipal Code Chapter 19.13.

Southeast Area Specific Plan

Intent: The intent of the Southeast Area Specific Plan area is to permit up to 160 cluster residential homes in a site plan that is compatible with the single family homes in Vintage Ranch. This includes maintaining privacy, and high quality aesthetic standards that exist in Vintage Ranch.

Location and Features: The Southeast Area Specific Plan within the Broadway District is located at the northwest corner of Silver Oak Trail and American Canyon Road in Vintage Ranch. The site is bounded by a Pacific Gas and Electric (PG&E) lattice towers to the north, Union Pacific Railway to the west, Silver Oak Trail to the East, and American Canyon Road to the south. This site has been approved for 159 townhomes.

FIGURE 2-11: SOUTHEAST AREA SPECIFIC PLAN ZONING MAP



Development Standards

Development standards for the Cluster Residential zoning district are listed in the **Table 2-12** below.

TABLE 2-12: CLUSTER RESIDENTIAL ZONING DISTRICT DEVELOPMENT STANDARDS

Development Standard	Cluster Residential
Residential Density	12-18 DU/ Gross Ac
Minimum area per site	20,000 sf
Minimum width per lot	100 feet
Minimum depth per lot	100 feet
Minimum setback from arterial	Per Design Permit
Minimum front yard building setback	15 feet
Minimum garage setback	20 feet
Minimum side yard	5 feet, 1 story, 10 feet, 2 story
Street side of corner lot	10 feet
Minimum rear yard	10 feet
Setback between building face (front or rear	10 feet
Setback between building faces and building side (front or rear building face)	10 feet
Maximum building coverage	50%
Maximum Number of Stories	3 stories
Maximum Building Height	42 feet; 15 feet accessory structure
Residential Project Area Open Space	30% of the Project Area shall be usable common open space for passive or active recreation use
Residential Private Open Space	Ground floor Patios 100 square feet minimum 8 feet deep
	Balconies 50 square feet minimum 6 feet deep

Development Standards

A comprehensive list of development standards for the new and pre-existing zoning district in the Broadway District are identified in the table below. SF = square feet; DU = dwelling units; AC = acres; NA = Not applicable; FAR = Floor Area Ratio

TABLE 2-13: COMPREHENSIVE DEVELOPMENT STANDARDS BY DISTRICT

Development Standard	Broadway Specific Plan Zoning District			Pre-Existing Zoning Districts						
	BR, BP, LSMU	DC	HI	CC	CN	MDR	HDR	LI	P	SP-1:CR
Minimum area per site	1 acre**	1 acre**	1 acre**	1 acre**	10,000 SF	20,000 SF	20,000 SF	20,000 SF	N/A	20,000 SF
Minimum width per lot	200 feet	200 feet	200 feet	200 feet	100 feet	100 feet	100 feet	100 feet	N/A	100 feet
Minimum depth per lot	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet	100 feet	N/A	100 feet
Minimum front yard building setback from Broadway	30 feet	30 feet	30 feet	40 feet, 50 feet average	40 feet, 50 feet average	N/A	N/A	40 feet, 50 feet average	N/A	N/A
Minimum setback from arterial	20 feet	20 feet	20 feet	N/A	N/A	N/A	N/A	30 feet	N/A	Per Design Permit
Minimum front yard building setback	15 feet	15 feet	15 feet	20 feet	10 feet	15 feet	15 feet	20 feet	N/A	15 feet
Minimum garage setback	20 feet	20 feet	20 feet	N/A	N/A	20 feet	20 feet	N/A	N/A	20 feet
Minimum side yard	10 feet	10 feet	10 feet	10 feet	10 feet	5 feet, 1 story, 10 feet, 2 story	5 feet, 1 story, 10 feet, 2 story	5 feet, 1 story, 10 feet, 2 story	N/A	5 feet, 1 story, 10 feet, 2 story
Street side of corner lot	15 feet	15 feet	15 feet	15 feet	10 feet	10 feet	10 feet	15 feet	N/A	10 feet
Minimum rear yard	10 feet	10 feet	10 feet	10 feet	20 feet	10 feet	10 feet	10 feet	N/A	10 feet
Setback between building face (front or rear building face)	35 feet	35 feet	N/A	N/A	N/A	10 feet	10 feet	N/A	N/A	10 feet

Development Standard	Broadway Specific Plan Zoning Districts			Pre-Existing Zoning Districts						
	BR, BP, LSMU	DC	HI	CC	CN	MDR	RH-2	LI	P	SP-1:CR
Setback between building faces and building side (front or rear building face)	25 feet	25 feet	N/A	N/A	N/A	10 feet	10 feet	N/A	N/A	10 feet
Maximum building coverage	N/A	N/A	N/A	150%	N/A	50%	50%	50%	N/A	N/A
Maximum building coverage for Low labor uses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	70%	N/A	N/A
Maximum building coverage for mixed-use structures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Maximum building coverage for residential structures	N/A	N/A	N/A	50% west of Broadway	50% west of Broadway	50%	50%	N/A	N/A	N/A
				60% east of Broadway	60% east of Broadway					
Density:										
Residential	20 DU/Gross AC	35 DU/Gross AC	N/A	20 DU/Gross Ac in conjunction with ground floor commercial	N/A	12 DU/Gross Ac	20 DU/Gross Ac	N/A	N/A	12-18 DU/Gross Acre
Residential Overlay	N/A	N/A	N/A	20 DU/Gross Ac west of Broadway; 35 DU/Gross Ac east of Broadway	20 DU/Gross Ac	N/A	N/A	N/A	N/A	N/A
Nonresidential	N/A	N/A	N/A	0.5 FAR	0.35 FAR	N/A	N/A	N/A	N/A	N/A
Mixed Use Structure:	N/A	N/A	N/A	1.5 FAR	1.5 FAR	N/A	N/A	N/A	N/A	N/A
Residential Portion	N/A	N/A	N/A	1.0 FAR	1.0 FAR	N/A	N/A	N/A	N/A	N/A
Commercial Portion	N/A	N/A	N/A	0.5 FAR	0.5 FAR	N/A	N/A	N/A	N/A	N/A
Maximum Number of Stories	3 stories	4 stories	2 stories	3 stories nonresidential	2 stories nonresidential	3 stories	3 stories	3 stories	N/A	N/A

Development Standard	Broadway Specific Plan Zoning Districts			Pre-Existing Zoning Districts						
	BR, BP, LSMU	DC	HI	CC	CN	MDR	RH-2	LI	P	SP-1:CR
Residential or Mixed Use Structures	N/A	N/A	N/A	3 stories west of Broadway 4 stories east of Broadway	3 stories	N/A	N/A	N/A	N/A	N/A
Residential Private Open Space	Ground floor Patios 100 square feet minimum 8 feet deep	Ground floor Patios 100 square feet minimum 8 feet deep	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Ground floor Patios 100 square feet minimum 8 feet deep
	Balconies 50 square feet minimum 6 feet deep	Balconies 50 square feet minimum 6 feet deep	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Balconies 50 square feet minimum 6 feet deep
Residential Project Area Open Space	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30% of the Project Area shall be usable common open space for passive or active recreation use
Maximum Building Height	24 feet when setback at least 15 feet from a public right-of-way	24 feet when setback at least 15 feet from a public right-of-way	24 feet when setback at least 15 feet from a public right-of-way	42 feet for commercial or residential/mixed use west of Broadway	30 feet for commercial	42 feet; 15 feet accessory structure	42 feet; 15 feet accessory structure	40 feet	N/A	45 feet to highest point on the roof
	42 feet when setback 30 feet from a public right-of-way	54 feet when setback 30 feet from a public right-of-way	N/A	54 feet east of Broadway for residential or mixed use	42 feet for residential for mixed use			N/A		

Chapter 3. Design

This Chapter establishes the Goals and Policies that guide the aesthetic and functional qualities of development in the Broadway District to encourage architectural, landscape design, and place-making practices that attract residents and visitors alike.

3.1 Introduction

Design guidelines lend predictability in the design of private and public development projects in order to facilitate decision-making by property owners, applicants and the city in the development review process.

Guiding Principles and Design Vision

Policy guidance for the Specific Plan design guidelines were identified in the Project Goals, Broadway District Guiding Principles, and input from stakeholders and residents during workshops and meetings.

Guiding Principles

- Beautify the corridor with landscaping, trees and architecture
- Provide Gathering Places/Multi-Purpose Places
- Unify the Character of New Development
- Provide Connections between neighboring Properties and Adjacent Neighborhoods

Design Vision

Through Stakeholder Citizens Advisory Committee (SCAC) meetings, workshops and stakeholder input, residents and the business community identified the following vision for future development:

- Building architecture should favor a “Modern Industrial and Modern Farmhouse” aesthetic;
- Land use and development patterns should create space for the community to socialize and gather;
- Landscaping, particularly trees, should be used to address several objectives:
 - Develop a consistent landscape palette along Broadway to provide visual harmony throughout the District;
 - Beautify Broadway and emphasize aesthetic place-making through landscaping and gateway treatments; and
 - Provide buffers between adjoining uses as appropriate;
- Make the Main Street experience distinct from surrounding communities and the

- other districts in the Specific Plan area by promoting family friendly, programmable space
- Celebrate the unique character of American Canyon to distinguish the Broadway District from other cities.
- Build on existing assets, natural features, and provide space for all people.

Design Guidelines

Design Guidelines provide specific detail regarding the design of all future public and private development. Combined with the development standards established in Chapter 2, these guidelines ensure that all new projects implement the community's vision for the Broadway District. These guidelines establish the tools to accomplish this objective for the "private and public realm" and the interface where private development meets the street.

3.2. Policy Framework

The design guidelines identify the desired aesthetic for the Broadway District. These guidelines provide direction for improvements on private and public lands to fulfill the Community's vision for a modern-rural, pedestrian oriented Broadway District that accomplishes the following goals:

Goals

- 3.1 Ensure high quality development to improve the character of the Broadway District and establishes a unique style for American Canyon.
- 3.2 Enhance the public realm so that buildings and the surrounding streets, parks and properties are integrated, functional, and safe.

3.3 Private Realm

Buildings and site improvements on privately owned parcels make up the "private realm." Building layout and architectural character are key to successful transformation of the private realm. Accordingly, the Private Realm Design Guidelines are organized to provide overarching guidelines and guidelines for building prototypes as follows:

Overarching Guidelines

- Architectural Character
- Layout and Orientation
- Massing and Scale
- Parking

Architectural Character

Through the Stakeholder and Citizens Advisory Committee (SCAC), at workshops and in stakeholder discussions, the community consistently expressed a desire for building

architecture that represent a unique style for American Canyon by building on “Modern Farmhouse” and “Modern Industrial” aesthetics. While both of these styles have numerous and interesting architectural interpretations that allow for individual creativity, they reflect the design characteristics and features described below.

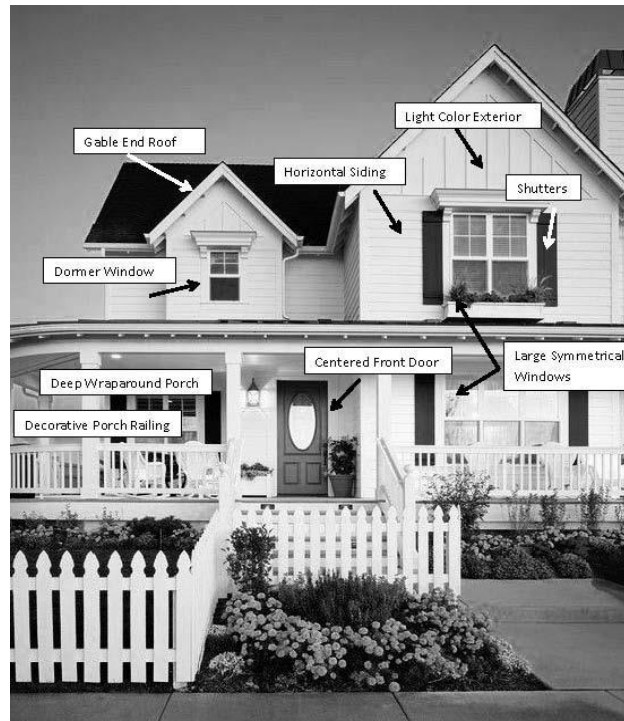
Traditional Farmhouse Style

The American Farmhouse is a country home style that highlights the simplicity of rural living. The American Farmhouse was a functional home before it was an architectural style. In fact, it is a hybrid of architectural styles that were blended to produce these practical homes to shelter farmers and their families and serve as the functional center of farm life. The design of the Farmhouse was shaped by the needs of the farmers, the local climate and the materials available.

Farmhouse architecture is unpretentious, straightforward, functional, and very efficient. Farmhouses designs (refer to **Figure 3-1**) typically exhibit the following traditional farmhouse characteristics.

Traditional Farmhouse Characteristics

- Strong indoor/outdoor design that may feature
 - A large front or wraparound porch;
 - Large, symmetrical windows help to accentuate the exterior and bring the outside in.
- Symmetrical building designs (e.g. doors are often centered on the front façade);
- Relatively shallow roof forms that may be broken up with dormer windows;
- Hipped and gabled roof forms that often run parallel to the adjoining road.
- The roof pitch may change to emphasize a design element (e.g. over covered porches);
- Architectural details to break-up building walls and increase architectural interest that may include:
 - Functional shutters;
 - Decorative porch railing;
 - Exposed rafter tails;
 - Window adornment (e.g. sashed and mullioned windows);
 - Generous eave overhangs, belly bands and cornice elements;
- Building exteriors are typically faced with wood (e.g. board and batten, tongue and groove, shiplap) siding that may change directions (horizontal/vertical) to distinguish between upper and lower building registers or to emphasize building features (e.g. gable ends).
- Building accent and trim materials reflect local environment (e.g. wood and stone) or available farm materials (e.g. corrugated metals); and
- Buildings are often white or light colored. Accent materials may be colorful.

FIGURE 3-1 – TRADITIONAL FARMHOUSE BUILDING

Traditional Industrial Style

Like farmhouse designs, the industrial style is utilitarian, it reflects the functional needs of a working environment. The attraction of industrial forms is in the lack of pretension and the way utilitarian surfaces, and functional materials and objects showcase the integration of form and function. The industrial style (refer to **Figure 3-2 and 3-3**) typically exhibits the following traditional industrial characteristics.

Traditional Industrial Characteristics

- Building materials are durable (e.g. brick, concrete and metal walls; solid wood or steel doors);
- Exterior walls (and often interior walls) are heavily glazed (e.g. large windows or curtain walls) to bring natural light into the building;
- Roof forms often include clear story elements and skylights to bring natural light into building interiors;
- Functional building elements are often “oversized” (e.g. doors, downspouts) to reflect building scale and the functional needs of industry;
- Building exteriors feature the natural color of the functional (not decorative add-on) building materials (e.g. brick, stone, steel, rough-hewn timbers, reclaimed wood, hardwood floors, weathered concrete walls);
- Building facades are articulated by deep recessed windows and exterior details (e.g. arched openings, protective roof features, artisan brick work); and
- Exposed functional structural elements, such as steel beams, wooden beams, visible interior duct work and pipes are not uncommon in converted factory space.

FIGURE 3-2 – TRADITIONAL INDUSTRIAL BUILDING EXTERIOR

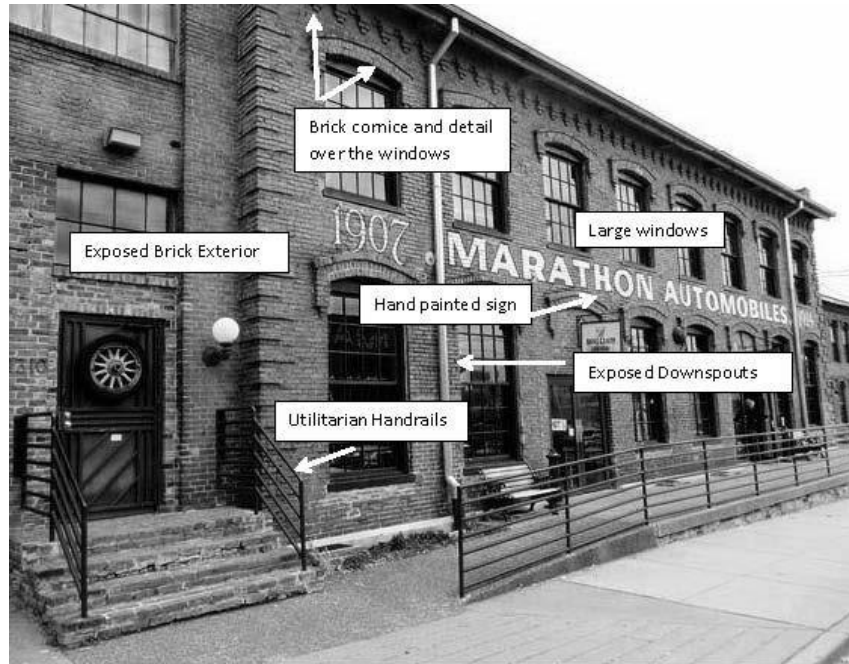
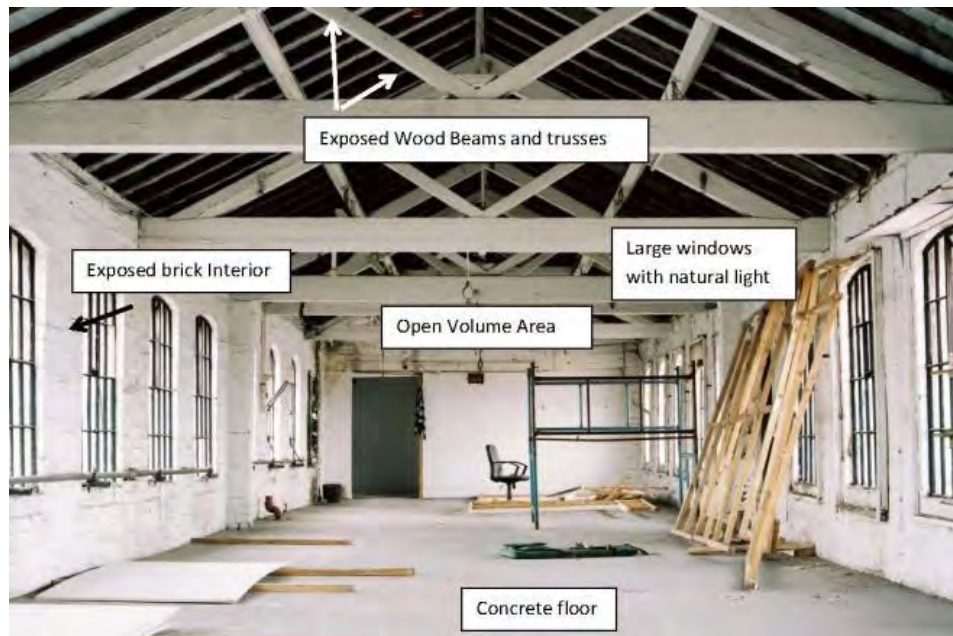


FIGURE 3-3 – TRADITIONAL INDUSTRIAL BUILDING INTERIOR

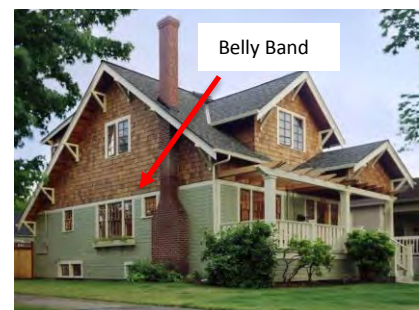


Overarching Guidelines

The following overarching guidelines provide site and building design criteria that will be applied to new or remodeled private realm projects in the Broadway District.

Modern Architectural Character

- A. Reinterpret traditional farmhouse and industrial architecture to accommodate new concepts of design that relax traditional rules while preserving utility, indoor/outdoor, and form following function objectives that gave rise to the traditional styles. Examples of successful modern interpretations of farmhouse and industrial architectural styles are shown in below and include the following:
 - a. Bringing natural light into interiors through floor to glass windows, skylights, solar tubes and use translucent glass for privacy areas;
 - b. Using subtle colors with accents of more vibrant color;
 - c. Using natural materials such as wood, rock, and slate;
 - d. Using contemporary exterior materials that give the feeling of airiness in the form of clean rectilinear lines that feel lighter in weight and more casual in livability, such as such as hardwoods, ceramic and porcelain tiles, travertine stone and marble;
 - e. Opening up interiors with an open floor plan; and
 - f. Adding contemporary details that get noticed, yet don't distract from a traditional style, such as contemporary light fixtures, replacing heavy wood bannisters and railing with newer innovations, such as tension cables, glass, or industrial materials.
 - g. Concealed utility meters, trash areas, loading areas, exterior mechanical equipment that can detract from the overall building architectural appearance.
- B. Incorporate elements that provide indoor/outdoor interface (e.g. porches, stoops, skylights/clear stories, etc.).
- C. Incorporate building materials that reflect local environment (e.g. wood and stone), are durable (e.g. brick, concrete and steel) or reflect traditional farm or industrial materials.
- D. Incorporate architectural details to break-up building walls, create shadow lines and increase architectural interest (e.g. recessed windows and doors, changes in materials, eave overhangs, belly bands, decorative elements, etc.)



