

Napa County

1195 THIRD STREET
SUITE 310
NAPA, CA 94559



Agenda

Special Meeting

Wednesday, July 17, 2024

9:00 AM

**Board of Supervisors Chambers
1195 Third Street, Third Floor
Napa, CA 94559**

Airport Land Use Commission

*District 1, Kara Brunzell
District 2, Dave Whitmer
District 3, Heather Phillips
District 4, Andrew Mazotti
District 5, Megan Dameron (Vice-Chair)
Aviation Expertise, Charles Koch (Chair)
Aviation Expertise, Norm Brod

Dana Morrison, ALUC Executive Officer
Wendy Atkins, ALUC Staff Liaison
Jason Dooley, County Counsel
Alexandria Quackenbush, Meeting Clerk
Angie Ramirez-Vega, Meeting Clerk*

How to Watch or Listen to the Napa County Airport Land Use Commission Meetings

The Napa County Airport Land Use Commission will continue to meet quarterly starting with the first Wednesday in February and also as needed.

The Napa County Airport Land Use Commission realizes that not all County residents have the same ways to stay engaged, so several alternatives are offered. Remote Zoom Participation for members of the public is provided for convenience only. In the event that the Zoom connection malfunctions for any reason, the Airport Land Use Commission reserves the right to conduct the meeting without remote access:

Please watch or listen to the Airport Land Use Commission meeting in one of the following ways:

1. Attend in-person at the Board of Supervisors Chambers, 1195 Third St, Third Floor
2. Watch online at <https://napa.legistar.com/calendar.aspx> (click the "In Progress" link in the "Video" column).
3. Watch on Zoom using the attendee link: <https://countyofnapa.zoom.us/j/87621457786>. Make sure the browser is up-to date.
4. Listen on Zoom by calling 1-669-900-6833 (Meeting ID: 876-2145-7786).

If you are unable to attend the meeting in person and wish to submit a general public comment or a comment on a specific agenda item, please do the following:

1. Email your comment to meetingclerk@countyofnapa.org. Emails will not be read aloud but will still become part of the public record and shared with the Airport Land Use Commission.
2. Use the Zoom attendee link: <https://countyofnapa.zoom.us/j/87621457786>. Make sure the browser is up-to date. When the Chair calls for the item on which you wish to speak, click "raise hand". Please limit your remarks to three minutes.
3. Call the Zoom phone number: 1-669-900-6833. (Meeting ID: 876-2145-7786). When the Chair calls for the item on which you wish to speak, press *9 to raise hand. The clerk will give you permission to speak when it is your turn. Please limit your remarks to three minutes.

****Please note that phone numbers in their entirety will be visible online while speakers are speaking****

For more information, please contact us via telephone at (707) 253-4417 or send an email to meetingclerk@countyofnapa.org.

ANY MEMBER OF THE AUDIENCE DESIRING TO ADDRESS THE COMMISSION:

ON A MATTER ON THE AGENDA

Please proceed to the podium when the matter is called and, after receiving recognition from the Chair, give your name and your comments or questions. In order that all interested parties have an opportunity to speak, please be brief and limit your comments to the specific subject under discussion. Time limitations shall be at the discretion of the Chair or Commission, but is generally limited to three minutes.

ON A MATTER NOT ON THE AGENDA

Public comment is an opportunity for members of the public to speak on items that are not on the agenda but are within the subject matter jurisdiction of the Commission. Public comment is limited to three minutes per speaker, subject to the discretion of the Chair. Comments should be brief and focused, and speakers should be respectful of one another who may have different opinions. Please remember this meeting is being recorded and broadcasted live via ZOOM. The County will not tolerate profanity, hate speech, abusive language, or threats. Also, while public input is appreciated, the Brown Act prohibits the Commission from taking any action on matters raised during public comment that are not on the agenda.

- 1. CALL TO ORDER; ROLL CALL**
- 2. PLEDGE OF ALLEGIANCE**
- 3. CITIZEN COMMENTS AND RECOMMENDATIONS (10 Minutes)**

The Commission invites Citizen comments and recommendations concerning current problems and future prospects of a planning nature which are within the jurisdiction of the Airport Land Use Commission. Anyone who wishes to speak to the Commission on such a matter, if it is not on the agenda, may do so at this time

- 4. APPROVAL OF MINUTES**

The Clerk of the Commission request approval of Minutes for the meeting held on:
May 15, 2024 (Commissioners Andrew Mazotti, Megan Dameron, and Norm Brod were excused).

- 5. AGENDA REVIEW**
- 6. DISCLOSURES**
- 7. PUBLIC HEARING ITEMS**

SPECIAL MEETING - AIRPORT LAND USE COMPATIBILITY PLAN
UPDATE AND NEGATIVE DECLARATION ADOPTION HEARING
CEQA STATUS: Consideration and adoption of a Negative Declaration.
According to the proposed Negative Declaration, the proposed project
would not have any potentially significant environmental impacts. The
areas affected by the update are not included on a list of hazardous
materials sites compiled pursuant to Government Code Section 65962.5.
State Clearing House No. SCH 1995123033.

[24-1207](#)

REQUEST: Introduce and Adopt the update to the Airport Land Use
Compatibility Plan (ALUCP) and adopt a Negative Declaration. The
proposed update would bring the ALUCP up to date, since the plan has
not been updated since 1999.

Staff Recommendation: That the Commission hear from the project
consultant (Mead & Hunt) detailing the update to Napa County ALUCP,
hear from the project consultant (Dudek) on the Initial Study and
Negative Declaration, note any changes needed to the document (if any)
and vote to adopt the updated ALUCP.

Staff Contact: Dana Morrison, (707) 253-4437 or
dana.morrison@countyofnapa.org

Consultant Contact: Maranda Thompson, 707 284-8690 or
maranda.thompson@meadhunt.com

Attachments: [Attachment 1: Update ALUCP \(2024\)](#)
[Attachment 2: Negative Declaration - ALUCP Update](#)
[Public Comment - Napa County Airport - Mark Witsoe](#)
[Public Comment - Sentinels of Freedom - Mike Conklin](#)
[Public Comment - CDFW - Nicholas Magnuson](#)
[Item 7A - Public Comment \(added after initial agenda posting\).pdf](#)
[Item 7A Public Comment \(added after the meeting\).pdf](#)

8. ADMINISTRATIVE ITEMS - NONE

9.. STAFF AND COMMISSIONER COMMENTS AND REPORT

10. ADJOURNMENT

I HEREBY CERTIFY THAT THE AGENDA FOR THE ABOVE STATED MEETING WAS
POSTED AT A LOCATION FREELY ACCESSIBLE TO MEMBERS OF THE PUBLIC AT THE
NAPA COUNTY ADMINISTRATIVE BUILDING, 1195 THIRD STREET, NAPA, CALIFORNIA
ON (07/11/2024) BY (12:00PM). A HARDCOPY SIGNED VERSION OF THE CERTIFICATE IS
ON FILE WITH THE CLERK OF THE COMMISSION AND AVAILABLE FOR PUBLIC
INSPECTION.

ANGIE RAMIREZ VEGA (By e-signature)
Angie Ramirez Vega, Clerk of the Commission



Napa County

Board Agenda Letter

1195 THIRD STREET
SUITE 310
NAPA, CA 94559
www.countyofnapa.org
Main: (707) 253-4580

Airport Land Use Commission

Agenda Date: 7/17/2024

File ID #: 24-1207

TO: Airport Land Use Commission
FROM: Brian Bordona, PBES Director
REPORT BY: Dana Morrison, ALUC Executive Officer
SUBJECT: Special Meeting - Airport Land Use Compatibility Plan (ALUCP) Update and Negative Declaration Adoption Hearing

RECOMMENDATION

SPECIAL MEETING - AIRPORT LAND USE COMPATIBILITY PLAN UPDATE AND NEGATIVE DECLARATION ADOPTION HEARING

CEQA STATUS: Consideration and adoption of a Negative Declaration. According to the proposed Negative Declaration, the proposed project would not have any potentially significant environmental impacts. The areas affected by the update are not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. State Clearing House No. SCH 1995123033.

REQUEST: Introduce and Adopt the update to the Airport Land Use Compatibility Plan (ALUCP) and adopt a Negative Declaration. The proposed update would bring the ALUCP up to date, since the plan has not been updated since 1999.

Staff Recommendation: That the Commission hear from the project consultant (Mead & Hunt) detailing the update to Napa County ALUCP, hear from the project consultant (Dudek) on the Initial Study and Negative Declaration, note any changes needed to the document (if any) and vote to adopt the updated ALUCP.

Staff Contact: Dana Morrison, (707) 253-4437 or dana.morrison@countyofnapa.org

Consultant Contact: Maranda Thompson, 707 284-8690 or maranda.thompson@meadhunt.com

EXECUTIVE SUMMARY

The ALUC is the body designated by State law to produce Airport Land Use Compatibility Plans in accordance with statutory guidance through a collaborative, community outreach process. The Napa County ALUC is responsible for adopting Airport Land Use Compatibility Plans for two public use airports in Napa County: Napa County Airport, and Angwin Airport (Parrett Field). The Napa County ALUC is composed of

the five (5) Napa County Planning Commissioners and two (2) at-large members with aviation expertise, appointed by the Board of Supervisors.

The State of California mandated that each county create an ALUC with the authority to adopt ALUCPs in 1970. The Napa County ALUC was established in the 1970s (at that time consisting of the Planning Commission and Airport Advisory Committee). In April 1991 the ALUC adopted an ALUCP for the Napa County Airport and Angwin Airports; at that time there was also a glider port located in Calistoga which was included in the ALUCP, however, it is no longer in operation. With advances in technology, changes in airport operations and fleets, and revised guidance from the State, a revised ALUCP was adopted in December of 1999. No further substantive updates have been considered by the ALUC. The State recommends updating the ALUCP every 5-10 years.

With the purpose of promoting safety between our airports and the communities that surround them, the ALUC staff and the consulting firm, with the aid of interested stakeholders, have updated the ALUCP. The update process involved a multidisciplinary Project Development Team (PDT) consisting of staff representatives from Napa County, the ALUC, the Napa County Airport, the City of Napa, the City of American Canyon, Pacific Union College and the aviation consulting firm (Mead & Hunt). ALUC Staff for Napa County have led this ALUCP update in close coordination with the PDT team, Mead & Hunt, and the Caltrans Division of Aeronautics as well as community stakeholders and aviation/pilot organizations and individuals.

A major focus of this update was to clarify and enhance the ALUCP policies to improve local implementation of the plan by local jurisdictions. The intent of the ALUCP is to discourage the expansion or introduction of incompatible land uses within an airport's area of influence. ALUCPs are reviewed to ensure consistency with existing general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies. Specifically, the plan addresses noise, safety, airspace protection, and overflight notification zones. The end goal of the ALUCP update is to employ a transparent decision-making process that results in community-wide acceptance of the ALUCP and adoption by the ALUC.

The goal of this public hearing is to review and adopt the updated Napa County ALUCP and the associated Initial Study Negative Declaration finding that the update will not result in any significant impacts.

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: Consideration and adoption of a Negative Declaration. As described in the associated Initial Study - Negative Declaration, there is no substantial evidence in the record that the proposed 2024 ALUCP would result in a significant effect on the environment. Therefore, the County proposes the adoption of a Negative Declaration (ND). The areas affected by the update are not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Negative Declaration was circulated from June 17, 2024, through July 17, 2024; State Clearing House (SCH) Number 1995123033.

BACKGROUND AND DISCUSSION

What is an ALUC?

With limited exceptions, an Airport Land Use Commission (ALUC) is required by California law in every county with an airport in its jurisdiction. Each ALUC must develop a plan for promoting and ensuring compatibility between each airport in the county and surrounding land uses. In Napa County, the Napa County Planning Commission (plus two aviation experts) is the designated agency to act as the Airport Land Use Commission.

Purpose of an ALUC?

The purpose of the Airport Land Use Commission is “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

Responsibilities?

The ALUC has three primary responsibilities: to coordinate airport land use compatibility planning efforts at the state, regional and local levels; to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) for each public-use airport in its jurisdiction; and, to review plans, regulations and other actions of local agencies and airport operators.

The Update:

Staff issued a Request for Proposals (RFP) in August 2022 to solicit proposals from qualified consultants for the preparation of a comprehensive update to the ALUCP and the associated environmental impact analysis. The County received three (3) responses from qualified firms; Coffman, ESA, and Mead & Hunt.

In late October 2022, all three (3) firms were interviewed by the ALUC and County Staff and while all firms were deemed qualified for the project, Mead & Hunt received the highest reviewing scores and was selected as the firm to assist with the update. Mead & Hunt helped develop the current Cal Trans Aeronautics handbooks (which informs the ALUCP update) and also assisted the Napa Airport in their update of the Airport’s Master Plan. A contract was signed in December 2022.

Since November 2022, ALUC staff have been working with a consultant and a project development team to update the ALUCP for the Napa County Airport and Angwin-Parrett Field Airport. The last update to the ALUCP occurred in 1999, meaning the current ALUCP is in need of an update; Cal Trans Aeronautics recommends an update occur even 5-10 years.

The process began with an Introductory Kick Off Meeting, presented to the ALUC at a February 1, 2023, public hearing. ALUC staff formed a Project Development Team (PDT) consisting of representatives from the local airports (Napa County and Angwin Parrett-Field), the County of Napa, the City of Napa, the City of American Canyon as well as a local pilot to assist and contribute to the update. The PDT held 4 meetings (February 1, 2023, April 12, 2023, June 22, 2023, and November 16, 2023) to discuss the specific concerns of

each entity, review potential policy updates, propose changes, etc. ALUC staff, assisted by Mead & Hunt, also held two public workshops conducted on October 19, 2023, and December 7, 2023, to give the public the opportunity to hear about why the update is needed, what changes are likely to result from the update, and ask questions on how changes may impact their property. Discussion and questions from the PDT and workshop helped shape the current draft update of the ALUCP.

The ALUCP Public Draft was released on May 23, 2024, along with a Notice of two workshops; one Airport Land Use Commission Workshop and one Public Workshop to introduce the Public Draft of the ALUCP. The workshops were scheduled to occur, back-to-back, on the afternoon of Wednesday, May 29, 2024, and garnered the opportunity to provide information to the ALUC and public on the specifics of the ALUCP update. The ALUC is a separate body from the County of Napa, and the ALUC is the final decision-making body regarding the adoption of the updated Plan and on future compatibility determinations.

As adopted by the ALUC, the basic function of this ALUCP is to promote compatibility between the two airports and future land use development in their surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport. Additionally, the ALUCP serves as a tool for use by the ALUC in fulfilling its duty to review plans, regulations and Major Land Use Actions of local agencies for consistency with the ALUCP criteria. Airport development plans, including plans for any new heliport or vertiport anywhere in the county, are also subject to review by the ALUC. However, neither this ALUCP nor the ALUC have authority over existing land uses or over the operation of the airports.

The geographic extent of the ALUCP compatibility policy and criteria applicability is limited to the Airport Influence Area (AIA). The AIA of each airport includes area within the jurisdictions of Napa County, City of Napa, and the City of American Canyon. The AIA is discussed in Draft ALUCP Policy 2.3, Geographic Scope.

The 2024 ALUCP was prepared using the Handbook produced by the California Department of Transportation (Caltrans), Division of Aeronautics in the latest version of the California Airport Land Use Planning Handbook (Caltrans 2011).

The ALUCP presents policy, both general and specific, to guide regulation and implementation. Policies are to be utilized by the ALUC, local agencies, and others, to implement related outcomes of the ALUCP. Specific policies in the ALUCP focus on four compatibility factors. These factors include:

- Noise - The aircraft noise policies promote the goals of the California Airport Noise Standards (Cal. Code Regs., tit. 21, § 5000 et seq.) and the California Noise Insulation Standards (25 Cal. Admin Code § 1092) by avoiding the establishment of noise-sensitive land uses in areas around the Airport that experience significant levels of aircraft noise.
- Safety - The safety policies minimize the potential number of future residents and land use occupants that could experience hazards related to aircraft operations.
- Airspace Protection - The airspace protection policies ensure the safe, orderly operation of the airspace surrounding the Airport and prevent potential hazards to aircrafts in flight. These policies optimize the navigable airspace around the airport consistent with 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures

(TERPS), and other relevant regulations.

- Overflight Notification - The overflight notification policies dictate when certain disclosures, such as real estate disclosure notices, are required pursuant to state law (Bus. and Prof. Code, § 11010 and Civ. Code, §§ 1102.6 and 1103.4). Overflight notification policies identify areas where flights into and out of the airport occur frequently and at a low altitude, which could be noticeable to sensitive residents.

As previously stated, ALUCPs have no authority over areas “already devoted to incompatible uses.” The common interpretation of this clause is that ALUCPs have no jurisdiction over existing land uses even if those uses are incompatible with airport activities. An ALUCP cannot, for example, require that an existing incompatible use be converted to something compatible.

Displacement Analyses (see Chapter 4 if ALUCP Initial Study/Negative Declaration):

The adoption of an ALUCP may change, or restrict, future land uses in some areas, based on airport compatibility factors. Currently permissible land uses may become incompatible and “displace” development proposed in approved planning documents, such as the General Plan and Zoning Ordinance. To determine if the 2024 ALUCP will cause displacement, land uses were analyzed for potential displacement based on proposed policy changes in the ALUCP. The number of residential units or non-residential uses represents the maximum allowed under the zoning classifications and does not indicate that the units would ever be authorized or approved by the local jurisdiction.

It is important to note that the 2024 ALUCP may only restrict future development opportunities and does not impact existing land uses. Thus, there is no potential for the displacement of existing land uses due to the adoption of the 2024 ALUCP.

Angwin Airport:

Angwin Airport Residential Displacement:

The adoption of the 2024 Draft ALUCP would allow for 4,213 additional units in the Angwin airport area, compared to the 1999 Adopted ALUCP. Furthermore, lands previously included in adopted Zones C and D are no longer restricted under the 2024 ALUCP, as they fall outside the new AIA. This results in an additional 264 units allowed, resulting in a total of 4,477 units in the AW and AW:AC zones. This addition of 4,477 units completely offsets the displacement of 108 units in updated Zone B. Under the 2024 updated ALUCP, 4,369 residential units will be allowed in the AW:AC and AW zones.

Angwin Airport Non-Residential Displacement:

No significant non-residential displacement is anticipated under the updated ALUCP, however, sensitive land uses, such as day care, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Angwin Airport- Parret Field AIA.

Napa County Airport:

Residential Displacement Analysis for Napa County, City of Napa and City of American Canyon:

Napa County Classification:

No significant displacement was found to be applicable to County of Napa AIA Zoning Classifications Zone A, B1, B2, C, D1, D2 or E. However, some displacement was identified to occur within zone B3. There are 1650.37 AW:AC-zoned acres of updated Zone B3 that are within Adopted Zone E and outside of Adopted 1999 ALUCP AIA. Thus, potential displacement was only calculated for 14 lots for a potential displacement of 168 units. However, potential displacement in Draft Zone B3 is offset because farmworker housing could be located on acreage outside of Zone B3 for all but six parcels. Additionally, the compatibility criteria for updated Zone D2 allows for 20 dwelling units per acre, resulting in the addition of 40,499 potential units to offset any farmworker unit displacement. In summary, the updated 2024 ALUCP, allows an addition of 40,259 units within the AW:AC zoning classification.

City of Napa Zoning Classifications:

The displacement analysis showed no significant residential displacement within the City of Napa AIA Zoning Classifications.

City of American Canyon Classifications:

The displacement analysis showed no significant residential displacement within the City of American Canyon AIA Zoning Classifications.

Non-Residential Displacement Analysis for Napa County, City of Napa, and City of American Canyon:

Some non-residential land uses may be restricted under the updated ALUCP. Some sensitive land uses, such as day care, public schools, research and development/ laboratories, antennas, and telecoms, may be restricted in some updated Compatibility Zones for the Napa County Airport AIA. However, this land may be used for a variety of non-residential uses that do not require high concentrations of persons. Sufficient non-residential land is available in the City of American Canyon to absorb demand for these more specialized uses. Thus, there would not be a significant impact to land use.

Steps Following Adoption of update ALUCP:

Upon adoption of the updated ALUCP local jurisdictions within the Airport Influence Areas of the affected airports (County of Napa, City of Napa and the City of American Canyon) will need to update their own General Plans to ensure they are consistent with the updated ALUCP. State law gives local jurisdictions 180 calendar days to amend their general plan, specific plans, zoning ordinances, and facilities master plans, as necessary, to be consistent with the amended ALUCP. The types of local actions subject to ALUC review depends on whether the local agency has amended its plans accordingly. The draft ALUCP contains suggested approaches for local jurisdictions to ensure their plans and ordinances are consistent with the ALUCP.

If a local jurisdiction does not support the ALUCP update, and believes their current plans are consistent with the State Aeronautics Act, they can seek to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes. The local agency must provide both the ALUC and the California Department of Transportation,

Division of Aeronautics, with a copy of the local agency's proposed decision and findings at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). The ALUC and the Division of Aeronautics may provide comments to the local agency within 30 days of receiving the proposed decision and findings. If comments are submitted, the local agency must include them in the public record of the final decision to overrule the ALUC (Sections 21676, 21676.5 and 21677.)

A general plan does not need to be identical with the ALUCP in order to be consistent with the compatibility plan. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- It must avoid direct conflicts with compatibility planning criteria.

It must be emphasized, however, that local agencies need not change land use designations to bring them into consistency with the ALUC criteria if the current designations merely reflect existing development. They merely would need to establish policies to ensure that the nonconforming uses would not be expanded in a manner inconsistent with this Compatibility Plan and that any redevelopment of the affected areas would be made consistent with the compatibility criteria.

Public Comments:

As of 7/9/2024 only two public comments related to the ALUCP have been received; one from the Napa County Airport - Mark Witsoe (see Attachment 3) and from Sentinels of Freedom - Mike Conklin (see Attachment 4). A third comment was received from CDFW on 7/10/2024 (see Attachment 5) The County has also spoken on the phone or in person, at the various public workshops, with a number of residents who were interested in how the update might impact their parcels.

Recommendation:

That the Commission hear from the project consultant (Mead & Hunt) detailing the update to Napa County ALUCP, hear from the project consultant (Dudek) on the Initial Study and Negative Declaration, note any changes needed to the document (if any) and vote to adopt the updated ALUCP. The ALUC is the final decision-making body for the adoption of the ALUCP.

Attachments:

1. Airport Land Use Compatibility Plan Update
2. Initial Study Negative Declaration
3. Public Comment - Napa County Airport - Mark Witsoe

4. Public Comment - Sentinels of Freedom - Mike Conklin
5. Public Comment - CDFW - Nicholas Magnuson

NAPA

Countywide Airport Land Use Compatibility Plan

Containing Individual Plans for:

Angwin Airport – Parrett Field (203)

Napa County Airport (APC)

May 2024 Public Draft

203

APC



Napa Countywide Airport Land Use Compatibility Plan

Containing Individual Compatibility Plans for:
Angwin Airport – Parrett Field
Napa County Airport

Prepared for
County of Napa

Designated as
Napa County Airport Land Use Commission

Prepared by
Mead&Hunt

Windsor, California | www.meadhunt.com

May 2024 Public Draft

Napa Countywide AIRPORT LAND USE COMPATIBILITY PLAN

The Napa County Airport Land Use Commission (ALUC) comprises the five Napa County Planning Commissioners and two at-large members with aviation expertise, appointed by the Board of Supervisors.

