



LEFT



RIGHT



REAR

Figure 3.22: Plan 5 – French Style, Other Elevations

Source: Bassenian Lagoni Architects, 8/3/2011



FRENCH COUNTRY

- (A) STUCCO FINISH
- (B) STONE VENEER
- (C) WOOD TRELLIS
- (D) TILE ROOF
- (E) WOOD RAILING
- (F) WOOD TRIM
- (G) WOOD POST
- (H) PRECAST TRIM
- (I) DECORATIVE VENT
- (J) FINIAL



TRADITIONAL

- (A) EXTERIOR SIDING
- (B) BRICK VENEER
- (C) WOOD OR COMPOSITE SHUTTERS
- (D) TILE ROOF
- (E) DECORATIVE VENT

Figure 3.23: Plan 6 – Styles and Front Elevations

Source: Bassenian Lagoni Architects, 8/3/2011

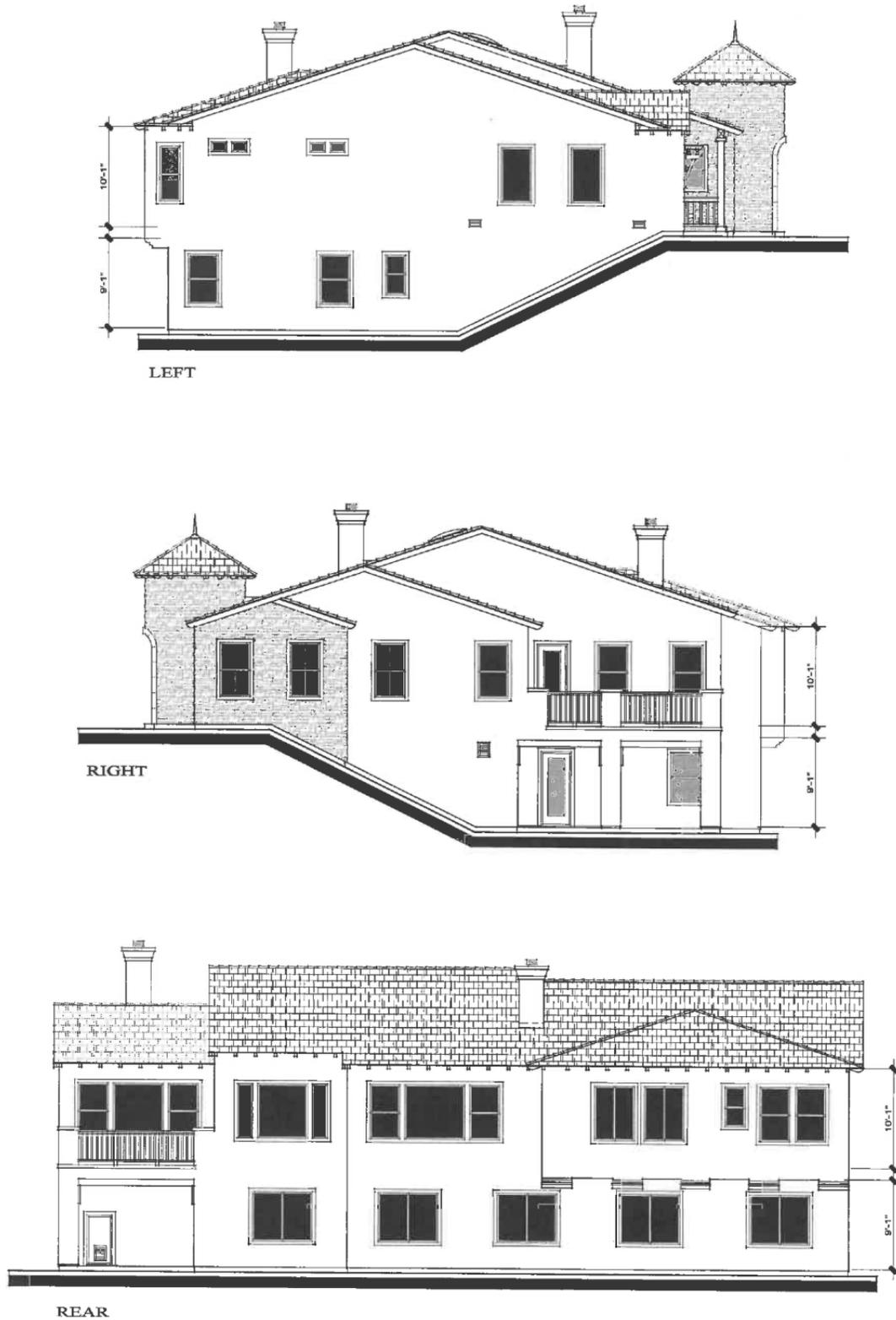


Figure 3.24: Plan 6 – French Country Style, Other Elevations

Source: Bassenian Lagoni Architects, 8/3/2011

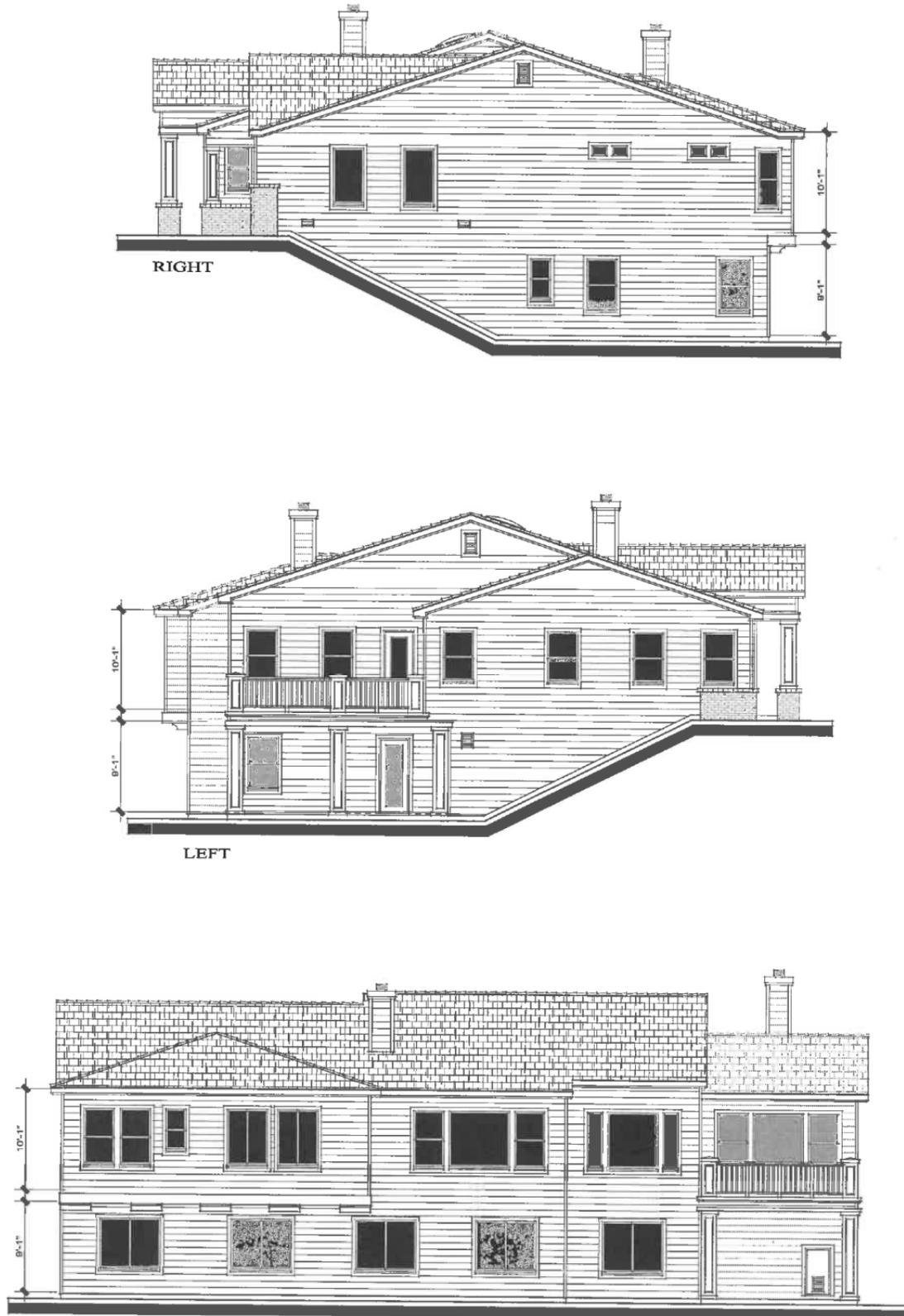


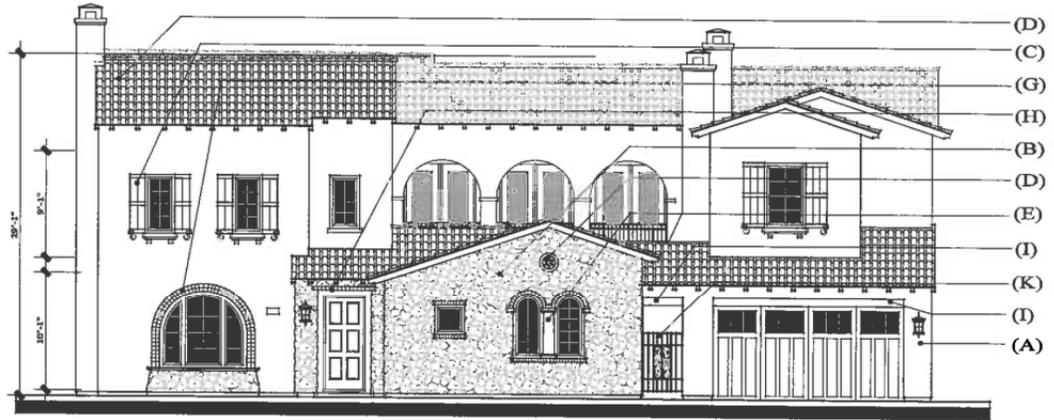
Figure 3.25: Plan 6 – Traditional Style, Other Elevations