Modern Architectural Examples

The examples shown below reflect a few of the many thoughtful ways that modern farmhouse and industrial architecture may be expressed.

FIGURE 3-4 – MODERN FARMHOUSE BUILDINGS



FIGURE 3-5 – MODERN INDUSTRIAL BUILDINGS





Architectural Design Guideline Implementation

Policy 3-1 In conjunction with a Design Permit or Building Permit application, whichever occurs first, the applicant shall submit a narrative that explains the ways the proposed building(s) achieve a Modern Farmhouse or Modern Industrial style. The narrative shall be supplemented with a list prepared by the architect that identifies architectural features the proposed building possesses that characterizes the building as Modern Farmhouse or Modern Industrial.

Building Placement and Site Planning

Appropriate building placement, the infrastructure needed to support them, landscaping, and accessible open spaces all work together to provide a high quality environment that defines American Canyon. The following policies address common site planning issues overall and specifically for residential, nonresidential and mixed use development.

Overall Building Placement and Site Planning Policies

Policy 3-1 Buildings located at the corner of a street are visually prominent. Architectural features in the front façade should be extended to the

other elevations that are visible from open space areas and the public right-of-way.

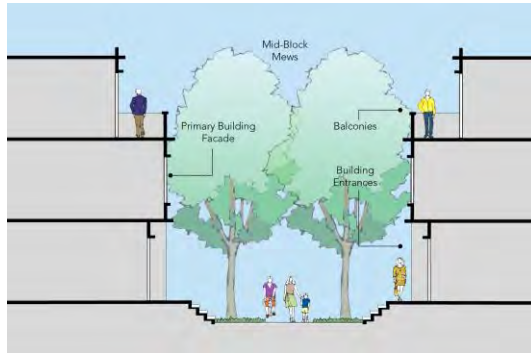
- Policy 3-2 Incorporate equipment and service items such as: garbage storage, loading docks, vents, air conditioner compressors, roof access ladders, meters and transformers into the building design and/or landscape areas to minimize noise and visual impacts on pedestrian areas, streets and adjacent properties. Roof mounted mechanical equipment shall be screened with a parapet equal in height to the highest equipment facility.
- Policy 3-3 To the greatest extent possible, incorporate existing mature trees into the landscape plan of new developments.
- Policy 3-4 Through the discretionary review process, a condition of approval will require existing overhead utility poles on-site and along the property frontage to be placed underground in conjunction with development of the site or as a deferred requirement subject to approval of the City Engineer.

Residential Building Placement and Site Planning Policies

- Policy 3-5 Extend the pattern of existing public streets into new development where possible. New streets, whether public or private should function like a public street providing each home with its own street address, landscaping, sidewalks, private front yard entry space, and on-street parking where appropriate.
- Policy 3-6 Residential development that is higher in density than homes in an adjacent single family neighborhood should include a transition in building scale that reflects the adjacent residential neighborhood.
- Policy 3-7 Locate the front of new single family, townhome, and duplex homes onto existing or newly-created streets. Ensure front entrances avoid back-to-front facing relationships (such as front doors facing rear yards or service areas).
- Policy 3-8 Locate required parking and servicing at the rear of the property accessed by a private lane or shared driveway to minimize aesthetic impacts of a front facing garage and increase short-term on-street visitor parking in multifamily and townhome developments.
- Policy 3-9 Locate quasi-private elements such as stoops, balconies, and stairs between private open space and the adjoining sidewalk.

- Policy 3-7 Encourage new residential and mixed-use residential developments to be configured around open courtyards and private parks.

FIGURE 3-5 – OPEN COURTYARD EXAMPLE



Nonresidential and Mixed Use Building Placement and Site Planning Policies

- Policy 3-8 In mixed use developments, site planning should look for opportunities to integrate compatible uses so that site visitors and residents will use more than one activity on the site (ie: integrate restaurant and retail into a hotel building; integrate tot lots and informal gathering places into the retail center; connect mixed use centers with regional bicycle trails.)
- Policy 3-9 Orient primary building facades and entries for both commercial and residential uses along the streets or paseos. Incorporate windows, doors, and porches/outdoor seating areas which encourage “eyes on the park” and sociability.
- Policy 3-10 Commercial and mixed-use buildings should be placed at the zoning setback line unless lot configuration or specific land uses prohibit this placement. Corner buildings shall address both streets and other elevations visible from public spaces and the right-of-way architecturally.
- Policy 3-11 Ensure loading, trash pickup, service entrances located at the rear of commercial and mixed-use buildings are oriented so they are not visible from public spaces and the right-of-way. If this is not possible, provide a combination of screen walls and landscaping.
- Policy 3-12 New development, consistent with the Modern Farmhouse and Modern Industrial style, should be designed to architecturally harmonize with adjacent development. Potential methods to harmonize include using similar colors, materials, and scale from the adjacent development into the new development.

- Policy 3-13 When a building exceeds three stories, stepback the fourth story to provide visual relief and minimize shadows cast on neighboring properties.
- Policy 3-14 Allow exceptions to the building setback, lot coverage, separation between buildings, lot dimension, building height, and parking requirements in accordance with the Minor Variation procedure (American Canyon Municipal Code Chapter 19.44.)
- Policy 3-15 Through the discretionary review process, require vehicle and pedestrian interconnections with reciprocal access easements between neighboring properties to improve access and customer convenience and reduce short vehicle trips on Broadway.

3.4. Public Realm

Key to the success of the Broadway District is an attractive “public realm.” The public realm includes all land and facilities owned, designed, and managed by local, state and federal governments. The largest public realm land uses in the Broadway District are local streets and Highway 29, Veterans Memorial Park, and City Hall. Improvements to the “public realm,” especially streets, are essential for attracting new investment, improving safety, and creating a sense of place.

The public realm design guidelines provide criteria that will be applied to roadways and streetscapes as a general practice, as well as specific guidelines for Broadway and Main Street improvements. The public realm design guidelines are organized as follows:

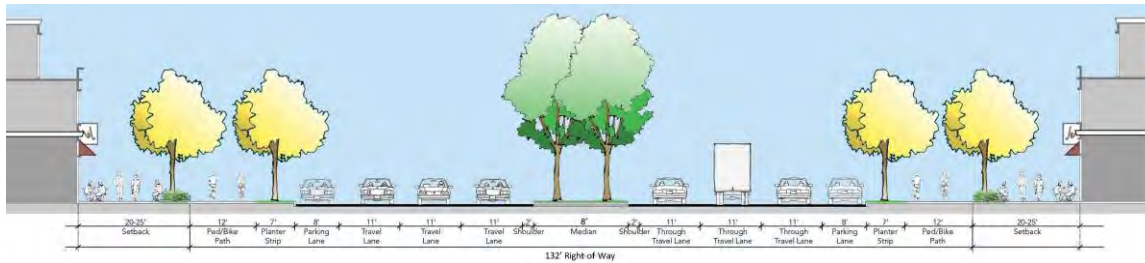
- Overarching Guidelines
- Broadway
- Main Street
- Local Roadways (Existing and New)

Overarching Guidelines

The following guidelines will be applied to roadways and streetscapes, as appropriate throughout the Broadway District.

Broadway

Broadway is the regional link between American Canyon and the rest of Napa County and the Bay Area. With changes in travel speeds, Broadway will become a more comfortable place to walk and bicycle, and congregate, but the primary function of Broadway will continue to focus on protecting traffic flow. As a State Highway, Caltrans has the final authority to determine design standards, however the speed limit change creates design flexibility to pursue the following guidelines in close collaboration with Caltrans.

FIGURE 3-6 – CONCEPTUAL BROADWAY CROSS SECTION

- A. **Travel Lanes:** Provide 11-foot-wide travel lanes in each direction.
- B. **Parallel Parking:** Consider an eight-foot-wide parallel parking lane where appropriate on either side of the street, ensuring a minimum seven-foot-wide parallel parking where right-of-way is constrained. This lane could also be used for landscaping in some locations, and provide room for bus stops.
- C. **Shoulders:** Provide 2-foot-wide shoulders adjacent to the center median.
- D. **Multi-Purpose Path:** Provide a twelve-foot-wide pedestrian/bicycle path on either side of Broadway.
- E. **Planter Width:** Provide seven-foot-wide planters on either side of the street to create buffer condition for pedestrians, while incorporating green infrastructure into the planter strips to improve stormwater quality.
- F. **Median:** Use the Median to accommodate turn pockets. Where the median is 8 feet wide or more, install street trees at no more than 25 feet on center.
- G. **Setbacks:** Provide 20 foot building setbacks on either side of Broadway.
- H. **Easement:** Where the Right-of-Way is inadequate to accommodate the above streetscape improvements, secure easements for landscaping, bicycle and pedestrian improvements outside the right-of-way in existing development sites.
- I. **Trees:** Prepare a streetscape landscape plan that includes a variety of native evergreen and deciduous trees, shrubs and groundcover along the length of Broadway within the median and planter strip to provide an attractive and unified District image.
- J. **Crosswalk Width:** Provide clearly marked 12-foot-wide crosswalks (minimum) at all controlled intersections. Ensure all crosswalks have ramps for ADA access and pedestrian activation improvements.

- K. Safe Haven: Provide a pedestrian refuge in the Broadway median at all crossings that is no less than and 8-foot wide and contains bollards or trees for safety and a pedestrian activated crossing switch.
- L. Bulbouts or other Traffic Calming Techniques: Where possible, provide bulbouts or other traffic calming techniques to minimize crossing distances, increase pedestrian visibility.
- M. Special Treatment: Explore using special paving material, colored markings, and lights for crosswalks to increase visibility and enhance the identity to the area.
- N. Pedestrian Connection: Provide pedestrian access between street parking on Broadway and businesses located on properties that abut Broadway. Pedestrian access points should be located no more than 300 feet apart.
- O. Gateways: Install landscaping to define the North and South Gateways into American Canyon. These gateways could be further emphasized with distinctive signage and public art to signify these entrances.



Main Street

Main Street between Rio del Mar and South Napa Junction Road will become the center for commerce and community interaction in American Canyon and will be designed according to the following guidelines to create a family-friendly, programmable space.

FIGURE 3-7 – CONCEPTUAL MAIN STREET CROSS SECTION



A. Travel Lanes: Provide 10-foot-wide travel lanes in each direction.

B. Sidewalk: Provide twelve-foot-wide sidewalks on either side of Main Street to maintain a minimum 8-foot wide travel way and landscape areas.



C. Planter Width: Provide planting areas on either side of the street to provide shade and create buffer condition for pedestrians, while incorporating green infrastructure to improve stormwater quality.

D. Trees: Install street trees at no further apart than 25 feet on center.

E. Family Friendly Street: Install curb-less street improvements so that the space may be used for events. Install landscaping, painting, and changes in roadway materials to distinguish between the pedestrian and automobile environment while allowing for innovative use of the street, including the following:



a. Include elements like shade structures or trees, drinking fountains, water bottle refilling stations, lighting and movable furniture to ensure user comfort in public spaces.



b. Consider amenities such as game tables, dining areas, wifi and expanded picnic areas parks and plazas that may develop along Main Street.

c. Program movies, community festivals and concerts in Main Street parks, plazas and the street.

F. Park: Construct a park between Rio Del Mar and Main Street to provide programmable outdoor space that provides a visual connection toward the Napa Valley Ruins and Gardens district.

G. Plazas: Incorporate small-scale outdoor eating or gathering spaces between buildings/pedestrian circulation spaces and public gathering areas to provide a transition and create interest.



The Specific Plan seeks to minimize design changes on existing streets, there are opportunities to design new streets and modify a few existing streets to enhance connectivity between neighborhoods.

3.5 Public Art

According to the American Planning Association, Public art — such as memorials, historical monuments, installations, murals, sculptures, mosaics, decorative features, and functional elements — is an important element in placemaking. Unlike art in private spaces, public art is ideally site-specific and attuned to its social, economic, and environmental context. Public art can contribute to urban design and the revitalization of civic infrastructure; enhance and personalize public space; comment on environmental and social conditions; and activate civic dialogue.

The City is in the process of establishing a public art protocol for selecting art and permitting it in public locations. Publicly visible art on private property is encouraged and may be discussed in the context of a discretionary development application.



When public art is considered in the Broadway District, the following opportunities may be considered:



a. Encourage artistic expression in bulb-out areas, along sidewalks, in public open spaces, and near the entrances to buildings.

b. Encourage art pieces that serve both an aesthetic and functional purpose, such as sculptural bicycle racks, trash/recycling receptacles, seating, lighting posts, utility boxes and fire hydrants.

c. Explore opportunities for local and regional artists to design, fabricate Local Streets

d. Investigate possibilities for creative lighting effects to add interest to the nighttime streetscape environment.



Chapter 4. Circulation

As a neighborhood, the Broadway District can support multiple mobility options such as enhanced pedestrian and bicycle pathways and greater transit access. The Broadway District can also accommodate alternative pedestrian and motor vehicle circulation that parallels Broadway and improves land use integration to provide viable options for travel between areas within the Broadway District.

4.1 Introduction

The Broadway District is the crossroad for the City of American Canyon. Broadway connects American Canyon to its neighbors, the City of Vallejo and the City of Napa and destinations beyond. Broadway also serves as the commercial and residential heart of the City. The Broadway District is also located at the center of important east/west arterials and can serve as a unifying influence between the east and west halves of American Canyon.

The Broadway District Specific Plan includes a network of “complete streets” that is planned, designed, operated and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Circulation Challenges

- The long block lengths on Broadway discourages pedestrian access.
- High posted speed limit on Broadway makes the environment noisy for outdoor activities near Broadway.
- The lack of separated bicycle facilities discourages bicycling as a mode of transit.
- The high posted speed limit increases the cost to widen and improve Broadway and limits “complete streets” features.

With respect to the distance between intersections (“Block Length”), there is a direct relationship to pedestrian friendliness. Long blocks discourage pedestrian activity and shorter ones encourage it. Block lengths along Broadway are 700-2,000 feet whereas an ideal block length that fosters pedestrian activity is less than 300 feet in length.

4.2 Policy Framework

At the outset of the project, the City established transportation related goals for the Specific Plan. In addition, the City Council adopted Circulation-related Guiding Principles, which were discussed in subsequent meetings and workshops. Transportation related Project Goals and Guiding Principles are shown below:

Broadway District Specific Plan Goals

- Specific Plan lines for Highway 29, intersection designs, and parallel routes.
- Pedestrian/bike crossing solution.

Broadway District Guiding Principles

- Beautify the corridor with landscaping, trees and architecture.
- Improve Mobility.
- Provide Connections between neighboring Properties and Adjacent Neighborhoods.
- Improve Safety with Highway Speeds and Pedestrian Access.

In the course of subsequent workshops and feedback, residents and the business community expressed several additional accomplishments that they would like to see the Broadway Specific Plan achieve. These include the following:

Broadway District Circulation Workshop Ideas

- Investigate the feasibility of reducing the Broadway speed limit.
- Provide alternatives for drivers to gain access to businesses off Broadway.
- Investigate parallel pedestrian-oriented routes to retail that is located “one block off” Broadway.
- Promote multiple safe access routes for pedestrian and bicycles throughout the area.
- Beautify Broadway and emphasize aesthetic place-making through landscaping and gateway treatments.
- Investigate parallel pedestrian-oriented routes to retail that is located “one block off” Broadway.

4.3 Overall Circulation Plan

Addressing the goals, guiding principles and workshop ideas, gives rise to new ideas for the Broadway District. These ideas are expressed in a connectivity plan that identifies existing and proposed new motor vehicle routes, a modified boulevard plan for Broadway, a trail plan, and implementing policies.

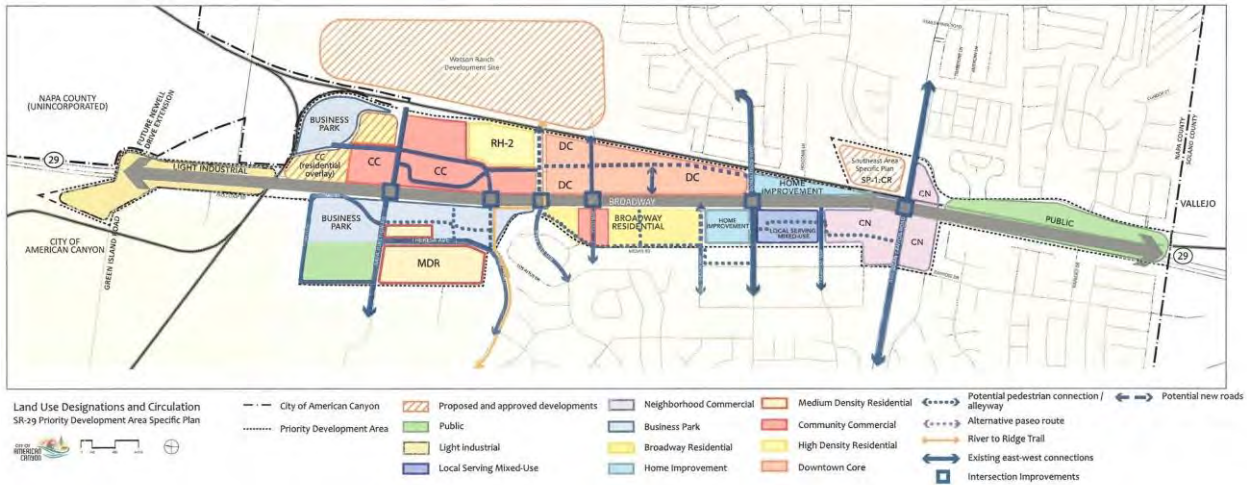
The proposed Connectivity Plan shown below identifies new roadway locations and a connectivity plan that uses an alleyway or paséo to enable drivers or pedestrians to travel between neighboring parcels without using Broadway.

Some of the significant features of the proposed Circulation Plan include:

- Extend Rio del Mar as an arterial east from Broadway to the future extension of Newell Drive with a grade-separated crossing at the railroad.
- Extend Main Street south of Rio del Mar to Donaldson Way.
- Extend Wilson Way east from Melvin Road to a right-in, right-out intersection at Broadway.
- Identify a paseo/alleyway program to interconnect neighboring parcels.
- Identify a revised roadway cross section for Broadway as a 6-lane arterial with a 35 mile per hour design speed, separated bicycle lanes, and landscaped median.
- Identify a new roadway cross section for Main Street between Rio del Mar and S. Napa Junction Road as a “family” street.

- Identify a new Paseo/Alley cross section to interconnect parcels adjacent to Broadway
- Enhanced pedestrian walkway on the east side of Melvin Road.

FIGURE 4-1 – PROPOSED CIRCULATION PLAN



SR 29 Multimodal Improvements

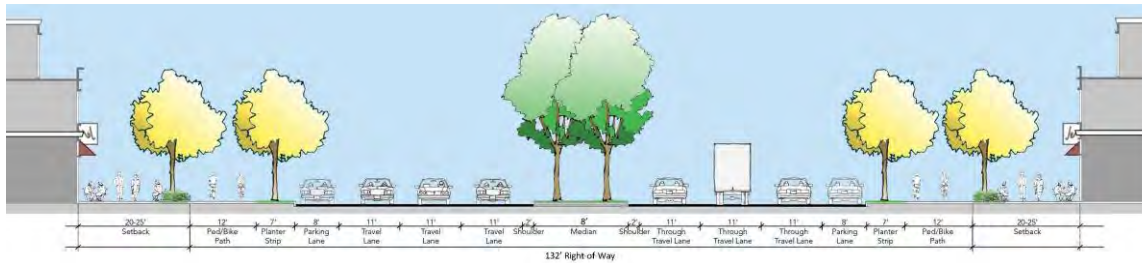
In each of the workshops, participants consistently stated that pedestrian and bicycle safety is an issue of significant importance. SR-29 (Broadway) current 50 and 55 mile per hour speed limit makes the pedestrian and bicycle environment uncomfortable and can lead to a variety of negative consequences, such as roadway noise which discourages residential and outdoor retail uses. Revising the Broadway speed limit to 35 miles per hour would provide numerous benefits in pedestrian and bicycle safety, and reduction in vehicle noise, and require less right-of-way to implement the desired 6-lane improvements.