Kara Brunzell, District 1
Dave Whitmer, District 2
Heather Phillips, District 3
Andrew Mazotti, District 4
Megan Dameron, District 5
Charles Koch, Aviation Expertise
Norman Brod, Aviation Expertise

Staff

Dana Morrison, ALUC Executive Officer
Wendy Atkins, ALUC Staff Liaison
Jason Dooley, Deputy County Counsel
Alexandria Quackenbush, Commission Clerk
Aime Ramos, Commission Clerk

Prepared for:



**Napa County
Airport Land Use Commission**
1195 Third Street, Suite 210
Napa, CA 94559

*2024 ALUCP Update
Project Development Team (PDT) Members*

*County of Napa
Planning, Building & Environmental Services*
Brian Bordona, Director
Sean Trippi, Supervising Planner
Dana Morrison, Supervising Planner
Wendy Atkins, Planner II

*County of Napa
Napa County Airport*
Mark Witsoe, Airport Manager
Kathrine Bales, Assistant Airport Manager

*City of Napa
Planning Division*
Ricky Caperton, Planning Manager

*City of American Canyon
Community Development*
Brent Cooper, Director

*Pacific Union College
Angwin Airport – Parrett Field*
Joy Hirdler, Vice President of Financial Administration
Robert Edwards, Private Pilot

*California Department of Transportation
Aeronautics Program, Office of Aviation Planning*
Tiffany A. Martinez, Aviation Planner

Prepared by:



Mead & Hunt, Inc.
1360 19th Hole Drive,
Suite 200
Windsor, CA 95492

Mead & Hunt, Inc., Aviation Services

Maranda Thompson, Project Manager
Ken Brody, Senior Project Planner
Marieke Armstrong, Environmental Planner

Cheyenne Engelstad, Planner
Todd Eroh, Senior Technician
Krista Robertson, Technical Editor/Illustrator

Table of Contents

CHAPTERS

CHAPTER 1 INTRODUCTION	1-1
1.1 Overview	1-1
1.2 Airport Land Use Commission Requirements.....	1-2
1.3 Airport Land Use Compatibility Plan Requirements	1-3
1.4 <i>ALUCP</i> Implementation Requirements	1-5
1.5 Compatibility Planning in Napa County.....	1-9
CHAPTER 2 PROCEDURAL POLICIES	2-1
2.1 Definitions.....	2-1
2.2 General Applicability	2-5
2.3 Geographic Scope	2-9
2.4 Actions Always Subject to <i>ALUC</i> Review.....	2-10
2.5 Actions Subject to <i>ALUC</i> Review Before Local Agency Attains General Plan Consistency	2-11
2.6 Referral Process After Local Agency Attains General Plan Consistency	2-13
2.7 Limitations of this <i>ALUCP</i>	2-14
2.8 General <i>ALUC</i> Review Process	2-17
2.9 Review Process for General Plans, Specific Plans, Zoning Ordinances, and Building Regulations	2-18
2.10 Review Process for Major Land Use Actions	2-20
2.11 Review Process for Airport Master Plans and Development Plans	2-24
2.12 Process for Overruling the <i>ALUC</i>	2-26
CHAPTER 3 COUNTYWIDE COMPATIBILITY POLICIES	3-1
3.1 Criteria for Review of General Plans, Specific Plans, Zoning Ordinances, and Building Regulations	3-1
3.2 Criteria for Review of Land Use Actions	3-2
3.3 Noise Compatibility Policies.....	3-6

TABLE OF CONTENTS

3.4	Safety Compatibility Policies	3-9
3.5	Airspace Protection Compatibility Policies	3-20
3.6	Overflight Compatibility Policies.....	3-26
3.7	Criteria for Special Circumstances	3-28
3.8	Review Criteria for Airport Plans of Existing Airports.....	3-32
3.9	Review Criteria for Proposed New Airports, Heliports, and Vertiports	3-33
CHAPTER 4	ANGWIN AIRPORT – PARRETT FIELD COMPATIBILITY POLICIES AND MAPS	4-1
4.1	Evaluating Land Use Consistency	4-1
4.2	Map Determinants	4-1
4.3	Special Conditions Policies	4-2
CHAPTER 5	NAPA COUNTY AIRPORT COMPATIBILITY POLICIES AND MAPS.....	5-1
5.1	Evaluating Land Use Consistency	5-1
5.2	Map Determinants	5-1
5.3	Special Conditions Policies	5-2
CHAPTER 6	BACKGROUND DATA FOR ANGWIN AIRPORT – PARRETT FIELD AND ENVIRONS.....	6-1
6.1	Introduction	6-1
6.2	Airport Master Plan and Layout Plan Status	6-1
6.3	Surrounding Land Uses.....	6-3
6.4	Exhibits.....	6-3
CHAPTER 7	BACKGROUND DATA FOR NAPA COUNTY AIRPORT AND ENVIRONS	7-1
7.1	Introduction	7-1
7.2	Airport Master Plan and ALP Status	7-1
7.3	Surrounding Land Uses.....	7-6
7.4	Exhibits.....	7-7

APPENDICES

APPENDIX A STATE LAWS RELATED TO AIRPORT LAND USE PLANNING	A-1
Table of Contents.....	A-1
Aeronautics Law	A-5
<i>Public Utilities Code</i>	A-5
Planning and Zoning Law	A-24
<i>Government Code</i>	A-24
<i>Education Code</i>	A-71
<i>Health and Safety Code</i>	A-75
California Environmental Quality Act Statutes	A-82
<i>Public Resources Code</i>	A-82
<i>Business and professions Code</i>	A-83
<i>Civil Code</i>	A-84
Napa County Code of Ordinances	A-90
California Energy Commission	A-92
Legislative History Summary	A-96
<i>Public Utilities Code</i>	A-96
APPENDIX B TITLE 14 CODE OF FEDERAL REGULATIONS PART 77	B-1
Subpart A - General	B-1
Subpart B - Notice Requirements	B-2
Subpart C - Standards For Determining Obstructions to Air Navigation or Navigational Aids or Facilities.....	B-5
Subpart D - Aeronautical Studies and Determinations	B-10
Subpart E - Petitions for Discretionary Review.....	B-13
APPENDIX C METHODS FOR CALCULATING USAGE INTENSITY.....	C-1
Introduction	C-1
Usage Intensity Relationship to Other Development Measures	C-4
APPENDIX D GENERAL PLAN CONSISTENCY CHECKLIST	D-1
APPENDIX E SAMPLE IMPLEMENTATION DOCUMENTS.....	E-1
Introduction	E-1
Airport Combining Zone Ordinance	E-1
Buyer Awareness Measures.....	E-1
APPENDIX F REFERRAL FORM.....	F-1
APPENDIX G GLOSSARY OF TERMS	G-1
Glossary	G-1
Acronyms.....	G-10

EXHIBITS

CHAPTER 3 COUNTYWIDE COMPATIBILITY POLICIES

Exhibit 3-1: Floor Area Ratio Calculation Example.....	3-13
Exhibit 3-2: Total Occupancy Calculation Example	3-15
Exhibit 3-3: Split by Compatibility Zones.....	3-17
Exhibit 3-4: Transferring Usage Intensity	3-17

CHAPTER 4 ANGWIN AIRPORT – PARRETT FIELD COMPATIBILITY POLICIES AND MAPS

Exhibit 4-1: Basic Compatibility Criteria, Angwin Airport – Parrett Field (June 2023 Working Draft).....	4-5
Exhibit 4-2: Compatibility Policy Map, Angwin Airport – Parrett Field.....	4-9
Exhibit 4-3: Airspace Protection Map, Angwin Airport – Parrett Field.....	4-10
Exhibit 4-4: Compatibility Zone Delineation for Angwin Airport – Parrett Field.....	4-11

CHAPTER 5 NAPA COUNTY AIRPORT COMPATIBILITY POLICIES AND MAPS

Exhibit 5-1: Basic Compatibility Criteria, Napa County Airport (June 2023 Working Draft)	5-5
Exhibit 5-2: Compatibility Policy Map, Napa County Airport	5-9
Exhibit 5-3: Airspace Protection Map, Napa County Airport	5-10
Exhibit 5-4: Compatibility Zone Delineation for Angwin Airport – Parrett Field.....	5-11

CHAPTER 6 BACKGROUND DATA FOR ANGWIN AIRPORT – PARRETT FIELD AND ENVIRONS

Exhibit 6-1: Airport Features Summary	6-5
Exhibit 6-2: Airport Layout Plan (2009).....	6-7
Exhibit 6-3: Airport Activity Summary	6-9
Exhibit 6-4: Compatibility Factors – Safety.....	6-11
Exhibit 6-5: Compatibility Factors – Noise	6-12
Exhibit 6-6: Compatibility Factors – Airspace and Overflight	6-13
Exhibit 6-7: Airport Environs Information.....	6-15
Exhibit 6-8: General Plan Land Use Designations	6-17
Exhibit 6-9: Aerial.....	6-18

CHAPTER 7 BACKGROUND DATA FOR NAPA COUNTY AIRPORT AND ENVIRONS

Exhibit 7-1: Key Components of AAM Planning at Napa County Airport	7-5
Exhibit 7-2: Airport Features Summary	7-9
Exhibit 7-3: FAA-Approved Airport Layout Plan (ALP).....	7-11
Exhibit 7-4: FAA-Approved ALP – Data Sheet	7-12

Exhibit 7-5: Airport Activity Summary	7-13
Exhibit 7-6: Compatibility Factor – Noise.....	7-15
Exhibit 7-7: Compatibility Factor – Overflight.....	7-16
Exhibit 7-8: Compatibility Factors – Safety	7-17
Exhibit 7-9: Compatibility Factor – Airspace Protection	7-18
Exhibit 7-10: Flight Track Heat Map.....	7-19
Exhibit 7-11: Airport Environs Information	7-21
Exhibit 7-12: General Plan Land Use Designations – County of Napa	7-23
Exhibit 7-13: General Plan Land Use Designations – City of Napa and City of American Canyon	7-24
Exhibit 7-14: Aerial.....	7-25
 APPENDIX B TITLE 14 CODE OF FEDERAL REGULATIONS PART 77	
Exhibit B-1: CFR Part 77 Imaginary Surfaces.....	B-15
Exhibit B-2: CFR Part 77 Notification - FAA Form 7460-1	B-16
Exhibit B-3: Online Submittal of Form 7460-1: Notice of Proposed Construction or Alteration.....	B-17
 APPENDIX C METHODS FOR CALCULATING USAGE INTENSITY	
Exhibit C-1: Occupant Load Factors - California Building Code	C-6
Exhibit C-2: Sample People-Per-Acre Calculations.....	C-7
 APPENDIX E SAMPLE IMPLEMENTATION DOCUMENTS	
Exhibit E-1: Avigation Easements.....	E-2
Exhibit E-2: Sample Airport Combining Zone Components.....	E-4
Exhibit E-3: Typical Avigation Easement.....	E-5
Exhibit E-4: Sample Recorded Overflight Notification	E-7
 APPENDIX F REFERRAL FORM	
Exhibit F-1: Actions Always Subject to <i>ALUC</i> Review.....	F-3
Exhibit F-2: Major Land Use Actions Subject to <i>ALUC</i> Review.....	F-4

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Introduction

1.1 OVERVIEW

This 2024 *Napa Countywide Airport Land Use Compatibility Plan (ALUCP)* updates and entirely replaces the *ALUCP* adopted by the Napa County Airport Land Use Commission (*ALUC*) in April 1991 and amended in December 1999 (1999 *ALUCP*). The need for the comprehensive update arose primarily because of a desire to bring the plan up to current standards, reflect current airport layout plans (ALPs), and address stakeholder needs. This 2024 *ALUCP* applies to lands around the two public-use airports in the county:

- Angwin Airport – Parrett Field
- Napa County Airport

In addition to these two airports, the 1999 *ALUCP* also contained compatibility policies for areas around the Calistoga Gliderport. This facility has since ceased to exist, and thus, none of the policies contained in the 1999 *ALUCP* remain in effect for that facility, and this document also does not apply to it.

The *Compatibility Plan* for each of the above two airports is contained in this document. To maintain commonality of wording, policies that apply equally to both airports are contained in **Chapters 2** and **3**. **Chapter 2** focuses on *ALUC* procedural policies and **Chapter 3** on compatibility policies and criteria. Policies and maps that apply distinctly to only one airport are found in **Chapters 4** and **5** for Angwin Airport – Parrett Field and Napa County Airport, respectively.

As adopted by the *ALUC*, the basic function of this *ALUCP* is to promote compatibility between the two airports and future land use development in their surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport. Additionally, the *ALUCP* serves as a tool for use by the *ALUC* in fulfilling its duty to review plans, regulations, and Major Land Use Actions of local agencies for consistency with the *ALUCP* criteria. Airport development plans, including plans for any new heliport anywhere in the county, are also subject to review by the *ALUC*. However, neither this *ALUCP* nor the *ALUC* have authority over existing land uses or over the operation of the airports.

The Airport Influence Area for each of the airports, as defined herein, extends roughly 1.5 to 4 miles from the airport runways. These influence areas encompass lands within three local government jurisdictions in Napa County:

- Napa County
- City of Napa
- City of American Canyon

These three local government jurisdictions—together with, any city, special district, school district, or community college district in Napa County that exists or may be established or expanded into any of the two Airport Influence Areas defined by this *ALUCP*—are subject to the provisions of the plan.¹

1.2 AIRPORT LAND USE COMMISSION REQUIREMENTS

The creation of *ALUCs* and the preparation of compatibility plans are requirements of the California State Aeronautics Act.² Provisions for creation of *ALUCs* were first established under state law in 1967 (see **Appendix A** for a copy of the current statutes). With limited exceptions, an *ALUC* is required in every county in the state. Furthermore, a compatibility plan is required for each public-use and military airport in the state, even in instances where an *ALUC* is not established.

Many of the procedures that govern how *ALUCs* operate are defined by state law. Statutory provisions in the Public Utilities Code establish the requirements for *ALUC* adoption of compatibility plans, which airports must have these plans, and some of the steps involved in plan adoption. The law also dictates the requirements for airport land use compatibility reviews by the *ALUC*. For example, the law specifies the types of land use and airport-related actions that local jurisdictions must refer for *ALUC* review.

1.2.1 *ALUC Powers and Duties:* Although the law has been amended numerous times since its original adoption, the fundamental purpose of *ALUCs* to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

“...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”³

The compatibility plans that *ALUCs* adopt are the basic tools they use to achieve this purpose. The ultimate objective of *ALUCs*, though, is to ensure that land use actions taken by local agencies also adhere to this purpose.

¹ *Public Utilities Code Section 21670(f).*

² *Public Utilities Code Section 21670 et seq.*

³ *Public Utilities Code Section 21670(a)(2).*

ALUCs pursue this objective by reviewing the general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies for consistency with the policies and criteria in the applicable compatibility plan.

ALUCs also review airport operators' proposed master plans and other airport development plans—such as proposed nonaviation development of airport property that does not directly serve the flying public—to determine if those plans are consistent with the compatibility plan or if modifications should be made to the compatibility plan to reflect current airport planning.

- 1.2.2 *ALUC Limitations:* Two specific limitations on the powers of *ALUCs* are set in the statutes. First, as indicated above, *ALUCs* have no authority over areas “already devoted to incompatible uses.”⁴ The common interpretation of this clause is that *ALUCs* have no jurisdiction over existing land uses even if those uses are incompatible with airport activities. An *ALUC* cannot, for example, require that an existing incompatible use be converted to something compatible.

The second explicit limitation is that *ALUCs* have no “jurisdiction over the operation of any airport.”⁵ This limitation includes anything concerning the configuration of runways and other airport facilities, the types of aircraft operating at the airport, or where they fly.

1.3 AIRPORT LAND USE COMPATIBILITY PLAN REQUIREMENTS

- 1.3.1 *ALUCP Guidelines:* With respect to airport land use compatibility criteria, the statutes say little. Instead, a section of the law enacted in 1994 refers to another document, the *California Airport Land Use Planning Handbook (Handbook)* published by the California Department of Transportation (Caltrans), Division of Aeronautics. Specifically, when preparing compatibility plans for individual airports, designated bodies functioning as *ALUCs* “shall be guided by information”⁶ in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports.

The policies and maps in this *ALUCP* rely upon the guidance provided by the current edition of the *Handbook* (October 2011). The October 2011 edition of the *Handbook* is available for downloading from the Caltrans web site (<https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>).

⁴ *Public Utilities Code Section 21674(a).*

⁵ *Public Utilities Code Section 21674(e).*

⁶ *Public Utilities Code Section 21674.7(a).*

An additional function of the *Handbook* is established elsewhere in California state law. The Public Resources Code creates a tie between the *Handbook* and the California Environmental Quality Act (CEQA). The Public Resources Code requires lead agencies to use the *Handbook* as “a technical resource” when preparing CEQA documents assessing airport-related noise and safety impacts of projects located in the vicinity of airports.⁷

- 1.3.2 *ALUCP Relationship to Airport Master Plans:* *ALUCPs* are distinct from airport master plans, airport layout plans, and other types of airport development plans, but they are closely connected to them. An airport layout plan is a drawing showing existing facilities and planned improvements. Airport master plans primarily address on-airport issues. The purpose of airport master plans is to assess the demand for airport facilities and guide the development necessary to meet those demands. A typical airport master plan includes an airport layout plan drawing, but also provides textual background data, a discussion of forecasts, and an examination of alternatives along with a detailed description of the proposed development. Airport layout plans and airport master plans are prepared for and adopted by the entity that owns and/or operates the airport. Most large, publicly owned airports have an airport master plan, but many smaller or private airports do not.

In contrast to airport layout plans and airport master plans, the focus of which is normally on on-airport concerns, airport land use compatibility plans mostly address off-airport issues. The major purpose of a compatibility plan is to ensure that incompatible development does not occur on lands surrounding the airport. Compatibility plans are required to reflect the planned airport development and anticipated activity at least 20 years into the future. The responsibility for preparation and adoption of compatibility plans lies with each county’s *ALUC*.

The principal connection between the two types of plans stems from the California Public Utilities Code.⁸ The statutes require that *ALUC* plans must be based upon a long-range airport master plan adopted by the airport owner/proprietor or, if such a plan does not exist or is outdated for a particular airport, an airport layout plan may be used with the acceptance of Caltrans.

The connection works in both directions. While a compatibility plan must be based upon an airport master plan, any proposed modification to an airport master plan must be submitted to the *ALUC* to determine whether the proposal is consistent with the compatibility plan.⁹ Provided that the off-airport compatibility implications of the proposed modifications are adequately addressed in the master plan, the outcome of this process usually is that the *ALUCP* will need to be updated to mirror the new master plan.

⁷ *Public Resources Code Section 21096.*

⁸ *Public Utilities Code Section 21675(a).*

⁹ *Public Utilities Code Section 21676(c).*

- 1.3.3 *ALUCP Airport Activity Forecasts*: In addition to the requirement that a compatibility plan be based upon the adopted airport master plan or state-approved airport layout plan, the Public Utilities Code says that a compatibility plan must reflect “the anticipated growth of the airport during at least the next 20 years.”¹⁰ Frequently, unless the master plan is very recent, its forecasts cannot be directly used because they do not cover the requisite 20-year time period. A final forecasting factor, therefore, is one pointed out in the *Handbook*:

“For compatibility planning, however, 20 years may be shortsighted. For most airports, a lifespan of more than 20 years can reasonably be presumed. Moreover, the need to avoid incompatible land use development will exist for as long as an airport exists. Once development occurs near an airport, it is virtually impossible—or, at the very least, costly and time consuming—to modify the land uses to ones that are more compatible with airport activities.” (*Handbook*, p. 3-5.)

Chapters 6 and 7 of this document describe the activity forecasts upon which the individual *ALUCPs* for Angwin Airport-Parrett Field and Napa County Airport are based, respectively.

1.4 *ALUCP* IMPLEMENTATION REQUIREMENTS

- 1.4.1 *Relationship of the ALUC to County and City Governments of Napa County*: The fundamental relationship between the *ALUC* and the governments of Napa County and the cities affected by this *ALUCP* is set by the Public Utilities Code. For the most part, *ALUCs* act independently from the local land use jurisdictions. The *ALUC* is not simply an advisory body for the Board of Supervisors or City Councils in the manner that their respective planning commissions are. Within the bounds defined by state law, the decisions of the *ALUC* are final and are independent of the Napa County Board of Supervisors or City Councils. The *ALUC* does not need county or city approval in order to adopt this *ALUCP* or to carry out *ALUC* land use project review responsibilities. However, the *ALUC* must consult with the involved agencies when establishing Airport Influence Area boundaries.¹¹

The responsibility for implementation of the *ALUC*-adopted *ALUCP* rests with the affected local agencies. In accordance with the Government Code,¹² Napa County and cities affected by the *ALUCP* must each make its general plan and any applicable specific plans consistent with the *ALUCP* policies. Alternatively, local agencies in the county can undertake the series of steps listed in the Public Utilities Code and described later in this chapter to overrule the *ALUC* policies.

¹⁰ *Public Utilities Code Section 21675(a)*.

¹¹ *Public Utilities Code Section 21675(c)*.

¹² *Government Code Section 65302.3*.

The other responsibility of local agencies is to refer their plans and certain other proposed land use actions to the *ALUC* for review so that the *ALUC* can determine whether those actions are consistent with the *ALUCP*. Proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations always must be referred to the *ALUC*. However, Major Land Use Actions, such as those associated with individual development proposals, are subject to *ALUC* review only until such time as the local agency's general plan and specific plans have been made consistent with the *ALUC*'s plan or the local agency has overruled the *ALUC*.

- 1.4.2 *General Plan Consistency:* As noted above, state law requires each local agency having jurisdiction over land uses within an *ALUC*'s planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan.

The local agency must take this action within 180 days of when the *ALUC* adopts or amends its plan.¹³ The only other course of action available to local agencies is to overrule the *ALUC* using the process outlined in the next section.

A general plan does not need to be identical with the *ALUC* plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- It must avoid direct conflicts with compatibility planning criteria.

To achieve consistency with this *ALUCP*, a *Local Agency* can address compatibility planning issues in one, or more of the following ways:

- **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria, associated maps, and procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction's general plan.
- **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross referencing and eliminate conflicts would still be necessary.

¹³ *Government Code Section 65302.3(b).*

- **Adopt the *ALUCP* as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt the relevant portions of the *ALUCP* as a local policy document. Changes to the community’s existing general plan would be minimal. Policy references to the separate *ALUCP* document would need to be added, and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.
- **Adopt an Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt an *ALUCP* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone—flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place.

The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. An outline of topics that could be addressed in an airport combining zone is included in **Appendix E**.

- 1.4.3 *Overruling ALUC Decisions*: If an *ALUC* has determined that a local agency’s general plan is inconsistent with the *ALUCP* and the local agency wishes to adopt the general plan anyway, then it must overrule the *ALUC*. The statutes are explicit in defining the steps involved in the overrule process. This same process also applies if the local agency intends to overrule the *ALUC* with regard to a finding of inconsistency on proposed adoption or approval of a specific plan, zoning ordinance, or building regulation; an individual development proposal for which *ALUC* review is mandatory; or an airport master plan.¹⁴

The steps that a local agency in Napa County must take to overrule the *ALUC* are set by state law and court decisions and are summarized below. Further discussion is contained in the *Handbook*.

¹⁴ *Public Utilities Code Sections 21676(a), (b), and (c)*.

- (a) **Specific Findings by Local Agency**—When overruling the *ALUC*, the local agency must make specific findings that the proposed action is consistent with the purposes of the *ALUC* statutes as set forth in the Public Utilities Code.¹⁵ Such findings may not be adopted as a matter of opinion, but must be supported by substantial evidence. Specifically, the governing body of the local agency must make specific findings that the proposed project will not:
 - Impair the orderly, planned expansion of the airport;
 - Adversely affect the utility or capacity of the airport (such as by reducing instrument approach procedure minimums); or
 - Expose the public to excessive noise and safety hazards.
- (b) **Notification and Voting Requirements**—In accordance with the *ALUC* statutes, the local agency must do all of the following:
 - Provide to the *ALUC* and Caltrans a copy of the proposed decision and findings to overrule the *ALUC* at least 45 days prior to the hearing date.
 - Hold a public hearing on the matter. The public hearing shall be publicly noticed consistent with the agency’s established procedures.
 - Include any comments received from the *ALUC*, Caltrans, the Federal Aviation Administration (FAA), Airport owner, or the public in the public record of any final decision to overrule the *ALUC*.
 - Make a decision to overrule the *ALUC* by a two-thirds vote of its governing body.
- (c) **Liability**—The *ALUC* statutes indicate that if a local agency other than the airport owner overrules the *ALUC*, then the agency owning and operating the airport “shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the local agency’s decision to overrule the *ALUC*’s compatibility determination or recommendation.”¹⁶

1.4.4 *Project Referrals*: In addition to the types of land use actions for which referral to the *ALUC* is mandatory in accordance with state law—adoption or amendment of general plans, specific plans, zoning ordinances, or building codes affecting land within an Airport Influence Area—the Napa County *ALUCP* specifies other Major Land Use Actions that either must or should be submitted for review. These “major land use actions” are defined in **Chapter 2**. Beginning when the *ALUCP* is adopted by the *ALUC* and continuing until such time as local agencies have made the necessary modifications to their general plans, all of these major land use actions must be referred to the *ALUC* for review. After local agencies have made their general plans consistent with the *ALUCP*, the *ALUC* requests that these major land use actions continue to be submitted on a voluntary basis. The project referral procedures must be indicated in the local agency’s general plan or other implementing policy document in order for the general plan to be considered fully consistent with the *ALUCP*.