Source: Bassenian Lagoni Architects, 8/3/2011



SPANISH

- (A) STUCCO FINISH
- (B) WROUGHT IRON
- (C) WROUGHT IRON POTSHIELD
- (D) TILE ROOF
- (E) EXPOSED RAFTER TAILS
- (F) CLAY OUTLOOKER
- (G) STUCCO RECES
- (H) WOOD TRIM/CORBEL
- (I) WOOD POST



TUSCAN

- (A) STUCCO FINISH
- (B) STONE VENEER
- (C) WOOD OR COMPOSITE SHUTTERS
- (D) TILE ROOF
- (E) EXPOSED RAFTER TAILS
- (F) MANUFACTURED COLUMN
- (G) PRECAST TRIM
- (H) MASONRY TRIM
- (I) WOOD TRIM
- (J) DECORATIVE TILE
- (K) WROUGHT IRON

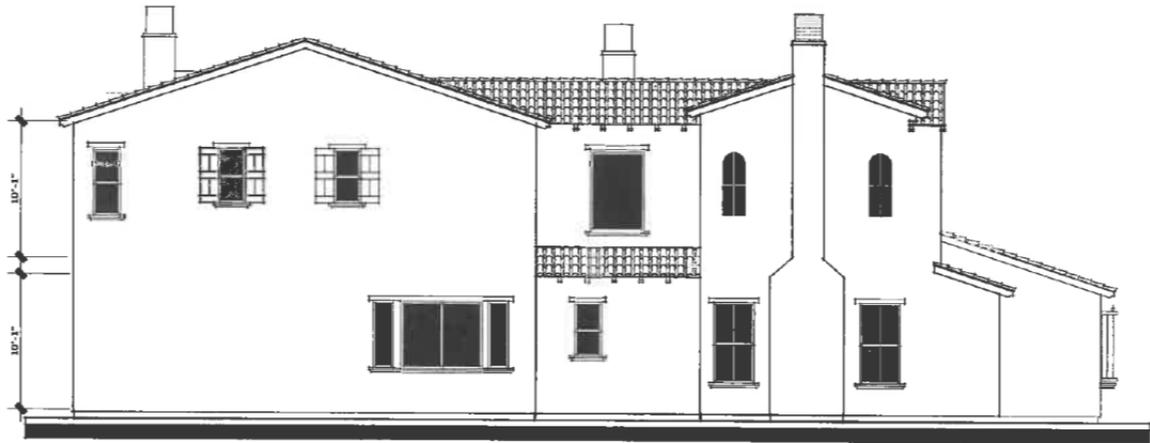


FRENCH

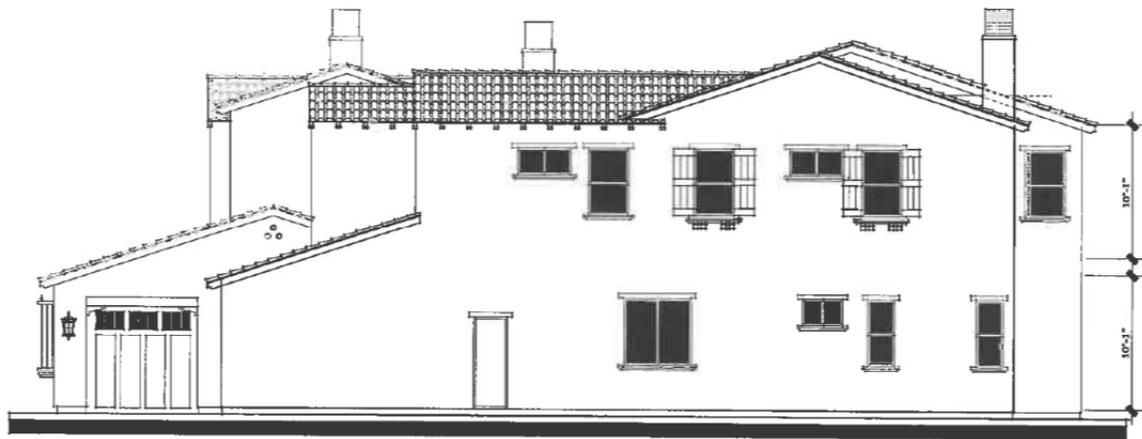
- (A) STUCCO FINISH
- (B) STONE VENEER
- (C) WOOD OR COMPOSITE SHUTTERS
- (D) TILE ROOF
- (E) WOOD RAILING
- (F) WOOD CORBEL
- (G) WOOD POST
- (H) MASONRY TRIM
- (I) WOOD TRELLES
- (J) FOAM TRIM
- (K) METAL ROOF
- (L) WOOD GATE