Slowing the speed may provide economic benefits as drivers would travel slower during off-peak hours and may be able to view local businesses and shopping center monument signs with greater ease.

Along most of Broadway, the existing right-of-way is 132 feet. This width can accommodate a proposed cross section that includes six 11-foot travel lanes, an 8-foot parallel parking/landscape/bus stop lane on each side, a two-foot center median shoulder, and an 8-foot landscaped center median. A 7-foot landscaped planter strip on each side, and a 12-foot separated pedestrian/ bicycle lane. Additional right-of-way would be required at intersections to accommodate turn lanes, etc.

SR-29 Multimodal Improvements will also reduce greenhouse gas emissions in part, by increasing ridership on the NVRTA transit system and reducing the number of single occupancy vehicles on SR 29 in Napa County.

FIGURE 4-2 – PROTOTYPE BROADWAY ROAD SECTION – SR-37 TO NAPA JUNCTION ROAD



SR 29 would include Multimodal improvements:

- Off-corridor Class I shared use paths on both sides of the roadway.
- 8-foot shoulders.
- Pedestrian refuge islands at intersections.
- Landscaped planting strips to separate the Class I paths from vehicle traffic.
- A path exists from Eucalyptus Road to Napa Junction Road. The proposed improvements along SR 29 would connect to this path.

Napa Junction Road to Paoli Loop Road

SR 29 between Napa Junction Road and Paoli Loop Road would include trail gap closures, such as:

- Extend the existing multi-use path on the east side of SR 29 from Eucalyptus Drive to Napa Junction Road, north to Paoli Loop Road. This path would connect to the proposed Napa Valley Vine Trail alignment at Paoli Loop Road with an at-grade bicycle and pedestrian railroad crossing south of Paoli Loop Road. This would provide access to the proposed Napa Valley Vine Trail alignment along Paoli Loop Road and Green Island Road, which extends north to the west of SR 29.¹

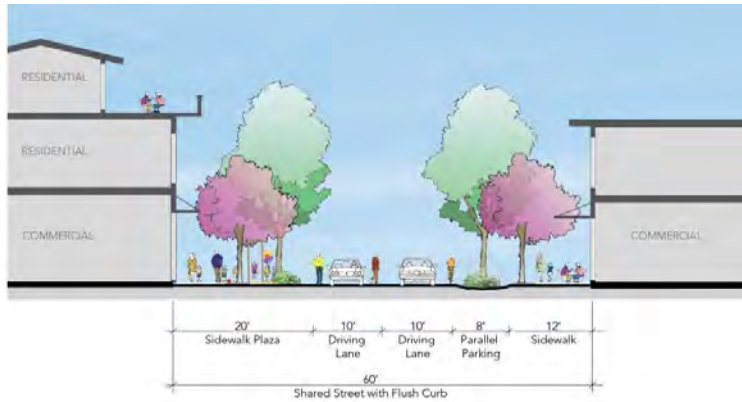
This proposed connection and alignment would provide a safe avenue for bicyclists and pedestrians completely separated from and parallel to SR 29, and provide a gap connection to the proposed Napa Valley Vine Trail.

Main Street Extension

The multi-purpose automobile, pedestrian and safe play area features of the Main Street roadway design between Rio del Mar and S. Napa Junction Road is intended to enable Main Street to become a central gathering place for local residents and visitors.

¹ The Vine Trail Coalition is studying trail alignments options along Paoli Loop. A preferred route is not yet identified.

FIGURE 4-3 – FAMILY FRIENDLY MAIN STREET DESIGN



The design includes two 10-foot vehicle lanes, an 8-foot wide parallel parking lane, one 12-foot wide sidewalk, and a 20-foot sidewalk plaza. Blending the vehicle and pedestrian areas of the roadway is intended to slow traffic speed. Flexibility in the way the road area is designed can accommodate special outdoor street events.

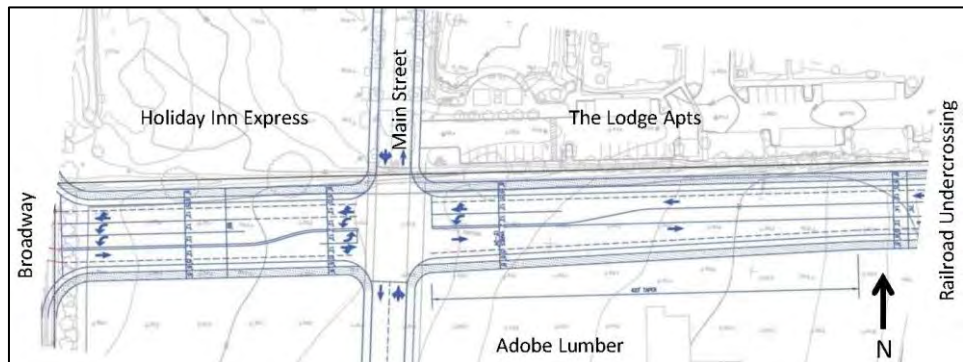
Main Street is planned to extend south of South Napa Junction Road. Between South Napa Junction Road and Antonina, this roadway has been planned for many years and is depicted as an easement on Assessor’s Parcel Maps as “Center Street.” Implementation of the Center Street portion of the Main Street extension would occur in conjunction with development proposed along the roadway route.

South of Antonina, Main Street is shown to continue to Donaldson Way. Extension of Main Street along this segment is not planned for the near term as there are three developed parcels on the roadway route. Extension of Main Street along this southern roadway segment would be addressed on a case-by-case basis and depend on good engineering practice and thorough analysis.

Rio Del Mar Extension

The proposed Rio Del Mar extension from Broadway to the future Newell Drive alignment would be constructed as a Major Collector arterial. The cross-section width would vary from 88-feet at Broadway to 76-feet where it would cross under the railroad tracks. The cross section would have two 12-foot wide travel lanes. On each side of the road would have a 5-foot Class II bike lane, a 6-foot landscape strip, and 8-foot sidewalks. Additional turn lanes would be built at the signalized Broadway intersection and the Main St intersection would be controlled with a two-way stop on Main

FIGURE 4-4 – RIO DEL MAR PRELIMINARY CROSS SECTION

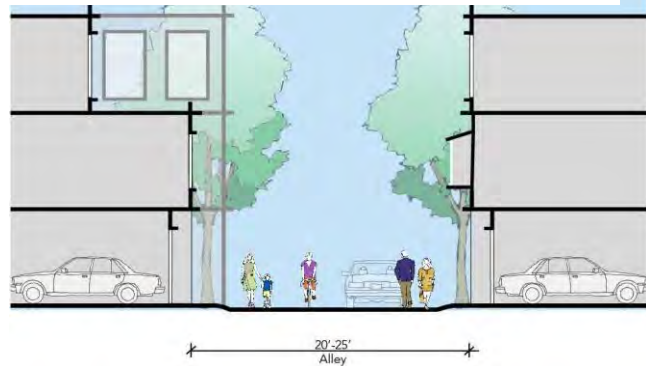


Street. This same roadway section is proposed as part of the Watson Ranch Specific Plan and would require an amendment to the General Plan Circulation Element.

Paseo/Alley Cross Section

A new Paseo/Alley cross section is intended to interconnect residential and commercial parcels adjacent to Broadway and provide opportunities for special outdoor street events within and among neighboring shopping centers. The Paseo/Alley plan is intended to augment mobility parallel to Broadway. In places where the block length is 700-2,000 feet, a paseo can break up the long block into an ideal 300-foot block length that fosters pedestrian activity. The potential Paseo/Alley cross section is 20-25 feet in width.

FIGURE 4-5 – PASEO/ALLEY DESIGN

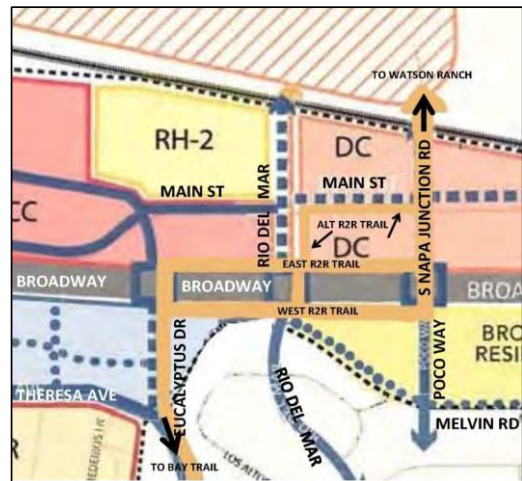


River to Ridge Trail

The River to Ridge trail (R2R Trail) is a significant east-west bicycle and pedestrian trail that connects the Bay Trail to the west to the Vine Trail and Newell Open Space Reserve to the east. From the Bay Trail, the R2R trail travels on the north side of Eucalyptus Drive until it reaches Broadway. East of the Broadway District, the R2R Trail is intended to pass through the future Watson Ranch Ruins and Gardens center.

The R2R trail alignment was adopted into the General Plan Circulation Element in 2012, but the alignment between Broadway and Watson Ranch was not resolved, as detailed planning work on the Broadway District and Watson Ranch Specific Plans had not yet commenced.

FIGURE 4-6 – PROPOSED RIVER TO RIDGE TRAIL ALIGNMENT



Adoption of the Circulation Element in 2013 provided a plan for Class 1 separated bicycle lanes on the east and west sides of Broadway, which can serve as north-south connectors for the R2R Trail.

The current plan to reduce Broadway's speed limit to 35 miles per hour enables the R2R trail to safely cross Broadway at a signalized intersection at Eucalyptus Drive, Rio Del Mar, or S. Napa Junction Road. The graphic below shows the many alternate bicycle routes for the R2R trail in the Broadway District. Since the Broadway District is in the center of American Canyon, the R2R Trail will provide very convenient and safe means to walk or bicycle to some of the most enjoyable destinations in American Canyon.

Melvin Road Enhanced Pedestrian Walkway

The property along the east side of Melvin Road is proposed to be zoned as Broadway Residential. Currently, there are permanent buildings, such as the LDS Church and Napa County Mosquito Abatement District facility among others that are constructed in the path of an internal pedestrian or vehicle Paseo/Alley way.

At the same time, high traffic speeds on Melvin Road lead to unsafe conditions for residents and drivers which highlights the need for traffic calming measures. To accommodate a substitute paseo/alley way concept parallel to Broadway, and to calm traffic on Melvin Road, the Circulation plan calls for an enhanced landscaped sidewalk on the east side of Melvin Road. Adding landscaping between the street and sidewalk on the east side of Melvin Road would provide cues to drivers that they need to slow down as this is a residential street, and the landscape buffer between vehicles and pedestrians would improve comfort for pedestrians.

Other Roadway Extensions

As noted above, additional roadways are planned to be extended within the Broadway District. These roadways would be constructed in accordance with the adopted road classifications. As is often the case, special circumstances require modifications to the ultimate design. These issues are addressed on a case-by-case basis and depend on good engineering practice and thorough analysis.

Parcel Interconnections

As new projects are proposed on old or vacant sites, there is an opportunity to interconnect these properties with vehicle driveway access and with internal paseos or alleyways. Interconnections between parcels are a good idea to minimize the number of vehicles entering and exiting Broadway on short trips. In addition, if reaching a neighboring property is easy and convenient, customers are more likely to take their business next door when running errands.

Vehicle Access onto Broadway

Consolidating driveway access points and reducing the number of individual driveway entrances on Broadway will improve traffic flow, which improves travel speed and inconvenience. Consolidating several parcels with one driveway access also makes it easier for businesses to be located by drivers because there are fewer possible driveways that give access to their destination. Fewer driveways provide more opportunities for identifying destination centers and more landscaping.

The Specific Plan implementation section will include criteria and a method to consider opportunities to eliminate or consolidate driveway access in new development projects.

Public Transit

Operated by the Napa Valley Transit Authority (NVTA), American Canyon Transit (ACT) provides a deviated fixed route bus service aimed at getting local resident to shopping and

healthcare facilities within American Canyon and Vallejo. ACT also connects to the VINE Routes 11 and 29 allowing American Canyon residents and visitors to travel to Napa, Vallejo, the Vallejo Ferry and BART in the East Bay. The VINE system serves all the cities in the Napa Valley and connects with Sol Trans, Sonoma County Transit, Petaluma Transit, Lake County Transit, BART, the Vallejo Ferry, Amtrak, and Greyhound.

The Broadway District is served by American Canyon Transit (ACT) on weekdays between 7:30 and 6:00 PM and VINE service to Vallejo and El Cerrito Del Norte BART. While the Plan Area benefits from these two transit service providers, bus transit in the Broadway District is limited. As development occurs in the Broadway District, expanded bus service may become viable and could dramatically increase how efficiently people move to and throughout the Broadway District. Particularly in combination with slower roadway speed limits and improved design, regular bus stops become feasible on Broadway. This enhancement would reduce the circuitous route that the Vine and ACT must take today to serve American Canyon residents, which would shorten travel distances and save time.

Pedestrian Facilities

Pedestrian facilities will be enhanced and expanded to provide a viable and attractive alternative to driving. Currently, the pedestrian network limits pedestrian travel to individual neighborhoods rather than connecting residents between residential, commercial and recreational spaces. There are only three marked pedestrian crosswalks on Broadway. Safe, attractive and conveniently located connections across Broadway are essential to creating an integrated pedestrian network. Incorporating brightly lit crosswalks and pedestrian refugees within the median, and through reduced posted speed limits, the Specific Plan provides viable options for surface crossings on Broadway.

Bicycle Network

Located in the in Napa Valley at the foot of beautiful hills and just far enough away from urbanized areas, American Canyon will implement the citywide bike network outlined in the American Canyon Bicycle Plan and the Circulation Element. New facilities include Class I, II and III improvements, the proposed Vine and River to Ridge Trails, all of which combine to create a safe, comfortable, convenient and enjoyable bicycling option. Class 1 bicycle lanes are separated from the street; Class II bicycle lanes are striped next to the travel lanes adjacent to the curb; Class III bicycle lanes are shared with vehicle travel lanes. The following table identifies bicycle lanes proposed in the Broadway District.

FIGURE 4-7 – PROPOSED RIVER TO RIDGE TRAIL ALIGNMENT



TABLE 4-1 – PROPOSED BICYCLE TRAILS

Class 1 Bicycle Lane	
Street	Segment
Broadway (both sides)	Green Island Road to the City of Vallejo
Broadway (east of Hwy 29)	Vine Trail from American Canyon Road to the City of Vallejo
Eucalyptus Drive	River to Ridge Trail from Wetlands Edge to Broadway
Green Island Road	Vine Trail from Devlin Road to Paoli Loop
South Napa Junction Road	River to Ridge from Broadway to Newell Drive
Napa Junction Road	Broadway to Main Street (Existing)
Class 2 Bicycle Lane	
Street	Segment
Napa Junction Road	Broadway to Hess Drive
Class 3 Bicycle Lane	
Street	Segment
Danrose	American Canyon Road to Marla
James Road	Wilson Way to American Canyon Road
Melvin	Los Altos to Wilson Way
Class 3 Bicycle Lane	
Street	Segment
Watson Lane	Vine Trail from Paoli Loop to Watson Ranch
Wilson Way	Melvin Road to Broadway
Theresa Avenue	Napa Junction Road to Eucalyptus Drive
Main Street	Entire Length

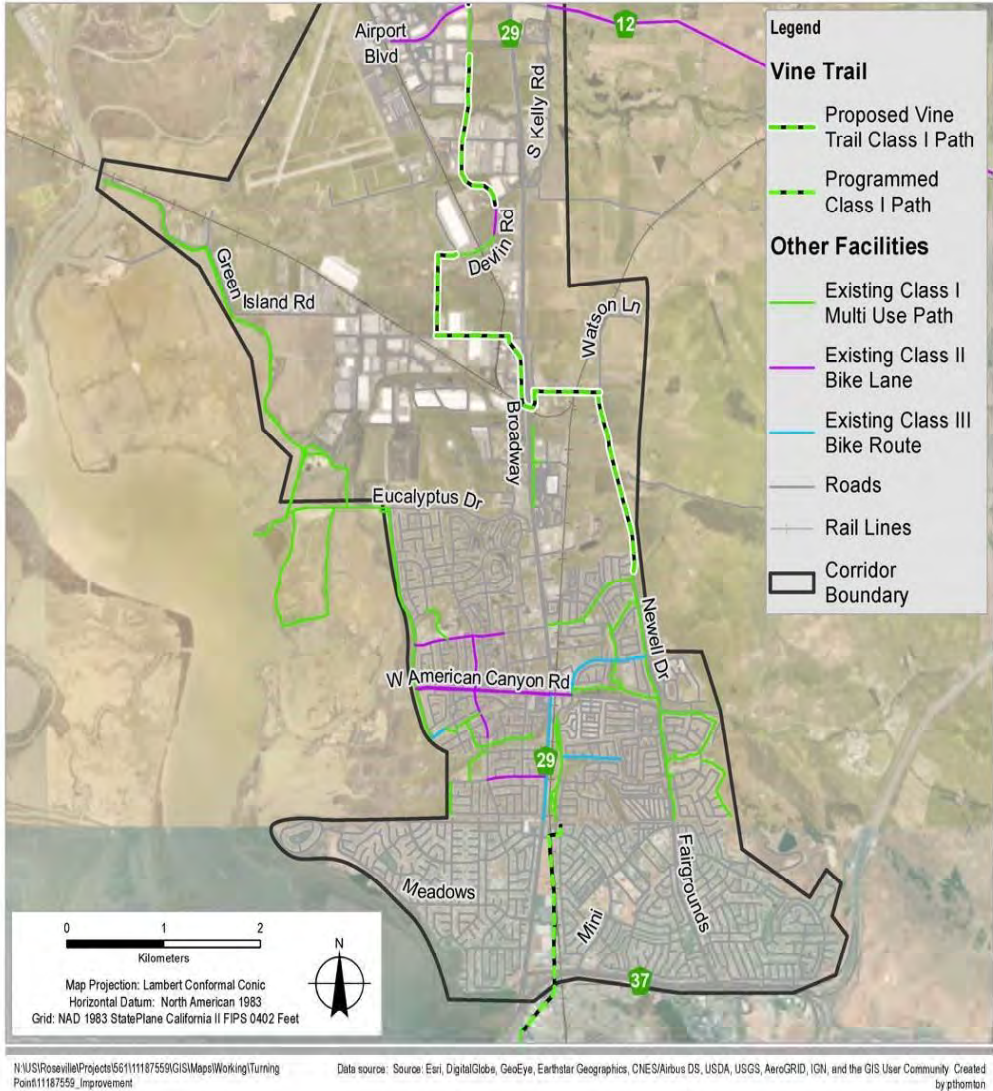
Shared Use Paths

Napa Valley Vine Trail

The overall Vine Trail project envisions 47 miles of trail system connecting the entire Napa Valley, from the City of Vallejo in Solano County to the City of Calistoga in Napa County. The current Vine Trail stretches about 12.5 miles, from Kennedy Park, along SR 221 at the northern end of the SR 29 CMCP study area, to the Town of Yountville. Several segments of the trail are in various stages of design or construction. Some segments of the trail system currently fall short of Class I standards, for example the current Class II bike lanes on Devlin Road in American Canyon.

The SR 29 CMCP proposed Vine Trail improvements include gap closures from Kennedy Park in the City of Napa, to Newell Drive in the City of American Canyon. From Newell Drive, the trail would rejoin existing portions of the Vine Trail to American Canyon Road and SR 29 (Broadway).