¹⁵ *Public Utilities Code Section 21670.*

¹⁶ *See Public Utilities Code Sections 21678 and 21675.1(f).*

1.5 COMPATIBILITY PLANNING IN NAPA COUNTY

- 1.5.1 *Napa County ALUC:* The Napa County *ALUC* was established in the 1970s (at that time consisting of the Planning Commission and Airport Advisory Committee). The Napa County *ALUC* operates under the “Designated Body” format described by the *ALUC* statutes.¹⁷ The *ALUC* comprises the five Napa County Planning Commissioners and two at-large members with aviation expertise, which are appointed by the Board of Supervisors.
- 1.5.2 *Airport Plans for Napa County Airports:* Napa County Airport is a public-use reliever airport, whereas Angwin Airport – Parrett Field is a public-use, privately-owned airport. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been taken into account in the preparation of this *ALUCP*. The airport plan status differs for each airport in Napa County.
- (a) **Angwin Airport – Parrett Field:** Angwin Airport – Parrett Field is a privately owned, public-use general aviation facility owned and operated by Pacific Union College (PUC or College). Angwin Airport – Parrett Field does not have a formal master plan. However, Napa County completed a *Master Plan Feasibility and Alternate Site Selection Study—Angwin Airport/Parrett Field* in 2010 that addressed whether the existing airport would meet long-term general aviation needs in the upper Napa Valley and included the development of an Airport Layout Plan (ALP) in late 2009. The college acknowledged in an April 21, 2023, letter that the 2009 ALP is an accurate representation of the airport’s existing conditions. Furthermore, although the college has no existing plans for future development, they concurred that the ultimate conditions shown on the ALP can serve as the basis for the Napa County *ALUCP* future conditions. This ALP was accepted by the Caltrans for compatibility planning purposes in November 2023. The information contained in the 2009 ALP and supplemental data provided by airport personnel serve as the foundation for this *ALUCP*. Detailed background data pertaining to Angwin Airport – Parrett Field is presented in **Chapter 6**.
 - (b) **Napa County Airport:** Napa County Airport is a general aviation facility owned and operated by Napa County. The County adopted a master plan for Napa County Airport in March 2007. Since publication of the master plan, updates have been made to the ALP drawing to reflect recent and newly proposed construction projects. The current ALP was approved by the Federal Aviation Administration (FAA) in May 2016. The information contained on the 2016 ALP, together with supplemental information provided in the 2007 Master Plan and by airport personnel, form the foundation for this Airport Land Use Compatibility Plan (*ALUCP*) for Napa County Airport. The 2016 ALP was approved by the Caltrans for compatibility planning purposes in November 2023. Detailed background data pertaining to Napa County Airport is presented in **Chapter 7**.

¹⁷ See *Public Utilities Code Sections 21670.1(a)*.

- 1.5.3 *ALUCP Development Process:* Major factors in the decision to prepare an updated *ALUCP* were the desire to clarify and enhance the *ALUCP* policies to improve local implementation of the plan by local jurisdictions and to reflect changes in airport operations and fleets and revised guidance from the State. Additionally, the *ALUCP* update needed to reflect the fact that Calistoga Gliderport was no longer in operation by removing all references from the Plan.

As required by California state law, the *Handbook* provides guidance for the compatibility policies set forth in this *ALUCP*. The *Handbook* was used both to structure and define compatibility criteria and to establish the procedures to be followed by the *ALUC* and local agencies in implementation of the criteria.

As noted above, the aeronautical data serving as the foundation of each *ALUCP* in this document are based upon an approved airport master plan or airport layout plan showing existing and proposed airport improvements over the requisite 20-year planning timeframe. With respect to aircraft activity projections, the *ALUCP* again relies upon data obtained from each airport regarding historic, current, and projected operations. The activity forecasts are based on data obtained from current airport master plans and/or airport managers.

Similar to what was done for the 1999 *ALUCP*, a technical advisory committee—this time called a Project Development Team (PDT)—was established specifically for the 2024 *ALUCP* update project. The PDT membership consisted of *ALUC* staff, airport representatives from both Napa County Airport and Angwin Airport – Parrett Field, and planning staffs from Napa County and the cities of Napa and American Canyon. The PDT assisted with providing airport and land use data, reviewing discussion papers and draft materials, and providing technical input for consideration in the administrative draft plan. Additionally, the PDT was charged with keeping their respective local jurisdictions informed of the *ALUCP* update progress.

- 1.5.4 *ALUCP Contents:* This *ALUCP* is organized into seven chapters and a set of appendices. The intent of this introductory chapter is to set the overall context of airport land use compatibility planning in general and for Napa County in particular. The most important components of the plan are found in **Chapters 2 through 5**. **Chapters 2 and 3** present *ALUC* procedural policies and compatibility policies applicable uniformly to each of the addressed airports. **Chapters 4 and 5** contain the airport-specific compatibility maps and criteria for each airport together with individual policies for that airport. **Chapters 6 and 7** present airport and land use background information regarding each of the airports.

Also included in this document are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning. This material is mostly taken from other sources and does not represent *ALUC* policy except where cited as such in **Chapters 2 through 5**—specifically the state *ALUC* statutes and certain other laws (**Appendix A**) and Code of Federal Regulations Part 77 (**Appendix B**).

- 1.5.5 *ALUCP Adoption and Amendment Process*: As noted earlier, although contained within this single volume, this *ALUCP* consists of two separate *ALUCPs*, one for each airport addressed. With the adoption of the *ALUCPs* for Napa County Airport and Angwin Airport – Parrett Field, an Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA). The purpose of each Initial Study was to identify the potential environmental impacts associated with the implementation of the *ALUCP* following adoption. The issues addressed by each Initial Study included those identified in the 2007 California Supreme Court decision in *Muzzy Ranch Company v. Solano County Airport Land Use Commission*, such as an assessment of the potential displacement of future residential and nonresidential land use development.

The Initial Studies, associated Negative Declarations, and Notice of Exemption associated with each *ALUCP* were circulated for a 30-day public review period that extended from [DATE] through [DATE]. Written comments provided on the *ALUCP* and associated CEQA document during this timeframe were used to guide a final set of revisions to this *ALUCP*.

Additionally, two hybrid public workshops on the draft 2024 *ALUCP* were held on November 16, 2023, and December 7, 2023; the first focused on the *ALUCP* for Napa County Airport and the second was more general, providing information on the *ALUCP* for both Napa County Airport and Angwin Airport – Parrett Field. The first workshop was noticed through direct mailings to property owners within areas with more restrictive criteria based on the draft zones. The second workshop was publicized by means of a block advertisement in local papers.

The *ALUC* held a formal public hearing on the draft *ALUCP* on [DATE]. The *ALUC* considered comments offered in writing during the document review phase and at the hearing, then formally adopted the *ALUCP* for each airport. See Attachments A and B for copies of adoption resolutions. The 2024 *ALUCP* replaces the Napa County Airport Land Use Compatibility Plan originally adopted in April 1991 and amended in December 1999.

A copy the Napa County Airport Land Use Compatibility Plan (Adopted [DATE]) and associated CEQA documents are available for review and comment on the Napa County website ([Web Address]).

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Procedural Policies

2.1 DEFINITIONS

The following definitions apply for purposes of the policies set forth in this *Napa Countywide Airport Land Use Compatibility Plan (ALUCP)*. Where these terms apply to the policies appearing in **Chapters 2** through **5**, they are shown in *italics*. General terms pertaining to airport and land use planning are defined in the *Glossary (Appendix G)*.

- 2.1.1 *Actions/Projects/Proposals*: These terms are similar in meaning and all refer to the types of *Airport* and land use planning and development activities (permanent or temporary), either publicly or privately sponsored, that are subject to the provisions of this *ALUCP*. Other terms with similar meaning include *Land Use Actions*, *Airport Actions*, *Major Land Use Actions*, and *Development Actions*.
- 2.1.2 *Aeronautics Act*: Except as indicated otherwise, the article of the California Public Utilities Code (Section 21670 *et seq.*) pertaining to airport land use commissions and airport land use compatibility plans (also known as the *California State Aeronautics Act*).
- 2.1.3 *Airport*: Angwin Airport – Parrett Field, Napa County Airport, or any new public-use or military airport that may be created within Napa County.
- 2.1.4 *Airport Influence Area/Referral Area*: An area, as delineated herein for each *Airport*, in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The *Airport Influence Area* constitutes the *Referral Area* within which certain *Airport Actions* and *Land Use Actions* are subject to *ALUC* review to determine consistency with the policies herein.
- 2.1.5 *Airport Land Use Commission (ALUC)*: The Napa County Airport Land Use Commission or a legally established successor. The *ALUC* membership consists of the five Napa County Planning Commissioners together with two at-large members with aviation expertise, both appointed by the Board of Supervisors.
- 2.1.6 *Airport Land Use Commission (ALUC) Executive Officer*: The *ALUC Executive Officer* of the *ALUC* or a person designated by the *ALUC Executive Officer* with the concurrence of the *ALUC* Chair.

- 2.1.7 *Airport Proximity Disclosure*: A form of buyer awareness documentation required by California state law and applicable to many transactions involving residential real estate, including previously occupied dwellings. The disclosure notifies a prospective purchaser that the property is located in proximity to an *Airport* and may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around the *Airport*. See Policy 3.6.2 for applicability. Also see Policy 2.1.35 for a related buyer awareness tool, *Recorded Overflight Notification*.
- 2.1.8 *Airspace Critical Protection Zone*: The Code of Federal Regulations Title 14 Part 77 (CFR Part 77) primary surface and the area beneath portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface together with the *Airspace High Terrain Zone*. See details in Policy 3.5.1(b).
- 2.1.9 *Airspace High Terrain Zone*: Areas of land in the vicinity of an *Airport* where the ground lies above a CFR Part 77 surface or within 35 feet beneath such surface. See details in Policy 3.5.1(c).
- 2.1.10 *Airspace Protection Surfaces/Maps/Plans/Zones*: Imaginary surfaces in the airspace surrounding an *Airport* defined in accordance with criteria set forth in CFR Part 77.¹⁸ These surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of the associated *Airport*. The *Airspace Protection Surfaces* are depicted in the *Airspace Protection Maps* for each *Airport* addressed by this *ALUCP* and are presented in **Chapters 4 and 5**.
- 2.1.11 *ALUCP/Compatibility Plan*: This document, the *Napa Countywide Airport Land Use Compatibility Plan*, which includes the individual *ALUCPs* for Angwin Airport – Parrett Field and Napa County Airport.
- 2.1.12 *Aviation-Related Use*: Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an *Airport*, heliport, or vertiport. Such uses specifically include, but are not limited to, runways, taxiways, and their associated protection areas defined by the Federal Aviation Administration (FAA), together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc. Hotels or other commercial/industrial facilities on *Airport* property do not qualify as an *Aviation-Related Use*.
- 2.1.13 *Avigation Easement*: An easement that conveys rights associated with aircraft overflight of a property including, but not limited to, creation of noise and limits on the height of structures and trees, etc. (see Policy 3.7.1).
- 2.1.14 *Building Regulations*: Terminology used in state *ALUC* statutes. Also known as “building codes,” a set of rules that specify the standards for constructed objects such as buildings and nonbuilding structures.
- 2.1.15 *Code of Federal Regulations Part 77 (CFR Part 77)*: The part of Federal Aviation Regulations as set forth in Title 14, Code of Federal Regulations, Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace (CFR Part 77)*, that deals with objects affecting navigable airspace in the vicinity of airports. Objects that exceed the CFR Part 77 height limits constitute airspace obstructions (see Section 3.5).

¹⁸ See Policy 2.1.15.

CFR Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the FAA of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace. (See **Appendix B** of this *ALUCP* for the text of CFR Part 77; also see **Appendix G, Glossary**).

- 2.1.16 *Community Noise Equivalent Level (CNEL)*: The noise metric adopted by the State of California for land use planning purposes, including describing *Airport* noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same *CNEL* value (see Section 3.3 for policies regarding maximum acceptable *CNELs* for new development near *Airports*).
- 2.1.17 *Compatibility Zone*: Any of the zones depicted in the *Compatibility Policy Map* for each *Airport* in **Chapters 4** and **5** for the purposes of assessing land use compatibility within an *Airport Influence Area* defined herein (see Policy 3.2.3).
- 2.1.18 *Density*: The number of dwelling units per acre. *Density* is used in this *ALUCP* as the measure by which proposed residential development is evaluated for compliance with noise and safety compatibility criteria (compare *Intensity*). *Density* is calculated on the basis of the overall site size (i.e., total acreage of the site).
- 2.1.19 *Existing Land Use*: A land use that, as of the effective date of this *ALUCP* (see Policy 2.2.4), either physically exists or for which *Local Agency* commitments to the proposal have been obtained, entitling the *Project* to move forward (see Policy 2.7.3).
- 2.1.20 *Existing Nonconforming Use*: An *Existing Land Use* that does not comply with the compatibility criteria set forth in this *ALUCP*. See Policies 2.7.3(c) and 3.7.3 for criteria applicable to *Land Use Actions* involving *Nonconforming Uses*.
- 2.1.21 *Floor Area Ratio (FAR)*: The total floor area of a *Project* in square feet divided by the square footage of the site. For multi-floor buildings, the square footage of all floors is counted. The floor area ratio methodology is intended as an aid in calculating the usage *Intensity* of nonresidential uses, as indicated in Policy 3.4.3(a).
- 2.1.22 *Handbook*: The *California Airport Land Use Planning Handbook (Handbook)* published by California Department of Transportation (Caltrans), Division of Aeronautics ¹⁹. The *Handbook* provides guidance to *ALUCs* for the preparation, adoption, and amendment of *ALUCPs*.
- 2.1.23 *Infill*: Development of vacant or underutilized land (e.g., redevelopment or expansion of existing facilities) within areas that are already largely developed or used more intensively. See Policy 3.7.2 for criteria used to identify *Infill* areas for the purposes of this *ALUCP*.
- 2.1.24 *Intensity*: The number of people per acre. *Intensity* is used in this *ALUCP* as the measure by which most proposed nonresidential development is evaluated for compliance with safety compatibility criteria (compare *Density*). Sitewide average *Intensity* is calculated on the basis of the overall site size (i.e., total acreage of the site).

¹⁹ As of the adoption date of this *ALUCP*, the latest edition of the *Handbook* is the October 2011 edition.

- 2.1.25 *Local Agency*: Any county, city, or other local governmental entity, such as a special district, school district, or community college district—including any future city or district—having any jurisdictional territory lying within an *Airport Influence Area* as defined herein for the *Airports* covered by this *ALUCP*. These entities are subject to the provisions of this *ALUCP* (see Policy 2.2.6).
- 2.1.26 *Major Land Use Action*: *Actions* related to proposed land uses for which compatibility with *Airport* activity is a particular concern, but for which *ALUC* review is not always mandatory under state law. These types of *Actions* are listed in Policy 2.5.2.
- 2.1.27 *Mandatory Land Use Action*: *Actions* that require mandatory review by the *ALUC*. Pursuant to State law, these types of *Actions* include General Plan Amendments, Zoning Amendments, Specific Plans, Special District Facility Master Plans, Building Code changes, and airport planning projects (i.e., Airport Master Plans). A complete list of these types of *Actions* is located in Policy 2.4.1.
- 2.1.28 *Minor Land Use Actions*: *Actions* that involve a discretionary entitlement but are not defined as a *Mandatory* or *Major Land Use Action*. These types of *Actions* do not require *ALUC* review unless submitted to the *ALUC* on a voluntary basis as indicated in Policy 2.6.1(b).
- 2.1.29 *Noise Impact Area*: The area within which the noise impacts (measured in terms of *CNEL*) generated by an *Airport* may represent a land use compatibility concern. The noise impact areas for Angwin Airport – Parrett Field and Napa County Airport are presented in **Chapters 4 and 5**, respectively.
- 2.1.30 *Noise-Sensitive Land Uses*: Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise sensitive land uses include, but are not limited to: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.
- 2.1.31 *Object Free Area (OFA)*: An area on the ground surrounding an airport runway within which the FAA prohibits all objects except certain ones necessary for aircraft navigation or maneuvering. The *OFA* dimensions to be applied for the purposes of this *ALUCP* are as established by the FAA.
- 2.1.32 *Occupancy Load Factor*: The average number of square feet of building floor area occupied per person under typical peak-period usage. These numbers are used in **Exhibit 4-1** and **Exhibit 5-1** to aid in determining the *Intensity* of various land uses.
- 2.1.33 *Overrule*: An *Action* that a *Local Agency* can take in accordance with provisions of state law if the *Local Agency* wishes to proceed with an *Action*²⁰ in spite of an *ALUC* finding that the *Action* is inconsistent with this *ALUCP*. See Section 2.12 for the process required to *Overrule* the *ALUC*.
- 2.1.34 *Reconstruction*: The rebuilding of an *Existing Nonconforming* structure that has been fully or partially destroyed as a result of a calamity (not planned *Redevelopment*). See Policy 3.7.4.

²⁰ *Public Utilities Code Sections 21676(a), (b), and (c); and 21676.5(a).*

- 2.1.35 *Recorded Overflight Notification*: A form of buyer awareness documentation recorded in the chain of title of a property stating that the property may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around a nearby airport. Unlike an *Avigation Easement* (see Policy 2.1.13), a *Recorded Overflight Notification* does not convey property rights from the property owner to the *Airport* and does not restrict the height of objects. See Policy 3.6.1 for applicability. Also see Policy 3.6.2 for a related buyer awareness tool, *Airport Proximity Disclosure*.
- 2.1.36 *Redevelopment*: Any new construction that replaces the existing structures or use of a site, particularly at a *Density* or *Intensity* greater than that of the *Existing Land Use*. *Redevelopment Projects* are subject to the provisions of this *ALUCP* to the same extent as other forms of proposed development. *Redevelopment* differs from *Reconstruction* that is not subject to this *ALUCP* (see Policy 2.1.34).
- 2.1.37 *Risk-Sensitive Land Uses*: Land uses that represent special safety concerns irrespective of the number of people associated with the use (see Policy 3.4.9), specifically uses with vulnerable occupants, hazardous materials storage, or critical community infrastructure.
- 2.1.38 *Vertiport/Vertistop*: A facility intended to accommodate one or more landing pads and parking stalls for vertical take-off and land (VTOL) aircraft.
- 2.1.39 *Wildlife Attractant*: Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain potentially hazardous wildlife within the approach or departure airspace or an *Airport's* air operations area.
- 2.1.40 *Wildlife Hazard*: A land use feature and location that creates the potential to attract wildlife that may collide with aircraft or cause aircraft damage, injuries to passersby, or loss of human life.
- 2.1.41 *Wildlife Hazard Critical Zone*: The recommended separation area between air operations areas and potential wildlife hazard attractants as defined in the *ALUCP* based on airport-specific conditions and FAA guidance (see Policy 3.5.3).

2.2 GENERAL APPLICABILITY

- 2.2.1 *Napa County ALUC*: The five Napa County Planning Commissioners together with two at-large members with aviation expertise, both appointed by the Board of Supervisors, serve as the Napa County Airport Land Use Commission.
- 2.2.2 *ALUCPs for Individual Airports in Napa County*: With limited exceptions, California law requires an *ALUCP* for each public-use and military airport in the state. This document, the *Napa Countywide Airport Land Use Compatibility Plan (ALUCP)*, contains the individual *ALUCPs* for the two existing public-use *Airports* located in Napa County.
- (a) The two public-use general aviation airports covered by this *ALUCP* are:
 - (1) Angwin Airport – Parrett Field, privately owned and operated by Pacific Union College.
 - (2) Napa County Airport, owned by Napa County and operated by the County's Department of Public Works.

- (b) The policies in this document are divided into four chapters. The policies in **Chapters 2 and 3** together with the respective airport-specific policies in **Chapters 4 and 5** comprise the *ALUCP* for each *Airport*.
 - (1) **Chapter 2** prescribes the procedures that the *ALUC* and *Local Agencies* within Napa County will follow in addressing airport land use compatibility matters.
 - (2) **Chapter 3** contains compatibility criteria and policies applicable uniformly to both *Airports*.
 - (3) **Chapter 4** provides airport-specific land use compatibility policies for Angwin Airport – Parrett Field. The policies in this chapter consist of two maps plus compatibility criteria unique to the airport.
 - (4) **Chapter 5** provides airport-specific land use compatibility policies for Napa County Airport. The policies in this chapter consist of two maps plus compatibility criteria unique to the airport.
 - (c) This *ALUCP* also provides procedures by which the *ALUC* shall review proposals for new airports, heliports, or vertiports (see Sections 2.11 and 3.9).
 - (d) There are no military airports in Napa County.
- 2.2.3 *Basic Purpose:* The basic purpose of this *ALUCP* is to establish procedures and criteria applicable to airport land use planning in the vicinity of the airports under jurisdiction of the *ALUC*. The *ALUCP* is prepared in accordance with the requirements of the *Aeronautics Act* and guidance provided in the *Handbook* published by the California Department of Transportation (Caltrans) Division of Aeronautics in October 2011.²¹
- 2.2.4 *Effective Date:* The policies herein are effective as of the date that the *ALUC* adopts the *ALUCP* for each *Airport*.
- (a) The effective date of the respective *ALUCP* for each *Airport* is:
 - (1) **Chapters 2, 3, and 4** for Angwin Airport – Parrett Field: [month/date], 2024.
 - (2) **Chapters 2, 3, and 5** for Napa County Airport: [month/date], 2024.
 - (b) The previous *ALUCPs* for the two *Airports* addressed by this *ALUCP* were contained in the document entitled *Napa County Airport Land Use Commission Airport Land Use Compatibility Plan*, which was adopted by the *ALUC* on April 22, 1991, and revised on December 15, 1999 (1999 *ALUCP*).
 - (1) The 1999 *ALUCP* for each *Airport* shall remain in effect until the *ALUC* adopts the respective *ALUCP* for each *Airport* contained in this document.
 - (2) If the *ALUCP* for one or more individual *Airports* should be invalidated by court action, the preceding plan for the affected *Airport(s)* shall again become effective. The *ALUCP* for each unaffected *Airport*, as contained within this document, shall remain in effect.
 - (3) The Calistoga Gliderport, policies for which are also contained in the 1999 *ALUCP*, is no longer in operation and thus neither the former *ALUCP* nor the policies in this document are applicable.

²¹ *Public Utilities Code Section 21670 et seq.*

- (c) Any *Project* or phase of a *Project* that has received *Local Agency* approvals sufficient to qualify it as an *Existing Land Use* (see Policies 2.1.19 and 2.7.3) prior to the date of the *ALUC*'s adoption of the respective *ALUCP* shall not be required to comply with the policies herein. Rather, the policies of the 1999 *ALUCP* shall apply.

2.2.5 *Use by ALUC:* The *ALUC* shall:

- (a) Formally adopt this *ALUCP*²² and amend it as necessary to reflect current *Airport* plans.²³
- (b) When a *Land Use Action* or *Airport Action* is referred for review as provided by Sections 2.4 and 2.5, make a determination as to whether such *Action* is consistent with the criteria set forth in this *ALUCP*.

2.2.6 *Use by Affected Local Agencies:*

- (a) The policies of this *ALUCP* shall apply to each of the following affected *Local Agencies* (see Policy 2.1.25) in Napa County having jurisdiction over lands within all or parts of an *Airport Influence Area* defined by this *ALUCP*, specifically:
 - (1) The County of Napa.
 - (2) The City of Napa.
 - (3) The City of American Canyon.
 - (4) Any future city within Napa County that may be incorporated and have territory within an *Airport Influence Area*.
 - (5) Any existing or future special districts, school districts, or community college districts within Napa County to the extent that the district boundaries extend into an *Airport Influence Area*.
- (b) The County of Napa, each of the affected cities, and any future city shall:
 - (1) Modify its respective general plan, applicable specific plan(s), zoning ordinance and building regulations to be consistent with the policies in the *ALUCP*.²⁴
 - (2) Utilize the *ALUCP*, either directly or as reflected in the appropriately modified general plan, specific plan, and zoning ordinance, when making planning decisions regarding proposed development of lands with an *Airport Influence Area*.
 - (3) Refer proposed *Land Use Actions* for review by the *ALUC* as specified by Policies 2.4.1 and 2.5.1 herein.

²² In accordance with Public Utilities Code Section 21674(c).

²³ In accordance with Public Utilities Code Section 21675(a).

²⁴ Public Utilities Code Section 21676(a) specifically requires general plan consistency. Because specific plans and zoning ordinances are also subject to *ALUC* review, the consistency requirement also extends to them. Also, Government Code Section 65302.3(a) requires that "The general plan, and any applicable specific plan, shall be amended, as necessary, within 180 days of any amendment to the plan required under Section 21675 of the Public Utilities Code." Discussion regarding practical aspects of this time limit can be found in the 2011 Caltrans Handbook on page 6-2.

- (c) As owners of a public-use *Airport*, Pacific Union College and the County of Napa shall refer proposed airport master plans, airport layout plans, and other airport improvement plans for their respective airports to the *ALUC* for review (see Policy 2.4.1(b)).
 - (d) Special districts, school districts, and community college districts shall:
 - (1) Apply the policies of this *ALUCP* when creating facility master plans and making other planning decisions regarding the proposed development of lands under their control with an *Airport Influence Area*.
 - (2) Refer proposed *Land Use Actions* for review by the *ALUC* as specified by Policies 2.4.1 and 2.5.1 herein.
 - (e) Entities proposing construction of a new public or private airport, heliport, or vertiport for which a State Airport Permit is required must submit the proposed plans to the *ALUC* for land use compatibility review (see Policy 2.4.1(b)(3)).²⁵
 - (f) All affected *Local Agencies* preparing an environmental document for any project within an *Airport Influence Area* shall address the compatibility criteria contained in this *ALUCP* in addition to referencing guidance from the *Handbook*.²⁶
- 2.2.7 *Fees*: Fees shall be established by the *ALUC* for the purpose of defraying costs of providing *ALUC* services. Any fees established by the *ALUC* may be reviewed annually by the *ALUC* or upon recommendation of the *ALUC Executive Officer* and adjusted as necessary. Projects subject to *ALUC* review shall be assessed per the current *ALUC* fee schedule.²⁷
- 2.2.8 *Examples*: Where an example is used in this *ALUCP*, such example or examples are provided for purposes of illustration only and any such example or set of examples are not intended nor shall such be construed as an exhaustive list of the subject matter to which it corresponds.
- 2.2.9 *Inter-Agency Coordination in Napa County*: The *ALUC* encourages the *Local Agencies* in Napa County to coordinate with each other on airport land use compatibility matters. Specifically:
- (a) Each entity owning an *Airport* in Napa County is advised to notify the *ALUC* and affected *Local Agencies* in Napa County when preparing or amending *Airport* plans and development activities.