Figure 3.26: Plan 7 – Styles and Front Elevations

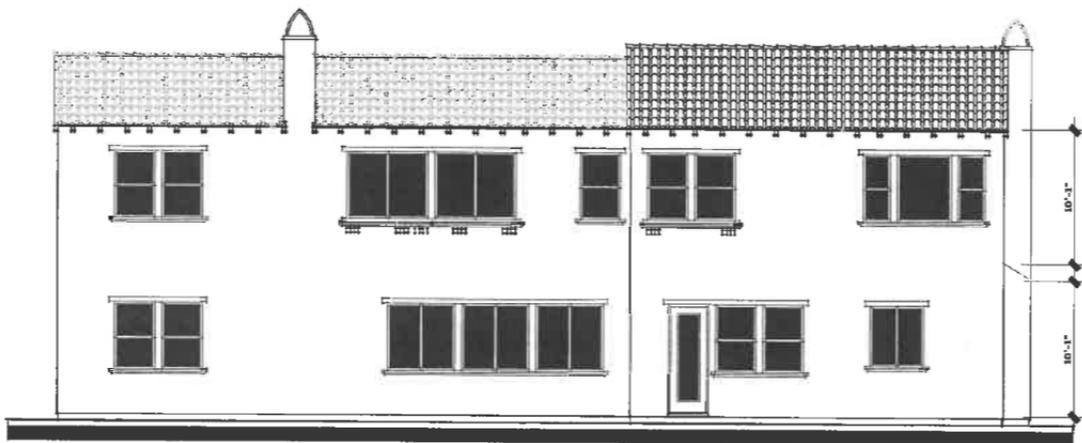
Source: Bassenian Lagoni Architects, 8/3/2011



LEFT



RIGHT



REAR

Figure 3.27: Plan 7 – Spanish Style, Other Elevations

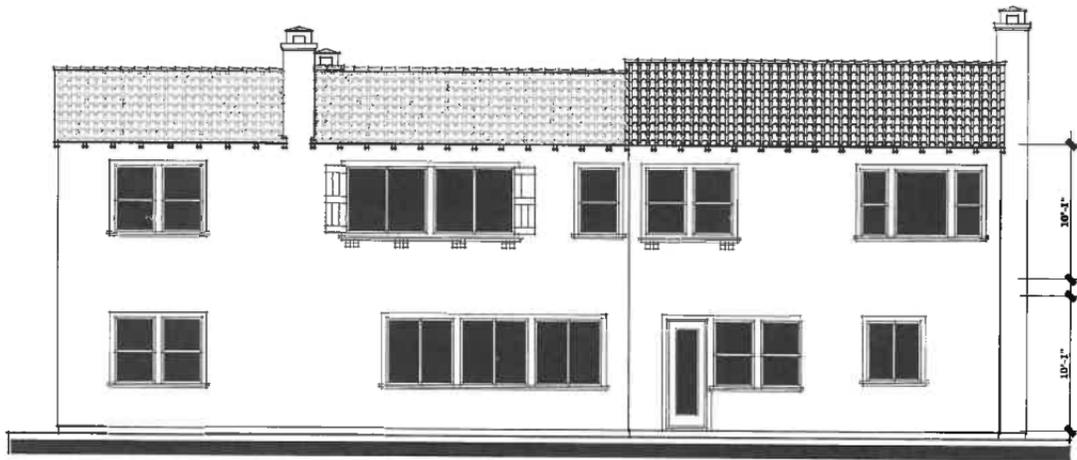
Source: Bassenian Lagoni Architects, 8/3/2011



LEFT



RIGHT



REAR

Figure 3.28: Plan 7 – Tuscan Style, Other Elevations

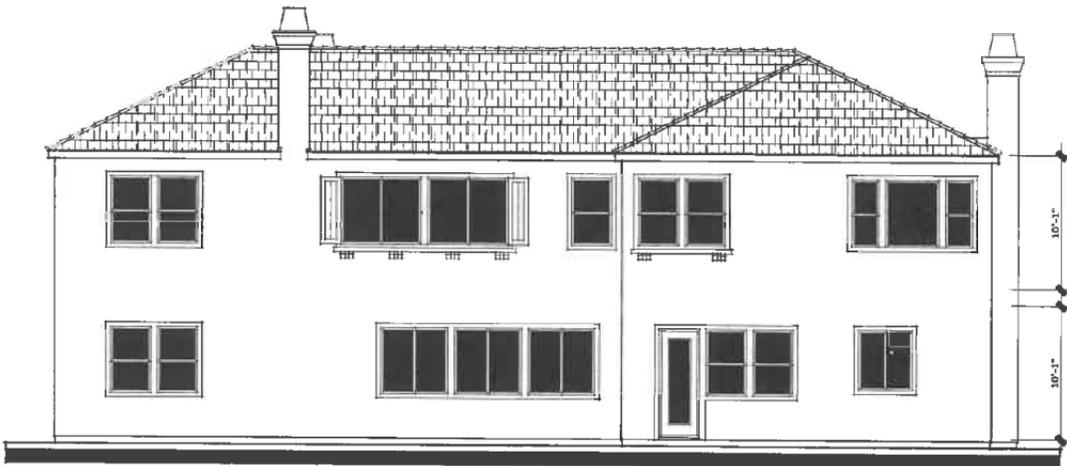
Source: Bassenian Lagoni Architects, 8/3/2011