FIGURE 4-8 – PROPOSED VINE TRAIL ALIGNMENT



San Francisco Bay Trail

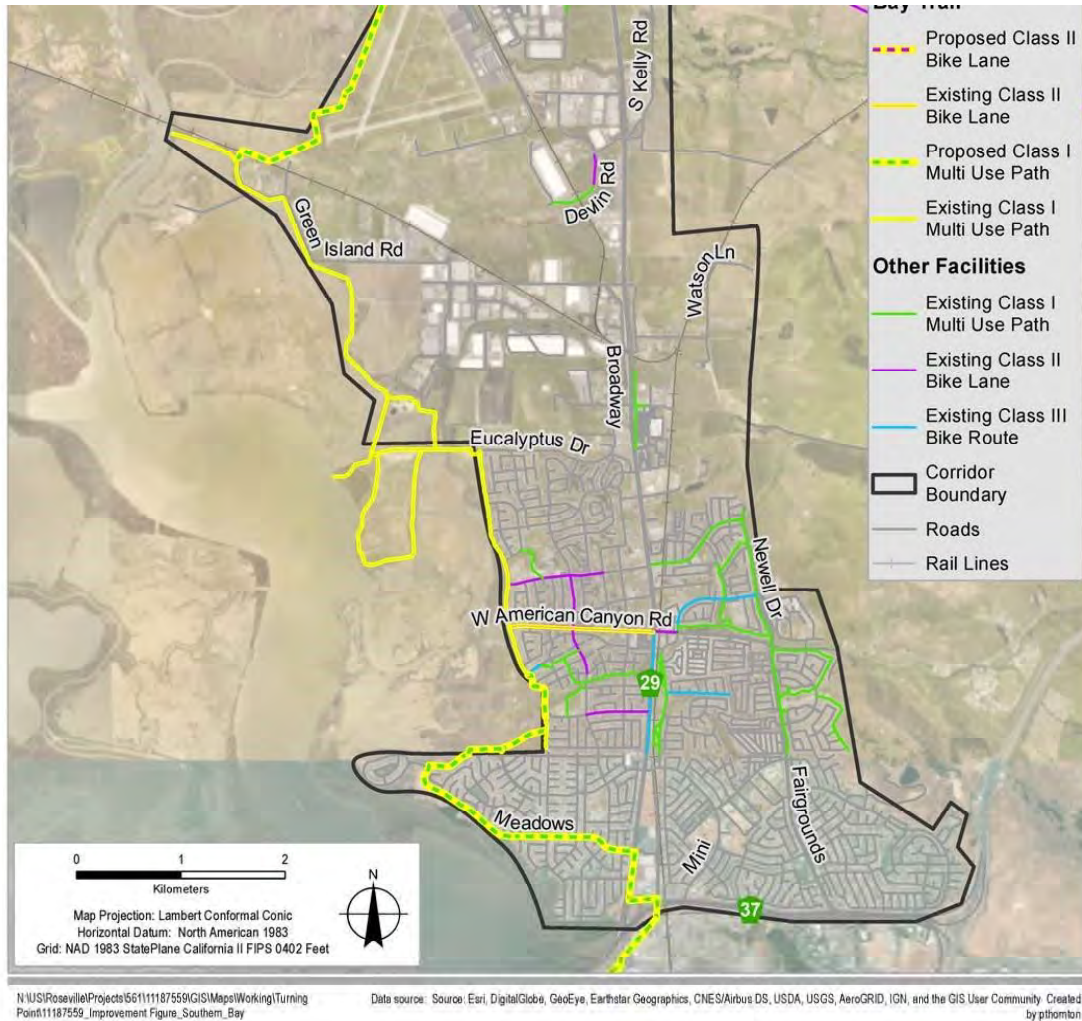
This proposed San Francisco Bay Trail would offer a dedicated space for people walking and bicycling parallel to SR 29, closer to the bay. The overall Bay Trail project envisions 500 miles of trail system throughout the San Francisco and San Pablo Bays, and throughout the member agencies of the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC). The Bay Trail shares alignments with other trail systems, including the Napa Valley Vine Trail, in several segments. Other “sister trails” include the Bay Area Ridge Trail, Bay Area Water Trail, and the Great Delta Trail.

As with the Vine Trail, the proposed SR 29 CMCP improvements include:

- Gap closures between discontinuous segments of the Bay Trail, on the western edge of the study area. In particular, alignments are proposed along the Napa River connecting the Cities of

Napa and American Canyon, west of the Napa Airport to Green Island Road. Further south, the proposed alignment would connect the trail terminus along Wetlands Edge Road in the City of American Canyon, through the City of Vallejo, and to SR 37.

FIGURE 4-9 – PROPOSED SAN FRANCISCO BAY TRAIL ALIGNMENT



4.4 Circulation Policies and Programs

To improve the efficiency of the existing circulation network and strengthen connections in and around the Broadway District, the Specific Plan targets roadway improvements on key streets, the expansion of bicycle and pedestrian facilities, and the addition of new streetscape improvements to improve mobility and connectivity in the Plan Area. These improvements will be coordinated and staged over time in order to ensure the most efficient investment of public funding to key projects that bolster connectivity for drivers, transit rider, bicyclists, and pedestrians.

The transportation and circulation policies address four topical sections:

- Roadway System Improvements: This section outlines the functional classification system for current and future roadways in the Plan Area, which includes their sizing and level of service standards.
- Public Transit: This section describes future transit improvements needed to better connect the Broadway District to the rest of American Canyon.
- Pedestrian and Bicycle Circulation: This section describes needed improvements to the overall pedestrian and bicycle circulation system in the Plan Area, as well as strategies the City can use to improve safety and access.
- Travel and Parking Demand Management Plan: This section describes various policy and programming strategies the City will use to further enhance the efficiency of roadways in the Plan Area. This includes strategies the City will use to make parking more accessible and efficient while also ensuring there is adequate parking.

4.5 Roadway System Improvements

Goal

To redesign and reprogram roadways throughout the Plan Area in order to improve traffic mobility, enhance walkability and bikeability within neighborhoods, and support community cohesion and safety.

Roadway Classifications

The Broadway District includes a well-established network of streets that provide access through and within the area. The City defines a series of Roadway Classifications in its General Plan in order to administer engineering design standards and traffic operation performance standards. This system is based on the functional classification hierarchy which orders streets in terms of their mobility and access functions. The roadway classification system is defined as follows:

- **Freeways**: Freeways provide high speed intra-and inter-regional mobility. Access is typically restricted to primary arterials via interchanges, with grade-separated crossings. Typically, the maximum speed limit on freeways range from 50 to 65 mph with usually one mile or greater spacing between interchanges. I-80 is the only freeway that directly serves the City, although the closest interchange is about 2 ¼ miles east of the City limits.
- **Highways**: Highways are controlled access facilities whose junctions with cross streets are characterized by at-grade intersections rather than interchanges. State Route 29 bisects the project area and serves the dual purpose of providing local cross-town circulation as well as serving significant regional traffic. Other nearby highways include State Route 12 and State Route 37. These highways also provide access to and from I-80, north and south of the City respectively. State Route 37 continues west towards Sonoma County and the City of Novato.

- **Regional Corridors:** Regional Corridors include highways and arterials that include a significant regional traffic component. Within the Broadway District, these include State Route 29, American Canyon Road east of State Route 29.
- **Arterial Streets:** Arterial facilities connect areas of major activity and function primarily to distribute cross-town traffic from highways to collector streets. Within the Broadway District, arterial streets include American Canyon Road.
- **Collectors:** Collectors function as connector routes between local and arterial streets and provide access to residential, commercial, and industrial property. Many roads within the Broadway District are collector streets with typically two-lane facilities with maximum operating speeds of 30 mph and include Eucalyptus Drive, Rio Del Mar, and Donaldson Way among others.
- **Local Streets:** Local streets provide direct access to abutting properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes and operating speeds of 25 to 30 mph.

Complete Streets

The Broadway District Specific Plan includes several “Complete Street” improvements to the roadway network and to Broadway in particular. Complete Streets are designed and operated to enable safe access and travel for all users. Pedestrians, bicyclists, motorists, transit users, and travelers of all ages and abilities will be able to move along the street network safely.

Complete Street features for Broadway include reconfiguring the roadway into a boulevard with one additional travel lane in each direction, pedestrian sidewalks, bicycle lanes separated from the travel lanes, and landscaping.

Strategies

- 1) Work with Caltrans, the Napa Valley Transportation Authority, and neighboring jurisdictions to design and fund Broadway improvements that serve all modes of travel. The preferred design includes one lane in each direction with separated bicycle lanes, pedestrian sidewalks, street lighting, and landscaping.
- 2) The preferred Broadway design speed is 35 miles per hour. Lowering the design speed provides “value engineering” benefits such as reduced need for right-of-way, narrower 11-foot lane widths, narrower shoulder lanes and deceleration lanes. It also improves quality of life for American Canyon residents by lowering noise pollution, and improving pedestrian and bicycle safety. A key effort to improve traffic flow is to balance north-south and east west traffic flow with traffic synchronization software and a more “permeable” corridor with additional intersections that disperse traffic.
- 3) Improve pedestrian connections across Broadway, where appropriate, especially at roadways that provide access to the Downtown Core (e.g. Rio Del Mar, Poco Way, South Napa Junction Road, Eucalyptus Drive).

Complete Street History

2008- Caltrans approves Deputy Directive-64-R1

2010 California requires Complete Street policies in the General Plan

2012 American Canyon adopts a Complete Street Policy

2013 American Canyon adopts a new General Plan Circulation Element with Complete Streets policies

- a) Providing “safe havens” within the Broadway Median to allow people to cross the roadway in stages if necessary;
 - b) Creating new high-visibility crossings, including the use of enhanced striping, rapid rectangular flashing beacons, and other treatments, at signalized intersections.
- 4) Develop a series of streets parallel to Broadway that connect land uses on the east and west sides without requiring vehicles to travel on Broadway. This includes the Main Street extension from Rio Del Mar to Donaldson Way as well as a narrower private paseo network on the west side of Broadway.
- 5) Transform Main Street from Rio Del Mar to South Napa Junction Road into a “family friendly” street that incorporates open space, community and visitor serving uses, bicycle, and pedestrian amenities within the right-of-way. This will include specific “block-by-block” opportunities to imagine the public right-of-way so that it serves as an amenity for the community (see **Chapter 3** for design guidelines related to the Main Street right-of-way).
- 6) Implement traffic calming measures, where appropriate, especially in residential neighborhoods, around parks and public gathering places, and schools. This can include:
- a) Creating curb extensions other treatments, at unsignalized intersections; and
 - b) Providing 10-foot travel lanes on new streets and retrofit existing streets to provide narrower lanes, along with striped bike lanes (five-foot minimum) where possible within the curb-to-curb width.

4.6 Public Transit

Goal

Improve access to and use of bus and rail transit in the Broadway District.

Strategies

- 1) **Reconfigure Broadway with pedestrian sidewalks, bicycle lanes and bus stops.**
Reconfiguration of Broadway will provide convenient bicycle and pedestrian access that makes regular scheduled bus service down the center of the city possible. Improving bus stops on Broadway will straighten out the #17 Express bus route and potentially reduce travel time for American Canyon residents and bus riders north of American Canyon that use the service for their daily commute.
- 2) **Participate in Napa Valley Transportation Authority (NVTA) bus transit service demand studies** to monitor demand and identify ways to improve bus transit. This could include adding additional routes and new stops within the Broadway District as needed.
- 3) **Support the potential of residential Rail service** to American Canyon by actively participating in any Rail service plans that may emerge from the NVTA.

4.7 Pedestrian and Bicycle Circulation

Goal

Ensure a comprehensive, integrated, and safe circulation system for pedestrians and bicyclists throughout the Broadway District.

Strategies

- 1) **Install Class 1 trails on the west and east sides of Broadway** to provide continuous bicycle and pedestrian access running north-south from Napa Junction Road to American Canyon Road.
- 2) **Continue to participate in Safe Routes to Schools grant funding** programs to ensure safe connections between the Broadway District and nearby elementary and high schools.
- 3) **Improve the condition of sidewalks in the Broadway District** by identifying funding sources to assist property owners with sidewalk repairs and complete all missing sidewalk connections. Potential funding sources include grants for improving access to transportation. As part of this strategy, require property owners who develop/redevelop their property to install sidewalks where there are currently gaps.
- 4) **Strengthen the network of bicycle-friendly streets** by implementing the adopted Bicycle Master Plan that creates an integrated system of designated bicycle facilities that link all portions of the Plan Area.
- 5) **Provide safe pedestrian access to designated Railroad Crossings.** Future railroad crossings are planned at South Napa Junction Road or the future extension of Rio Del Mar.
- 6) **Provide east-west pedestrian connections between parallel roads such as Main Street and Paseos to Broadway.** Ideally, such access will occur every 250 – 300 feet.

Transit

A variety of proposed transit improvements are included in the SR 29 CMCP. These improvement categories are described below in more detail. Figure 40 presents proposed transit improvement locations in American Canyon. Proposed improvement locations in the southern study area are shown in Figure 41.

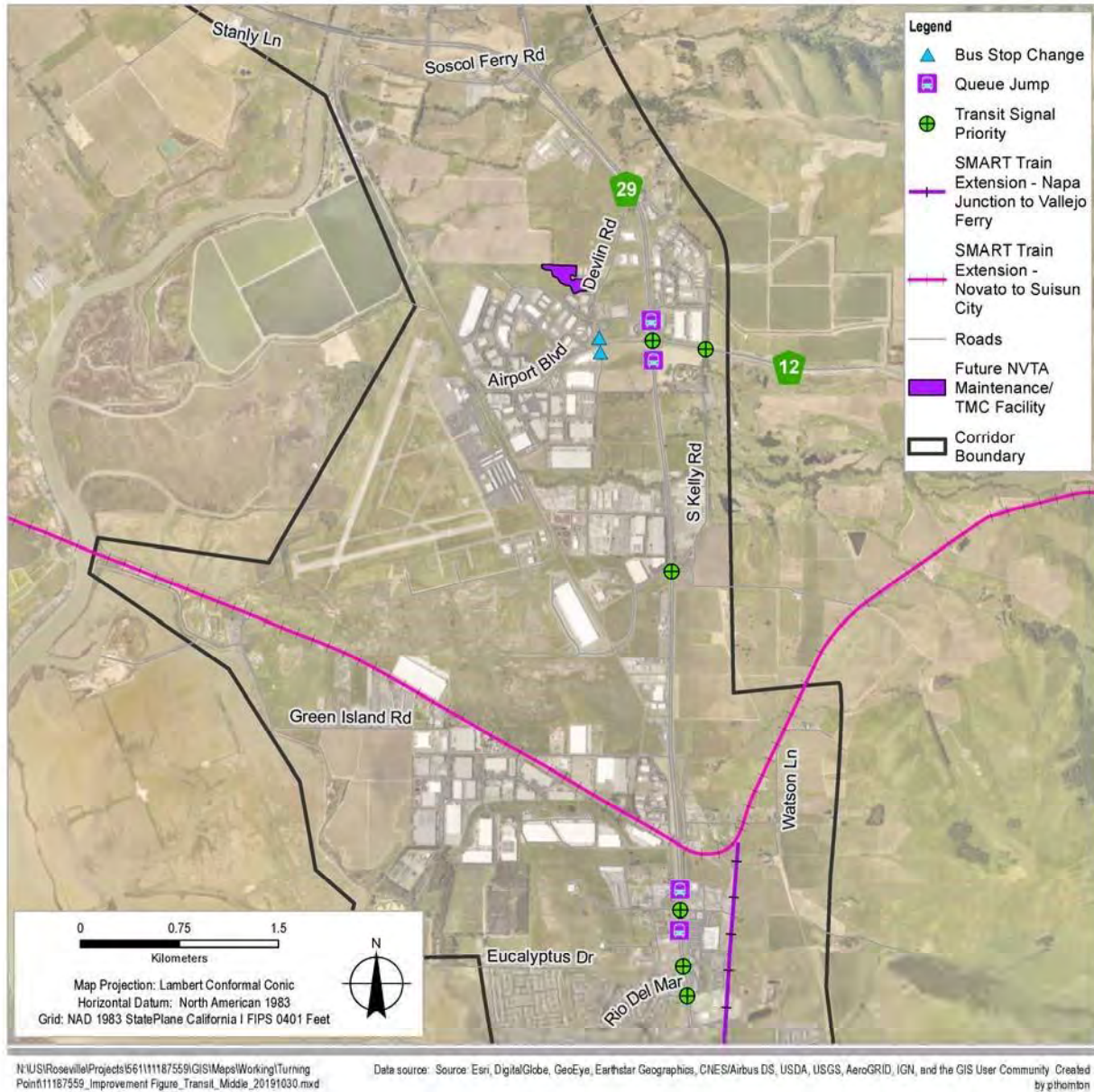
Bus Stop Changes

Proposed bus stop changes and/or upgrades would include:

- benches,
- new or improved bus shelters,
- realtime travel information,

- wayfinding, and transit route information.
- Wi-Fi, bicycle storage, lighting, and improved pedestrian facilities in some locations.

FIGURE 4-10 – PROPOSED TRANSIT IMPROVEMENTS



Bus on Shoulder

This improvement allows buses to use existing shoulder width to increase efficiency and improve transit service. Bus use of shoulder space is becoming a more common means to increase highway capacity and transit service reliability.

Use of existing shoulders by buses would be implemented in conjunction with Queue Jump locations with between 1,000 and 1,500 feet depending on location constraints. Part time use of shoulder by buses would require upgrades to existing shoulders in order to ensure geometric design and pavement index requirements are met.

Part time bus use of the current shoulder space could present a potential conflict between bicyclists and buses. This conflict would be limited to the peak hours during which buses were allowed to operate in the shoulder. With current 30-minute bus headways, this potential conflict between users would be limited to twice in one hour. Proposed parallel Class I bikeways would remain a low-stress option.

Caltrans has the authority to redesignate shoulders as a part-time use lanes. Caltrans is currently developing guidance for the implementation of part time lanes for shoulder use.

FIGURE 4-11 – BUS ON SHOULDER



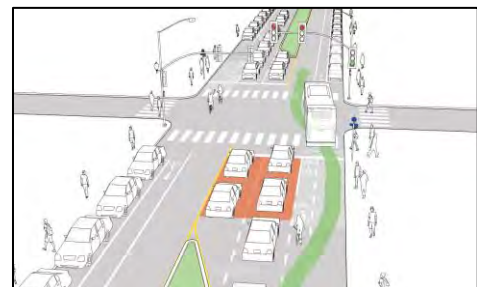
Queue Jump

A queue jump is a type of roadway geometry used to provide preference to buses at intersections, often found in bus rapid transit systems. It consists of a dedicated lane space for buses to travel around queued vehicles at particular locations. Queue jumps reduce delay for buses caused by intersections and reduce travel time and variability.

Proposed Queue Jump locations along SR 29 include:

- Napa Junction Road,
- Donaldson Way, and
- American Canyon Road.

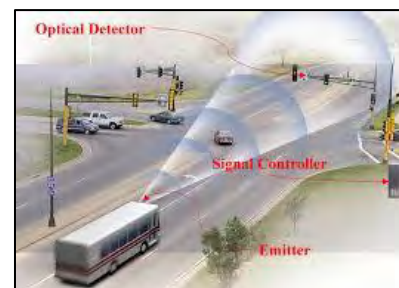
FIGURE 4-12 – TRANSIT QUEUE JUMP



Transit Signal Priority

Transit Signal Priority (TSP) is a general term for a set of operational improvements that use technology to reduce dwell time at traffic **signals** for **transit** vehicles by holding green lights longer or shortening red lights. TSP may be implemented at individual intersections or across corridors or entire street systems.

FIGURE 4-13 – TRANSIT SIGNAL PRIORITY



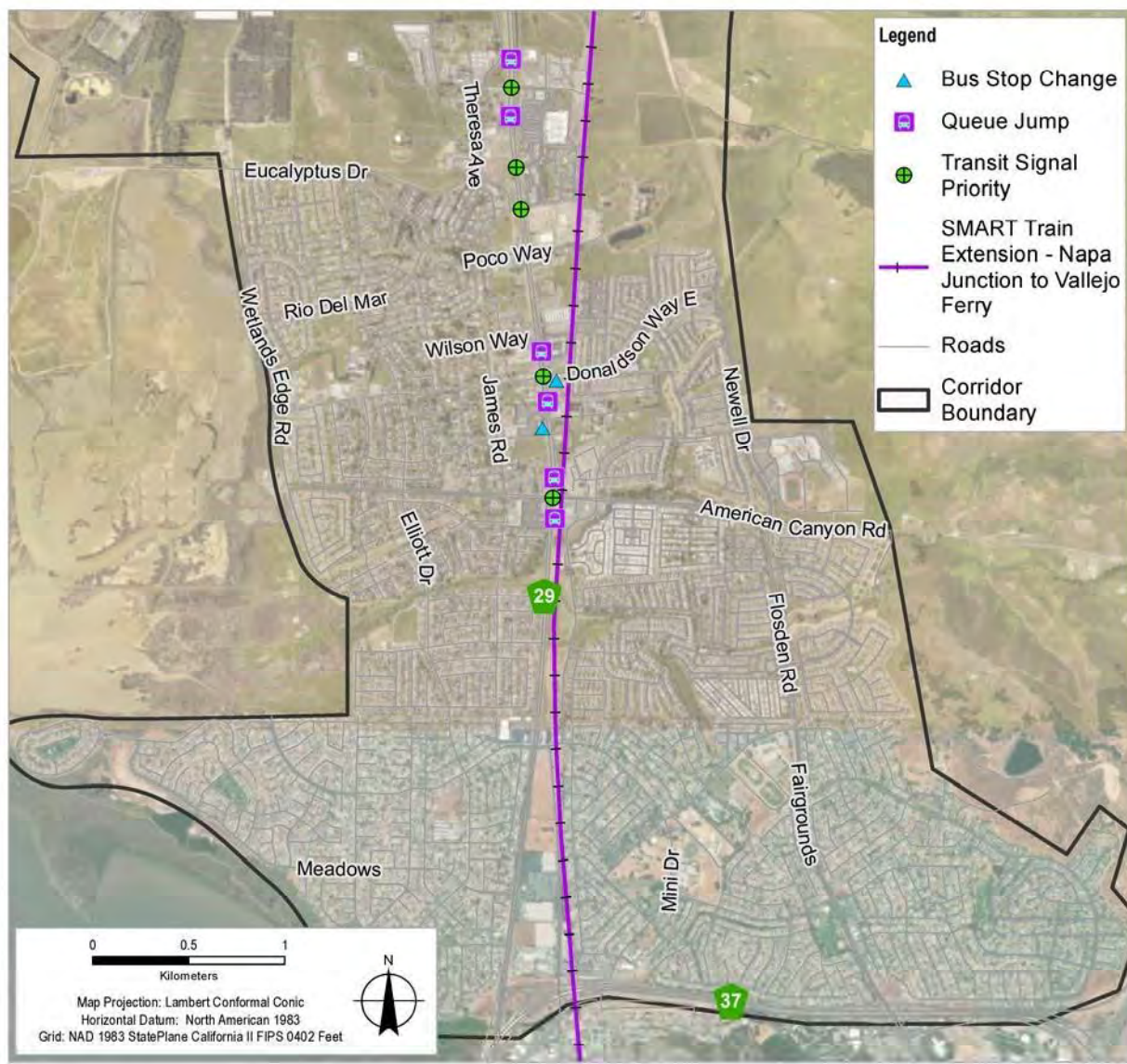
Transit signal priority can reduce travel time and improve reliability by giving priority to buses at intersections. Installation of equipment is needed on buses to activate the signal priority.