²⁵ Required by Public Utilities Code Sections 21661.5, 21664.5, and 21676(c) and California Code of Regulations Title 21 Sections 3525 et seq. This requirement applies to special-use airports and heliports such as hospital heliports. Agricultural airports, most personal-use airports in unincorporated areas, and certain other airports are exempt as specified in Code of Regulations Section 3533. The code defines a special-use airport or heliport as one that is “not open to the general public, access to which is controlled by the owner in support of commercial activities, public service operations and/or personal use.” A personal-use airport or heliport is one that is “limited to the noncommercial activities of an individual owner or family and occasional invited guests.”

²⁶ The California Environmental Quality Act (CEQA) requires environmental documents for projects situated within an *Airport Influence Area* to evaluate whether the project would expose people residing or working in the project area to excessive levels of airport-related noise or to airport-related safety hazards (Public Resources Code Section 21096). In the preparation of such environmental documents, the law specifically requires that the California Airport Land Use Planning Handbook published by the California Division of Aeronautics be utilized as a technical resource.

²⁷ Public Utilities Code Section 21671.5(f) allows for *ALUCs* to charge fees for project reviews. Resolution No. 21-45, which was passed on December 1, 2021, updates the fee schedule for the Napa County Airport Land Use Commission originally approved by Resolution No. 2019-70.

- (b) The *Local Agencies* in Napa County are advised to notify the *ALUC* and the entity owning an affected *Airport* regarding *Land Use Actions* that may impact *Airport* operations.
- (c) The *ALUC* shall notify the affected *Local Agencies* in Napa County when updating the *ALUCP*.

2.3 GEOGRAPHIC SCOPE

2.3.1 *Airport Influence Area*: The influence area of each *Airport* established by this *ALUCP* encompasses all lands on which the uses could be negatively affected by current or future aircraft operations at the *Airport* as well as lands on which the uses could negatively affect *Airport* usage and thus necessitate restriction on those uses.²⁸

- (a) In delineating the *Airport Influence Area* for each *Airport*, the geographic extents of four types of compatibility concerns are considered. The *Compatibility Zones* depicted in the *Compatibility Policy Maps* presented in **Chapters 4 and 5** for Angwin Airport – Parrett Field and Napa County Airport, respectively, consider all four compatibility factors in a composite manner.
 - (1) Noise: Locations exposed to potentially disruptive levels of aircraft noise.
 - (2) Safety: Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.
 - (3) Airspace Protection: Places where height and various other land use characteristics need to be restricted in order to prevent creation of physical, visual, or electronic hazards to flight within the airspace required for operation of aircraft to and from the *Airport*.
 - (4) Overflight: Locations where aircraft overflying can be intrusive and annoying to many people.
- (b) Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed herein and are not factors that the *ALUC* shall consider in reviewing land use projects.

2.3.2 *Airport Growth Assumptions*: The *Airport Influence Area* for each *Airport* covered by this *ALUCP* reflects the existing configuration of the *Airport*, planned airfield improvements, and projected aircraft activity covering the requisite 20-year planning horizon.²⁹ **Chapters 6 and 7** document the aeronautical assumptions for each *Airport* upon which this *ALUCP* is based.

2.3.3 *Referral Areas*: The *Airport Influence Area* for each *Airport* covered by this *ALUCP* constitutes the *Referral Area* within which certain *Land Use Actions* and *Airport Actions* are subject to *ALUC* review to determine consistency with the *ALUCP*. See Sections 2.4 and 2.5 for the types of *Actions* subject to *ALUC* review.

²⁸ The basis for delineating the *Airport Influence Area* is set by state law in Business and Professions Code Section 11010.

²⁹ Public Utilities Code Section 21675(a).

2.4 ACTIONS ALWAYS SUBJECT TO *ALUC* REVIEW

2.4.1 *Mandatory Referral of Local Agency Actions:* Prior to approving the types of *Actions* indicated in Paragraphs (a) and (b), the *Local Agency* always must refer the *Action* to the *ALUC* for determination of consistency with this *ALUCP*.³⁰

(a) *Land Use Actions* always requiring *ALUC* review include:

- (1) *Local Agency* adoption or approval of any new general plan, specific plan, or facility master plan, or any amendment thereto, that affects lands within an *Airport Influence Area*.
- (2) *Local Agency* adoption or approval of a zoning ordinance or building regulation, including any proposed change or variance to any such ordinance or regulation, that (1) affects land within an *Airport Influence Area* and (2) involves the types of airport impact concerns listed in Policy 2.3.1(a).
- (3) Amendments to general plans, specific plans, zoning ordinance, or building regulation that affect lands within an *Airport Influence Area*. The *ALUC Executive Officer* is authorized on behalf of the *ALUC* to provide comments on *Land Use Actions* involving parcel-specific amendments (e.g., zoning variance associated with a development proposal).
- (4) *Land Use Actions* for which a Special Conditions Exception is being sought under Policy 3.2.4.

(b) *Airport Actions* always requiring *ALUC* review:

- (1) Adoption or modification of a master plan (see Sections 2.11 and 3.8).³¹
- (2) Any proposal for “expansion” of an *Airport* covered by this *ALUCP* if such expansion will require an amended Airport Permit from the State of California (see Sections 2.11 and 3.8). As used in the statutes, “expansion” primarily includes construction of a new runway, extension or realignment of an existing runway, or related acquisition of land.³²
- (3) Any proposal for a new airport, heliport, or vertiport, whether for public use, special use, or personal use, must be submitted for *ALUC* review if the facility requires a State Airport Permit (see Sections 2.11 and 3.9).³³

³⁰ *Public Utilities Code Section 21676(b).*

³¹ *Public Utilities Code Section 21676(c).*

³² *Public Utilities Code Section 21664.5 defines “airport expansion” as being “construction of a new runway,” “extension or realignment of an existing runway,” “acquisition of clear zones [runway protection zones] or of any interest in land for the purpose of [either of the above],” or “any other expansion of the airport’s physical facilities for the purpose of accomplishing or which are related to the purpose of [any of the above].”*

³³ *See Footnote 25.*

2.5 ACTIONS SUBJECT TO *ALUC* REVIEW BEFORE LOCAL AGENCY ATTAINS GENERAL PLAN CONSISTENCY

- 2.5.1 *Interim Mandatory Referral of Major Land Use Actions:* Before a *Local Agency* either makes its general plan, specific plans, zoning ordinance, or district facilities master plan consistent with the *ALUCP* or *Overrules* the *ALUC's* adoption of the *ALUCP* or consistency determination on a *Land Use Action* for which referral to the *ALUC* is required as enabled by law, the *Local Agency* must refer all *Major Land Use Actions* (see list in Policy 2.5.2) to the *ALUC* for review.
- 2.5.2 *Major Land Use Actions:* Under the conditions indicated in Policy 2.5.1, state law allows *ALUCs* to require *Local Agencies* to refer all actions, regulations, and permits involving land within an *Airport Influence Area* to the *ALUC* for review.³⁴ Rather than reviewing “all actions, regulations, and permits,” the *ALUC* has opted only to review a select list of *Major Land Use Actions*:
- (a) Any of the following types of *Land Use Actions* proposed for land within *Compatibility Zones A, B, C, D1 and D2* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, C, D1 and D2* for Napa County Airport:
 - (1) Expansion of the sphere of influence of a city or special district.
 - (2) Pre-zoning associated with future annexation of land to a city.
 - (3) Infrastructure or other capital improvements (e.g., water, sewer, or roads) that would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.
 - (4) Land acquisition by a *Local Agency* for any building intended to accommodate the public (e.g., a school or hospital).
 - (5) Development agreements or amendments to such agreements if they involve 1) lands within said *Compatibility Zones* and 2) the types of airport impact concerns listed in Policy 2.3.1(a).
 - (6) Nonaviation use of land within *Compatibility Zone A* (see Policy 2.1.12 for definition of an *Aviation-Related Use*).
 - (7) Residential development, including land divisions, consisting of 5 or more dwelling units or parcels.
 - (8) Nonresidential development having a building floor area of 10,000 square feet or greater.
 - (9) Development of a *Project* (permanent or temporary) expected to attract a congregation of people (including employees, customers/visitors) to outdoor activities at the project site.

³⁴ *Public Utilities Code Section 21676.5(a).*

For the purposes of this policy, a congregation of people is deemed to occur if, during a typical busy period, there would be more people present on the site than the number of people indicated as the maximum sitewide average intensity (people/acre) established for each *Compatibility Zone* at each *Airport* (see Basic Compatibility Criteria **Exhibit 4-1** and **Exhibit 5-1**). *Redevelopment* (see Policy 2.1.36) if the *Project* is of a type listed in Paragraphs (1) through (9) of this policy.

- (10) *Infill* development proposed for an individual site not previously approved by the *ALUC* (see Policy 3.7.2(d).
- (b) Any of the following types of *Land Use Actions* proposed for land anywhere within an *Airport Influence Area*:
 - (1) Objects (including buildings, antennas, and other structures) that receive a determination of anything other than “not a hazard to air navigation” by the Federal Aviation Administration in accordance with *CFR Part 77* of the Federal Aviation Regulations (see **Appendix B**).
 - (2) Objects having the potential to create a physical airspace hazard (heights listed below are not absolute limitations, they are only thresholds for review) including:
 - Any object within *Compatibility Zone A* or the *Airspace Critical Protection Zone* for either *Airport*;
 - An object having a height of more than 35 feet within the *Airspace High Terrain Zone* for either *Airport*; or
 - An object having a height of more than 150 feet within the *CFR Part 77* airspace protection surfaces lying outside of the *Airspace Critical Protection Zone* for either *Airport*.
 - (3) *Projects* having the potential to create electrical or visual hazards to aircraft in flight, including:
 - Electrical interference with radio communications or navigational signals;
 - Lighting that could be mistaken for *Airport* lighting;
 - Glare in the eyes of pilots of aircraft using an *Airport*; and
 - Impaired visibility (such as from sources of dust, steam, or smoke) near an *Airport*.
 - (4) *Projects* having the potential to create a thermal plume extending to an altitude where aircraft fly.
 - (5) *Projects* having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of an *Airport* or protected airspace in the *Airport* vicinity and plans having the potential to foster such conditions. Examples of proposed land use *Projects* or *Project* features that are attractive to potentially hazardous wildlife are identified in Policy 3.5.3.

- (c) Any proposed nonaviation development of *Airport* property if such development has not previously been included in an airport master plan or community general plan reviewed by the *ALUC* (see Policy 2.1.12 for definition of *Aviation-Related Use*).
- (d) Any proposed construction or alteration of an object resulting in a height of greater than 200 feet above ground level regardless of location within Napa County.³⁵
- (e) Any other proposed *Land Use Action* or *Airport Action* not listed above as a *Major Land Use Action* which, as determined by the *Local Agency*, involves a question of compatibility with *Airport* activities (e.g., a design review).

2.6 REFERRAL PROCESS AFTER LOCAL AGENCY ATTAINS GENERAL PLAN CONSISTENCY

2.6.1 *Voluntary Referral of Major Land Use Actions:* After a *Local Agency* has revised its general plan, specific plans, zoning ordinance, or facilities master plan to be consistent with this *ALUCP* or has *Overruled* the *ALUC*, referral of *Major Land Use Actions* for *ALUC* review is voluntary.³⁶

- (a) The scope or character of certain *Major Land Use Actions*, as listed above in Policy 2.5.2, is such that their compatibility with *Airport* activity is a potential concern. Even though these *Major Land Use Actions* may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, the *ALUC* requests *Local Agencies* to continue to voluntarily refer *Major Land Use Actions* as listed in Policy 2.5.2 for informal review and comment. *ALUC* review of these types of *Projects* can serve to enhance their compatibility with *Airport* activity.
- (b) *Minor Land Use Actions* that are discretionary but not included on the *Major Land Use Actions* list may also be referred on a voluntary basis.
- (c) The *ALUC Executive Officer* is authorized on behalf of the *ALUC* to provide comments on all *Actions* referred to the *ALUC* on a voluntary basis. The *ALUC Executive Officer* has the right to refer voluntary submittals to the *ALUC* for comment.

³⁵ *Project proponents are responsible for also notifying the FAA regarding these proposals. See Policy 3.5.5(b).*

³⁶ *Once a Local Agency either makes its general plan, specific plans, zoning ordinance or facilities master plan consistent with the ALUCP or Overrules the ALUC as enabled by law, the ALUC no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the ALUC and the Local Agency can agree that the ALUC should continue to receive, review, and comment upon individual Projects.*

- (d) Because *ALUC* reviews of *Actions* referred on a voluntary basis do not represent formal consistency determinations, as is the case with *Actions* referred under Policies 2.4.1 and 2.5.1, *Local Agencies* are not required to adhere to the overruling process if they elect to approve a *Project* without incorporating design changes or conditions recommended by the *ALUC* or *ALUC Executive Officer*.

2.6.2 *Submittal of Environmental Documents:* The *ALUC* does not have a formal responsibility to review the environmental document associated with *Land Use Actions* or *Airport Actions* referred to it for review.

- (a) Nevertheless, the *ALUC* authorizes the *ALUC Executive Officer* to provide comments on environmental documents submitted to the *ALUC* for comment.
- (b) If an environmental document has been prepared at the time that a *Land Use Action* or *Airport Action* is referred for review and the document contains information pertinent to the review, then a copy should be included with the referral (see Policy 2.9.1).

2.7 LIMITATIONS OF THIS *ALUCP*

2.7.1 *Airport Operations:* In general, neither the *ALUC* nor this *ALUCP* have authority over the planning and design of on-airport facilities or over *Airport* operations, including where and when aircraft fly, the types of aircraft flown, and other aspects of aviation.³⁷ Exceptions to this limitation are as follows:

- (a) In accordance with state law, *ALUC* review is required for airport master plans and certain development plans to the extent that future *Aviation-Related Uses* (see Policy 2.1.12), facilities, or activities could have off-airport land use compatibility implications (see Policy 2.4.1(b)).³⁸
- (b) Nonaviation development of *Airport* property is subject to *ALUC* review in the same manner that *ALUC* review is required for *Land Use Development Actions* off *Airport* property (see Policy 2.5.2(c)). The review may take place as part of an airport master plan or on an individual development project basis (see Policy 2.4.1(b)).

2.7.2 *Federal, State, and Tribal Entities:* Lands controlled (i.e., owned, leased, or in trust) by federal or state agencies or by Native American tribes are not subject to the provisions of the state *ALUC* statutes or this *ALUCP*. However, the compatibility criteria included herein are intended as recommendations to these agencies.

2.7.3 *Existing Land Uses:* The policies of this *ALUCP* do not apply to *Existing Land Uses*.³⁹ A land use is considered to be “existing” if it physically exists or when one or more of the below conditions has been met prior to the effective date (see Policy 2.2.4) of this *ALUCP*.

³⁷ This is an explicit limitation of state law under Public Utilities Code Section 21674(e).

³⁸ Public Utilities Code Sections 21676(c) and 21664.5.

³⁹ This is an explicit limitation of Public Utilities Code Sections 21670(a) and 21674(a).

- (a) **Qualifying Criteria:** An *Existing Land Use* is one that either physically exists or for which *Local Agency* commitments to the proposal have been obtained in one or more of the following manners and is considered by the *ALUC* to have a vested right:⁴⁰
- (1) A valid building permit has been issued and not yet expired or a Use Determination has been made by the County or City, as applicable;⁴¹
 - (2) A use permit (e.g., conditional use permit) has been approved and not yet expired;
 - (3) Other discretionary entitlement has been approved and not yet expired, including the following:⁴²
 - A tentative parcel, large lot, or subdivision map;
 - A vesting tentative parcel or subdivision map;
 - A development agreement; or
 - A recorded final subdivision map.
- (b) **Expiration of *Local Agency* Commitment:** If a *Local Agency*'s commitment to a development proposal, as set forth in Paragraph (a) of this policy, expires, the proposal will no longer qualify as an *Existing Land Use*. As such, the proposal shall be subject to the policies of this *ALUCP*.
- (1) Filing of a new or revised version of any of the approval documents listed in Paragraph (a) of this policy means that the use no longer qualifies as an *Existing Land Use* and, therefore, is subject to *ALUC* review in accordance with the policies of Sections 2.4 and 2.5.
 - (2) However, if the *Local Agency* extends the commitment prior to its expiration and without making substantive changes to the commitment, then the status of the proposal as an *Existing Land Use* shall remain in effect. Refer to Policy 2.10.6 for a list of *Actions* that qualify as substantive changes.
- (c) ***Existing Nonconforming Uses:*** Pre-existing lots or structures that were legally created or built but would now be prohibited or restricted under this *ALUCP* are called "legal nonconforming uses." The *ALUC* has no ability to reduce or remove *Nonconforming* or otherwise incompatible *Existing Land Uses* from the *Airport* environs. Further, this *ALUCP* is not intended to compel *Local Agency* action to reduce or remove nonconforming or otherwise incompatible *Existing Land Uses* from the *Airport* environs.
- (1) Proposed changes to uses within existing structures are not subject to *ALUC* review unless the changes would require a use permit or other form of approval from the *Local Agency* and result in an increased nonconformity with the compatibility criteria (see Policy 3.7.3). Refer to Policy 2.10.6 for a list of *Actions* that qualify as substantive changes.

⁴⁰ *Vested means "the irrevocable right to complete construction notwithstanding an intervening change in the law that would otherwise preclude it."* ([*McCarthy v. California Tahoe Regional Planning Agency*, (1982) 129 Cal.App.3d 222, 230 (1982.)]).

⁴¹ *A Use Determination recognizes existing entitlements, including the type of permit obtained. It does not confer any property rights.*

⁴² *According to the California Supreme Court, the right to develop becomes vested when all discretionary approvals for a project have been obtained and only ministerial (administrative) approvals remain [AVCO Community Developers, Inc. v. South Coast Commission, 17 Cal.3d 785, 791 (1976)]. Determination of what is a ministerial action varies by Local Agency.*

- (2) Proposed *Redevelopment* (see definition in Policy 2.1.36) is, however, subject to *ALUC* review and conformance with the same compatibility criteria as new development.
 - (d) Determination: The *ALUC* shall make the determination as to whether a specific *Project* meets the qualifying criteria set forth in Paragraph (a) of this policy. Once the *ALUC* finds that a *Local Agency's* general plan is consistent with the *ALUCP*, this determination shall be made by the *Local Agency*.
- 2.7.4 *Development by Right*: This *ALUCP* acknowledges that certain types of development are allowed by right under state law and, therefore, are not subject to this *ALUCP* under the following conditions:
- (a) Except within *Compatibility Zone A*, the following uses are permitted by right:
 - (1) Construction of a single-family home on a legal lot of record as of the effective date of this *ALUCP* if the use is permitted by local land use regulations.
 - (2) Construction of no more than two residential units on a parcel within a single-family residential zone as defined by state law and local regulations.⁴³
 - (3) Construction of a single accessory dwelling unit on a legal lot of record in an area zoned for single-family residential, multifamily, or mixed-use as defined by state law and local regulations.⁴⁴
 - (4) Construction of a single junior accessory dwelling unit on a legal lot of record in an area zoned for single-family residential as defined by state law and local regulations.⁴⁵
 - (5) Construction or establishment of a family day care home serving 14 or fewer children either in an existing dwelling or in a new dwelling permitted by the policies of this *ALUCP*.⁴⁶
 - (6) One caretaker unit is allowed on a property where the principal use is nonresidential (e.g., a mini-storage facility).

⁴³ *Government Code, Section 65852.21. This law implements Senate Bill (SB9) and allows for the creation of up to two residential units on a parcel within a single-family residential zone as a ministerial action, if the proposed housing development meets certain qualifications (e.g., located within a city or urban area). A Local Agency may not preclude the development of up to two units on a residentially zoned parcel or physically limit either of the two units to a size of less than 800 square feet.*

⁴⁴ *Government Code, Section 66333. The law allows for the creation of accessory dwelling units (ADUs) in areas zoned for single-family residential, multifamily residential, or mixed-use. The law allows a Local Agency to impose conditions, such as a maximum square footage, on attached or detached ADUs. In accordance with the provisions of Section 65852.21, a Local Agency is not obligated to allow an accessory dwelling unit or a junior accessory dwelling unit on parcels where the property owner is using the provisions of that Section.*

⁴⁵ *Government Code, Section 66314. The law defines a junior accessory dwelling unit as a unit that is no more than 500 square feet in size and contained entirely within a single-family residence, including an attached garage. In accordance with the provisions of Section 65852.21, a Local Agency is not obligated to allow an accessory dwelling unit or a junior accessory dwelling unit on parcels where the property owner is using the provisions of that Section.*

⁴⁶ *Health and Safety Code, Sections 1597.42, 1597.43, and 1597.465 (definitions). The law states that family day care homes operated under the standards of state law constitute accessory uses of residentially zoned and occupied properties and do not fundamentally alter the nature of the underlying residential uses.*

- (b) Except within *Compatibility Zones A* and *B* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, and B3* for Napa County Airport, farmworker housing is permitted where allowed by state law and local regulations.⁴⁷
- (c) Except within *Compatibility Zones A, B, C, and D1* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, C, and D1* for Napa County Airport, affordable housing developments in commercial zones or mixed-income housing developments along commercial corridors as defined by state law and local regulations.⁴⁸
- (d) Lot line adjustments, provided that new developable parcels would not be created and the resulting *Density* or *Intensity* of the affected property would not exceed the applicable *Density* or *Intensity* limits indicated in the *Basic Compatibility Criteria* tables for each *Airport*.⁴⁹

2.8 GENERAL ALUC REVIEW PROCESS

2.8.1 *Timing of Referral:* The precise timing of the *ALUC*'s or *ALUC Executive Officer's* review of a proposed *Land Use Planning Action*, *Major Land Use Action*, or *Airport Action* may vary depending upon the nature of the specific *Project*.

- (a) Referrals to the *ALUC* should be made at the earliest reasonable point in time so that the *ALUC's* review can be duly considered by the *Local Agency* prior to when the agency formalizes its *Actions*. Depending upon the type of *Action* and the normal scheduling of meetings, *ALUC* review can be completed before, after, or concurrently with review by the local planning commission and other advisory bodies but *must* be accomplished before final action by the *Local Agency*.
- (b) Completion of a formal application with the *Local Agency* is not required prior to a *Local Agency's* referral of a proposed *Land Use Action* or *Airport Action* to the *ALUC*. Rather, a *Project* applicant may request, and the *Local Agency* may refer, a proposed *Action* to the *ALUC* for early consistency determination, so long as the *Local Agency* or *Project* applicant is able to provide the *ALUC* with the required submittal information for the proposed *Action*, as specified and required in Policies 2.9.1, 2.10.1, and 2.11.1. *ALUC* reviews are subject to applicable fees as indicated in Policy 2.8.4.

2.8.2 *Responsibilities for Consistency Analysis:* The *ALUC* and *Local Agencies* each have responsibilities for analyzing a proposed *Land Use Action* or *Airport Action* for compliance with the compatibility criteria set forth in this *ALUCP*.

⁴⁷ *Government Code, Section 65589.5.*

⁴⁸ *Government Code, Sections 65852.24, 65589, 65912.110 – 65912.114, and 65912.120 – 65912.123. Affordable housing/mixed-income housing developments must satisfy specific eligibility criteria such as siting criteria (e.g., located within urban areas with zoning where office, retail or parking are a principally permitted use); affordability criteria (e.g., where percentage of units are provided for lower income households); and development standards (e.g., multifamily housing developments at specified densities ranging from 20-80 dwelling units per acre). In accordance with the provisions of Section 65912.120 – 65912.1233, a Local Agency can preclude sites within a high fire hazard severity zone, a coastal zone, or area exposed to significant hazards.*

⁴⁹ *Government Code, Section 66412.*

- (a) *Local Agency* staff may choose to initially evaluate proposed *Actions* and work with the *Local Agency/Project* applicant to bring the proposal into compliance with *ALUCP* criteria. The *ALUC Executive Officer* will provide informal input at this stage if requested.
 - (b) When a proposed *Action* is formally referred to the *ALUC*, the *ALUC Executive Officer* shall review the proposal to determine if it is consistent with the *ALUCP* policies. *Actions* of a type that require a formal consistency determination by the *ALUC* (those listed in Policy 2.4.1) will be placed on the *ALUC* agenda for action.
 - (c) Subsequent to when a *Local Agency's* general plan and applicable specific plans have been determined by the *ALUC* to be consistent with the *ALUCP*, the *Local Agency* and its staff are responsible for the consistency analysis of *Major Land Use Actions*. The *ALUC Executive Officer* will provide informal input if requested or if the *Local Agency* voluntarily refers the *Major Land Use Action* to the *ALUC* for a consistency determination.
 - (d) *Land Use* and *Airport Actions* for which referral to the *ALUC* is mandatory, regardless of the general plan and specific plan consistency status (*Actions* listed in Policy 2.4.1), must continue to always be referred for a formal consistency determination by the *ALUC*.
 - (e) The *Local Agency* and its staff are responsible for ensuring that a development continues to comply with *ALUCP* criteria on an on-going basis following completion of the *Project* (e.g., usage *Intensity* and height limitations in particular). This requirement also applies with regard to any conditions attached to the *Project* by the *ALUC* in accordance with Policies 2.9.5(b), 2.10.4(b), or 2.11.2(b).
- 2.8.3 *Public Input:* Where applicable, the *ALUC* shall provide public notice and obtain public input before acting on any plan, regulation, or other land use proposal under consideration.⁵⁰
- 2.8.4 *Fees:* Any applicable review fees as established by the *ALUC* shall accompany the submittal of *Actions* for *ALUC* or *ALUC Executive Officer* review (see Policy 2.2.7).⁵¹

2.9 REVIEW PROCESS FOR GENERAL PLANS, SPECIFIC PLANS, ZONING ORDINANCES, AND BUILDING REGULATIONS

- 2.9.1 *Required Submittal Information:* Copies of the complete text and maps of the plan, ordinance, or regulation proposed for adoption or amendment shall be submitted to the *ALUC*. Any supporting material, such as environmental documents, assessing the proposal's consistency with the *ALUCP* should be included. If the amendment is required as part of a proposed *Major Land Use Action*, then the information listed in Policy 2.10.1 shall also be included to the extent applicable.