LEFT



RIGHT



REAR

Figure 3.29: Plan 7 – French Style, Other Elevations

Source: Bassenian Lagoni Architects, 8/3/2011

CONSTRUCTION

Construction of the Project involves site preparation and grading, which is estimated to involve a raw cut of 222,454 cubic yards of soil and a raw fill of 219,578 cubic yards. Rather than export the 2,876 cubic yards of difference, the final earthwork would likely be balanced on site.

The applicant has noted the intention to complete demolition and earth moving for the entire site up front, with homes being constructed following that work based on market demand. Because of the uncertainty in the schedule, construction period assumptions were utilized from the air emissions model based upon Project specifics, which is considered conservative. Demolition¹, grading and paving would occur over the first 8 months, with building construction and coating occurring over the next approximately 3 years. The total construction period was assumed to stretch a total of 3.74 years.

PROJECT OBJECTIVES

The following Project objectives were agreed to by City staff and the Project applicant:

1. To create a low-density residential project that will respect the unique physical and environmental attributes of the Project site, including utilizing the Project site's previously graded areas.
2. To allow development of a high-quality yet economically feasible project, being one that allows for the development of enough low density housing to support public benefits including public trails, conservation areas, drainage improvements, fire safety plan, and water supply improvements.
3. To help Napa achieve its goal of providing housing types currently undersupplied in the City of Napa within its Rural Urban Limit line.
4. To enhance the overall quality of the community and provide visual and architectural variety within the project in an aesthetically pleasing manner.
5. To provide economic benefit to the City of Napa through increased property tax and the multiplier effect from executive relocation opportunities.

REQUIRED APPROVALS

The requested entitlements for the Project include a General Plan Amendment to change the General Plan designation of the property from Resource Area to Single-Family Residential; a rezoning to Single-Family Residential with a Planned Development overlay; a Use Permit to allow the proposed density in the Hillside Overlay Zone; a Tentative Subdivision Map for the creation of 53 single-family lots and 4 open space lots; and a Design Review permit for the single-family dwellings.

In addition, other agencies which have discretionary authority to undertake or approve all or some portion of the Project (which are considered to be Responsible Agencies under CEQA) include:

- Napa Sanitation District (Approval of permit to provide sewer service to the site);

¹ The only change to model default time periods was to reduce demolition from 50 days to 20 days, as there are few structures on the existing site that will be demolished.

- State Water Quality Control Board (Approval of National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharge and Water Quality Certificate for Section 404 permit); and
- U.S. Army Corps of Engineers (Approval for Section 404 permit [Clean Water Act]).

AESTHETICS

INTRODUCTION

New development can substantially change the visual qualities and characteristics of an urban area. It may also have long term lasting effects on the evolution of the urban area, thereby stimulating growth and increasing its attractiveness for new or expanding businesses, residential development or other desired or planned land uses. On the other hand, new development can change the character of an area by disrupting the visual and aesthetic features that establish the identity and value of an area for its existing residents, merchants or other users. Loss of such identity and value may discourage new investment, continued residency or business activity or other activities that attract visitors to the area.

The visual value of any given feature is highly subject to personal sensibilities and variations in subjective reaction to the features of an urban area. A negative visual impression on one person may be viewed as positive or beneficial by another. Objective or commonly agreed upon standards are difficult to establish, but an extensive body of literature is devoted to the subject of urban design and visual aesthetics.

ENVIRONMENTAL SETTING

The following description of the aesthetic setting is excerpted from the City of Napa General Plan.

Napa's General Plan focuses on preserving and enhancing Napa's special community identity by managing future growth, maintaining the qualities of its neighborhoods, and providing for maintenance of surrounding open space.

The Project site is located in the Westwood Planning Area, the City's southwestern region. The flat portions of this area are mostly developed with modest ranch-style single family tract homes developed between the 1940s and 1960s and newer multifamily and townhouse development along the major streets. Larger single-family homes are found in the hills on the western edge. In addition to large tracts of developable vacant land at the southern edge, this area also contains larger parcels of more constrained undeveloped land in the hills.