New Transit Stops

As shown on Figure 4-14 below, the SR 29 CMCP includes installation of new transit stops located at the following signalized intersections on SR 29 in the BDSP:

- i. Napa Junction Road
- ii. Donaldson Way
- iii. Eucalyptus Drive
- iv. Crawford Way
- v. Rio Del Mar

FIGURE 4-14 – TRANSIT IMPROVEMENTS



N:\USIRoseville\Projects\56111187559\GIS\Maps\Working\Turning Point\11187559_Improvement Figure_Transit_South_20191030.mxd

Date source: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community Created by pthomson

Increased Service Frequency

The Route 11X and Route 29 would be served by two new, electric, 40-foot buses, and increased service frequency to 30-minute headways.

Integrated Corridor Management

Integrated Corridor Management (ICM) uses intelligent transportation systems (ITS) technologies to efficiently and **proactively manage people and goods movement in major transportation corridors.**

The proposed ICM improvements include:

- Traffic monitoring detectors,
- CCTV Cameras, and
- a Transportation Management Center to facilitate the deployment of the communications systems needed to facilitate the various intelligent transportation systems (ITS) within the ICM package.

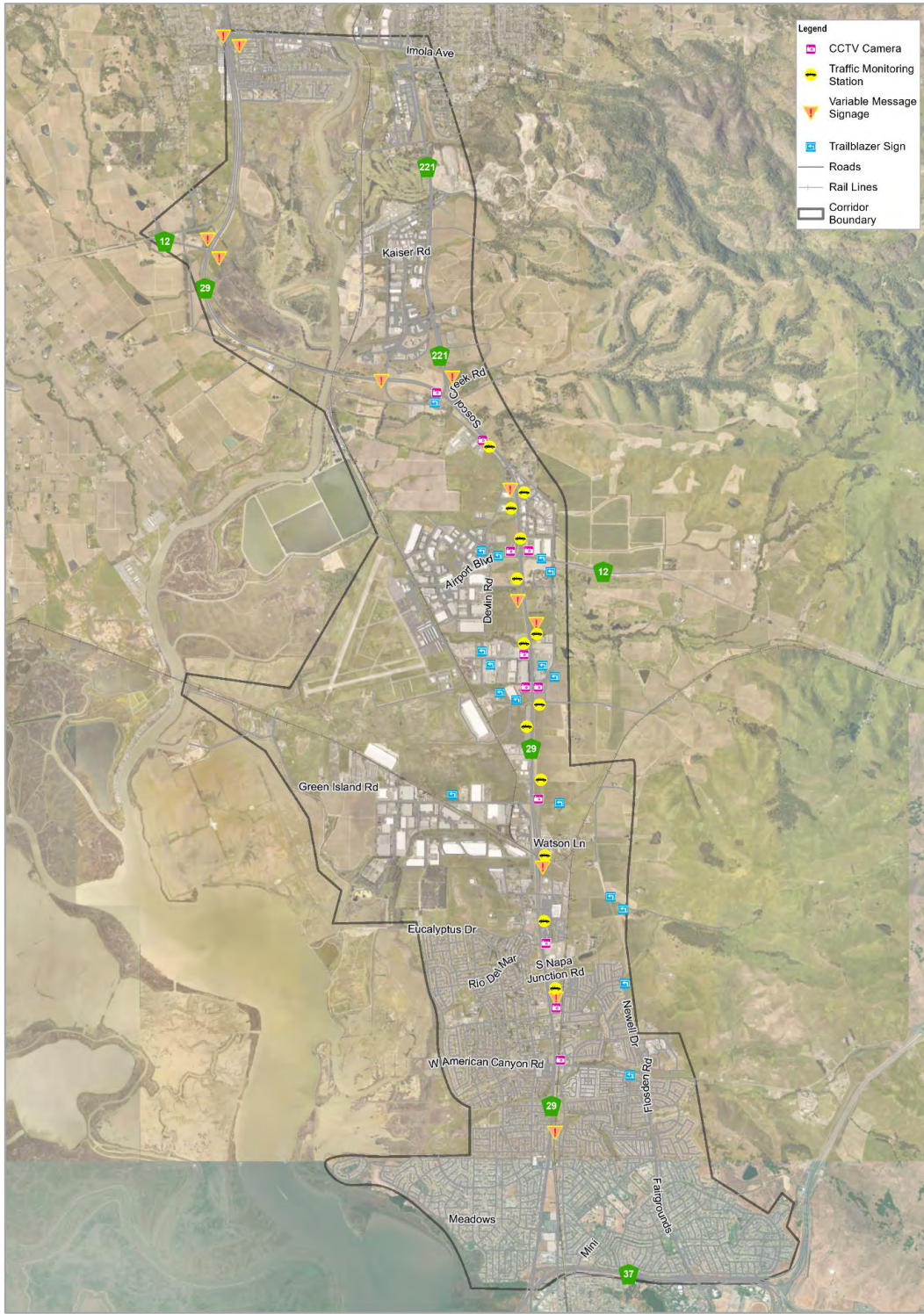
Field devices would use wireless communications. Data is transferred to the Traffic Management Center through an internet network over 4G cellular system.

All current and future signalized intersections would be upgraded with traffic sensors/traffic detection; traffic signal controllers; and fiber optic or wireless communication systems at key corridor intersections. These communication devices would allow signalized intersections to be adaptive and allow them to react to changing traffic conditions; monitor traffic conditions in real time, and continuously distribute green time equitably for all traffic movements. Proposed locations of the ICM components discussed below are shown.

FIGURE 4-15 – INTEGRATED CORRIDOR MANAGEMENT



FIGURE 4-16 – INTEGRATED CORRIDOR MANAGEMENT IMPROVEMENT LOCATIONS



Paper Size ANSI D
 0 0.15 0.3 0.45 0.6
 Miles

Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California II FIPS 5402 Feet



NAPA VALLEY TRANSPORTATION AUTHORITY
 SR 29 COMPREHENSIVE MULTIMODAL
 CORRIDOR PLAN

**INTEGRATED CORRIDOR
 MANAGEMENT IMPROVEMENTS**

Project No. 11167559
 Revision No.
 Date 05/12/2020

FIGURE 42

Data source: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. Created by jthornton

NVTA Maintenance Facility/ Transportation Management Center

The new NVTA Vine Transit Maintenance facility is proposed to replace the existing facility at 720 Jackson Street. The new facility would be constructed on undeveloped land at the terminus of Sheehy Court, approximately 900 feet west of its intersection with Devlin Road in unincorporated Napa County. The eight-acre site would provide for maintenance for six bays, an administrative building, parking for 74 transit vehicles up to 45 feet long, 75 visitor and employee parking spaces, and the opportunity to host a Transportation Management Center (TMC).

FIGURE 4-17 – TRAFFIC MONITORING CENTER

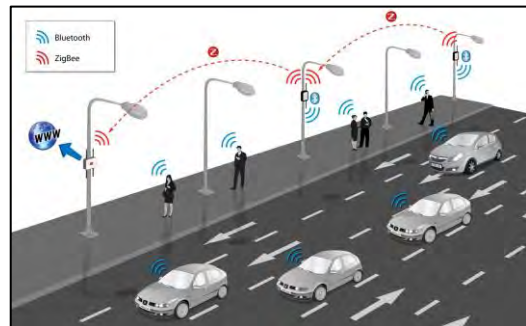


The TMC would be a multiagency project to coordinate transportation communication within the corridor. Further discussion to coordinate logistics of the TMC are required with Caltrans District 4 to prevent regional traffic management friction.

Traffic Monitoring Detectors

Field deployment of traffic monitoring detectors include underground loop and radar detectors. The detectors would monitor traffic conditions and communicate with the TMC for incident management.

FIGURE 4-18 – TRAFFIC MONITORING DETECTORS



Proposed locations along SR 29 include:

- 1,200 feet south of Kelly Road
- 830 feet north of Donaldson Way
- 200 feet north of Eucalyptus Drive
- Overpass near Paoli Loop Road
- 1,000 feet north of Paoli Loop Road

CCTV Cameras

Closed-circuit television (CCTV) cameras would be used in conjunction with variable message signs and traffic monitoring detectors to monitor and manage traffic conditions throughout the corridor.

Proposed locations along the west side of SR 29 include:

- South Kelly Road

Proposed locations along the east side of SR 29 include:

- American Canyon Road
- Donaldson Way
- Rio Del Mar
- Paoli loop Road
- South Kelly Road
- south of Paoli Loop Road

FIGURE 4-20 – CCTV CAMERA



4.8 Parking and Travel Demand Management

Goals

Improve the functionality, efficiency, and safety of transportation systems in the Plan Area through travel demand management.

Create a more accessible and efficient system of surface parking that will adequately serve area needs.

The following are parking management and Transportation Demand Management (TDM) strategies the City will use to influence and improve parking demand. Each of these strategies has the following primary purpose:

- a. To encourage non-auto access to the Plan Area, while recognizing that not all area residents and patrons will have viable non-auto access alternatives;
- b. To support local businesses by maintaining parking availability in the retail areas; and
- c. To encourage efficient use of the existing transportation systems and facilities.

Strategies

Nonresidential Transportation Demand Management Program

Nonresidential Trip Reduction Requirements apply to employers with 50 or more employees. Please see American Canyon Municipal Code Chapter 10.52.

Residential Transportation Demand Management Program

A. Applicability.

A Transportation Demand Management (TDM) Program is required of all new residential developments and redevelopments of ten or more units, including residential components of mixed-use developments.

B. Standards.

(1) All new residential developments and redevelopments of one hundred (100) or more units are required to achieve a minimum of ten (10) points from the menu of TDM strategies.

(2) All new residential developments and redevelopments between ten (10) and ninety-nine (99) units are required to provide TDM strategies that achieve a minimum Proportionate Percentage of 10 points (rounded to the nearest half or whole number) from the menu of TDM strategies.

C. Menu of TDM Strategies

Transportation Demand Management Strategies		Points Obtained*
Proximity to Transit	Less than 0.25 miles to a transit stop	1
	Less than 0.5 miles to a major transit stop (15-min headway)	5
Affordable Housing	20% Affordable Housing Project	1
	40% Affordable Housing Project	2
	60% Affordable Housing Project	3
	80% Affordable Housing Project	4
	100% Affordable Housing Project	5
Proximity to Commercial Uses	Less than 0.5 miles from: <ol style="list-style-type: none"> 1. A shopping center consisting of at least three tenant spaces, or 2. Three separate retail/restaurant/service/recreational uses 	1
	Less than 0.25 miles from: <ol style="list-style-type: none"> 1. A shopping center consisting of at least three tenant spaces, or 2. Three separate retail/restaurant/service/recreational uses 	3
Access Improvements	Close Gaps: Bicycle, Pedestrian, and/or transit access improvements (e.g. bike lanes) across project frontage	3

Bicycle Facilities	Provide an on-site bicycle repair station and secured bicycle parking	1
Wayfinding Station	On-site kiosk or information center with multi-modal wayfinding information and transit information	1
TDM Coordination	On-site TDM Coordinator (can be property manager) offering: multi-modal and wayfinding information, rideshare matching, walking/biking group coordination	1
TDM Communication	Distribution of transit, wayfinding and other TDM informational materials to new residents as they move in and annually to all residents	1
Transit Pass Programs	Provide Clipper (or a comparable program) membership to all residents for the first ten years following project completion	5
Bicycle Share Program	Provide private or public bicycle share memberships to on-site residents	1
Proximity to Bicycle Share	Site is less than 0.5 miles from a bicycle share hub with bicycles available to on-site residents	1
Car Share Program	Providing private or public car share memberships to on-site residents	1
Proximity to Car Share	Less than 0.5 miles from a car share hub with cars available to on-site residents	1

* If a TDM category has multiple options, only one option/point value can be selected.

D. Definitions of TDM Terms

Affordable Housing Project – a development project consisting of below market rate housing units.

Residential – for the purpose of this program, residential includes all medium, high and very high-density residential developments, including the residential component of a mixed-use project.

Multi-modal Information – may consist of information on transit schedules, transit and bike maps, important service change information, real time transit information, biking or walking group organization, rideshare matching, etc.

Shopping Center – a group of retail, restaurant, commercial service or recreational uses that are planned, constructed and managed as a total entity.

Secured Bicycle Parking - means lockable facilities such as individual lockers or enclosed, locked, limited-access areas for parking of bicycles. Secured bicycle parking may also be known as Class 1 bicycle parking. For residential uses, an enclosed garage assigned to one residential unit meeting the minimum area requirements for a two-car garage is considered one secured bicycle parking space.

Wayfinding Information - provide signage for clear directions and walk/bike time to key destinations such as major transit stops, downtown, shops, and major employers.

C. Administrative Procedures.

(1) The director of community development shall adopt administrative procedures containing any rules and guidelines necessary or appropriate to achieve compliance with the requirements of this section.

(2) The procedures for compliance documentation shall include, but not be limited to, the following:

(i) Upon submittal of an application for any discretionary planning entitlement (if required) for any covered project, application materials shall include a TDM plan that documents how the development will comply with the requirements of the multi-family TDM Program.

(ii) Upon submittal of an application for a building permit, building plans shall show any physical improvement measures required by the approved TDM plan for the project.

(iii) Prior to final building inspection and occupancy, evidence shall be provided to the director of community development to confirm that all required physical improvements and programmatic measures in the approved TDM plan for the project have been installed or implemented.

D. Hardship or Infeasibility Exemption.

If a project applicant believes that circumstances exist presenting an unreasonable hardship to meet the requirements of this section, the applicant may apply for an exemption in their development application. In applying for an exemption, the burden is on the applicant to show significant hardship. The exemption request shall be decided by the approval authority for the development permit. Hardship exemptions shall only be granted in unusual circumstances based upon a showing of good cause and a determination that the public interest is not served by compliance or other compelling circumstances. An unreasonable hardship shall be defined as practical infeasibility, difficulties, or results inconsistent with the general purposes of this chapter.

E. TDM Plan Modifications.

Any modification to an approved TDM plan requires a modification permit under Chapter 19.45 of the Municipal Code. A request to modify a TDM plan may only be granted if it is designed to be at least as effective as the original TDM plan in meeting the objectives and purposes of this chapter.

F. Appeal.

1. Any decision of the community development director made pursuant to this chapter may be appealed to the planning commission by the applicant or any other person aggrieved by the director's decision. Such appeal may be made by filing a written notice of appeal with the director prior to the time the decision becomes final, on forms furnished by the director. The appeal shall be accompanied by the fee established by the city council.

2. Notice of the hearing on the appeal shall be given in the manner and time provided in this chapter not less than ten days before such hearing to each person entitled to notice of the preceding decision.

3. The commission may affirm wholly or partly, reverse, modify, or attach additional conditions to the decision which was appealed.

F. Permit Issuance. No permit shall be issued prior to the expiration of any appeal period for an entitlement.

Parking Management

Parking is essential to the physical and financial health of the Broadway District, but providing too much parking will conflict with the Specific Plan Goals related to pedestrian access and livability. A well-managed public and private parking supply is critical to the long-term success of the Broadway District.

- 2) Unbundle residential parking as part of an apartment tenant lease or condominium price so the true cost of parking is known to renters and buyers (e.g., apartment managers charge a parking rental fee for more than one resident parking space.) Unbundled parking will help tenants understand the actual cost of parking, and may influence a resident's decision to own a car within the Plan Area.
- 3) Allow reduced parking requirements by sharing parking between adjacent residential and mixed use or commercial developments that balance peak parking demand times.
- 4) Continue to allow reduced parking requirements when a technical analysis shows that the parking demand is less than the code requirements.

Chapter 5. Parks and Open Space

The goals and policies presented in this chapter aim to create a more livable, connected and attractive parks, trails and open space system in the Broadway District and in American Canyon.



5.1 INTRODUCTION

When we build a park, we create a community. A robust Broadway District park and recreation plan along with Broadway livable street improvements will fulfill the City's vision to provide a **home** for an engaged, diverse community; a **destination** for outdoor recreation and natural beauty; and a **hub** of opportunity and economic vitality within our Broadway central core.

Unlike a traditional greenfield development where the same landowner that builds the houses also dedicates the park land, Broadway District development will occur incrementally on infill parcels. To achieve a successful park and recreation plan, it will be necessary for the Specific Plan to identify key park locations so they can be developed for future residents.

The Broadway open space system is comprised of parks, trails, and green streets that together form physical and functional links between focus areas. This chapter explores the future opportunities of existing and new parks and links to strengthen the open space. In addition to traditional parks and trails, this plan emphasizes the importance and opportunities for plazas and flexible outdoor activity areas in conjunction with private development.

5.2 POLICY FRAMEWORK

Policy Resources

American Canyon General Plan

The Parks and Recreation Element identify policies and objectives to enrich the quality of life in American Canyon by providing parks, trails and recreational services for all of the City's residents.

American Canyon Subdivision Ordinance

The Subdivision Ordinance is included in the American Canyon Municipal Code under Title 18. The subdivision ordinance requires parkland to be dedicated or in-lieu fees paid in conjunction with approval of residential subdivisions.

Parks and Community Services Master Plan

This plan is intended to guide the vision and direction and natural amenities and services provided by the Parks and Recreation Department in American Canyon.

Parks and Recreation Needs Assessment

The Parks and Recreation needs Assessment was completed in 2015. The assessment used a statistically-valid survey to predict trends and patterns of use and how to address unmet needs in American Canyon and recommended Level of Service Standards to develop appropriate actions regarding recreation programs, parks, trails, open space, building and other amenities.

Quimby Act

The Quimby Act (Government Code Section 66477) allows local governments to require developers to dedicate land, donate conservation easements, or pay fees to fund parkland development. The Quimby Act has a standard of 3.5 acres of parkland per 1,000 residents. The American Canyon General Plan and Parks and Community Services Master Plan identify a local standard for American Canyon at 5.0 acres per 1,000 residents.

American Canyon Bicycle Master Plan

This plan was developed as a component of the Napa Valley Transportation Authority's County-wide Bicycle Plan Update. The bicycle plan is intended to help make American Canyon a safe, more convenient and accessible for bicycles within and traveling through American Canyon. American Canyon adopted the Bicycle Plan into the General Plan in 2012.

American Canyon Pedestrian Master Plan

This plan was developed as a component of the Napa Valley Transportation Authority's County-wide Pedestrian Plan Update. The pedestrian plan is intended to make walking in Napa County more safe, comfortable, convenient and enjoyable for all pedestrians. It strives to improve accessibility for the disabled but does not intend to replace an existing Americans with Disabilities Act (ADA) Transition Plan. American Canyon adopted the Pedestrian Plan into the General Plan in 2017.

Broadway District Specific Plan Goals

The Broadway District Specific Plan includes the following Park, Trails, and Open Space goals:

- Identify park, open space, and recreation opportunities.
- Buffer development with adjacent neighborhoods.
- Pedestrian/bike crossing solutions.