⁵⁰ *Public Utilities Code Section 21675.2(d).*

⁵¹ *Public Utilities Code Section 21671.5(f) allows for ALUCs to charge fees for project reviews.*

- 2.9.2 *Initial ALUC Review of General Plan Consistency:* In conjunction with adoption or amendment of this *ALUCP*, the *ALUC* shall review the general plans and specific plans of affected *Local Agencies* to determine their consistency with the *ALUC*'s policies. Inconsistencies, if any, shall be identified.
- (a) State law ⁵² requires that, within 180 days of the *ALUC*'s adoption or amendment of this *ALUCP*, each *Local Agency* affected by the plan must amend its general plan and any applicable specific plan(s) to be consistent with the *ALUC*'s *ALUCP* or, alternatively, provide required notice, adopt findings, and *Overrule* the *ALUC* in accordance with statutory requirements. ⁵³
 - (b) Prior to taking final action on a proposed amendment of a general plan or specific plan as necessitated by Paragraph (a) of this policy, the *Local Agency* must submit a draft of the proposal to the *ALUC* for review and approval.
- 2.9.3 *Subsequent Reviews of Related Major Land Use Actions:* Once a *Local Agency*'s general plan and applicable specific plans have been made consistent with this *ALUCP*, or the *Local Agency* has *Overruled* an *ALUC* finding of inconsistency regarding those plans, subsequent *Land Use Development Actions* that are consistent both with those local plans and with any related ordinances and regulations also previously reviewed by the *ALUC* are subject to *ALUC* review only under the conditions indicated in Policies 2.4.1 and 2.5.1.
- 2.9.4 *Identification of Infill Areas:* If a *Local Agency* wishes to have its general plan show locations for *Infill* development as indicated in Policy 3.7.2, the *Local Agency* must provide the *ALUC* a map along with supporting documentation identifying the areas it requests the *ALUC* to consider as *Infill*. This may be done in conjunction with referral of a general plan or specific plan amendment to the *ALUC* in response to the requirements of Policy 2.9.2, as part of a later update in accordance with Policy 2.9.3, or on an individual *Project* basis in accordance with Policy 3.7.2. The *ALUC* shall include a determination on the *Infill* locations as part of its consistency determination regarding the general plan and/or applicable specific plan(s).
- 2.9.5 *ALUC Action Choices:* When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *ALUCP*, the *ALUC* has three choices of action (see **Appendix F** flowcharts):
- (a) Determine the plan, ordinance, or regulation consistent with the *ALUCP*. To make such a finding with regard to a general plan, the conditions identified in Section 3.1 must be met.
 - (b) Determine the plan, ordinance, or regulation consistent with the *ALUCP*, subject to conditions and/or modifications that the *ALUC* may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.
 - (c) Determine the plan, ordinance, or regulation inconsistent with the *ALUCP*. In making a determination of inconsistency, the *ALUC* shall note the specific conflicts or shortcomings upon which its determination is based.

⁵² *Government Code Section 65302.3.*

⁵³ *Public Utilities Code Section 21676(b).*

2.9.6 *Response Time:* The *ALUC* must respond to a *Local Agency's* request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral.⁵⁴

- (a) The date of referral is deemed to be the date on which all applicable *Project* information, as specified in Policy 2.9.1, is received by the *ALUC Executive Officer* and the *ALUC Executive Officer* determines that the application for a consistency determination is complete (see **Appendix F** for a copy of the *ALUC Referral Form*).
- (b) If the *ALUC* fails to make a determination within the 60-day period, the proposed *Land Use Planning Action* shall be deemed consistent with the *ALUCP*.
- (c) The 60-day review period may be extended if the referring *Local Agency* or *Project* applicant agrees in writing or so states at a *ALUC* public hearing on the *Land Use Action*.
- (d) Regardless of *ALUC* action or failure to act, the proposed *Land Use Action* must comply with other applicable local, state, and federal regulations and laws.
- (e) The referring *Local Agency* shall be notified of the *ALUC's* action in writing.

2.10 REVIEW PROCESS FOR MAJOR LAND USE ACTIONS

2.10.1 *Required Submittal Information:* A proposed *Major Land Use Action* referred for *ALUC* (or *ALUC Executive Officer*) review shall include the following information to the extent applicable:

- (a) A completed *ALUC Referral Form*, as provided in **Appendix F** of this *ALUCP*.
- (b) Property location data (assessor's parcel number, street address, and subdivision lot number).
- (c) An accurately scaled map depicting the *Project* site location in relationship to the *Airport* boundary and runway.
- (d) A description of the proposed use(s), current general plan and zoning designations, and the type of *Major Land Use Action* being sought from the *Local Agency* (e.g., zoning variance, special use permit, building permit).
- (e) A detailed site plan and supporting data showing site boundaries and size; existing uses that will remain; location of existing and proposed structures, rooftop structures, landscaped areas, open spaces, and water bodies; ground elevations (above mean sea level); and elevations of tops of structures and trees. Additionally:
 - (1) For residential uses, an indication of the proposed number of dwelling units per acre (separately indicating any accessory dwelling units as defined by state law and local regulations).

⁵⁴ *Public Utilities Code Section 21676(d).*

- (2) For nonresidential uses, the total floor area for each type of proposed use, the number of auto parking spaces, and the maximum number of people (employees, visitors/customers) potentially occupying the total site or portions thereof at any one time.
- (f) Identification of any features, during or following construction, that would increase the attraction of birds or cause other wildlife hazards to aircraft operations at an *Airport* or in its environs (see Policy 3.5.3). Such features include, but are not limited to the following:
 - (1) Open water areas.
 - (2) Sediment ponds, retention basins.
 - (3) Detention basins that hold water for more than 48 hours.
 - (4) Artificial wetlands.
 - (5) Landscaping that provides wildlife shelter and food sources.
- (g) Identification of any characteristics that could create electrical interference, confusing or bright lights, glare, smoke, or other electrical or visual hazards to aircraft flight.
- (h) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the *Project*.
- (i) Staff reports regarding the *Project*.
- (j) Other relevant information that the *ALUC* or *ALUC Executive Officer* determines to be necessary to enable a comprehensive review of the proposed *Major Land Use Action*.

2.10.2 *Review by ALUC Executive Officer:* The *ALUC* delegates to the *ALUC Executive Officer* the review and decision regarding *Major Land Use Actions* referred on an interim mandatory basis under Policy 2.5.1 or on a voluntary basis under Policy 2.6.1.

- (a) The *ALUC Executive Officer* shall consult with the manager of the involved *Airport* regarding these *Actions*.
- (b) In reviewing these *Actions*, the *ALUC Executive Officer* has three choices of action:
 - (1) Find that the proposed *Project* does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this *ALUCP*.
 - (2) Find that, subject to compliance with such conditions as the *ALUC Executive Officer* may specify, the *Project* would not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this *ALUCP*. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).
 - (3) Find that the proposed *Project* contains characteristics that are or may be in conflict with *ALUCP* criteria. The *ALUC Executive Officer* may reject any such *Project* or may forward it to the *ALUC* for a formal consistency determination.
- (c) The *ALUC Executive Officer* is authorized to make written findings of *ALUCP* compliance on *Projects* under Paragraphs (b)(1) and (b)(2) above on behalf of the *ALUC*. The *ALUC Executive Officer* shall provide to the *ALUC* at its next scheduled meeting a list of all such *Actions* reviewed.

- 2.10.3 *Appeal of ALUC Executive Officer's Action:* The affected *Local Agency*, *Project* applicant, *Airport* owner, or other interested party may appeal to the *ALUC* a finding made by the *ALUC Executive Officer* on a *Major Land Use Action* reviewed in accordance with Policy 2.10.2. The *ALUC* shall then review the proposed *Major Land Use Action*, the *ALUC Executive Officer's* finding, and information supporting the appeal and make a final determination regarding the proposed *Major Land Use Action's* consistency with the *ALUCP*. Any appeal of the *ALUC Executive Officer's* finding must be submitted, together with applicable fees, within 10 days of the date when the finding was issued.
- 2.10.4 *ALUC Action Choices:* The *ALUC* has three choices of action when making consistency determinations on *Major Land Use Actions* reviewed in accordance with Policies 2.5.1 or 2.10.3:
- (a) Determine the *Project* consistent with the *ALUCP*.
 - (b) Determine the *Project* consistent with the *ALUCP*, subject to compliance with such conditions as the *ALUC* may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).
 - (c) Determine the *Project* inconsistent with the *ALUCP*. In making a determination of inconsistency, the *ALUC* shall note the specific conflicts upon which the determination is based.
- 2.10.5 *Response Time:* In responding to *Major Land Use Actions* referred for review, the policy of the *ALUC* is that:
- (a) When a *Major Land Use Action* is referred for review on a mandatory basis as required by Policy 2.5.1:
 - (1) The date of referral is deemed to be the date on which all applicable *Project* information as specified in Policy 2.10.1 is received by *ALUC Executive Officer*, required fees have been paid, and the *ALUC Executive Officer* determines that the application for a consistency determination is complete (see **Appendix F** for a copy of the *ALUC* Referral Form).
 - (2) The *ALUC Executive Officer* shall, within 21 days of the date of referral, inform the referring *Local Agency* and/or the *Project* applicant whether information submitted is sufficient for making a consistency determination and, if not, what additional information is needed.
 - (3) The *ALUC* shall issue its determination on a *Project's* consistency within 60 days of the referral date, unless the timeframe is extended as provided under Policy 2.9.6(c).⁵⁵ *ALUC* Reviews of *Projects* forwarded or appealed to the *ALUC* for a consistency determination shall be completed within 60 days of the date of the appeal.
 - (4) If the *ALUC Executive Officer* or the *ALUC* fail to make a determination within the above time periods, the proposed *Major Land Use Action* shall be deemed consistent with the *ALUCP*.

⁵⁵ For *Major Land Use Actions*, this 60-day limit is not a statutory requirement, but is set by the *ALUC* to be consistent with Policy 2.9.6 and Public Utilities Code Section 21676(d) regarding general plans, specific plans, zoning ordinances, and building regulations.

- (b) When a *Major Land Use Action* is referred on a voluntary basis in accordance with Policy 2.6.1, review by the *ALUC* and/or the *ALUC Executive Officer* should be completed in a timely manner enabling the comments to be considered by decision-making bodies of the referring *Local Agency*.
- (c) Regardless of action or failure to act on the part of the *ALUC* or the *ALUC Executive Officer*, the proposed *Major Land Use Action* must comply with other applicable local, state, and federal laws and regulations.
- (d) The referring *Local Agency* shall be notified of the *ALUC's* and/or the *ALUC Executive Officer's* action in writing.

2.10.6 *Subsequent Reviews of Related Major Land Use Actions*: Once a *Project* has been found consistent with the *ALUCP*, it generally need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed). However, additional *ALUC* review is required if any of the following are true:

- (a) At the time of the original *ALUC* review, the *Project* information available was only sufficient to determine consistency with compatibility criteria at a planning level of detail, not at the *Project* design level. For example, the proposed land use designation indicated in a general plan, specific plan, or zoning amendment may have been found consistent, but information on site layout, maximum *Intensity* limits, building heights, and other such factors that may also affect the consistency determination for a *Project* may not have yet been known.
- (b) The design of the *Project* subsequently changes in a manner that affects previously considered compatibility issues and could raise questions as to the validity of the earlier finding of consistency. Proposed changes warranting a new review include, but are not limited to, the following:
 - (1) For residential uses, any increase in the number of dwelling units;
 - (2) For nonresidential uses, a change in the types of proposed uses, any increase in the total floor area, and/or a change in the allocation of floor area among different types of uses in a manner that could result in an increase in the *Intensity* of use (more people on the site) to a level exceeding the criteria set forth in this *ALUCP*;
 - (3) Any increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount;
 - (4) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) if site design was a factor in the initial *Project* review;
 - (5) Any significant change to a proposed *Project* for which a special exception was granted in accordance with Policy 3.2.4;
 - (6) Any new design features that could create visual hazards (e.g., certain types of lights, solar panels, sources of glare, and sources of dust, steam, or smoke);
 - (7) Any new equipment or features that would create electronic hazards or cause interference with aircraft communications or navigation; and/or
 - (8) Addition of features that could attract wildlife that is potentially hazardous to aircraft operations.

- (c) At the time of original *ALUC* review, conditions were placed on the *Project* that require subsequent *ALUC* review.
- (d) The *Local Agency* concludes that further review is warranted.

2.11 REVIEW PROCESS FOR AIRPORT MASTER PLANS AND DEVELOPMENT PLANS

2.11.1 *Required Submittal Information for Airport Actions:* An airport master plan or development plan for an existing or new *Airport*, heliport, or vertiport referred to the *ALUC* for review shall contain sufficient information to enable the *ALUC* to adequately assess the noise, safety, airspace protection, and overflight impacts of *Airport* activity upon surrounding land uses.

- (a) When a new or amended master plan is the subject of the *ALUC* review, the noise, safety, airspace protection, and overflight impacts should be addressed in the plan report and/or in an accompanying environmental document. Proposed changes in *Airport* facilities and usage that could have land use compatibility implications should be noted.
- (b) For *Airport* development plans, the relationship to a previously adopted master plan or other approved plan for the *Airport* should be indicated—specifically, whether the proposed development implements an adopted/approved plan or represents an addition or change to any such previous plan. Any environmental document prepared for the *Project* should be included in the submittal.
- (c) For either airport master plans or development plans, the following specific information should be included to the extent applicable:
 - (1) A layout plan drawing of the proposed facility or improvements showing the location of:
 - Property boundaries;
 - Runways, helipads, vertipads or other aircraft takeoff and landing areas;
 - Runway, helipad, or vertipad protection zones; and
 - Aircraft, helicopter, or other aerial vehicle approach/departure flight routes.
 - (2) A revised map of the *Airspace Protection Surfaces* as defined by *CFR Part 77* or related FAA regulations and guidance if the proposal would result in changes to these surfaces. Maps reflecting the current and future configurations of the *Airspace Protection Surfaces* for the *Airports* covered by this *ALUCP* are included in **Chapters 4 and 5**.
 - (3) Updated activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction. The effects of the proposed development on the forecast *Airport* usage indicated in **Chapters 6 and 7** of this *ALUCP* should be described.

- (4) Proposed flight track locations and projected noise contours. Differences from the flight track data and noise contours presented in **Chapters 6 and 7** of this *ALUCP* should be described.
- (5) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.
- (6) Identification and proposed mitigation of impacts on surrounding land uses to the extent that those impacts would be greater than indicated by the compatibility factors depicted in the *Airport* exhibits presented in **Chapters 6 and 7**.

2.11.2 *ALUC Action Choices for Plans of Existing Airports*: When reviewing a proposed new or revised airport master plan or new development plans for the *Airports* addressed by this *ALUCP*, the *ALUC* has three action choices (see Policy 3.8.1 for policies pertaining to the substance of the *ALUC* review of plans for existing *Airports*):

- (a) Determine the *Airport* plan consistent with the *ALUCP* if the noise, safety, airspace protection, and overflight impacts do not increase or extend into new areas not covered by this *ALUCP*.
- (b) Determine the *Airport* plan consistent with the *ALUCP*, as the plan adequately addresses the noise, safety, airspace protection, and overflight impacts of *Airport* proposals, with the condition that the *ALUCP* be modified to reflect the assumptions and proposals of the *Airport* plan.
- (c) Determine the *Airport* plan inconsistent with the *ALUCP*. In making a determination of inconsistency, the *ALUC* shall note the specific conflicts upon which the determination is based.

2.11.3 *ALUC Action Choices for Plans of New Airports, Heliports, or Vertiports*: When reviewing proposals for new public-use or private-use airports, heliports, or vertiports the *ALUC* has two action choices (see Policy 3.9.1 for policies pertaining to the substance of the *ALUC* review of plans for new *Airports*):

- (a) Approve the proposal as being consistent with the specific review criteria listed in Section 3.9 as the proposal adequately addresses the noise, safety, airspace protection, and overflight impacts of *Airport* proposals and, if required, either adopt an *ALUCP* for that facility or establish the intent to do so at a later date. State law requires adoption of an *ALUCP* if the airport, heliport, or vertiport will be a public-use facility.⁵⁶
- (b) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.

2.11.4 *Response Time*: The *ALUC* must respond to the referral of an airport master plan or development plan within 60 days from the date of referral, unless the timeframe is extended as provided under Policy 2.9.6(c).⁵⁷

⁵⁶ *Public Utilities Code Section 21675(a)*.

⁵⁷ *Public Utilities Code Section 21676(d)*.

- (a) The date of referral is deemed to be the date on which all applicable project information as specified in Policy 2.11.1 is received by *ALUC Executive Officer* and the *ALUC Executive Officer* determines that the application for a consistency determination is complete (see **Appendix F** for a copy of the *ALUC Referral Form*).
- (b) If the *ALUC* fails to make a determination within the specified period, the proposed *Airport Action* shall be deemed consistent with the *ALUCP*.
- (c) Regardless of *ALUC* action or failure to act, the proposed *Airport Action* must comply with other applicable local, state, and federal regulations and laws.
- (d) The *Airport* owner shall be notified of the *ALUC*'s action in writing.

2.12 PROCESS FOR OVERRULING THE *ALUC*

2.12.1 *ALUC Determination of "Inconsistent"*: If the *ALUC* determines that a proposed *Land Use Action* or *Airport Action* is inconsistent with this *ALUCP*, the *ALUC* must notify the *Local Agency* in writing and shall indicate the reasons for the inconsistency determination.

2.12.2 *Overruling of ALUC by Local Agency*:

- (a) If a *Local Agency* wishes to proceed with a proposed *Land Use Action* or *Airport Action* that the *ALUC* has determined to be inconsistent with the *ALUCP*, or if the *Local Agency* wishes to ignore a condition for consistency, the *Local Agency* must *Overrule* the *ALUC* determination in accordance with the provisions of state law.⁵⁸
- (b) The *Overruling* process applies only to determinations made by the *ALUC*, not ones made by the *ALUC Executive Officer* in accordance with Policy 2.10.2. Disagreements over determinations made by the *ALUC Executive Officer* are first to be appealed to the *ALUC* (see Policy 2.10.3).

2.12.3 *ALUC Comments on Proposed Overruling*: The *ALUC* may provide comments on a proposed overruling decision. The *ALUC* delegates to the *ALUC Executive Officer* the authority to provide comments.

⁵⁸ See *Public Utilities Code Section 21670(a), 21676 and 21676.5* for specific procedures for overruling an *ALUC*. Further guidance is provided in the *California Airport Land Use Handbook* published by the California Division of Aeronautics (see beginning on page 5-15 of the 2011 edition). **Chapter 1** of this *ALUCP* also summarizes the *Overrule* process to be followed by a *Local Agencies* in *Napa County*.

Countywide Compatibility Policies

3.1 CRITERIA FOR REVIEW OF GENERAL PLANS, SPECIFIC PLANS, ZONING ORDINANCES, AND BUILDING REGULATIONS

- 3.1.1 *Statutory Requirement:* State law requires that each *Local Agency* having territory within an *Airport Influence Area* modify its general plan and any applicable specific plan to be consistent with the compatibility plan for the particular airport unless it takes the steps required to *Override* the *ALUC*. In order for a general plan to be considered consistent with this *ALUCP*, the requirements listed in Policies 3.1.2 and 3.1.3 must be met.⁵⁹
- 3.1.2 *Elimination of Conflicts:* No direct conflicts can exist between the *ALUCP* and the *Local Agency's* general plan or specific plan.
- (a) Direct conflicts primarily involve general plan land use designations that do not meet the *Density* or *Intensity* criteria specified in the *Basic Compatibility Criteria* table for each *Airport*. In addition, conflicts with regard to other policies—height limitations in particular—may be found.
 - (b) A general plan cannot be found inconsistent with the *ALUCP* because of land use designations that reflect *Existing Land Uses* even if those designations conflict with the compatibility criteria of this *ALUCP*. General plan land use designations that merely echo the *Existing Land Uses* are exempt from requirements for general plan consistency with the *ALUCP*.⁶⁰
 - (c) Proposed *Redevelopment* or other changes to *Existing Land Uses* are not exempt from compliance with this *ALUCP* and are subject to *ALUC* review in accordance with Policies 0 and 2.7.3(c). To ensure that *Nonconforming Uses* do not become more nonconforming, general plans or implementing documents must include policies setting limitations on expansion and *Reconstruction of Nonconforming Uses* located within an *Airport Influence Area* consistent with Policies 3.7.3 and 3.7.4.

⁵⁹ See **Chapter 1** and **Appendix E** for additional guidance.

⁶⁰ This exemption derives from state law which proscribes *ALUC* authority over *Existing Land Uses*.

- (d) To be consistent with the *ALUCP*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage *Intensity* that exceeds the applicable standard or other limit set by the *ALUC* (see Policy 3.4.5).

3.1.3 *Establishment of Review Process: Local Agencies* must define the process they will follow when reviewing proposed land use development within an *Airport Influence Area* to ensure that the development will be consistent with the policies set forth in this *ALUCP*.

- (a) The process established must ensure that the proposed development is consistent with the land use or zoning designation indicated in the *Local Agency's* general plan, specific plan(s), zoning ordinance, and/or other development regulations that the *ALUC* has previously found consistent with this *ALUCP* and that the development's subsequent use or reuse will remain consistent with the policies herein over time. Additionally, consistency with other applicable compatibility criteria—e.g., usage *Intensity*, height limitations, *Avigation Easement* dedication—must be assessed.
- (b) The review process may be described either within the general plan or specific plan(s) themselves or in implementing ordinances. Local jurisdictions have the following choices for satisfying this review process requirement:
 - (1) Sufficient detail can be included in the general plan or specific plan(s) and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable *ALUCP* (this means both that the compatibility criteria be identified and that *Project* review procedures be described);
 - (2) The *ALUCP* can be adopted by reference (in this case, the *Project* review procedure must be described in a separate policy document or memorandum of understanding presented to and approved by the *ALUC*); and/or
 - (3) The general plan can indicate that all *Land Use Actions*, or a list of *Land Use Action* types agreed to by the *ALUC*, shall be submitted to the *ALUC* for review in accordance with the policies of Section 2.4.