The Project site is characterized as a rural, largely vacant hillside within but at the edge of the city's rural urban limit. The hillsides and ridgelines, including those at the Project site, are a predominant natural feature visible to residents and visitors within the lower-lying city of Napa as they are throughout Napa Valley.

REGULATORY SETTING

STATE

Caltrans Scenic Highway Program

California's Scenic Highway Program is administered by the California Department of Transportation (Caltrans). The Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated.

In the vicinity of the Project site CA-29 and a portion of CA-121 are identified as eligible (though not officially designated) State Scenic Highways through the state's program.¹

LOCAL

City of Napa General Plan Goals and Policies

GOAL LU-1 To maintain and enhance Napa's small town qualities and unique community identity.

LU-1.1 The City shall maintain the Rural Urban Limit (RUL) and Greenbelt designation to define the extent of urban development through the year 2020 and to provide for the maintenance of the city's surrounding open space/agriculture to separate Napa from other communities.

LU-1.2 The City shall strive to preserve and enhance the integrity of existing neighborhoods and to develop new neighborhoods with similar qualities as the existing neighborhoods.

LU-1.4 The City shall recognize the importance of historic properties, districts, and aesthetic resources as contributors to the city's identity.

LU-1.6 The City shall designate SR 29, SR 121, and SR 221 as scenic corridors. The City shall endeavor to improve the scenic character of these roads through undergrounding of utilities, increased landscaping, street tree planting, and other improvements.

GOAL LU-10 An urban pattern that recognizes the opportunities and constraints presented by the environmental setting and includes accessible natural amenities -including hills, watercourses, and wetlands - benefiting city residents, workers and visitors.

LU- 10.1 The City shall promote an urban form that integrates the urban environment with the city's natural features.

LU- 10.2 The City shall continue to apply special development standards to proposed development within or adjacent to the following areas:

¹ California Department of Transportation, State Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

- Riparian corridors and wetlands (including the Napa River);
- Hillsides;
- Critical wildlife habitat; and
- Agricultural land outside the RUL

LU- 10.4 The City may require planned unit and cluster forms of developments in environmentally sensitive areas.

The Project site and immediate surroundings are not identified as part of a visual gateway or scenic corridor.²

The site is designated in the General Plan as Resource Area (RA) 123. Under an RA designation, any proposed use is required to be assessed to determine whether the proposal will “impact or change the underlying character or feature that is intended for preservation”.

Napa Municipal Code

Section 17.40, HS: Hillside Overlay District.

17.40.010 Purposes.

The specific purposes of the hillside overlay district are to:

- A. Ensure the preservation of the city’s hills, ridges and ridgelines visible to area residents and persons traveling through the county on major arterials by promoting a harmonious visual and functional relationship between the natural hillside environment and the man-made environment;
- B. Protect the health, safety and welfare of the community by establishing regulations for development of ridgelines and hillside areas within the city;
- C. Implement goals, policies and programs of the General Plan concerning hillside and ridgeline development, development hazards and open space lands;
- D. Preserve predominant views from and of hillside areas;
- E. Retain the natural appearance that hillside areas impart to the city and its environs;
- F. Preserve and retain significant natural features (i.e., vegetation, terrain, rock formations, etc.) of hillside sites in essentially their natural state;
- G. Minimize and control the scarring and cutting of hillsides and ridgelines and minimize water runoff and soil erosion problems incurred due to grading and development activities. (O2003 12)

17.40.030 F. Factors for Evaluating Increased Density. An increased density on a lot or parcel (excluding accessory uses) may be authorized only if a development is determined to be consistent with the purpose of this title and the hillside development guidelines after evaluation of the following factors:

² City of Napa, Envision Napa 2020, December 1998, updated through March 2011, Figure 1-3.

1. The visibility of the new buildings or structures to the valley floor along Highway 29, Silverado Trail, Browns Valley Road, Buhman Avenue, Foster Road, Redwood Road, Coombsville Road, Partrick Road, Old Sonoma Road, Trancas Street, First Street and Soscol Avenue;
2. The visibility of the buildings or structures to the adjacent neighborhood;
3. The amount of cut and/or fill required for access roads and parking areas; short-term and long-term appearance of such changes and any related engineering improvements; together with any proposed mitigation measures;
4. The amount of cut and/or fill required to establish the new buildings or structures;
5. Height, width and bulk of each building or structure, if known;
6. Construction materials and colors of each new building or structure, if known;
7. Existing trees and vegetation to be removed from the property;
8. Degree of screening of the new development with existing trees and vegetation;
9. Degree of screening of new development with new plant materials, length of time to see these established at mature size;
10. Any open space easements, special building setbacks, building envelopes or other covenants proposed to be established to preserve the existing character of the property.

IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring aesthetic impacts are based upon CEQA Guidelines thresholds:

1. Would the project have a substantial adverse effect on a scenic vista?
2. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
3. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?
4. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

This analysis focuses on the potential for aesthetic issues to rise to the level of an environmental impact and does not presuppose or override the City's consistency determinations or design-level review actions.