Broadway District Guiding Principles

On September 15, 2016, the City Council adopted the following Park, Trails, and Open Space Principles to guide the Specific Plan policies.

- Beautify the corridor with landscaping, trees and architecture.
- Provide Gathering Places/Multi-Purpose Places.
- Provide Connections between neighboring Properties and Adjacent Neighborhoods.
- Encourage Events/Festivals to Enliven the District.

5.3 PARKS AND OPEN SPACE CONTEXT

The Broadway District is more urban than the single family residential neighborhoods in American Canyon. Overall, the Broadway District is planned to accommodate up to 1,200 new homes and 850,000 square feet of new commercial/nonresidential development. This new investment in our community will expand housing choice for a growing workforce and provide an attractive and convenient home for anyone seeking a more interesting urban lifestyle in Napa County - whether they are millennials starting their career, residents with local jobs, or longtime residents who built and love our community and are ready to downsize in American Canyon.

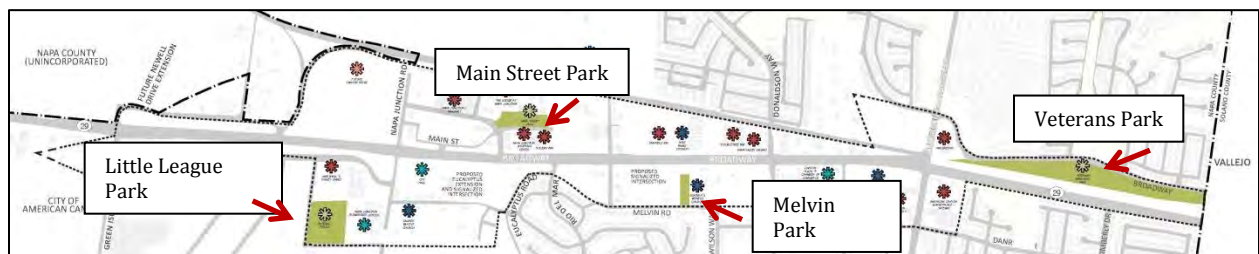
Overall, development of new dwelling units generates approximately 4,200 residents using the current citywide average of 3.49 persons per dwelling unit. This results in a park dedication standard equal to nearly 21 acres (at 5 acres per 1,000 residents). Since most homes in the Broadway District will be smaller multifamily units, staff anticipates the actual population per household will be lower than an average home in American Canyon today.

Most development sites in the Broadway District cannot accommodate residential development and a public neighborhood park. One or more park sites designated within the Broadway District would be acquired with park fees assessed on new development. Park fees may also fund improvements to nearby community and neighborhood parks.

5.4 EXISTING PARKS AND RECREATION OPPORTUNITIES

The Broadway District has four existing public parks - Veterans Memorial Park, Main Street Park, American Canyon Little League Park, and Melvin Park. These parks are shown in green on the map below.

**Figure 5-1
Broadway District Existing Parks**



Veterans Memorial Park

The Veterans Memorial Park at 14.5 acres is the largest park in the Broadway Specific Plan Area and a popular recreation area. It is located on the south end of the City and it provides a respectful venue for events that honor our Veterans. The park is served by the Vine Trail and provides a bocce court, children’s play area and a dog park. It has space that is undeveloped and master planned for future development.



Main Street Park

Main Street Park is approximately 3 acres located in the Napa Junction mixed use retail center. Its location in the center of the commercial core makes it a convenient destination and is used for a range of programs including recreation, entertainment and social gathering for Broadway District and residents throughout the community. The park includes a children’s play area, barbecues and sheltered picnic tables. Main Street Park has hosted summertime outdoor “movies in the park”.



American Canyon Little League Field

The American Canyon Little League field comprises 7 acres in the northern edge of the Broadway District. There are four little league-sized fields at the park. It is more than 30 years old and in great need of renovation. The American Canyon Little League would like to expand one field to accommodate players up to 15 years old.



Melvin Street Park

The tennis courts on Melvin Street comprise 0.72 acres and provide a useful recreation facility for residents nearby and throughout the City. It contains the only two usable tennis courts in American Canyon. In addition to the tennis courts, Melvin Street Park has a tot lot adjacent to Melvin Street.



5.5 ADDITIONAL RECREATION OPPORTUNITIES

Proposed Bicycle Trails

In addition to existing parks, the City adopted a master bicycle trail plan in 2012 with important segments in the Broadway District. While some trails are currently in place, most will be constructed in conjunction with new development or grant funds.

Bicycle and pedestrian trails in the Broadway district will provide critical connections both across the City (east/west) and through the Broadway District (north/south). The River to Ridge Trail serves as the east/west connection through the Broadway District connecting the Wetlands View Area on the west side of the city to the Newell Open Space Preserve (ridge line) on the east side of the City. Along Highway 29, a planned Class 1 trail serves to provide bike and pedestrian access throughout the Broadway District. These trails provide safe, nonmotorized access to parks, jobs, transit, retail and entertainment for all residents in the City, and new residents in the Broadway District.

The approved bicycle trail network is shown below. Class 1 (Off-Street) trails are shown in dark red. Class 2 (Striped On-Street) trails are shown in light red. Class 3 (Shared bicycle/automobile) trails are shown in orange.

**Figure 5-2
Broadway District Existing Parks and Existing/Proposed Bicycle Trails**



• Class 1 (Off-street)	Dark Red
• Class 2 (Striped On-Street)	Light Red
• Class 3 (Shared On-Street)	Orange

Private Recreation Opportunities

The urban nature of the Broadway District lends itself to provide recreation opportunities for existing and new residents in nontraditional ways. Some of these opportunities include the following:

1. Small urban public parks and plazas in strategic locations.
2. Private on-site recreational facilities.
3. Programmable public street space.
4. Private plazas and gathering places with outdoor seating and child-friendly play equipment and interactive sculptures.



Child Friendly Play Equipment



Public Park



Private Recreation Facilities



Programmable Streets

Potential New Park Site Locations

Staff conducted a Broadway District park and recreation workshop in a joint meeting with the Park and Community Services Commission and Open Space Advisory Committee on March 14, 2017, the Spring Citizens Academy on April 20, 2017. The Citizens Academy conducted a “dot vote” exercise where the highest priority sites were voted on with dots on a Broadway District map. Additional workshops refined the potential park site alternatives with the City Council on July 18, 2017 and September 26, 2017. The workshops provided specific policy direction as follows:

Policy 5-1: Plan, design and build open spaces of varying size (e.g. public plazas, large and small open spaces, and spaces for social gathering that serve as local focal points) to diversify the open space experience and provide opportunities for a larger range experiences for park users.

Policy 5-2: Work with Caltrans to use vacant, surplus properties for park and open space purposes.

Policy 5-3: Maintain a 5 acre/thousand resident park standard in the Broadway District but allow partial park credit for some unique types of facilities that are counted toward meeting the park requirements.

Policy 5-4: Prioritize park and open space in locations that include sale of public property, vacant sites with physical constraints (ie: parcels located over fault lines) and locations convenient to the users they serve.

Policy 5-5: The Napa Junction School Site is a potential future neighborhood park site and shall account for 6.57 acres of future Broadway District parkland need. Further discussions with the Napa Valley Unified School District are necessary to determine the feasibility of this park opportunity.

Policy 5-6: Melvin Park, which includes tennis courts and a tot lot, should be augmented with the addition of a 0.67 acre City-owned parcel located adjacent to the park. The City parcel may be further augmented with parkland from a potential residential development on an adjacent parcel.

Policy 5-7: Consistent with the City Council Strategic Plan goal to establish gateways into American Canyon, the Caltrans Right-of-Way at Green Island Road and at the northeast corner of Broadway/American Canyon Road shall become landscaped gateways.

Policy 5-8: Consistent with the General Plan Circulation Element, Class 1 Trails will be provided on east and west sides of the highway. Further technical analysis is required to determine whether providing a Class 1 trail is feasible along the entire length of Broadway.

Policy 5-9: Implement the planned River to Ridge Trail alignment (West to East). The trail would travel from Eucalyptus Drive to Broadway, south on Broadway to South Napa Junction Road, east across the railroad tracks to Watson Ranch and the Newell Open Space Preserve beyond.

Policy 5-10: The Broadway District and associated parks and trails are ideal locations for public art. The Specific Plan will include policies to encourage public art throughout the district.

Policy 5-11: The City should consider smaller, specialized parks within the Broadway District to appeal to diverse recreational interests among residents in the Broadway District and

elsewhere in the City. Examples include passive parks to connect with nature or contemplation with a rose garden, trees, chess table, fountain or sculpture; and active parks for healthy living and activity with basketball, volleyball courts, and grassy areas for throwing a football, and so on. When citing park sites, the City should also consider sites adjacent to the planned trail resources and those sites that provide a “window” to the highway.

Policy 5-12: Connect the Broadway District neighborhoods and the rest of the city with safe and comfortable walkable and bikeable open space, parks, pedestrian and bicycle facilities.

Policy 5-13: Make the Main Street experience distinct from surrounding communities and the other districts in the Specific Plan area by promoting family friendly, programmable space.

Policy 5-14: A lighting and landscape assessment district (or similar) should be created (or Zone 3 expanded) to maintain “common area” landscaping and improvements. This option spreads the cost of lighting and landscaping over many property owners, provides consistency in aesthetics and maintenance level of service.

Policy 5-15: Commercial recreation facilities draw tourists and regional visitors to cities and town centers. A commercial recreation facility should be studied to determine if facilities are needed in the City/region and if feasible to build and manage.

5.6 PARK AND RECREATION FACILITY IMPLEMENTATION

New Park Site Acquisition Acreage

As discussed earlier in this chapter, the Quimby Act allows the city to obtain 5 acres of parkland for every 1,000 new residents. Overall, the Broadway District Plan is anticipated to generate the need for 21 acres of parkland assuming 1,200 new residential units for 4,200 residents.

A portion, (approximately 8 acres) are assumed to be allocated to expand or fund Community parks, such as the new Clarke Ranch Park on the west side of town or a potential new community park on the east side of town. The remaining park acreage requirement equals 13 acres of neighborhood parks.

Currently, the Broadway District has approximately 70 acres of vacant land and an additional 70 acres of underutilized sites. The combined 140 acres of vacant and underutilized property is sufficient in area to potentially satisfy park needs in the Broadway District.

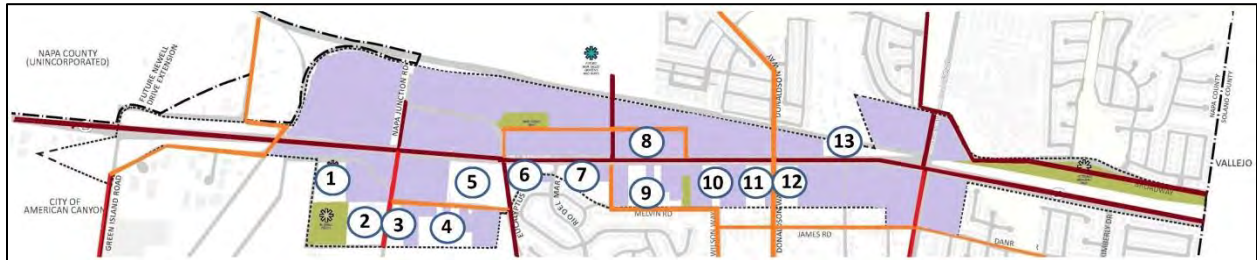
Potential Public Park Locations

Given the incremental nature of Broadway District development, it is necessary that the Specific Plan identify potential park sites at this time so that they can be acquired and funded as new development elsewhere in the Broadway District is approved and built.

The Figure below identifies park locations that were considered. The most feasible locations include site #2, 4, 7, and 9. Before any of these sites could be considered for parkland, research

is needed to address a variety of issues. Some of these include: discuss property acquisition with effected property owners, investigate site conditions, determine if the location is convenient to new residents, land cost, funding availability, and others.

**Figure 5-3
Broadway District Existing Parks and Existing/Proposed Bicycle Trails**



Potential Park and Open Space Funding Alternatives

Funding a new park and open space network in the Broadway District will occur incrementally with multiple funding sources. Chapter 7 - Implementation - discusses a range of potential funding sources that may be considered for parks as well as other needed public improvements.

This Chapter discusses the need for several types of parks and open space uses, such as public community parks, public neighborhood parks, private recreation facilities, bicycle and pedestrian trails, and private plazas and gathering places. Public facilities such as Community and Neighborhood parks, pedestrian and bicycle trails are typically funded from park fees, and grants. In a master-planned neighborhood, such as Vintage Ranch, Shenandoah Park for example, was constructed by the developer and dedicated to the City. A community facility district or some other long-term funding source that is funded through the property tax system may be used to fund parks, open space and other public infrastructure.

Private facilities, such as an apartment or condominium recreation center, commercial plaza or gathering place would be privately funded as part of the development project either through a condition of approval on the project or at the discretion of the applicant.

Please see Chapter 7 – Implementation for a broader discussion of potential public infrastructure funding methods for the Broadway District Specific Plan.

Chapter 6. Infrastructure

This Chapter describes utilities and infrastructure that serve the Broadway District, assesses opportunities to enhance the existing system to support specific plan goals and objectives, and identifies needed improvements and costs associated with providing services to residents, businesses and visitors to the Broadway District.

6.1 INTRODUCTION

Capacity for utility systems is determined by the type and density of development. In the existing condition, the Broadway District is primarily a commercial business district with medium density residential development. Future demands on the infrastructure system are evaluated based on development expected to occur over a 20-year buildout period. This analysis assumes all the planned and entitled projects as well as development of underutilized parcels and opportunity sites occurs during the 20-year planning horizon.

This Chapter discusses the ability of the infrastructure systems to support future opportunities for development within the Broadway District and identifies incremental improvements necessary to accommodate planned development. Systems that have been evaluated include:

- Water Supply and Distribution;
- Wastewater Collection and Treatment;
- Stormwater Drainage and Water Quality; and
- Dry Utilities (e.g. gas, electric, telephone, etc.).

The following documents identify infrastructure needs in the Broadway District:

- Potable Water Master Plan (PWMP), City of American Canyon, May 2016
- Sewer Master Plan (SMP), City of American Canyon, May 2016
- Recycled Water Master Plan (RWMP), City of American Canyon, May 2016
- 2015 Urban Water Management Plan (UWMP), American Canyon, June 2016

6.2 POLICY FRAMEWORK

To support the community vision for the Broadway District with sustainable services, improvements to the utility and infrastructure system will fulfill the Community's vision for the Broadway District by achieving the following goals:

Goals

- 6.1 Providing infrastructure and utility services that are equitably funded by new and existing development and that result in financially sustainable operations.

- 6.2 Ensuring environmental protection and enhancement through innovative water management and conservation, low impact development practices, and sanitary services.
- 6.3 Siting and designing utilities and infrastructure improvements to minimize their visibility, particularly from streets and public spaces.

6.3 WATER SUPPLY AND DISTRIBUTION

American Canyon is developing a dual service water supply that includes potable and recycled water.

Potable Water

The City of American Canyon Water Treatment Division owns and operates a Water Treatment Plant (WTP) that treats up to 5.5 million gallons per day (MGD) of potable water for its customers. The current average daily demand is approximately 3 mgd. Based on the 2015 Urban Water Management Plan (UWMP), water is sourced primarily from the State Water Project out of the Sacramento-San Joaquin Delta via the North Bay Aqueduct. In the peak season, water supply is supplemented by purchase from the cities of Napa and Vallejo. The City’s distribution system includes 82 miles of water mains, three storage tanks, and two booster pumps, 831 fire hydrants and 2,080 valves. The principal water transmission mains in the distribution system range in size from 14 to 20-inches. The distribution system range in size from 2 to 12 inches in diameter. Figure 1 shows the limits of the City’s existing potable water system, while Figure 2 shows the existing system within the PDA limits.

In order to support planned development, a number of improvements are necessary to address existing deficiencies and system expansion. Table 6-1 summarizes necessary projects related to storage, pumping and distribution. Projects necessary for system expansion are shown in *italicized text*, all other projects address existing deficiencies.

TABLE 6-1 – PLANNED WATER SYSTEM IMPROVEMENTS

CIP	Description: Project Driver(s)	Cost (Millions)	Timing (Years)
W1	Zone 1 Storage: Additional operational and emergency storage	\$ 4.02	0-10
W8	Replace Transmission Mains Near SR-29: Existing mains are leaky	\$ 1.96	11-20
W9	Replace Oat Hill Transmission Main: Existing mains are leaky and impose hydraulic constraints	\$ 1.28	11-20
<i>W10</i>	<i>New Transmission Main from Water Treatment Plant (WTP): Improve performance and reliability</i>	<i>\$ 7.25</i>	<i>11-20</i>
W11	Fire Flows in Hess Drive: Meet future fire flow needs	\$ 0.79	11-20
<i>W12</i>	<i>Zone 1 Storage at WTP: Operational and emergency storage</i>	<i>\$ 2.31</i>	<i>11-20</i>

Capital Improvement Plan (CIP) Project Numbers have been ordered by priority as a benefit to the overall system assuming that the City development continues as currently projected, both within in the PDA and elsewhere.

Recycled Water

The Recycled Water distribution system consists of 13 miles of distribution pipelines, 4 fire hydrants and 50 valves. The principal mains in the system range in size from 8 to 16 inches in diameter. The system also includes a pump station located at the Water Reclamation Facility (WRF) and a 1.0 mg storage tank located in the hills east of Newell Drive.

The hydraulic capacity of the City’s pump station, storage tank and existing transmission facilities allows the system to be “built-out” to a capacity of 1,000 acre feet per year (afy) by completing a loop in the distribution system and extending mains to serve new customers. Demand is currently about 248 afy, which is lower than what was originally anticipated.

The pump station has a design capacity of 1,300 gallons per minute (gpm) while existing development requires pumping for 307 GPM but citywide buildout is expected to result in demand for 1,750 gpm, 450 gpm in excess of the existing pump capacity.

To further reduce potable water demand, the City has adopted a plan to increase recycled water distribution to customers by implementing capital projects. Five of the total fifteen projects identified will provide recycled water to existing and new customers within the Broadway District. Table 6-2 summarizes these projects.

TABLE 6-2 – PLANNED RECYCLED WATER SYSTEM IMPROVEMENTS

CIP	Description: Project Driver(s)	Cost (Millions)	Timing (Years)
RW7	Dodd/Klamath Court: Convert customers to Recycled Water (RW)	\$ 0.24	0-10
RW8	Lombard/Hess Road: Convert customers to RW	\$ 0.88	0-10
RW10	Main/South Napa Junction Road: Development	\$ 2.99	11-20
RW14	Eucalyptus Drive: System Performance	\$ 1.28	11-20
RW15	Broadway/Donaldson Way: System Performance	\$ 3.47	11-20

None of the capital improvement projects planned for the recycled water system is necessary to cure an existing deficiency.

6.4 WASTEWATER

The City’s sewer collection system serves residential, commercial, and industrial customers within the City limits and its sphere of influence, which includes a portion of the Airport Industrial Area to the north of the City. The current area served is approximately 6.3 square miles with an overall potential service area of over 8.5 square miles.

The sewer collection system consists of approximately 53 miles of sewer mains, five pump stations, and 5 miles of sewer force main. The distribution system includes gravity pipelines that range in size from 4- to 24-inches in diameter and force mains that range in size from 4- to 18-inches in diameter. The sewer collection system is divided into three primary sewer basins:

- Main Basin: Encompasses the southern portion of the City service area and conveys primarily residential flows to the Main Basin Pump Station (a.k.a., Building E);

- Sunset Meadows: Encompasses the middle portion of the City service area and conveys a combination of residential and commercial flows to the Sunset Meadows Pump Station; and
- Industrial Area: Encompasses the northern portion of the City service area and conveys industrial flows to the Tower Road and Green Island Pump Stations.

Under buildout conditions, two locations are expected to exceed the pipe capacity limit: approximately 2,004 linear feet (LF) of the existing 6- and 10-inch gravity sewer in Broadway between Donaldson Way East and American Canyon Road; and 2,110 LF of the existing 8-inch gravity sewer in Broadway north of Rio Del Mar.

Projects have been ordered by priority as a benefit to the overall system assuming that the City development continues as currently projected, both within in the PDA and elsewhere. Projects necessary for system expansion are shown in *italicized text*, all other projects address existing deficiencies.