3.1.4 *Land Use Conversion:* The compatibility of uses in the *Airport Influence Areas* shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses. In *Compatibility Zone D2* for both *Airports*, general plan amendments (as well as other discretionary *Actions* such as rezoning, subdivision approvals, use permits, etc.) which would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

3.2 CRITERIA FOR REVIEW OF LAND USE ACTIONS

3.2.1 *Evaluating Compatibility of New Land Uses:* The compatibility of proposed land uses within an *Airport Influence Area* shall be evaluated in accordance with:

- (a) The general policies set forth in Sections 3.3 through 3.7 of this Chapter addressing noise, safety, airspace protection, overflight impacts and special circumstances.
 - (b) The airport-specific policies provided for each *Airport* and presented in:
 - (1) **Chapter 4**, Section 4.3 for Angwin Airport – Parrett Field; and
 - (2) **Chapter 5**, Section 5.3 for Napa County Airport.
 - (c) The *Basic Compatibility Criteria* table provided for each *Airport*:
 - (1) **Chapter 4, Exhibit 4-1** for Angwin Airport – Parrett Field; and
 - (2) **Chapter 5, Exhibit 5-1** for Napa County Airport.
 - (d) The *Compatibility Policy Map* provided for each *Airport*:
 - (1) **Chapter 4, Exhibit 4-2** for Angwin Airport – Parrett Field; and
 - (2) **Chapter 5, Exhibit 5-2** for Napa County Airport.
 - (e) The *Airspace Protection Map* provided for each *Airport*:
 - (1) **Chapter 4, Exhibit 4-3** for Angwin Airport – Parrett Field; and
 - (2) **Chapter 5, Exhibit 5-3** for Napa County Airport.
- 3.2.2 *Compatibility Criteria Tables:* The *Basic Compatibility Criteria* table provided for each *Airport* lists general land use categories and indicates each use as being either “normally compatible,” “conditional,” or “incompatible” depending upon the *Compatibility Zone(s)* in which it is located.
- (a) These terms are defined to mean the following:
 - (1) “Normally Compatible” means that normal examples of the use are presumed to comply with the countywide noise, safety, airspace protection, and overflight criteria set forth in this Chapter and in **Chapters 4 and 5** for the individual *Airports*. Atypical examples of a use may require review to ensure compliance with usage *Intensity*, lot coverage, and height limit criteria.
 - (2) “Conditional” means that the proposed land use is compatible if the indicated usage *Intensity* and other listed conditions are met. Complex *Projects* with this determination may require more detailed evaluation using the specific noise, safety, airspace protection, and overflight compatibility policies set forth in Sections 3.3 through 3.6 and criteria for special circumstances outlined in Section 3.7 of this Chapter. For the purposes of these criteria, “avoid” is intended as cautionary guidance, not a prohibition of the use.
 - (3) “Incompatible” means that the use should not be permitted under any normal circumstances. Limited exceptions are possible for site-specific special circumstances (see Policy 3.2.3(b)).
 - (b) Land uses not specifically listed in the *Basic Compatibility Criteria* tables shall be evaluated using the criteria for similar listed uses. The *Occupancy Load Factor* (square feet per person) listed for many nonresidential uses can be used as a comparative guide in this regard. In all cases, proposed nonresidential uses must meet the *Intensity* criteria listed in the *Basic Compatibility Criteria* table header. *Project* proponents are encouraged to provide information regarding the land use category into which they intend their *Project* to belong as well as their calculations regarding the *Project’s* expected total occupancy.

- (c) Multiple land use categories and the compatibility criteria associated with them may apply to a *Project*.
 - (d) Each land use type in mixed-use developments shall individually comply with the criteria in the *Basic Compatibility Criteria* table for each *Airport*. Mixed-use developments shall be evaluated in accordance with Policies 3.3.4 and 3.4.8.
 - (e) For details regarding usage *Intensity* criteria indicated in the *Basic Compatibility Criteria* table for each *Airport*, see the safety compatibility criteria in Section 3.4.
- 3.2.3 *Compatibility Policy Map*: The *Compatibility Zones* depicted in the *Compatibility Policy Map* for each *Airport* take into account all four compatibility concerns in a composite manner—noise, safety, airspace protection, and overflight. The outer limits of the *Compatibility Zones* establish the *Airport Influence Area* boundary for each *Airport*.
- (a) **Chapters 4 and 5** identify the relative contributions of noise, safety, airspace protection, and overflight factors to the delineation of each of the *Compatibility Zones*.
 - (b) The individual compatibility factors can be used to help assess how heavily each compatibility factor should be weighed when evaluating a proposed *Project* in a particular zone. It also can serve to suggest what types of modifications to the *Project* might make the proposal acceptable given the *Project's* degree of sensitivity to a particular compatibility factor (for example, knowing that a *Noise-Sensitive Land Use* is in a high-noise area may indicate a need for sound attenuation in the structure, whereas a safety-sensitive land use in a high-risk area may need to be altered to reduce the number of people present). **Chapters 6 and 7** depict the individual compatibility factors for each *Airport*.
- 3.2.4 *Special Conditions Exception*: The policies and criteria set forth in this *ALUCP* are intended to be applicable to all locations within an *Airport Influence Area*. However, there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site. After due consideration of all the factors involved in such situations and consultation with *Airport* management, the *ALUC* may find a normally incompatible use to be acceptable.
- (a) In considering any such exceptions, the *ALUC* shall take into account the potential for the use of a building to change over time (see Policy 3.4.5). A building could have planned low-intensity use initially but later be converted to a higher-intensity use. *Local Agency* permit language or other mechanisms to ensure continued compliance with the usage *Intensity* criteria must be put in place.
 - (b) In considering any such exceptions, the *ALUC* shall also take into account the need for special measures to reduce the risks to building occupants in the event that the building is struck by an aircraft.
 - (1) Such measures must provide a clear, demonstrable, and permanent overall improvement in safety.
 - (2) To the extent not otherwise required by applicable building codes, added building design features that may enhance safety include, but are not limited to, the following:

- Using concrete walls,
 - Limiting the number and size of windows,
 - Upgrading the strength of the building roof,
 - Avoiding skylights,
 - Enhancing the fire sprinkler system,
 - Limiting buildings to a single story, and
 - Increasing the number of emergency exits.
- (3) The *Project* applicant must provide documentation describing which of these features are proposed to be added in the building design and how these additional features differ from the otherwise applicable building codes.
- (4) If a requested Special Conditions Exception seeks to allow an increase in the number of building occupants beyond the limits set by this *ALUCP*, an emergency evacuation plan, reviewed and endorsed by the local Fire Marshall, shall be established and included with the documentation submitted to the *ALUC*.
- (c) In reaching a decision, the *ALUC* shall make specific findings as to why the exception is being made and that the land use will neither create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.
- (d) The burden for demonstrating that special conditions apply to a particular development proposal rests with the *Project* proponent and/or referring *Local Agency*, not with the *ALUC*.
- (e) The granting of a Special Conditions Exception shall be considered site specific and shall not be generalized to include other sites.
- (f) Approval of a special site conditions exception shall require a 2/3 approval of the *ALUC* members present and voting on the matter.
- (g) Airport-Specific Special Conditions Policies:
- (1) Special conditions are acknowledged by the *ALUC* in the adoption of this *ALUCP* for the two airports in Napa County:
 - Angwin Airport – Parrett Field (see Section 4.3)
 - Napa County Airport (see Section 5.3)
 - (2) These special conditions for a *Project* at one of the *Airports* in Napa County result in establishment of *Compatibility Zone* boundaries and/or compatibility criteria different in character from the zones and criteria applicable to the other *Airport* in the county. These special policies are not to be generalized or considered as precedent applicable to other locations near the same *Airport* or to the environs of the other *Airport* addressed by this *ALUCP*.

- 3.2.5 *Rare Special Events Exception:* The *ALUC*, *ALUC Executive Officer*, or the involved *Local Agency* (once its general plan, applicable specific plans, and zoning ordinance have been made consistent with the *ALUCP*) may make exceptions for “Conditional” or “Incompatible” land uses associated with rare special events (e.g., an air show at the airport, street fair, golf tournament) for which a facility is not designed and normally not used and for which extra safety precautions such as those listed in Policy 3.2.4 can be taken as appropriate.

3.3 NOISE COMPATIBILITY POLICIES

NOISE COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Noise Compatibility Policies Background Information has been considered in formulating the noise compatibility criteria in this section but is provided for informational purposes only and does not itself constitute *ALUCP* policy.

Policy Objective

The purpose of noise compatibility policies is to avoid establishment of *Noise-Sensitive Land Uses* in the portions of the airport environs that are exposed to significant levels of aircraft noise.

Measures of Noise Exposure

As is standard practice in California, this *ALUCP* uses the *Community Noise Equivalent Level (CNEL)* metric as the primary basis for evaluating the degree to which lands around the county’s airports are exposed to airport-related noise. *CNEL* is a cumulative noise metric in that it takes into account not just the loudness of individual noise events, but also the number of events over time. Cumulative exposure to aircraft noise is depicted by a set of contours, each of which represents points having the same *CNEL* value.

The noise contours for each *Airport* covered by this *ALUCP* are presented in **Chapters 6** and **7** and reflect the airport activity levels documented in these chapters. The noise contours represent the greatest annualized noise impact, measured in terms of *CNEL*, which is anticipated to be generated by the aircraft operating at the airport over the planning time frame.

Factors Considered in Setting Noise Compatibility Policies

Factors considered in setting the policies in this section include the following:

- Established state regulations and guidelines, including noise compatibility recommendations in the *California Airport Land Use Planning Handbook* (2011).
- FAA guidance regarding noise effects on people (see <https://www.faa.gov/noise/>).
- Ambient noise levels in the community, as well as noise from other transportation noise sources. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities.
- The extent to which noise would intrude upon and interrupt the activity associated with a particular use. Susceptibility to speech interference or sleep disturbance as a result of single-event noise levels is a factor in this regard. Noise levels above approximately 65 dBA are sufficient to cause speech interference. Highly *Noise-Sensitive Land Uses* include residences, schools, libraries, and outdoor theaters.
- The extent to which the land use activity itself generates noise.
- The extent of outdoor activity, particularly noise-sensitive activities, associated with a particular land use.
- The extent to which indoor uses associated with a particular land use may be made compatible with application of sound attenuation (typical new building construction provides sufficient insulation to attenuate outdoor-to-indoor noise by at least 20 dB).

3.3.1 *Maximum Acceptable Exterior Noise Exposure:* To minimize *Noise-Sensitive* development in noisy areas around an *Airport*, new land use development shall be restricted in accordance with the following.

- (a) The maximum *CNEL* considered normally acceptable for residential uses in the vicinity of an *Airport* is 60 dB. The *CNEL* 60 dB contour is one of the factors considered in establishing the *Compatibility Zone* boundaries and residential *Density* criteria. For the purposes of implementing this policy:
 - (1) No new dwelling shall be permitted within *Compatibility Zone A*.
 - (2) Except as allowed by right in accordance with Policy 2.7.4, no new dwelling shall be permitted within *Compatibility Zones A, B, C, and D1* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, C, and D1* for Napa County Airport.
 - (3) Except as allowed by right in accordance with Policy 2.7.4, the maximum *Density* of residential uses in *Compatibility Zone D2* for each *Airport* shall be as indicated in **Chapter 4, Exhibit 4-1, Basic Compatibility Criteria** for Angwin Airport – Parrett Field; and **Chapter 5, Exhibit 5-1, Basic Compatibility Criteria** for Napa County Airport.
 - (4) Within *Compatibility Zone E*, the *Density* of new residential development is not limited.
 - (5) A parcel on which residential uses are permitted by right in accordance with Policy 2.7.4 and by local land use regulations within *Compatibility Zones B and C* for Angwin Airport – Parrett Field and *Compatibility Zones B1, B2, B3, and C* for Napa County Airport shall locate the dwelling outside of the zones when feasible or locate the dwelling a maximum distance from the extended runway centerline.
- (b) New nonresidential development shall be deemed incompatible in locations where the airport-related noise exposure would be highly disruptive to the specific land use.
 - (1) Highly *Noise-Sensitive Land Uses* are flagged with a symbol (→) in the *Basic Compatibility Criteria* table for each *Airport*.
 - (2) Caution must be exercised with regard to approval of outdoor uses—the potential for aircraft noise to disrupt the activity shall be taken into account.
 - (3) Uses that are primarily indoor are acceptable if sound attenuation is provided in accordance with Policy 3.3.2 and as noted in the *Basic Compatibility Criteria* table for each *Airport*.

3.3.2 *Maximum Acceptable Interior Noise Levels:* To minimize disruption of indoor activities by aircraft noise, new structures within *Compatibility Zones B and C* for Angwin Airport – Parrett Field and *Compatibility Zones B1, B2, B3, and C* for Napa County Airport shall incorporate sound attenuation design features sufficient to meet the interior noise level criteria specified by this policy.

All future structures outside of these *Compatibility Zones* are presumed to meet the interior noise level requirement with no special added construction techniques.⁶¹

- (a) For the following land uses, the aircraft-related interior noise level shall be no greater than *CNEL* 45 dB.
 - (1) Any habitable room of single or multi-family residences (including family day care homes with 14 or fewer children);
 - (2) Hotels, motels, and other long-term and short-term lodging;
 - (3) Hospitals, nursing homes and other congregate care facilities;
 - (4) Places of worship, meeting halls, theaters, and mortuaries; and
 - (5) Schools, libraries, and museums.
- (b) When structures are part of a proposed *Land Use Action*, evidence that the proposed structures will be designed to comply with the criteria in Paragraph (a) of this policy shall be submitted to the involved *Local Agency* as part of the building permit process. The calculations should assume that windows are closed. The *Local Agency* shall be responsible for assuring compliance.
- (c) Exceptions to the interior noise level criteria in Paragraphs (a) and (b) of this Policy may be allowed where evidence is provided that the indoor noise generated by the use itself exceeds the listed criteria.

3.3.3 *Noise-Sensitive Land Uses*: Single-event noise levels should be considered when evaluating the compatibility of highly *Noise-Sensitive Land Uses* such as residences, schools, libraries, and outdoor theaters (see Policy 2.1.29). Susceptibility to speech interference and sleep disturbance are among the factors that make certain land uses noise sensitive. The compatibility evaluations in the *Basic Compatibility Criteria* table for each *Airport* take into account single-event noise concerns.

- (a) The *ALUC* may require acoustical studies or on-site noise measurements to assist in determining the compatibility of *Land Use Actions* involving *Noise-Sensitive Land Uses*.
- (b) Single-event noise levels are especially important in areas that are regularly overflown by aircraft, but that do not produce significant *CNEL* contours (helicopter overflight areas are a particular example). Flight patterns for the involved *Airport* should be considered in the review process including in locations beyond the mapped noise contours. The flight patterns for each *Airport* covered by this *ALUCP* are provided in **Chapters 6 and 7**.

3.3.4 *Noise Criteria for Mixed-Use Development*: The residential and nonresidential components of a mixed-use development shall individually satisfy the noise criteria set forth in Policies 3.3.1, 3.3.2, and 3.3.3 if the development contains *Noise-Sensitive Land Uses*. See Policy 3.4.8 for applicable safety criteria.

⁶¹ A typical mobile home has an exterior-to-interior noise level reduction (NLR) of at least 15 dB with windows closed. Wood frame buildings constructed to meet current standards for energy efficiency typically have an NLR of at least 20 dB with windows closed.

3.4 SAFETY COMPATIBILITY POLICIES

SAFETY COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Safety Compatibility Policies Background Information has been considered in formulating the safety compatibility criteria in this section but is provided for informational purposes only and does not itself constitute *ALUCP* policy.

Policy Objective

The intent of land use safety compatibility policies is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events should they occur. Risks both to people and property in the vicinity of an *Airport* and to people on board the aircraft are considered (land use features that can be the *cause* of an aircraft accident are addressed under Airspace Protection, Section 3.5.)

Measures of Risk Exposure

This *ALUCP* evaluates the risks that potential aircraft accidents pose to lands and people around the *Airport* in terms of two parameters: where aircraft accidents are most likely to occur near the *Airport*; and the potential consequences if an accident occurs in one of those locations.

- The accident likelihood is measured in terms of the geographic distribution of where accidents have historically occurred around other airports having similar types of activity. Because aircraft accidents are infrequent occurrences, the pattern of accidents at any one airport cannot be used to predict where future accidents are most likely to happen around that airport. Reliance must be placed on data about aircraft accident locations at comparable airports nationally, refined with respect to information about the characteristics of aircraft use at the individual airport.
- The consequences component of the risk considers the number of people in harm's way and their ability to escape harm. For most nonresidential development, potential consequences are measured in terms of the usage *Intensity*—the number of people per acre on the site. Local development standards (e.g., floor area ratios, parking requirements) and building code occupancies can be used to calculate nonresidential usage *Intensities*. For residential development, *Density*—the number of dwelling units per acre—is substituted for *Intensity*. Additional criteria are applicable to specific types of uses.

Factors Considered in Setting Safety Compatibility Policies

Factors considered in setting the policies in this section include the following:

- The runway length, approach categories, normal flight patterns, and aircraft fleet mix at the *Airport*. These factors are reflected in the *Compatibility Zones* shapes and sizes.
- The locations, delineated with respect to each *Airport's* runway, where aircraft accidents typically occur near airports, and the relative concentration of accidents within these locations. The most stringent land use controls are applied to the areas with the greatest potential accident exposure. The risk information utilized is the general aviation accident data and analyses contained in the *California Airport Land Use Planning Handbook*. The *Handbook* guidance regarding safety compatibility forms the basis for the safety component of the composite *Compatibility Zones* established for each *Airport* and the maximum usage intensities (people per acre) criteria indicated in Policy 3.4.2 and in the *Basic Compatibility Criteria* table for each *Airport*.
- Nonresidential intensities are limited in terms of both the average number of people on a site and the congregation of people in a 1.0-acre area. The average acre limit reduces the overall number of people in areas of risk, whereas the 1.0-acre limit protects against the consequences of an out-of-control aircraft striking where people are closely gathered. See further discussion in 2011 *Handbook*, page 4-27.
- *Handbook* guidance regarding residential densities in rural and suburban areas. Residential *Density* limitations cannot be equated to the usage *Intensity* limitations for nonresidential uses. Consistent with pervasive societal views and as suggested by the *Handbook* guidelines, a greater degree of protection is warranted for residential uses.
- The presence of certain land use characteristics that represent safety concerns regardless of the number of people present, specifically vulnerable occupants (children, elderly, disabled), hazardous materials, and critical community infrastructure.
- The extent to which development covers the ground and thus limits the options of where the pilot of an aircraft in distress can attempt an emergency landing.
- The extent to which the occupied parts of a *Project* site are concentrated in a small area. Concentrated high intensities heighten the risk to occupants if an aircraft should it strike the location where the development is concentrated. To guard against this risk, limitations on the maximum concentrations of dwellings or people in a small area of a large *Project* site are appropriate.

3.4.1 *Residential Development Density Criteria:* Proposed residential development shall be evaluated in accordance with the following criteria:

- (a) Residential *Density* shall be measured in terms of dwelling units per acre (du/ac).
- (b) The maximum allowable residential *Density* within each *Compatibility Zone* shall be as indicated in:
 - (1) **Exhibit 4-1, Basic Compatibility Criteria**, Angwin Airport – Parrett Field (see **Chapter 4**); and
 - (2) **Exhibit 5-1, Basic Compatibility Criteria**, Napa County Airport (see **Chapter 5**).
- (c) All residential uses must comply with both the “sitewide average” and “single-acre” usage *Density* limits indicated for each *Compatibility Zone*.
 - (1) The “sitewide average” *Density* equals the total number of dwelling units divided by the site size in acres (i.e., the total acreage of the *Project* site) which may include multiple parcels.
 - (2) The “single-acre” *Density* equals the number of dwelling units in any single acre of the *Project*.
- (d) See Policy 3.4.8 with regard to calculating the *Density* of mixed-use development.
- (e) *Density* bonuses and other bonuses or allowances that *Local Agencies* may provide for affordable housing developed in accordance with the provisions of state and/or local law or regulation shall be included when calculating residential densities. The overall *Density* of a development *Project*, including any bonuses or allowances, must comply with the allowable *Density* criteria of this *ALUCP*.
- (f) Accessory dwelling units, as defined by state law and local regulations, shall be excluded from *Density* calculations.
- (g) See Policy 2.7.4 regarding development by right for exceptions to *Density* criteria.

3.4.2 *Nonresidential Development Intensity Criteria:* Nonresidential development shall be evaluated in accordance with the following criteria:

- (a) The usage *Intensity* (people per acre) limit indicated in the *Basic Compatibility Criteria* table for each *Compatibility Zone* is the fundamental criterion against which the safety compatibility of most nonresidential land uses shall be measured. Other criteria may be applicable to *Risk-Sensitive Land Uses* (see Policy 3.4.9).
- (b) The maximum allowable nonresidential *Intensity* within each *Compatibility Zone* shall be as indicated in:
 - (1) **Exhibit 4-1, Basic Compatibility Criteria**, Angwin Airport – Parrett Field (see **Chapter 4**); and
 - (2) **Exhibit 5-1, Basic Compatibility Criteria**, Napa County Airport (see **Chapter 5**).
- (c) All nonresidential uses must comply with both the “sitewide average” and “single-acre” usage *Intensity* limits indicated for each *Compatibility Zone* in the above tables.
 - (1) The “sitewide average” *Intensity* equals the total number of people expected to be on the entire site divided by the site size in acres (i.e., the total acreage of the *Project* site) which may include multiple parcels (see Policy 3.4.3 for calculation methodology).

- (2) The “single-acre” *Intensity* equals the number of people expected to occupy the most intensively used 1.0-acre area(s) of the site (see Policy 3.4.4 for calculation methodology).
 - (d) Usage *Intensity* calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors. For uses without fixed seating, the usage *Intensity* criteria of this *ALUCP* are based upon a normal busy-period occupancy, not on the highest attainable occupancy.⁶²
 - (e) Each component use within a nonresidential development that has multiple types of uses shall comply with the usage *Intensity* criteria in the *Basic Compatibility Criteria* tables for each *Airport*.
 - (f) For *Intensity* criteria pertaining to mixed-use projects having both residential and nonresidential components, see Policy 3.4.8.
 - (g) No new structures intended to be regularly occupied are allowed in *Compatibility Zone A*.
 - (h) The need to calculate the usage *Intensity* of a particular proposed *Project* for compliance with the *Intensity* criteria is to be governed by the following:
 - (1) Land use categories indicated as “Normally Compatible” for a particular *Compatibility Zone* are presumed to meet the *Intensity* criteria indicated for the *Compatibility Zone*. Calculation of the usage *Intensity* is not required unless the particular *Project* proposal represents an atypical example of the usage type.
 - (2) Calculation of the usage *Intensity* must be done for all proposed *Projects* where the land use category for the particular *Compatibility Zone* is indicated as “Conditional” and the additional criteria column says, “Ensure *Intensity* criteria met.”
 - (3) For land use categories indicated as “Conditional” for the particular *Compatibility Zone*, but the criteria are other than “Ensure *Intensity* criteria met,” calculation of the usage *Intensity* is not necessary for typical examples of the use. However, the proposed *Project* must comply with the other criteria listed for the applicable land use category.
- 3.4.3 *Methodology for Calculation of Sitenwide Nonresidential Average Intensity*: Various methods are available by which usage *Intensities* may be calculated (additional guidance is found in **Appendix C**).
- (a) Calculation Using Floor Area Ratio (FAR).⁶³ The floor area ratio methodology is intended as an aid in calculating the usage *Intensity* of nonresidential uses. The indicated floor area ratios do not take precedence over the requirement for all *Projects* to comply with the *Intensity* limit stated for the respective *Compatibility Zones*.
 - (1) Basis of FAR criteria.

⁶² This number will typically be lower than the absolute maximum number of occupants the facility can accommodate (such as would be used in determining compliance with building and fire codes).

⁶³ Floor Area Ratio equals the total floor area of a project in square feet divided by the square footage of the site. For multi-floor buildings the square footage of all floors is counted.

- The maximum acceptable floor area ratio for most nonresidential land use categories is listed for *Compatibility Zones* where the acceptability of the use is “Conditional.”
- The floor area ratio limit listed for each use category directly corresponds with the maximum acceptable usage *Intensity* for the zone and the indicated typical Occupancy Load Factor (floor area square footage per person) for the use during a typical busy period. The allowable floor area ratio in a particular *Compatibility Zone* thus varies from one land use category to another.
- If a higher or lower Occupancy Load Factor can be documented for a particular *Project*, then the allowable floor area ratio would be correspondingly lower or higher.