SCENIC VISTAS

Impact Visual-1: Development within a Scenic Vista. The Project is located on a hillside visible from lower-lying portions of the city and county of Napa. The existing site topography hides much of the development from any given view point, and results in an integration of the urban environment with the natural features on the site. The impact on scenic vistas is *less than significant* impact.

The Project site is located on a hillside at the western edge of the predominantly flatter developed portions of the city. The Project site is a hillside rising from 70 feet above mean sea level to four knolls separated by small valleys with heights reaching 336 feet above mean sea level.

The General Plan loosely identifies hillsides as viewsheds and includes a goal (LU-10) and related policies to take into consideration the environmental setting—including development on hillsides and adjacent to agricultural land outside the RUL—and include accessible natural amenities.

Other than identifying scenic routes and gateways, the City does not officially designate locations from which scenic vistas would be viewed by the public, except through designation of gateways and scenic corridors. Private viewpoints are not protected under the General Plan nor are changes to private views generally considered an impact on the environment.

Within a mile of the Project site, CA-29, and CA-121 are considered scenic corridors. **Figures 4.1a, b and c** and **4.2a, b and c** show the change in the view toward the Project site from these routes. As shown in these figures, portions of the Project visible from these roadways would be generally limited to partial views of homes on lots 1 through 6 (lots 20, 50 and 51 are also potentially visible from CA-121, but not evident in views). From the vantage point of these identified scenic routes, the new homes would remain below the existing ridgeline/treeline and be largely obstructed by existing and proposed trees/landscaping. These are discussed in more detail under the discussion of scenic corridors below.

Parks are generally considered public locations from which views are important. Due to intervening topography, the site is not visible from Westwood Hills Park, located approximately 0.4 mile to the north, and would not be prominent in views from other farther city parks.

While not scenic routes or otherwise identified as locations from which to view a scenic vista, the existing and proposed views from surrounding roadways are included in **Figures 4.3a, b and c** through **Figures 4.12a, b and c**. As can be seen in these figures, the existing topography of the site acts to largely hide homes on the site from off-site view from any given view point.

Near-field views from nearby city streets, including the adjacent portion of Old Sonoma Road and roadway intersections along Casswall Street would include zero to 3 homes fully or partially within view, with homes sometimes being visible above the ridgeline/treeline.

Views from Old Sonoma Road and Congress Valley Road, about 1,000 feet from the edge of the Project site to the west in Napa County, which would include partial views of two homes (lots 35 and 42).

From viewpoint locations farther away in Napa County, along Old Sonoma Road toward the southwest, the Project site is located in usually less prominent mid-field views, though, when not between higher peaks farther away or higher peaks closer, the Project site does make up a portion of the visible ridgeline. Because of the distance from the viewpoints but also topography from this direction, new homes will be less prominent in views, but more of them will be visible from any given viewpoint (8 to 17 homes), some of which will be visible above the ridgeline/treeline.

As discussed above and shown in the figures, while some development on the site would be visible from identified vistas (scenic routes), the Project is largely hidden from off-site views by existing topography and is consistent with goals to integrate the urban environment with the city's natural features. The impact related to scenic vistas is *less than significant*.



Viewpoint Location



- PORTION OF SITE VISIBLE
- HOMES POTENTIALLY VISIBLE

Figure 4.1a: View from CA 29 (Freeway Drive at Ridgeview School) – Existing View

Source: LCA Architects, dated August 15, 2012 (subsequent changes to the site plan would not affect this viewpoint)



Figure 4.1b: View from CA 29 (Freeway Drive at Ridgeway School) - Simulation (without landscaping)

Source: LCA Architects, dated August 15, 2012 (subsequent changes to the site plan would not affect this viewpoint)



Figure 4.1c: View from CA 29 (Freeway Drive at Ridgeway School) - Simulation (with landscaping)

Source: LCA Architects, dated August 15, 2012 (subsequent changes to the site plan would not affect this viewpoint)



Figure 4.2b: View from CA 121 (Imola Bridge) - Simulation (without landscaping)

Source: LCA Architects, dated August 15, 2012 (subsequent changes to the site plan would not affect this viewpoint)

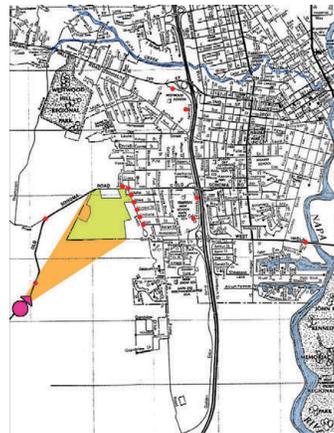


Figure 4.2c: View from CA 121 (Imola Bridge) - Simulation (with landscaping)