TABLE 6-3 – PLANNED SEWER SYSTEM IMPROVEMENTS

CIP	Description: Project Driver(s)	Cost (Millions)	Timing (Years)
SS1	Rio Del Mar Basin: Reduce I/I and reduce peak flow in local sewer and Main Basin Pump Station (PS)	\$ 7.17	0-10
SS3	Huntington Way: Bypass peak flows away from Sunset Meadows PS to the Main Basin PS and upgrade capacity of bypass sewer	\$ 4.58	0-10
<i>SS4</i>	<i>Broadway, north of American Canyon Road: Reduce I/I and peak flows to Main Basin PS and serve Watson Ranch</i>	<i>\$ 2.54</i>	<i>0-10</i>
SS6	Theresa Ave. and Los Altos Dr.: Reduce I/I and peak flows to Main Basin PS and replace/ rehabilitate sewers in poor condition	\$ 2.05	0-10
<i>SS7</i>	<i>Main Basin Pump Station: Upgrade capacity to meet peak flows and serve Watson Ranch</i>	<i>\$ 12.86</i>	<i>11-20</i>
SS10	Broadway north of Rio Del Mar: Address hydraulic deficiency	\$ 1.03	11-20

6.5 STORM DRAINAGE AND WATER QUALITY

Major Storm Drainage infrastructure within the Study Area is owned and operated by the City of American Canyon and maintained by the City’s Public Works Department. The City is responsible for maintaining the drainage infrastructure of catch basins, manholes and drain pipes that flow to flood channels and natural creeks. Specifically, the City is responsible for flood protection. Local collection systems consisting of underground pipes, concrete channels, culverts, and swales collect and convey storm drainage to the creeks and, ultimately, to San Francisco Bay. The area within the Study Limits flows naturally to the south and west. Most of the Study area flows to either Rio Del Mar or American Canyon Creek before joining the Napa River west of the Study area. Figure 5 shows the existing storm drain system within the PDA limits.

Current maps from FEMA (dated September 26, 2008) identify no portions of the Study Area as potential Flood Hazard Zones and subject to localized flooding outside of the channel of American Canyon Creek. Evaluation of available information on the existing storm drain system did not identify areas of current concern, so capacity upgrades to major collection systems in the Broadway District are not anticipated. Additionally, both new development and redevelopment projects, public and private, greater than the regulated size (2,500 SF or 5,000 SF, depending on the project type) are subject to treatment and hydromodification of their stormwater runoff in order to maintain runoff characteristics of water quality and flow at predevelopment levels. The product of this requirement is that future capacity increases to the system are not expected.

The City of American Canyon is a Small Municipal Separate Storm Sewer System (MS4) General Permit co-permittee with the Napa Countywide Storm Water Management Plan (NCSWMP). The City is covered by State's National Pollutant Discharge Elimination System (NPDES) permits, Order 2009-0009-DWQ and Order 2013-0001-DWQ, with technical guidance provided by the State and by Bay Area Stormwater Management Agencies Association (BASMAA) Post-Construction Manual, Design Guidance for Stormwater Treatment and Control for Projects in Marin, Sonoma, Napa and Solano Counties.

In most cases, regulated projects must address post-development storm water quality using treatment measures, commonly known as Low Impact Development (LID).

Low Impact Development (LID)

There are multiple available strategies that will incorporate LID stormwater quality treatment and flow reduction. **Bioretention basins** are frequently-used measures in Bay Area projects since soil conditions in the area often preclude the more desirable option (from a storm water management point of view) of infiltrating stormwater directly into the ground below a site via **permeable paving** options. **Strategic grading of walkways** to make use of adjacent landscaping to the greatest extent possible (at no more than a 2:1 ratio of hardscape to landscape) is a simple way to achieve treatment compliance without requiring extensive, and often expensive, bioretention area. Simply **planting trees** will earn stormwater treatment credit as well. Deciduous trees earn 100 SF of impervious area credit while evergreen trees earn 200 SF.

Dry Utilities

Joint trench, or "dry," utilities (power, phone, cable and natural gas) are already in place in the Broadway District and these utility providers are required to supply service to new customers upon request. New development is not expected to result in any inherent power or gas supply or distribution issues. Many locations through the PDA have overhead facilities and may be identified for undergrounding via Pacific Gas & Electric's (PG&E's) Rule 20. As a general rule, the City can require of existing overhead utilities to be placed underground and install new utilities underground as standard conditions for all new projects.

6.6 INFRASTRUCTURE STRATEGIES

By implementing the following strategies, the City will address the Broadway District infrastructure needs while fulfilling the financial, environmental, and aesthetic goals and objectives identified by the community.

Water

- A. **Capital Improvements:** Install capital improvements to deliver an adequate water supply to properties located within the Broadway District:
 - 1. Install water improvements identified by the 2016 Potable Water Master Plan (PWMP) that are necessary to serve development within the PDA (listed above in Table 6-1).
 - 2. Install recycled water system improvements identified by the 2016 Recycled Water Master Plan (RWMP) that are necessary to serve development within the PDA (listed above in Table 6-2).
 - 3. Extend recycled water facilities and services to all properties within the PDA as it develops.
 - 4. Require new development to pay their “fair share” in-lieu fee to support installation of necessary water facilities.
- B. **Water Conservation:** Continue implementing water conservation standards and install capital improvements to extend recycled water facilities within the Broadway District:
 - 1. Enforce the City’s “Zero Water Footprint Policy” for new developments.
 - 2. Require new projects to install purple pipe for connections to the City network when available.
 - 3. Require new development to pay their “fair share” in-lieu fee to support installation of necessary recycled water facilities.
- C. **Landscaping:** Require that all new landscaping be served by separate meters for connection to the recycled water system as available.
- D. **Dual-Plumbing:** Require all new projects to implement dual-plumbing design for connection to recycled water network as available. Existing projects will be required to upgrade to a dual-plumbing system as required by the Nonconforming Uses and Structures provisions of American Canyon Municipal Code Chapter 19.49.

Wastewater

- A. **Capital Improvements:** Install sewer improvements identified by the 2016 Sewer Master Plan (SMP) that are necessary to serve development within the PDA (listed above in Table 6-3).
- B. **Service Assessment:** To ensure long-term system integrity:
 - 1. Regularly update the 2016 SMP and the network model to reflect completion of CIP projects and private development.
 - 2. New development will contribute to City service assessment by paying a “Sewer Model Update” fee based on project size, or as a function of existing Wastewater Capacity fees as determined by the Public Works Director.

Stormwater

- A. **Compliance Standards:** All new development and redevelopment shall be designed and constructed in accordance with the American Canyon Stormwater Management

Program (National Pollutant Discharge Elimination System (NPDES) permit requirements).

- B. LID: New public and private improvements will employ best low impact development practices to improve water quality and control surface runoff. LID practices may include:
 1. Creating landscape bioretention basins adjacent to roads and other impervious surfaces to accept surface runoff; and
 2. Incorporating permeable pavements and underground water storage facilities in new development and redeveloped properties.

Dry Utilities

- A. Overhead Utilities: Electrical and telephone lines should be undergrounded where ever feasible:
 1. New projects shall place new utilities underground.
 2. New projects shall underground existing overhead utilities along their property frontage.
 3. The City will coordinate with PG&E to identify utilities that may be placed underground through Rule 20A.
- B. Above Ground Utilities: Transformers fuse cabinets, water utility devices and other similar above ground equipment shall be sited and designed to minimize their visibility, particularly from roads and public spaces, or to soften or screen their appearance.
 1. To the extend feasible, above ground utilities shall be located to the side or rear buildings and out of highly visible areas.
 2. Where visible, aboveground utilities shall be screened with fencing, landscaping, and or other site improvements to soften their appearance.

Administration

- A. Water and Sewer: Capital improvement projects will be funded through Capacity Fees and Service Rates.
- B. Recycled Water: Capital improvement projects will be funded by individual projects as a part of complying with the City’s “Zero Water Footprint Policy” unless and until the City establishes a fee program for recycled water improvements.
- C. Stormwater: Stormwater improvements costs will be funded through:
 1. Individual projects as part of complying with American Canyon Stormwater Management Program; or
 2. As part of funding for roadway improvements.

Estimated Capital Improvement Project Costs are summarized in Table 6-4 below.

TABLE 6-4 – ESTIMATED UTILITY CIP PROJECT COSTS

Utility	0-10 Years Cost (Millions)	11-20 Years Cost (Millions)	Total (Millions)
Potable Water	\$ 4.02	\$ 13.59	\$ 17.61
Recycled Water	\$ 1.12	\$ 7.74	\$ 8.86
Sewer	\$ 16.34	\$ 13.89	\$ 30.23
Total	\$ 21.48	\$ 35.22	\$ 56.70

Chapter 7. Implementation and Financing

Implementing the Specific Plan will require investment in streets, parks, plazas, and improvements to City services such as utilities, police, fire, health and human services. This investment will come from partnerships between the private sector and the City in support of new development.

7.1 INTRODUCTION

This Chapter describes actions required to implement the Specific Plan in order to revitalize the Broadway District and improve the quality of life for American Canyon residents, employers, employees and visitors. The Implementation Chapter identifies administrative actions, capital projects, and programs that provide the critical link between the plan vision and tangible improvements.

7.2 SPECIFIC PLAN ADMINISTRATION

This section describes the sequence of implementing steps necessary to effectively accomplish the Specific Plan objectives.

IMPLEMENTATION ACTIONS COMPLETED AS PART OF SPECIFIC PLAN ADOPTION

- Certify the Environmental Impact Report for the Broadway District Specific Plan;
- Adopt findings, mitigation measures, and monitoring programs as required by the California Environmental Quality Act (CEQA); and
- Amend the General Plan to maintain consistency between the General Plan and the BDSP.

IMPLEMENTATION ACTIONS TO BE COMPLETED AFTER SPECIFIC PLAN ADOPTION

- Setup specific financing plans based upon the general financing options and strategies in the Specific Plan for major capital improvements required to support development in the Specific Plan area;
- Review and update as necessary the Traffic Impact Fee (TIF) program to account for changes in Specific Plan land use intensity and General Plan Circulation Element amendments;
- Consider specific infrastructure financing programs to fund public improvements, such as potable water and wastewater infrastructure, parks, and undergrounding overhead utilities; and
- Administer Land Use and Development Standards established by the Specific Plan, which includes review and approval of projects in accordance with the provision of the Specific Plan for the Broadway District.

7.3 PLAN ADOPTION

The Specific Plan establishes the land use and development standards for the Broadway District.

RELATIONSHIP TO THE GENERAL PLAN

The Broadway District Specific Plan is intended to implement the General Plan for the Specific Plan Area by establishing land use designations and development standards (Chapter 2– Land Use

Standards); aesthetic and functional qualities of new development for properties within the Specific Plan Area (Chapter 3 –Design Guidelines); a multi-modal, complete street mobility plan and roadway network (Chapter 4 - Circulation); diverse open space, parks, and recreation opportunities (Chapter 5 Parks and Open Space); utilities to support new development (Chapter 6 – Infrastructure).

RELATIONSHIP TO THE ZONING CODE

The Specific Plan is designed to supersede selected provisions of the Zoning Code. Where the Specific Plan establishes administrative practices, land uses and/or development standards, the Specific Plan shall govern. Where the Specific Plan is silent on land use or development issues, development and land use shall conform to the Zoning Code. In particular, the Specific Plan relies on the Zoning Code to govern the development review process, nonconforming uses and structures, enforcement, legal procedures, and penalties. When there is a conflict between the Specific Plan and Zoning Code, the Specific Plan shall govern.

7.4 PLAN ADMINISTRATION

The Community Development Director is responsible for the administration, implementation, and enforcement of the Specific Plan. The Community Development Director may delegate authority to designated staff members. In the event that the Community Development Director position is vacant, the City Manager is responsible for administering the Specific Plan, and may delegate authority to designated staff. Throughout this Chapter the term Community Development Director refers the Director or designee. The Community Development Director is responsible for making consistency determinations with the Specific Plan, and for determining when an amendment to the Specific Plan text or maps is needed according to the following procedures:

SIMILAR USES

Recognizing that every conceivable use cannot be identified in this Specific Plan and, anticipating that new uses will evolve over time; this section gives the Community Development Director authority to approve uses when their operation, impacts, and scale are similar to those uses listed in this Specific Plan. In making a determination that a use is “similar,” the Director shall make all of the following findings:

- a) The characteristics of, and activities associated with, the proposed use are equivalent to one or more of the listed uses and will not involve a higher level of activity or population density than the uses listed in the sub-district.
- b) The proposed use is consistent with the purposes of the applicable land use designation.
- c) The proposed use is consistent with the General Plan and this Specific Plan.

Determinations will be made in writing and will contain the facts that support the determination. The Department will maintain a record of all such determinations for public review. All determinations will be provided to the Planning Commission, City Council, City Manager, City Attorney, and City Clerk as an information item within 30 days of the Director’s determination.

SubArea Development Transfer

The Broadway District Specific Plan Table 2-4 depicts a maximum commercial and dwelling unit limit by SubArea. Maximum dwelling units and commercial square footage for any Subarea may be adjusted through approval of a discretionary development application provided the maximum building intensity for the entire Broadway District Specific Plan is not exceeded. An increase to the maximum building intensity for the entire Specific Plan Area would require an amendment to the Specific Plan.

NONCONFORMING USES

Where existing uses or structures were established legally and are principally permitted or conditionally permitted within the governing Specific Plan Sub-Area and District, they are considered legal, conforming uses and/or structures. Where existing uses or structures were established legally but are not permitted by the governing Specific Plan Sub-Area and District, they are considered legal, non-conforming uses and/or structures, and are subject to the Nonconforming Uses and Structures provisions of American Canyon Municipal Code Chapter 19.49.

POLICY CONSIDERATIONS

When reviewing land use and development proposals, decision makers may encounter policy conflicts where satisfaction of one policy may interfere with full satisfaction of other policies. To resolve such conflicts, decision makers will assign different weight to each policy to shape decisions for the betterment of the City. The following guidelines should be used direct policy consideration:

- Land uses and development proposals must be consistent with the General Plan and Specific Plan;
- As a tool that implements the General Plan, Specific Plan Policies are subordinate to General Plan Policies; and
- When these guidelines do not result in clear policy direction, such matters should be referred to the Planning Commission for resolution.

The final determination will be reached according to the specific circumstances associated with the proposal.

SPECIFIC PLAN AMENDMENT

Over time, various sections of the Specific Plan may need to be revised, as economic conditions, clarification of policy interpretations, errata correction, changes in state law, or City needs dictate. The policies presented in the Specific Plan contain some degree of flexibility, such as modifications to the non-regulatory building intensities for each sub area. However, any Specific Plan amendment must be judged by objective criteria. The California Government Code (§ 65453) states that a Specific Plan “may be amended as often as deemed necessary by the legislative body.” Amendments to this Plan may be initiated by a member of the public in accordance with any terms and conditions imposed during the original approval or in accordance with any terms and conditions pertaining to City of American Canyon Zoning Code.

- Proposals to amend the Specific Plan must be accompanied by detailed information to document the change required. This information should include a revised Specific Plan text (or excerpt thereof) and revised Land Use Diagram or map amendment, where relevant, depicting the amendment requested.

- Any proposal to amend the Specific Plan must document the need for such change with a written explanation.
- The City and/or applicant must provide an analysis of the amendment's impacts relative to the Environmental Document used to adopt the Specific Plan. Depending on the nature of the amendment, supplemental environmental analysis may be necessary. The need for such additional analysis shall be determined by the City of American Canyon in accordance with the California Environmental Quality Act (§ 15162).

The Community Development Director shall within thirty (30) days of any submittal of a request to amend this Plan, determine whether the amendment is significant or insignificant. If the amendment is determined to be significant, the application shall be reviewed and considered in the manner prescribed by the Zoning Code. If the amendment is determined to be insignificant, the Community Development Director may administratively approve or deny the application. Any decision of the Director may be appealed to the Planning Commission and/or City Council, provided the appeal is initiated within ten (10) working days of receipt by the applicant of written notice of the Director's decision.

NECESSARY FINDINGS

The consideration of any proposed amendment to this Plan shall include the determination of the following findings:

- Changes have occurred in the community since the approval of the Specific Plan which warrants approving the proposed amendment.
- The proposed amendment is consistent with the General Plan for the City of American Canyon.
- The proposed amendment will not be incompatible with or detrimental to adjacent properties.
- The proposed amendment will facilitate the delivery of public services and/or improve access to public facilities serving the population within the area of this Specific Plan.
- The proposed amendment will enable the delivery of services and public facilities to the population within the area of this Specific Plan.

The Community Development Director will review all of the above-submitted application amendment material and provide a staff report for consideration by the Planning Commission and City Council. The Director may require submission of further amendment application material needed to make a determination with respect to the above findings. The staff report will analyze whether the proposed Specific Plan Amendment is consistent with the General Plan and whether the need to amend the Specific Plan can be supported by the application material provided.

PUBLIC HEARINGS

If the amendment is considered significant, both the Planning Commission and the City Council must conduct a public hearing on the Specific Plan Amendment, in accordance with § 65453 of the California Government Code.

SPECIFIC PLAN REVIEW

Development standards are mandatory requirements that must be satisfied for all new projects. Qualifying building renovations may be exempt from review as a minor modification. More substantive modifications and renovations are subject to review as outlined below:

- **Renovations:** For expansion or other renovation applications, the Community Development Director retains authority to determine major and minor modifications, exemptions, and give relief from Specific Plan standards based on the determination that they are safe and have no significant adverse impacts upon surrounding property. The Community Development Director may refer proposed renovations to the Planning Commission for review and approval.
- **Preapplications:** Prior to submittal of a discretionary development application, the Community Development Director may refer a project to the City Council or Planning Commission for advisory feedback on project design, architectural features, and proposed exceptions to development standards.
- **Requirements and Exceptions:** Height and setback requirements are provided for each Specific Plan area. The Community Development Director may review and approve architectural features such as tower elements, elevator service shafts, articulated building elevations, and stairwells that extend above the height limit or into the setback by less than 10%. The Planning Commission shall review architectural features, and articulated building elevations that extend above the height limit or into the setback by 10% or more. Telecommunications antennas and service structures located on rooftops may also exceed the maximum building height but shall be hidden to the maximum extent possible using appropriate screening and concealing technologies and shall require a use permit in each Specific Plan Area.

7.5 IMPLEMENTATION PLAN

Implementation tools provide strategies to the City to shape development patterns, protect natural and human infrastructure and protect the quality of life for residents. They can be separated into four distinct categories that have distinct characteristics. Following are the categories that are available to the City's implementation strategies.

REGULATORY ACTIONS

Using City zoning, subdivision, and other ordinances; environmental standards, and administrative practices, the City establishes development and land use standards that regulate the use of property. Regulations include:

- Performance standards that regulate development impacts and reduce Greenhouse Gas Emissions (GHG).
- Administrative standards such as information or analyses required for a development.
- Application and the order and timing of approvals by regulating authorities.

PUBLIC IMPROVEMENTS

Through public investments and management decisions, the City prioritizes infrastructure improvements, public services, and the use of public lands. Such investments or decisions include:

- Coordinating capital improvements planning between departments and regional agencies to meet General Plan and Specific Plan goals.
- Water, wastewater, and transportation investments made by the City or ultimately managed by the City.
- Land acquisition, sale, or exchange for the purpose of preservation or development.
- Management decisions and expenditures for public resources such as streets, parks and property management, and deployment of public services.
- Conduct studies and make decisions to enhance or modify the General Plan or supporting documents.
- As set forth in the General Plan Circulation Element, road improvements may be required in proportion to the traffic impact caused by a discretionary development application. Table 7-1 below outlines development milestones and proportional roadway improvements.

TABLE 7-1 DEVELOPMENT-FUNDED PROPORTIONAL ROAD IMPROVEMENTS

Implementation Action	Timing	Possible Funding
Roadway improvements are needed to access the development project.	Evaluate roadway access needs at time of discretionary development application review.	Developer funds access roadway improvements prior to development permit issuance. Examples include: turn lanes, traffic signals, intersection through lanes, new or improved driveway, etc.
Development requires local streets to serve the project. Local street examples include Main Street and Antonina Avenue.	Roadways are identified and incorporated into the project at time of discretionary development application review.	Developer funds local street improvements prior to development permit issuance. Roadways are completed prior to occupancy.
Development project is located adjacent to a new planned arterial or an existing arterial that is not built to ultimate improvements. Examples include: Broadway, Rio Del Mar, and Eucalyptus Drive.	Extent of needed arterial roadway improvements is evaluated at time of discretionary development application review.	Developer dedicates right-of-way and constructs arterial along project frontage prior to development permit issuance and occupancy. Depending on the proportionate impact, Developer may be required to construct road improvements beyond the project frontage. Also, depending on the proportional roadway traffic impact, the Developer may be eligible for reimbursement for a portion of the roadway cost.