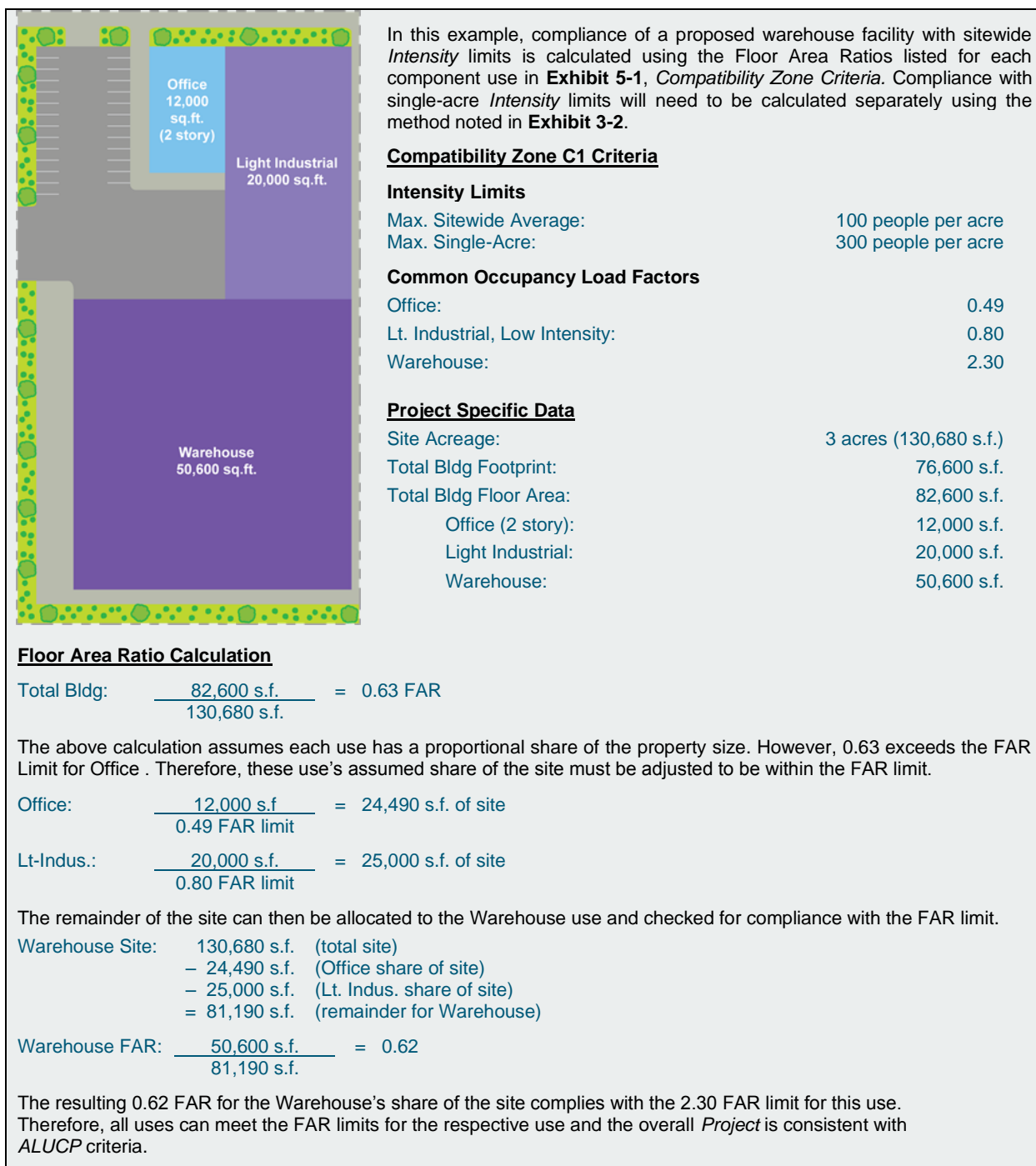
(2) Application of FAR criteria:

- For single-use *Projects* (e.g., industrial facility), a *Project* may be tested for compliance by directly comparing the proposed floor area ratio of the *Project* with the maximum floor area ratio limit indicated for the land use category and *Compatibility Zone*. If the proposed floor area ratio exceeds the floor area ratio limit, the *Project* shall be deemed incompatible unless modified to ensure compliance with the *Intensity* criteria.
- For *Projects* involving multiple nonresidential land use categories (e.g., office and retail), the total floor area ratio of the building should first be calculated. If this number exceeds the allowable floor area ratio for any of the component uses, then each component use can be assigned a share of the overall *Project* site that differs from the component use’s share of the total *Project* floor area so that each component use will fall within its floor area ratio limit (see **Exhibit 3-1** for example).

(3) Calculation Where Floor Area Ratio Is Not Indicated. Where occupancy load factors are not indicated or if the indicated Occupancy Load Factor is not applicable to a particular proposal or component thereof, then the number of occupants must be estimated in another manner (see Paragraphs **Error! Reference source not found.** through (e)).

- Floor area ratios are not listed for uses that are “Incompatible” within a specific zone because these uses either are typically incapable of meeting the usage *Intensity* limits or are incompatible for other reasons.
- Floor area ratios are not shown for uses that are “Normally Compatible” within a particular zone as these uses are presumed to be capable of meeting the usage *Intensity* limits.

(b) Calculation Using Fixed Seating: For uses having fixed seating for customers (for example, restaurants and theaters), occupancy shall equal the total number of seats plus the number of employees on site

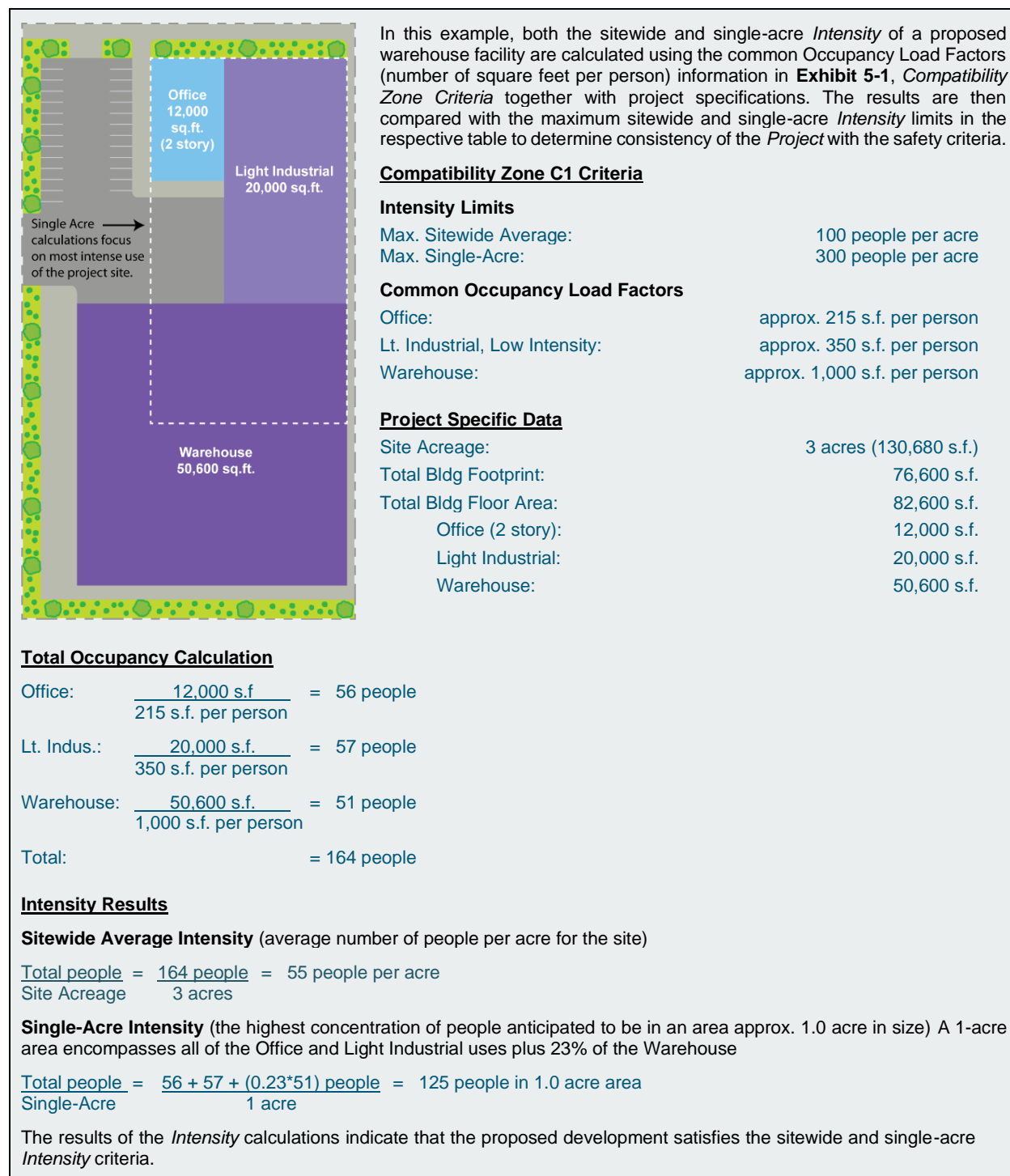
EXHIBIT 3-1: FLOOR AREA RATIO CALCULATION EXAMPLE

- (c) Calculation Using Vehicle Parking Requirements: For many commercial and industrial uses, the occupancy can be estimated by considering the number of parking spaces required by the *Local Agency* and multiplying by the average occupancy per vehicle. This method is not suitable for land uses where many users arrive on foot or by bicycle, transit, or other means of transportation (see **Appendix C**).
- (d) Calculation Using Occupancy Load Factors: For most other uses, the typical Occupancy Load Factor indicated for the use shall be applied.⁶⁴ The Occupancy Load Factor is the assumed approximate average number of square feet occupied by each person in that use. Dividing the square footage of the building or component use by the Occupancy Load Factor for that use yields the number of occupants (see **Exhibit 3-2** for example).
 - (1) For *Projects* involving a mixture of uses in a building, the Occupancy Load Factor for each component use shall be applied to give the occupancy for that use, then the component occupancies are added to determine total occupancy.
 - (2) If the *Project* applicant can document a higher or lower Occupancy Load Factor for a particular use, then the *ALUC* may use that number in lieu of the number in the *Basic Compatibility Criteria* table for each *Airport*. In considering any such exceptions, the *ALUC* shall also take into account the potential for the use of a building to change over time (see Policy 3.4.5).
- (e) Calculation Using Building and Fire Codes: This method is essentially the same as the Occupancy Load Factor method in that the codes provide a square footage per person for various types of building uses. Building and Fire Codes, though, are based on a maximum, never to be exceeded, number of occupants rather than the average busy period that is the basis for airport land use compatibility planning (see **Appendix C**). As such, the total occupancy calculated using these codes must be reduced by a set factor—50 percent for most uses—to provide a number consistent with the indicated *Intensity* limit for each *Compatibility Zone*.

3.4.4 *Methodology for Calculation of Single-Acre Intensity*: The single-acre *Intensity* of a proposed *Project* shall be calculated by determining the total number of people expected to be within any 1.0-acre portion of the site, typically the most intensively used building or part of a building. Calculation of the single-acre *Intensity* depends upon the building footprint and site sizes and the distribution of activities on the site.

- (a) For *Projects* with sites less than 1.0 acre, the single-acre *Intensity* equals the total number of people on the site divided by the site size in acres.
- (b) For *Projects* with sites larger than 1.0 acre and a building footprint less than 1.0 acre, the single-acre *Intensity* equals the total number of building occupants unless the *Project* includes substantial outdoor occupancy in which case such usage should be taken into account.

⁶⁴ *Occupancy Load Factors are based on information from various sources and are intended to represent busy-period usage for typical examples of the land use category. They can be used as a factor in determining the appropriate land use category for unlisted uses or atypical examples of a use.*

EXHIBIT 3-2: TOTAL OCCUPANCY CALCULATION EXAMPLE

- (c) For *Projects* having both site size and building footprint of more than 1.0 acre, the single-acre *Intensity* shall normally be calculated as the total number of building occupants divided by the building footprint in acres. This calculation assumes that the occupancy of the building is evenly distributed. However, if the occupancy of the building is concentrated in one area—the office area of a large warehouse, for example—then all occupants of that area shall be included in the single-acre calculation. See **Exhibit 3-2** for an example.
 - (d) The 1.0-acre areas to be evaluated shall normally match the building footprints provided that the buildings are generally rectangular (reasonably close to square) and not elongated in shape and, for buildings larger than 1.0 acre, may represent a portion of the building.
 - (e) If a building has multiple floors, then the total number of occupants on all floors falling within the 1.0-acre footprint shall be counted.
- 3.4.5 *Long-Term Changes in Occupancy:* In evaluating compliance of a proposed nonresidential *Project* with the usage *Intensity* criteria in Policy 3.4.2(b), the *ALUC* shall take into account the potential for the use of a building to change over time. A building could have planned low-intensity use initially but later be converted to a higher-intensity use. *Local Agencies* must provide permit language or other mechanisms to ensure continued compliance with the usage *Intensity* criteria. Note that this provision applies only to new development and *Redevelopment—Projects* for which discretionary *Local Agency* action is required—not to tenant improvements or other changes to existing buildings for which local approval is ministerial.
- 3.4.6 *Sites Split by Two or More Compatibility Zones:* For the purposes of evaluating consistency with the compatibility criteria in the *Basic Compatibility Criteria* table for each *Airport*, a *Project* shall be evaluated as follows:
 - (a) Any parcel that is split by *Compatibility Zone* boundaries shall be considered as if it were multiple parcels divided at the *Compatibility Zone* boundary line. See **Exhibit 3-3** for example.
 - (b) The criteria for the *Compatibility Zone* where the proposed building(s) or areas of outdoor congregation of people are located shall apply.
- 3.4.7 *Transferring Residential Density or Nonresidential Intensity:* When a *Project* site is split by a *Compatibility Zone*, modification of the *Project* site plan so as to transfer the allowed *Density* of residential development or *Intensity* of nonresidential development from the more restricted portion to the less restricted portion is encouraged. The purpose of this policy is to move people outside of the higher-risk zones.
 - (a) This full or partial reallocation of *Density* or *Intensity* is permitted even if the resulting *Intensity* in the less restricted area would then exceed the sitewide average *Density* or *Intensity* limits that apply within that *Compatibility Zone* (see **Exhibit 3-4**). However, transferring of *Density* or *Intensity* to a zone in which the proposed use is listed as incompatible is not allowed.
 - (b) The single-acre *Intensity* criterion for the zone to which the use is transferred must still be satisfied.

EXHIBIT 3-3: SPLIT BY COMPATIBILITY ZONES

In this example, the restaurant and office uses are split between *Compatibility Zones B2* and *C*. When determining compliance with the *Zone B2 Intensity* limits, only the portions of the uses in *Zone B2*, together with the retail use that is fully in *Zone B2* are considered and the site size is the 3.5 acres in *Zone B2*.

Compatibility Zone B2

Retail: $\frac{50,000 \text{ s.f.}}{170 \text{ s.f. per person}} = 294 \text{ people}$

Restaurant: $\frac{50\% \text{ of } 18,000 \text{ s.f.}}{60 \text{ s.f. per person}} = 150 \text{ people}$

Office: $\frac{50\% \text{ of } 24,000 \text{ s.f.}}{215 \text{ s.f. per person}} = 56 \text{ people}$

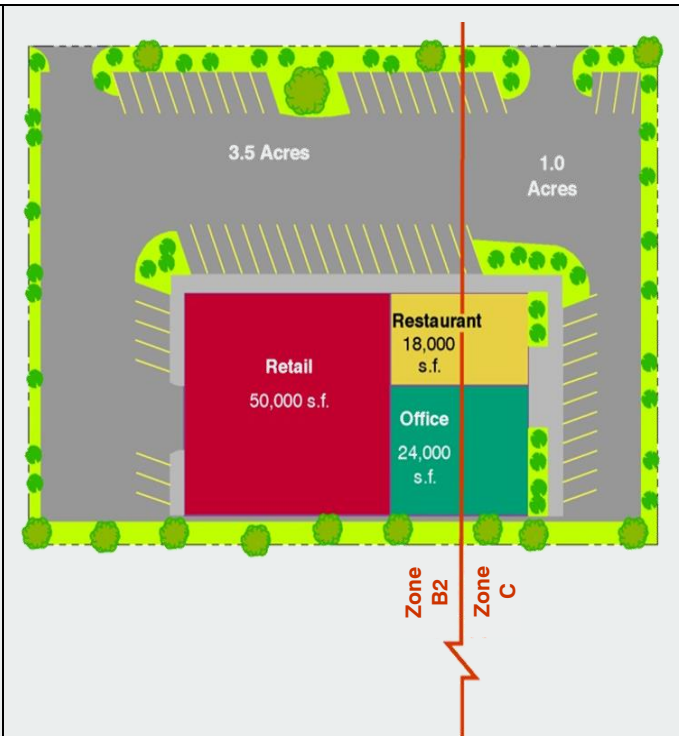
Total Occupancy: = 500 people

Intensity: $\frac{500 \text{ people}}{3.5 \text{ acres}} = 143 \text{ people/acre}^*$

* Would exceed *Zone B2* sitewide average limit of 75 people/acre

Compatibility Zone C

A similar analysis is required for the uses in *Zone C*.

**EXHIBIT 3-4: TRANSFERRING USAGE INTENSITY**

An example of transferring usage *Intensity* to the less restrictive *Compatibility Zone* is provided below. This example is based on criteria and data in **Exhibit 3-1**.

Intensity Criteria

Max. Sitewide Average (Max. Single-Acre)

- *Zone B1* = 50 people/acre (100 people/single acre)
- *Zone B2* = 75 people/acre (225 people/single acre)

Project Site

Total Site Acreage: 3 acres

- *Zone B1:* 1.0 acre
- *Zone B2:* 2.0 acres

Allowable Intensity Based on Criteria

- *Zone B1:* 50 people/acre x 1.0 acre = 50 people
- *Zone B2:* 75 people/acre x 2.0 acres = 150 people
- Total Allowable Intensity on Site: 200 people

Transferring Intensity from Zone B1 to Zone B2

- *Zone B1:* 0 people
- *Zone B2:* 200 people (includes 50 people from *Zone B1*)

Although 200 people in 2.0 acres exceeds 150 people allowed under *Zone B2* criteria (75 people/acre x 2.0 acres = 150 people), it is allowable under usage *Intensity* transfer policy as it does not exceed the single-acre *Intensity* limit of 225 people.

3.4.8 *Safety Criteria for Mixed-Use Development:* Projects involving a mixture of residential and nonresidential uses shall be evaluated as follows:

- (a) Where the residential and nonresidential uses are proposed to be situated on separate parts of the *Project* site, the *Project* shall be evaluated as separate developments. Each component of the *Project* must meet the criteria for the respective land use category in the *Basic Compatibility Criteria* table for the associated *Airport*. Specifically, the residential *Density* shall be calculated with respect to the area(s) to be devoted to residential development and the nonresidential *Intensity* calculated with respect to the area(s) proposed for nonresidential uses. This provision means that the residential *Density* cannot be averaged over the entire *Project* site when nonresidential uses will occupy some of the area. The same limitation applies in reverse—that is, the nonresidential *Intensity* cannot be averaged over an area that includes residential uses.
- (b) *Projects* in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or nearby buildings on the same site must meet both residential *Density* and nonresidential *Intensity* criteria. The number of dwelling units shall not exceed the *Density* limits indicated in the *Basic Compatibility Criteria* table for the associated *Airport*. Additionally, the normal occupancy of the residential component shall be added to that of the nonresidential portion and the total occupancy shall be evaluated with respect to the nonresidential usage *Intensity* criteria. The *ALUC* may make exceptions to this provision if the residential and nonresidential components of the *Project* would clearly not be simultaneously occupied to their maximum intensities.
- (c) Mixed-use development shall not be allowed where the residential component would be situated in a *Compatibility Zone* where residential development is indicated as “Incompatible” in the *Basic Compatibility Criteria* table for the associated *Airport*.

3.4.9 *Risk-Sensitive Land Uses:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern and the nature of the concern are listed below along with the criteria applicable to these uses. These uses and criteria are also indicated in the *Basic Compatibility Criteria* table for each *Airport*. In some cases, these uses are not allowed in portions of an *Airport* environs regardless of the number of occupants associated with the use.

In other instances, these uses should be avoided—that is, allowed only if an alternative site outside the zone would not serve the intended function. When the use is allowed, special measures should be taken to minimize hazards to the facility and occupants if the facility were to be struck by an aircraft.

- (a) *Uses Having Vulnerable Occupants:* These uses are ones in which the majority of occupants are children, elderly, and/or disabled people who have reduced effective mobility or may be unable to respond to emergency situations.
 - (1) The primary uses in this category include, but are not limited to the following:
 - Children’s schools (grades K–12).
 - Day care centers (facilities with more than 14 children ⁶⁵).

⁶⁵ As defined in *Health and Safety Code, Section 1597.43*.

- In-patient hospitals, mental hospitals, nursing homes, and similar medical facilities where patients remain overnight.
 - Congregate care facilities including retirement homes, assisted living, intermediate care facilities, and adult daycare facilities.
 - Penal institutions.
 - Emergency shelters.
- (2) Uses having vulnerable occupants shall be limited within each *Compatibility Zone* as indicated in **Exhibit 4-1, Basic Compatibility Criteria**, Angwin Airport – Parrett Field and **Exhibit 5-1, Basic Compatibility Criteria**, Napa County Airport. New sites or facilities or expansion of existing sites or facilities shall be prohibited where the use is deemed “Incompatible.”
- (b) Hazardous Materials Storage: Materials that are flammable, explosive, corrosive, or toxic constitute special safety compatibility concerns to the extent that an aircraft accident could cause release of the materials and thereby pose dangers to people and property in the vicinity.
- (1) Facilities in this category include, but are not limited to the following:
- First Group Facilities: Facilities such as oil refineries and chemical plants that manufacture, process, and/or store bulk quantities of hazardous materials generally for shipment elsewhere.
 - Second Group Facilities: Facilities associated with otherwise compatible land uses where hazardous materials are stored in smaller quantities primarily for on-site use.
- (2) Uses containing hazardous materials shall be limited within each *Compatibility Zone* as indicated in **Exhibit 4-1, Basic Compatibility Criteria**, Angwin Airport – Parrett Field and **Exhibit 5-1, Basic Compatibility Criteria**, Napa County Airport. New sites or facilities or expansion of existing sites or facilities shall be prohibited where the use is deemed “Incompatible.”
- (3) All facilities must comply with the *Intensity* limits set forth in Policy 3.4.2(b) and other criteria noted in the *Basic Compatibility Criteria Table* for each *Airport*.
- (4) Generation of steam or thermal plumes that reach aircraft flight altitudes are prohibited within all *Compatibility Zones*.
- (c) Critical Community Infrastructure: This category pertains to facilities the damage or destruction of which would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility.
- (1) Facilities include, but are not limited to the following:
- Public safety facilities such as police and fire stations.
 - Communications facilities including emergency communications, broadcast, and cell phone towers.
 - Primary, peaking, and renewable energy power plants; electrical substations; and other utilities.

- (2) Criteria for new or expanded facilities shall be limited or prohibited in accordance with **Exhibit 4-1, Basic Compatibility Criteria, Angwin Airport – Parrett Field** and **Exhibit 5-1, Basic Compatibility Criteria, Napa County Airport**.

3.5 AIRSPACE PROTECTION COMPATIBILITY POLICIES

AIRSPACE PROTECTION COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Airspace Protection Compatibility Policies Background Information has been considered in formulating the Airspace Protection Compatibility policies in this section but is provided for informational purposes only and does not itself constitute *ALUCP* policy.

Policy Objective

Airspace protection compatibility policies seek to prevent creation of land use features that can pose hazards to the airspace required by aircraft in flight and have the potential for causing an aircraft accident.

Measures of Hazards to Airspace

Three categories of hazards to airspace are a concern: physical, visual, and electronic.

- *Physical hazards* include tall structures that have the potential to intrude upon protected airspace as well as land use features that have the potential to attract birds or other potentially hazardous wildlife to the airport area.
- *Visual hazards* include certain types of lights, sources of glare, and sources of dust, steam, or smoke.
- *Electronic hazards* are ones that may cause interference with aircraft communications or navigation.

Factors Considered in Setting Airspace Protection / Object Height Compatibility Policies

The *ALUCP* airspace protection policies rely upon the regulations and standards enacted by the Federal Aviation Administration (FAA) and the State of California. The FAA has well defined standards by which potential hazards to flight, especially airspace obstructions, can be assessed. The following FAA regulations and documents, and any later versions of these documents, are specifically relevant.

- Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace* (provides standards regarding FAA notification of proposed objects and for height limits of objects near airports).
 - FAA Advisory Circular 150/5300-13, *Airport Design* (provides standards regarding safety-related areas in the immediate vicinity of runways).
 - Advisory Circular 70/7460-1K, *Obstruction Marking and Lighting* (sets standards for how essential marking and lighting should be designed).

These regulations and standards do not give the FAA authority to prevent the creation of hazards to flight. That authority rests with state and local agencies. The State of California has enacted regulations enabling state and local agencies to enforce the FAA standards. The *ALUCP* policies are intended to help implement the federal and state regulations.

Factors Considered in Setting Airspace Protection / Wildlife Hazard Compatibility Policies

Natural features and agricultural practices may include open water and food sources that are attractive to wildlife, especially waterfowl and other bird species. The *ALUCP* relies upon the wildlife hazard guidelines established by the FAA in the following Advisory Circulars:

- FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports* (provides guidance on types of attractants to be avoided).
- FAA Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports* (sets guidelines on proximity of these facilities to airports).

3.5.1 *Evaluating Airspace Protection / Object Height Compatibility for New Development:* The object height compatibility of proposed land uses within the *Airport Influence Area* shall be evaluated in accordance with the policies in this section, including the *Airspace Protection Map* provided in **Chapter 4** for Angwin Airport – Parrett Field and **Chapter 5** for Napa County Airport.

- (a) The airspace protection / height limit surfaces depicted in each *Airspace Protection Map* are drawn in accordance with *CFR Part 77*, Subpart C, and reflect the runway length, runway end locations, and approach type for each end of the runway. Where changes to any of these design features are formally proposed for an *Airport* by the *Airport* owner, both the current and future features are considered.
- (b) The *Airspace Critical Protection Zone* consists of the *CFR Part 77* primary surface and the area beneath portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface together with the *Airspace High Terrain Zone*.
- (c) The *Airspace High Terrain Zone*, which applies only to Napa County Airport, encompasses locations where the ground elevation exceeds or is within 35 feet beneath an *Airspace Protection Surface* as defined by *CFR Part 77* for the *Airport*.

3.5.2 *Object Height Criteria:* The criteria for determining the acceptability of a *Project* with respect to height shall be based upon the standards set forth in *CFR Part 77*, Subpart C, *Safe, Efficient Use and Preservation of the Navigable Airspace*, and applicable airport design standards published by the FAA. Additionally, where an FAA aeronautical study of a proposed object has been required as described in Policy 3.5.5, the results of that study shall be taken into account by the *ALUC*.