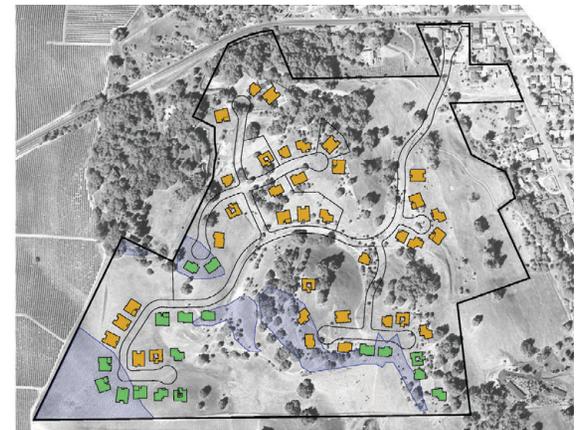
Source: LCA Architects, dated August 15, 2012 (subsequent changes to the site plan would not affect this viewpoint)



EXISTING



KEY MAP



PORTION OF SITE VISIBLE
HOMES POTENTIALLY VISIBLE

Figure 4.3a: View from Old Sonoma Road (1) - Existing View

Source: LCA Architects, dated January 12, 2015



Figure 4.3b: View from Old Sonoma Road (1) - Simulation (without landscaping)

Source: LCA Architects, dated January 12, 2015

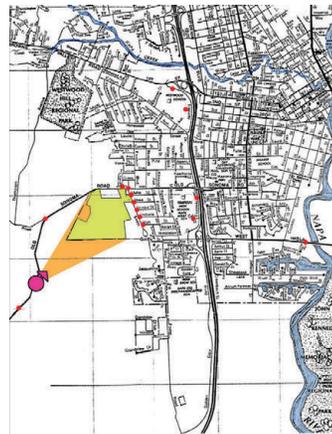


Figure 4.3c: View from Old Sonoma Road (1) - Simulation (with landscaping)

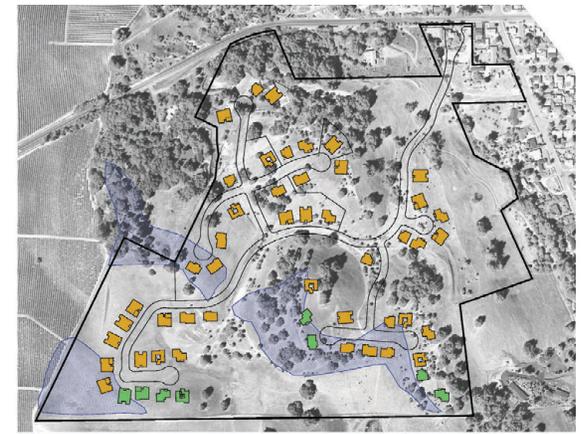
Source: LCA Architects, dated January 12, 2015



EXISTING



KEY MAP



PORTION OF SITE VISIBLE
HOMES POTENTIALLY VISIBLE

Figure 4.4a: View from Old Sonoma Road (2) - Existing View

Source: LCA Architects, dated January 12, 2015



Figure 4.4b: View from Old Sonoma Road (2) - Simulation (without landscaping)

Source: LCA Architects, dated January 12, 2015

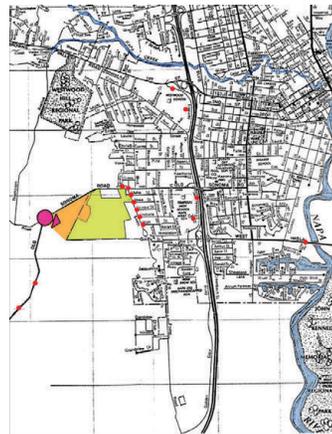


Figure 4.4c: View from Old Sonoma Road (2) - Simulation (with landscaping)

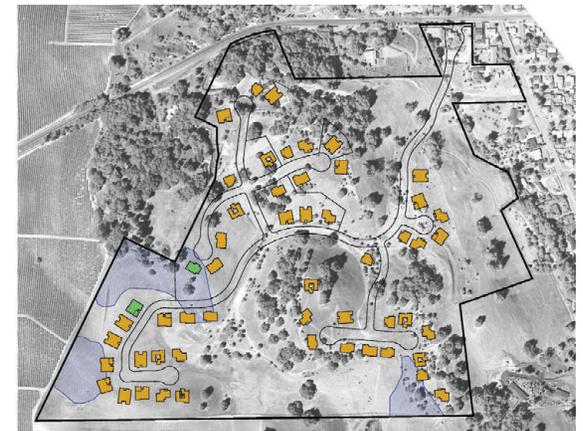
Source: LCA Architects, dated January 12, 2015



EXISTING



KEY MAP



■ PORTION OF SITE VISIBLE
■ HOMES POTENTIALLY VISIBLE

Figure 4.5a: View from Old Sonoma Road at Congress Valley Road - Existing View

Source: LCA Architects, dated January 12, 2015