Development requires a grading or building permit for new construction.	Prior to project construction, applicant pays the applicable traffic impact fee.	The traffic impact fee is assessed on net new trips generated by the new construction.
Development requires a building permit to modify an existing building with a more traffic intensive use than previously existed.	Prior to project construction, applicant pays the applicable traffic impact fee.	The traffic impact fee is assessed to net new trips generated by the new, more traffic-intensive use.
Implementation Action	Timing	Possible Funding
A new roadway is needed or improvements to an existing road are needed based on traffic thresholds or safety standards.	The City’s Capital Improvement Program has scheduled the road improvement.	Accumulated traffic impact fees funds the improvement exclusively, or in combination with additional grant funds or developer contributions as discussed above.

EDUCATIONAL AND PROMOTIONAL PROGRAMS

Using formal programs or informal efforts undertaken by the City or in conjunction with the private investment, the City may encourage voluntary actions by individuals or businesses that help fulfill the City’s desired future as described in the Specific Plan and General Plan.

INCENTIVES AND INCENTIVE REGULATION

Incentives offered by the City or in conjunction with private development can motivate actions by individuals or businesses that move the City toward its desired future. The incentives can include:

- Direct financial assistance such as cost sharing.
- Indirect financial assistance such as tax breaks or infrastructure improvements.
- Regulatory incentives such as density bonuses or flexible regulation.
- Professional assistance incentives such as technical assistance in meeting local, regional, State or Federal regulatory standards.

The following section presents strategies that may be considered to implement the Specific Plan land use. The Potential Incentives and Funding Mechanisms immediately follow.

7.6 IMPLEMENTATION ACTION PLAN MATRIX

The Implementation Action Matrix presents an interrelated framework to achieve the future condition represented by the land use map and the Specific Plan policies. The vision and goals presented in the Specific Plan for the Broadway District are supported by the Implementation Action Plan Matrix in Table 7-2. The Action Plan provides a summary of Specific Plan recommendations and is presented in a

table format providing a clear listing of the major programs, projects, and actions needed for implementation. The table also identifies the responsible agency or party, potential funding sources associated with each action (if warranted), and suggested timing of the actions. The table is organized to discuss regulatory actions, programs, and improvement projects for the entire Plan Area. The following matrix actions in Table 7-2 do not represent the entire universe of strategy options, but provide a series of priorities that support Specific Plan policies.

PHASING

The Specific Plan has been designed to take advantage of development opportunities as market conditions and funding opportunities present themselves. Consequently, no sub-area or opportunity site has priority over any other area. Instead, the Implementation Chapter has assigned time horizons to projects and programs (e.g. short-range, mid-range, and long-range) that reflect current priorities. As economic conditions and trends change over time, the City will revisit and reorganize these implementation steps to optimize available opportunities. The tools and administrative procedures in this implementation plan should take into account changing market and development conditions and should be used to accommodate new development opportunities that facilitate the revitalization of the Broadway District.

TABLE 7-2 IMPLEMENTATION ACTION PLAN MATRIX

Implementation Action	Timing ¹	Responsible Department ²	Possible Funding
Regulatory Actions			
Update as needed, the City’s Traffic Impact Fee program to address Broadway District anticipated building intensity and Circulation Element roadway modifications (ie: Extension of Rio Del Mar).	1	CD/PW	Traffic Impact Fee, General Fund
Prepare CEQA Document and Adopt Specific Plan	1	CD	Grants
Review and adopt potential development incentives	1	CD	N/A
Create a policy to require reciprocal access agreements between parcels and driveway access locations on Broadway.	1	CD/PW	General Fund

¹ Timing: 1 = Short-Range (1-3 years), 2 = Mid-Range (4- 7years), 3 = Long-Range (8+yrs), 4 = Ongoing

² Responsible Department: CD = Community Development, PW = Public Works, R = Recreation

<p>Where existing facilities are inadequate, new development shall be approved when the following conditions are met:</p> <ul style="list-style-type: none"> – The developer and/or City demonstrates that all necessary public facilities will be adequately financed and installed prior to project occupancy (through fees or other means); and – The facilities improvements are consistent with applicable facility plans approved by the City or other agencies in which the City is a participant. 	<p>4</p>	<p>CD/PW</p>	<p>Developer Fees/Grants</p>
<p>Economic Development</p>			
<p>Create a program that offers incentives and streamlined administrative review to support and encourage development:</p> <ul style="list-style-type: none"> – that would be located at Specific Plan Opportunity Sites; and/or – Furthers the objectives of the Plan Area. 	<p>1</p>	<p>CD</p>	<p>General Fund</p>
<p>Include projects in the Capital Improvement Program (CIP) to Implement streetscape improvements. These improvements would include:</p> <ul style="list-style-type: none"> – Street furniture and amenities; – Construction of continuous sidewalks; – Bus stop amenities; and – Bicycle Lanes. 	<p>4</p>	<p>CD/PW</p>	<p>Grants, Traffic Impact Fees</p>

<p>Develop and implement a Parking Management Plan that:</p> <ul style="list-style-type: none"> – Includes provisions for delivery vehicles, disabled parking, and other restricted parking facilities; – Identifies conditions under which shared parking should be expanded to address demand. 	<p>3</p>	<p>CD/PW</p>	<p>General Fund</p>
<p>Monitor the production and pace of new development through the issuance of building permits. The following shall be reported periodically to the City Council:</p> <ul style="list-style-type: none"> – Production and pace of new residential units; – Production and pace of new commercial growth, identifying total square feet of retail, office and visitor- serving (hotel) space; and – Total number of planning permits approved and applications pending. 	<p>1</p>	<p>CD</p>	<p>Building Permit fees, General Fund</p>
<p>Maintain an inventory of vacant and under-utilized parcels and provide the inventory to interested developers in conjunction with information on development incentives.</p>	<p>1</p>	<p>CD</p>	<p>General Fund</p>
<p>Prioritize capital improvements within the Specific Plan area and create a schedule of implementation activities that will provide enhanced multi-modal, pedestrian friendly access in the Broadway District. The high priority improvements should be included in the CIP.</p>	<p>2</p>	<p>PW</p>	<p>Impact Fees, Grants, General Fund</p>

Public Improvements			
Implement the widening and streetscape recommendations for SR-29 and tributary streets. Establish a detailed implementation program that sets timeframes given available funding and community priorities. Improvements can be phased, but priority should be given to the downtown core.	2	CD/PW	Traffic Impact Fees, Grants, General Fund
Develop designs for Gateway/Entry Monuments for public art placement, interpretive signage and entry signage.	3	CD/PW	Grants, Donations, General Fund
Educational and Promotional Programs			
Develop and implement a public art program to implement the Public Art Master Plan.	2	CD	General Fund
Create a beautification awards recognition program for Broadway District improvements	2	CD	General Fund
Explore establishing a Property Owner and Business Improvement District to support public/private partnerships in the Broadway District	4	CD	General Fund

7.7 POTENTIAL INCENTIVES

In order to encourage desired amenities and project characteristics, the City should explore and adopt an incentives program. The costs and benefits of each incentive will be analyzed prior to a recommendation to the City Council. The City Council will review incentives following approval of the Specific Plan.

All incentives and public benefits will be as adopted by City Council in a separate resolution. Table 7-3 summarizes the potential components of an incentives program that may be adopted by City Council resolution. The incentives can be organized into the following categories:

- Fee/tax reductions and deferrals.
- Other direct financial assistance to developers and businesses.
- Entitlement incentives.
- Other incentives.

Table 7-3 summarizes the recommended incentives program that may be adopted by City Council resolution. Rarely will a single tool or category of tools be sufficient to realize and sustain Specific Plan

goals. The City must take a ‘comprehensive’ approach in its implementation choices, recognizing that each category of tools has unique strengths and weaknesses.

TABLE 7-3 POSSIBLE INCENTIVES

Item	Description	Recommended Actions	Funding Source
Expedited Discretionary Development Review Plan Checks	Expedited Discretionary Development Review Plan Checks would improve the development review process certainty. Project applications would be expedited as there is no EIR necessary if the project meets the requirements of the Specific Plan.	For projects that are consistent with the Specific Plan goals, offer expedited processing.	Developer deposits
Area-Wide Infrastructure / Amenity Investments	Area-wide infrastructure and “amenity” (streetscape) investments will serve to “set the table” creating an upgraded urban environment to encourage new private investment.		Grants, Community Facilities District
Project-Specific Infrastructure Assistance	In addition to area-wide infrastructure improvements, there may be specific development projects for which it is advantageous for the City to provide financial assistance for the development of on- or off-site or project-specific infrastructure in the form of	Fees may be deferred or additional tax revenue offsets a portion of the impact fees.	Fee offsets, Deferred Fees

7.8 FINANCING PLAN

The public improvements contemplated by the Broadway District Specific Plan will likely require funding from multiple sources. The following describes funding mechanisms that are available from local, state and federal sources that may help implement the planned improvements.

General Fund

The most accessible and flexible funding source available to American Canyon, the General Fund is made up from property, sales, and transient occupancy taxes and can be allocated to projects and programs as defined in the City’s adopted budget. Generally, projects that are funded by this source are those that are unable to secure funding from other sources and which provide direct community-wide benefit for the residents or businesses in American Canyon. Because this funding source is the

City's primary operating capital, the General Fund functions as a secondary source of funding for most projects.

Municipal Bond Financing

Federal and State laws allow cities to issue bonds that are exempt from taxes. These funds can be used for projects that serve a public purpose and provide cities with an effective mechanism for financing capital improvements. Bond payments are usually secured by the formation of special financing district but can be secured as an obligation of the General Fund.

General Obligation Bonds

General obligation bonds are paid by an earmarked increase in property tax above the one percent allowable by Proposition 13. Referred to as "property tax overrides", they require a 2/3 voter approval and usually appear on the tax bill as "voter indebtedness". The tax is levied for a specified period of time (usually from 10 to 40 years). The proceeds from General Obligation Bonds can be used to finance the acquisition, construction and improvement of real property, but cannot be used to pay for equipment, supplies, operations or maintenance costs.

Community Facility Districts (CFD)

Community facility districts are a common example of special financing districts that create a special tax that is levied annually on a property for a defined period of years. The special tax is bondable. The Special Tax is calculated via a formula or known as the Rate and Method of Apportionment and must be approved by a two-thirds vote. Because a vote is required, CFDs are most often used with specific projects for which there is strong support in the community. CFD revenue is used commonly used to fund ongoing maintenance services, capital projects, or both. It is authorized under the Mello-Roos Community Facilities Act and is found in California Government Code Section 53311 et seq.

CFDs are valued as focused local sources of funding with direct accountability, i.e. those who benefit from the service or infrastructure are those who pay. In general, it is assumed that the beneficiary of any improvements should pay in proportion to their property benefit. In determining the appropriateness of a CFD the following issues should be carefully considered:

- Fairness and equity.
- Market sensitivity.
- Potential for approval.
- Timing and predictability of revenues and expenses (and need for debt).
- Legal perspective.

Specialized professionals including Special Tax Consultants, Public Relations Professionals, Financial Advisors, Underwriters, Attorneys or Bond Counsels can be engaged to facilitate the creation and success of a new CFD. Accountability measures designed into the Special Tax may increase the likelihood that voters will approve a tax. Such measures might include a citizen's oversight committee or a sunset clause (a date by which the tax expires).

Impact Fees and Exactions

Where new development places demand on services, dedications of land and impact fees can be collected from developers to pay for the impact that their development will have on existing

infrastructure or in creating the need for new infrastructure such as roads or parks. Impact fees must be based on the proportion of impact relative to the improvements necessary, providing a clear "nexus" between development and particular improvements. Such exactions must (a) "advance a legitimate state interest" (such as protection of the public health, safety, and welfare) and (b) mitigate the adverse impacts that would otherwise result from a project. Impact fees must also identify the purpose of the fee and the use to which it will be put. Development impact fees cannot be used to address existing facility deficiencies and can only be used to address project related demand for facilities. The funding for deficiencies will need to be addressed by other funding sources (e.g. General Fund, grants, special financing districts or bonds).

Development impact fees may be imposed on residential projects that are likely to increase the number of residents, and on non-residential development as it may increase the daytime population resulting in additional facility users. Section 66000 (et seq) of the California Government Code requires the agency exacting the fee to do the following:

- Identify the fee's purpose
- Identify the fee's uses
- Establish a reasonable relationship between the fee's use and the type of development project on which the fee is imposed
- Determine whether there is a reasonable relationship between the need for the public improvement and the development project on which the fee is imposed
- Justify that the fee is "roughly proportional" to the impact a new development has on public facilities and services (i.e. parks and community centers)

The following provides more detail about common Impact fees and in-lieu dedications.

Impact Fees

In American Canyon, impact fees are presently collected to address traffic, parks and recreation, civic facilities, affordable housing, and General Plan updates. Capital improvements contemplated in the Specific Plan may be eligible for funding from these sources. Additional impact fees may be necessary to fund infrastructure and public improvements within the Broadway District such as: expanded infrastructure and amenities, such as parks, utility undergrounding, Broadway ultimate roadway improvements, modifications to the roadway network, public art, and landscaping.

Quimby Act and Parks Dedication

The Quimby Act (Section 66477 of the California Government Code) grants cities and counties the authority to require the dedication of land or payment of fees in lieu thereof (or a combination of both) by a new residential subdivision. The City can require such a dedication at the park land standard that was in effect at the time of adoption of the implementing ordinance, to a maximum of 5.0 acres per 1,000 population. The City of American Canyon currently has a park land standard of 5.0 acres per 1,000 population. Revenues generated through the Quimby Act cannot be used for operation or maintenance and the park or facility must not be intended to make up an existing deficit, but must serve the new populations.

In-Lieu Dedication

In lieu of impact fee payment, developers may dedicate land to the City of American Canyon for other purposes such as parks or affordable housing. Whenever a developer determines to dedicate land in lieu of payment, the value of the property to be dedicated must be determined to calculate the credit that will be given for the development fee.

Private Involvement

Private development may construct many of the public facilities that are required to serve the plan area, using cash, funds from private investors, lines of credit, conventional lending sources, and other sources of private financing. To the extent that such improvements result in facilities that would otherwise be covered by another funding source (e.g. impact fees), other fees may be reduced to offset the cost of improvements.

Private Cost Sharing/Reimbursement Agreement

Public facilities that directly benefit other properties within the plan area pay their proportionate share of costs upon some equitable factor. In the case where one property would develop first and construct public facilities benefiting additional properties, the provider of shared infrastructure will be entitled to cost reimbursement.

Property and Business Improvement Districts

A property and business improvement district (PBID) is a geographically defined business area in which private property owners band together to gain legal standing and generate sufficient revenue to realize common goals for improving the service and facilities of an area. All types of businesses and some residential zones can be included within this district including commercial, professional office, finance institutions, and high density residential. The PBID can perform a number of activities designed to supplement existing City services; such as marketing district businesses and activities, promotion of public events, street and sidewalk cleaning, graffiti removal, promotion of tourism, sanitation, retail retention and recruitment. Physical improvements such as benches, kiosks, pedestrian shelters, signs, lighting, restrooms, trash receptacles, planting area, fountains, plazas, etc., are often also funded by a PBID.

Within areas of the Specific Plan area, the following activities would be ideally suited for PBID funding:

- Marketing activities (including planning, media/banner development, special events organization, and ongoing advertising);
- Public Art;
- Privately-maintained public gathering places in commercial centers;
- Landscape and streetscape improvements; and
- Parking improvements (see additional discussion below).

This is a potential funding source that may be appropriately utilized in the Specific Plan area. Establishing a PBID in this area may be difficult until more properties develop and business sales improve, and should be reconsidered as a likely future source of revenue.

Given the size and diversity of the Specific Plan area, it may be appropriate for separate PBIDs to be explored for different sub-areas in the Specific Plan area. In this way, the collected funding could be more specifically targeted to the unique improvement and programmatic needs of each sub-area.

Landscape and Lighting District

The City may establish additional landscape and lighting districts to maintain landscape and lighting in sub-areas of the city, the maintenance cost being paid for by assessments on property owners within each district. These districts are based on land use type and are used to supplement maintenance costs. Creation of new districts requires a 2/3-majority voter/landowner approval for formation. The Landscaping and Lighting Act of 1972 (Streets and Highway Code section 22500) enables assessments to be imposed in order to finance:

- Acquisition of land for parks, recreation, and open space
- Installation or construction of planting and landscaping, street lighting facilities, ornamental structures, and park and recreational improvements (including playground equipment, restrooms and lighting)
- Maintenance and servicing any of the above.

Maintenance Assessment District

Maintenance Assessment Districts (MADs) are authorized in the “Landscape and Lighting Act of 1972.” MADs usually fund:

- Maintenance services, construction and installation.
- Open space and mini-parks.
- Street medians and street lighting.
- Security.
- Flood control and drainage.

Parking Assessment District

The Parking District Law of 1943 (Streets and Highways Code section 31500) authorizes a city or county to finance the following acts:

- Acquisition of land for parking facilities (including the power of eminent domain).
- Improvement and construction of parking lots and facilities.
- Issuance of bonds.
- Employee salaries.

Infrastructure Financing District (Government Code 5395 et seq.)

This mechanism allows the use of tax increment funds to help pay for infrastructure. This can increase funds available for infrastructure without additional burden on the property, but at the expense of the general fund. It may have limited potential, as each agency sharing the property tax revenues may veto use of its portion of the tax increment.

OTHER GOVERNMENT SOURCES OF FUNDING

A number of programs provide planning and capital grants and technical assistance to support capital improvements contemplated in the Specific Plan. The city should regularly monitor and pursue funding opportunities from regional, State and Federal programs.

Fees and Charges

With ever-increasing strain on local government budgets, user fees and charges can help maintain and even potentially expand municipal services. Fees and charges create a direct connection between the funding source and the beneficiary of the service. Many see this as an appropriate way to provide services. However some argue that lower income residents may be priced out of a City-operated facility or program. This issue may be addressed and avoided when developing a pricing system to ensure that the City is providing its core services to all citizens.

TABLE 7-4: TYPES OF OPERATING FEES

Types of Operating Fees		
Fee Type	Description	Examples
Admission/ Parking	Charges to enter a developed site at the patron’s first contact with the area; the area may contain facilities or activities for which fees are charged	Parks, gardens, parklets, encroachment permits.
Programs	Charges for participation in an activity.	Lessons, classes, leagues.
Sales	Revenues obtained from stores, gift shops, restaurants and other retail operations.	Food and drink items, catering service, souvenirs, film, clothing.
Permit / License	Charges for written permission to perform an action or the authority to occupy space or use property.	Street vending, encroachment permits, operating licenses, alcohol permits.
Facility Use (Rental)	Charges for the shared use of a facility.	Public right-of-way, parks.
Special Service	Charges for supplying extra articles, materials, activities, or services as an accommodation to the public.	Security, traffic control, night lighting, reservation fees, franchise fees, electric use fees, facility set-up/tear down fees.

The funding sources described above can be used for various uses as described in Table 7-4 and Table 7-5.

TABLE 7-4: LOCAL FUNDING SOURCES AND USES

Local Funding Sources	Uses					
	Land A Acquisition	Planning	Design	Capital Improvements	Maintenance	Programs/Operations
General Fund	X	X	X	X	X	X
Bonds			X	X		
Community Facility District (CFD)			X	X	X	
Measure J Funding			X	X	X	X
Impact Fees and Exactions	X	X	X	X		
Quimby Act Dedication and Fees			X	X		
Private Involvement	X	X	X	X	X	X
Private Cost Sharing/Reimbursement Agreement		X	X	X		
Property & Business Improvement District (PBID)			X	X		X
Landscape and Lighting District	X		X	X	X	
Maintenance Assessment District (MAD)				X	X	
Parking Assessment District	X			X		X
Infrastructure Finance districts			X	X		

TABLE 7-5: REGIONAL, STATE AND FEDERAL FUNDING SOURCES AND USES

Regional, State and Federal Funding Sources	Uses					
	Land A Acquisition	Planning	Design	Capital Improvements	Maintenance	Programs/Operations
Transportation						
One Bay Area Grant (OBAG)			X	X		
Regional Surface Transportation Program		X	X	X		X
Safe Routes to School Program		X	X	X		X
State Transportation Improvement Program			X	X		
Surface Transportation Program		X	X	X		X
Sustainable Communities Planning Grants		X				
Transportation Alternatives Program			X	X		X
Transportation for Livable Communities Program		X	X	X		
Urban Greening Grants		X	X	X		
Economic Development						
Community Design Planning Program		X	X	X		
Community Development Block Grant Program		X	X	X		X
Infill Infrastructure Grant Program (IIG)			X	X		
The California Infrastructure and Economic Development Bank	X	X	X	X		