- (a) Except as provided in Paragraphs (b) and (c) of this policy, no object, including a mobile object such as a vehicle or temporary object such as construction crane, shall have a height that would result in penetration of an *Airspace Protection Surface*. Any object that penetrates one of these surfaces is, by FAA definition, deemed an obstruction.⁶⁶
- (b) Objects not situated within an *Airspace Critical Protection Zone* (see Policy 3.5.1(b)) may be allowed to have heights that penetrate the *Airspace Protection Surfaces* defined by *CFR Part 77* criteria under the following conditions:
 - (1) The maximum allowable height for these objects is 35 feet above ground level.
 - (2) The height of all objects is subject to *Local Agency* zoning limits.
- (c) When located outside of an *Airspace Critical Protection Zone*, a proposed object having a height that exceeds the *Airport's Airspace Protection Surfaces* shall be allowed only if *all* of the following apply:
 - (1) As the result of an aeronautical study, the FAA determines that the object would not be a hazard to air navigation.

⁶⁶ *An obstruction may or may not be a hazard. The purpose of FAA aeronautical studies is to determine whether an obstruction is a hazard and, if so, what remedy is recommended. The FAA's remedies are limited to making changes to the airspace and an airport's approach procedures, but it also can indicate an objection to proposed structures that it deems to be a hazard.*

- (2) FAA or other expert analysis conducted under the auspices of the *ALUC* or the *Airport* operator concludes that, despite being an airspace obstruction (not necessarily a hazard), the object would not cause any of the following:
 - An increase in the ceiling or visibility minimums of the *Airport* for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA);
 - A reduction of the established operational efficiency and capacity of the *Airport*, such as by causing the usable length of the runway to be reduced; or
 - Conflict with the visual flight rules (VFR), airspace used for the airport traffic pattern or en route navigation to and from the *Airport*.
- (3) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or Caltrans and in a manner consistent with FAA standards in effect at the time the construction is proposed.⁶⁷
- (4) An *Avigation Easement* is dedicated to the agency owning the *Airport* in accordance with Policy 3.7.1.
- (5) The proposed project/plan complies with all other policies of this *ALUCP*.

3.5.3 *Criteria Addressing Wildlife Hazards:* Proposed land uses or land use features that could attract potentially hazardous wildlife to the *Airport* vicinity or could interfere with aircraft during takeoff, in flight, or landing at the *Airport* shall be restricted as indicated in this policy. Any proposed land use that could attract wildlife to an *Airport Influence Area* is a potential concern. Federal regulations and guidance identify specific land uses that the Federal Aviation Administration deems incompatible near airports.⁶⁸

- (a) The *ALUC*'s role and policy with regard to regulating wildlife hazards in areas around the *Airports* in Napa County is limited to new development as well as general plans, specific plans, master plans, and zoning ordinances that set standards for proposed development, land uses, or site features such as those listed in Paragraph (d) of this policy. As stated in Policy 2.7.3, the *ALUC* has no authority to regulate existing land uses. This includes land uses such as agriculture that can have characteristics attractive to hazardous wildlife. Crop selection and other routine agricultural activities that do not involve construction or otherwise constitute a land use *Project* and do not need *Local Agency* approval are not subject to *ALUC* authority and the policies of this *ALUCP*.
- (b) Proposed land uses or site features, as listed in Paragraph (d) of this policy, that have the potential to attract potentially hazardous wildlife shall be prohibited within *Compatibility Zone A* and shall be avoided within the remainder of the *Wildlife Hazard Critical Zone* shown on the *Airspace Protection Maps* for Angwin Airport – Parrett Field (**Exhibit 4-2**) and Napa County Airport (**Exhibit 5-2**).

⁶⁷ *Advisory Circular 70/7460-1J, Obstruction Marking and Lighting, or any later FAA guidance.*

⁶⁸ *The FAA rules and regulations include, but are not limited to: Public Law 106-181 (Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, known as AIR 21), Section 503; 40 CFR 258, Criteria for Municipal Solid Waste Landfills, Section 258.10, Airport Safety; Advisory Circular 150/5200-33C, Hazardous Wildlife Attractants On or Near Airports; Advisory Circular 150/5200-34A, Construction or Establishment of Landfills near Public Airports; and any subsequent applicable FAA guidance.*

- (c) For the purposes of this policy, “avoid” means that the use or feature is acceptable only if an alternative site with similar characteristics located outside the *Wildlife Hazard Critical Zone* is not feasible and appropriate measures can be provided to minimize an increase in the attraction of hazardous wildlife above what exists in the absence of the *Project*.
- (d) The land uses and site features subject to this policy include, but are not limited to:
 - (1) New or expanded waste disposal facilities, such as new landfills, landfill expansions, and waste transfer stations.
 - (2) New or expanded water management facilities having the potential to hold exposed surface water for more than 48 hours following the design storm. Such facilities include stormwater management/water quality treatment ponds, settling ponds, artificial marshes, ornamental ponds, fountains, etc. In the event that detention exceeds 48 hours, measures should be incorporated to minimize the facility’s attractiveness to potentially hazardous wildlife.
 - (3) New or expanded wetlands including mitigation sites.
 - (4) New or expanded open areas designed specifically to attract wildlife or create habitat. Such uses include conservation areas, wildlife preserves, and mitigation areas, as well as uses designed primarily for other purposes; for example, golf courses.
 - (5) New, expanded, or enhanced structures or architectural features that could provide nesting, shelter, or perching opportunities for raptors and large birds unless the attractiveness of these features is reduced through the application of nets, bird spikes, or other deterrents. Communication towers, signs, and light standards are examples of structures of this type.
 - (6) Landscaping plans associated with new *Projects* or land uses that provide for planting of new trees to create dense and contiguous canopy or plant materials that provide food sources, such as fruit, nuts, or berries.
- (e) Proposed master site plans, landscaping plans, conservation plans, and other planning or legal documents associated with the *Major Land Use Actions* listed in Policy 2.5.2 shall indicate that the uses and features listed in Paragraph (d) of this policy are to be prohibited within *Compatibility Zone A* and avoided within the remainder of the *Wildlife Hazard Critical Zone*.
- (f) Certain natural features, such as the Napa River marshes, wetlands, sloughs, and tidal areas, are the focus of regional restoration efforts identified by the Napa County General Plan, Conservation Element. Plans to restore portions of these natural features may include areas within the *Wildlife Hazard Critical Zone*, and, as such, should consider measures to minimize their attractiveness to potentially hazardous wildlife through such items as plant materials, open water areas, etc.

- (g) The *ALUC Executive Officer* and *Local Agencies* should consult airport management, an FAA-qualified Airport Wildlife Biologist, FAA Wildlife Hazard Management regulations and guidance, and the USDA Wildlife Hazards Program for guidance regarding implementation of this policy.⁶⁹
- 3.5.4 *Criteria Addressing Other Flight Hazards:* Land uses that may cause visual or electronic hazards to aircraft in flight or taking off or landing at the airport shall not be allowed within the *Airport Influence Area* unless the uses are consistent with FAA rules and regulations.
- (a) Specific characteristics to be evaluated for potential hazards to flight include:
- (1) Sources of glare (such as from solar arrays, mirrored or other highly reflective structures, or building features) or bright lights (including search lights and laser light displays);
 - (2) Distracting lights that could be mistaken for airport lights;
 - (3) Sources of dust, steam, or smoke that may impair pilots' vision;
 - (4) Sources of steam or other emissions that cause thermal plumes or other forms of unstable air;
 - (5) Sources of electrical interference with aircraft communications or navigation.
- (b) To resolve any uncertainties with regard to the significance of the above types of flight hazards, *Local Agencies* should consult with FAA officials, Caltrans, and Airport management.
- 3.5.5 *Requirements for FAA Notification of Proposed Construction:* Project proponents are responsible for notifying the FAA about proposed construction that may affect navigable airspace.⁷⁰ The following is *ALUCP* policy on this topic.

⁶⁹ FAA and the Caltrans Division of Aeronautics recommend that airport operators, local planners, and developers work together to take into account whether the proposed land uses will increase wildlife hazards in the airport vicinity, and the agencies recommend the establishment of a wildlife hazard working group to facilitate communication, cooperation and coordination between the airport and surrounding communities and to encourage landowners and lease holders to control wildlife hazards. Such a group could assist the ALUC in evaluating the potential of a proposed project to increase risk to aircraft operations.

⁷⁰ CFR Part 77 requires that a project proponent submit notification of a proposal to the FAA where required by the provisions of CFR Part 77, Subpart B. Public Utilities Code Sections 21658 and 21659 likewise include this requirement. FAA notification requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects such as construction cranes. The FAA will conduct an "aeronautical study" of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. (See **Appendix B** of this Compatibility Plan for a copy of CFR Part 77 and online procedures for filing Form 7460-1.) FAA notification is required at least 45 days before the start date of the proposed construction or the date an application for a construction permit is filed, whichever is earliest. FAA notification is required under the following circumstances:

- (a) The project contains proposed structures or other objects that exceed the height standards defined in CFR Part 77, Subpart B. Objects shielded by nearby taller objects are exempted in accordance with CFR Part 77, Paragraph 77.15. Note that notification to the FAA under CFR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. As presented in **Chapters 4 and 5**, the FAA notification area extends beyond the *Airport Influence Area*. The Subpart B notification airspace surface extends outward and upward at a slope of 50 to 1 for a horizontal distance of 10,000 or 100 to 1 for a horizontal distance of 20,000 feet from the nearest point on any runway.
- (b) Any proposal for construction or alteration of a structure, including antennas, taller than 200 feet above the ground level at the site regardless of proximity to any airport.

- (a) The *Local Agency* having jurisdiction over the *Project* site should inform the *Project* proponent of the requirements for notification to the FAA. Reference to FAA notification requirements is included in this policy for informational purposes only, not as an *ALUCP* policy.
- (b) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the *ALUC* for review regardless of where within Napa County they would be located.⁷¹
- (c) Any proposed development *Project* that includes construction of a structure or other object and that is required to be submitted to the *ALUC* for a consistency review in accordance with Policies 2.5.1 or 2.5.2 shall include a copy of the completed *CFR Part 77* notification form (Form 7460-1) submitted to the FAA, if applicable, and of the resulting FAA findings from its aeronautical study (i.e., notice of determination letter). A proposed *Project* may be referred to the *ALUC* in advance of the completion of the FAA aeronautical study. However, the completed aeronautical study must be forwarded to the *ALUC* when available, but before issuance of a construction permit, and the *ALUC* may reconsider its previous consistency determination if the FAA study provides new information and airspace protection was a factor in the *ALUC*'s determination.

3.5.6 *ALUC Review*: The requirement for notification to the FAA shall not by itself trigger an airport compatibility review of an individual *Project* by the *ALUC*. If the general plan of the *Local Agency* in which the *Project* is to be located has been determined by the *ALUC* to be consistent with this *ALUCP*, then no *ALUC* review is required. If the general plan has not been made consistent, then the proposed *Project* must be referred to the *ALUC* for review if it qualifies as a *Major Land Use Action* (see Policy 2.5.2).

⁷¹ Also, in accordance with *CFR Part 77, Paragraph 77.9(a)*, notification to the FAA is required for "Any construction or alteration that is more than 200 ft. AGL at its site."

3.6 OVERFLIGHT COMPATIBILITY POLICIES

OVERFLIGHT COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Overflight Compatibility Policies Background Information has been considered in formulating the Overflight Compatibility policies in this section but is provided for informational purposes only and does not itself constitute *ALUCP* policy.

Policy Objective

Noise from individual aircraft operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the noise exposure areas addressed by the policies in Section 3.3. Sensitivity to aircraft overflight varies from one person to another.

The policies in this section serve primarily to establish the form and requirements for notification about airport proximity and aircraft overflight to be given in conjunction with *Local Agency* approval of new *Residential Development* and with certain real estate transactions involving existing *Residential Development*. Overflight policies do not apply to *Nonresidential Development*.

Measures of Overflight Exposure

The loudness and frequency of occurrence of individual aircraft noise events are key determinants of where airport proximity and aircraft overflight notification is warranted. Single-event noise levels are especially important in areas that are overflown regularly by aircraft but that do not produce significant *CNEL* contours.

Locations where aircraft regularly fly at approximately the traffic pattern altitude—1,000 feet above airport elevation—or lower are considered to be within the overflight impact area of each *Airport*. Note that the flight altitude above ground level at any particular point will be more or less than this amount depending upon the terrain below. Areas of high terrain beneath the traffic patterns are exposed to comparatively greater noise levels, a factor that is considered in the overflight policies.

Factors Considered in Setting Overflight Compatibility Policies

Factors considered in establishing overflight compatibility policies include the following:

- Unlike the function of the noise, safety, and airspace protection compatibility policies in this *ALUCP*, overflight compatibility policies do not restrict the manner in which land can be developed or used. The policies serve only to establish the form and requirements for notification about airport proximity and aircraft overflights to be given in conjunction with *Local Agency* approval of new development and with certain real estate transactions involving existing development.
- To be most effective, overflight policies should establish notification requirements for transactions involving existing residential land uses, not just future residential development. However, the only function of the *ALUCP* with regard to *Existing Land Uses* is to define the boundaries within which *Airport Proximity Disclosure* in conjunction with real estate transactions should be provided as specified under state law. Other than setting the disclosure boundary, the policies in this section apply only to new residential development.
- State *Airport Proximity Disclosure* law applies to existing development, but not to all transactions. California state statutes (*Business and Professional Code Section 11010* and *Civil Code Sections 1102.6, 1103.4, and 1353*) require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an *Airport Influence Area*. These state requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property. In general, *Airport Proximity Disclosure* is required with existing residential property transfer only when certain natural conditions (earthquake, fire, or flood hazards) warrant disclosure.
- Need for continuity of notification to future property owners and tenants. To the extent that this *ALUCP* sets notification requirements for new development, notifications should be in a form that runs with the land and is provided to prospective future owners and tenants.
- To avoid inappropriateness of *Avigation Easement* dedication solely for buyer awareness purposes. *Avigation Easements* involve conveyance of property rights from the property owner to the party owning the easement and are thus best suited to locations where land use restrictions for noise, safety, or airspace protection purposes are necessary. Property rights conveyance is not needed for buyer awareness purposes. *ALUC* policy regarding *Avigation Easements* is set forth in Policy 3.7.1.

3.6.1 *Recorded Overflight Notification*: As a condition for *ALUC* approval of a residential land use *Project* within *Compatibility Zone D2* for Angwin Airport – Parrett Field or Napa County Airport, an *Overflight Notification* shall be recorded in the chain of title of the property.

- (a) The notification shall be of a format similar to that indicated in **Appendix E** and shall contain the following language dictated by state law ⁷² with regard to *Airport Proximity Disclosure* in conjunction with real estate transfer:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

- (b) The notification shall be evident to prospective purchasers of the property and shall appear on the property deed.
- (c) A *Recorded Overflight Notification* is not required where an *Avigation Easement* dedication is required as the *Avigation Easement* accomplishes the notification function (see Policy 3.7.1).
- (d) Recording of an overflight notification is not required for nonresidential development.

3.6.2 *Airport Proximity Disclosure*: State law requires that notice disclosing information about the presence of a nearby airport be given to prospective buyers of certain residential real estate within an *Airport Influence Area*. The statutes define an *Airport Influence Area* as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.” ⁷³ *ALUCP* criteria with regard to *Airport Proximity Disclosure* are as follows:

- (a) For existing residences:
 - (1) *Airport Proximity Disclosure* as part of real estate transactions involving existing residences is a matter between private parties. Neither this *ALUCP* nor *Local Agencies* have authority to mandate that *Airport Proximity Disclosure* be provided and neither the *ALUCP* nor *Local Agencies* have enforcement responsibilities with regard to this disclosure.
 - (2) The sole responsibility of *Local Agencies* with regard to *Airport Proximity Disclosure* for existing residences is to recommend the boundary of the area within which the disclosure is deemed appropriate and to provide this information to local title companies and real estate agents. The *Airport Influence Area* defined herein for each of the *Airports* covered by this *ALUCP* establishes the area in which *Airport Proximity Disclosure* is recommended.

⁷² *California Business and Professions Code Section 11010(b) and Civil Code Section 1353(a).*

⁷³ *California Business and Professions Code Section 11010(b) and Civil Code Section 1353(a).*

- (3) *Airport Proximity Disclosure* should be provided as part of *all* real estate transactions (sale, lease, or rental) involving residential property anywhere within the *Airport Influence Area*.
- (b) For proposed residential *Projects*:
 - (1) The disclosure provisions of state law are deemed mandatory for new residential *Projects* anywhere within the *Airport Influence Area* and shall continue in effect as *ALUCP* criteria even if the state law is made less stringent or rescinded. The disclosure shall be of a format similar to that indicated in **Appendix E** and shall contain the language dictated by state law (see Policy 3.6.1(a)).
 - (2) Signs providing the notice included in Policy 3.6.1(a) and a map of the *Airport Influence Area* shall be prominently posted in the real estate sales office and/or other key locations at any new residential *Project* within the *Airport Influence Area*.

3.7 CRITERIA FOR SPECIAL CIRCUMSTANCES

- 3.7.1 *Avigation Easement Dedication*: As a condition for approval of *Projects* that are subject to the review provisions of this *ALUCP* and that meet the conditions in Paragraphs (a) and (b) of this policy, the property owner shall be required to dedicate an *Avigation Easement* to the *Local Agency* owning the *Airport*.
- (a) *Avigation Easement* dedication is required for all off-airport *Projects* situated on a site that lies completely or partially within any of the following portions of an *Airport Influence Area*:
 - (1) Within *Compatibility Zones A, B, C, or D1* for Angwin Airport – Parrett Field.
 - (2) Within *Compatibility Zones A, B1, B2, B3, C, or D1* for Napa County Airport.
 - (3) Within the *Airspace Critical Protection Zone* as defined in Policy 3.5.1(b).
 - (4) Within the *Airspace High Terrain Zone* as defined by Policy 3.5.1(c).
 - (b) Within the areas defined by Paragraph (a), *Avigation Easement* dedication shall be required for any proposed *Project*, including *Infill Projects*, for which discretionary *Local Agency* approval is required. *Avigation Easement* dedication is not required for ministerial approvals such as building permits or *Actions* associated with modification of existing single-family residences.
 - (c) The *Avigation Easement* shall:
 - (1) Provide the right of flight in the airspace above the property;
 - (2) Allow the generation of noise and other impacts associated with aircraft overflight;
 - (3) Restrict the height of structures, trees, and other objects in accordance with the policies in Section 3.5 and the *Airspace Protection Map* provided in **Chapter 4, Exhibit 4-3** for Angwin Airport – Parrett Field and **Chapter 5, Exhibit 5-3** for Napa County Airport;

- (4) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
 - (5) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.
- (d) An example of an *Avigation Easement* is provided in **Appendix E**. The *ALUC* recognizes that the language included in this example may require modification to address site-specific conditions.

3.7.2 *Infill*: Where land uses not in conformance with the criteria set forth in this *ALUCP* exist at the time of the plan's effective date, an *Infill Project* (see Policy 2.1.23) of similar land uses may be allowed to occur in that area even if the proposed land use is otherwise incompatible with respect to the compatibility criteria for that location.

- (a) To qualify as *Infill* development, a *Project* site must either:
 - (1) Be part of a cohesive area, defined by the *Local Agency* and approved by the *ALUC*, within which at least 65% of the uses were developed prior to the *ALUCP's* effective date with uses not in conformance with the plan; or
 - (2) Meet *all* of the following conditions:
 - Already be served with streets, water, sewer, and other infrastructure;
 - Have at least 65% of the site's perimeter bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed;
 - Be no larger than 20 acres;
 - Not extend the perimeter of the *Infill* area defined by the surrounding, already developed, incompatible uses; and
 - Must be consistent with the *Local Agency's* zoning regulations governing the existing, already developed, surrounding area.
- (b) In locations that qualify as *Infill* under Paragraph (a) above:
 - (1) For *Infill* residential *Projects* in *Compatibility Zones C, D1, and D2*, the average development *Density* (dwelling units per acre) of the site shall not exceed the median *Density* represented by all existing residential lots that lie fully or partially within a distance of 300 feet from the boundary of the defined *Infill* area or site.
 - (2) For *Infill* nonresidential *Projects* in *Compatibility Zones B2, B3, C, D1, and D2*, the average usage *Intensity* (the number of people per acre) of the site's proposed use shall not exceed the lesser of:
 - The median *Intensity* of all existing nonresidential uses that lie fully or partially within a distance of 300 feet from the boundary of the defined *Infill* area; or
 - Double the average sitewide *Intensity* permitted in accordance with the criteria for that location as indicated in **Exhibit 4-1** and **Exhibit 5-1**.

Example: If the zone allows an average sitewide Intensity of 100 people per acre and the median average of nearby existing uses is 150 people per acre, the *Infill* development would be limited to 150 people per acre rather than 200 (double the average sitewide *Intensity* limit).

- (c) The single-acre *Intensity* limits for nonresidential *Projects* listed in **Exhibit 4-1** and **Exhibit 5-1** are applicable to *Infill Projects*. Also, the sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply to *Infill Projects*.
 - (d) The preference of this policy is that all parcels eligible for *Infill* should be identified at one time by the *Local Agency*.
 - (1) The *Local Agency* is responsible for identifying, in its general plan or other adopted planning document approved by the *ALUC*, the qualifying locations that lie within that *Agency's* boundaries. This action may take place in conjunction with the process of amending a general plan for consistency with the *ALUCP* or may be submitted by the *Local Agency* for consideration by the *ALUC* at the time of initial adoption of this *ALUCP*.
 - (2) If a map identifying locations suitable for *Infill* has not been submitted by the *Local Agency* and approved by the *ALUC* or the site of an individual *Project* proposal does not fall within the identified *Infill* area, the *ALUC* may evaluate the *Project* when referred for review under Policy 2.5.1 to determine whether it would meet the qualifying conditions listed in Paragraph (a) plus the applicable provisions in Paragraphs (b) and (c) of this policy.
 - (3) In either case, the burden for demonstrating that an area or an individual site qualifies as *Infill* rests with the affected *Local Agency* and/or *Project* proponent and is not the responsibility of the *ALUC*.
- 3.7.3 *Existing Nonconforming Uses*: Proposed changes to *Existing Nonconforming Uses* (including a parcel or building) that are not in conformance with the criteria in this *ALUCP* shall be limited as follows:
- (a) Residential uses.
 - (1) A *Nonconforming* residential land use may be continued, sold, leased, or rented without restriction and is not subject to this *ALUCP* or *ALUC* review.
 - (2) A *Nonconforming* residential dwelling may be maintained, remodeled, reconstructed (see Policy 3.7.4), or expanded in size. Additional dwelling units may not be added unless allowed by Policy 2.7.4 (Development by Right). However:
 - Any increase in height must comply with the policies in Section 3.5 (Airspace Protection Compatibility Policies).
 - A single-family residential parcel may not be divided for the purpose of allowing additional dwellings to be constructed.
 - (3) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.
 - (b) Nonresidential uses (other than children's schools):
 - (1) A *Nonconforming* nonresidential use may be continued, sold, leased, or rented without restriction or *ALUC* review provided that no discretionary *Local Agency* approval (such as a conditional use permit) is required.

- (2) *Nonconforming* nonresidential facilities may be maintained, altered, or, if required by state law, reconstructed (see Policy 3.7.4). However, any such work:
 - Must not result in expansion of either the portion of the site devoted to the *Nonconforming Use* or the floor area of the buildings; and
 - Must not result in an increase in the usage *Intensity* (people per acre) above the levels existing at the time of adoption of this *ALUCP*.
 - Must not increase the storage or use of hazardous materials unless remaining within the limits set under Policy 3.4.9(b).
 - (3) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.
 - (c) Children's schools (including grades K-12, day care centers with more than 14 children, and school libraries):
 - (1) Land acquisition for new schools or expansion of existing school sites is not permitted in *Compatibility Zones A, B, C* or *D1* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, C, or D1* for Napa County Airport.
 - (2) Existing school facilities may be maintained, repaired, remodeled, or, reconstructed (see Policy 3.7.4).
 - (3) A one-time expansion of existing school facilities accommodating no more than 50 students is allowed in *Compatibility Zone D1* for each *Airport*.
 - (4) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.
- 3.7.4 *Reconstruction*: An *Existing Nonconforming* development that has been fully or partially destroyed as the result of a calamity or natural catastrophe, and would not otherwise be reconstructed but for such event, may be rebuilt only under the following conditions:⁷⁴
- (a) Single-family or multi-family residential *Nonconforming Uses* may be rebuilt provided that the *Reconstruction* does not result in more dwelling units than existed on the parcel at the time of the damage. Addition of an accessory dwelling unit and/or junior accessory dwelling unit to a single-family residence is permitted if in accordance with Policy 2.7.4 (Development by Right).
 - (b) A nonresidential *Nonconforming Use* may be rebuilt provided that the *Reconstruction* does not increase the floor area of the previous structure or result in an increased usage *Intensity* (people per acre).
 - (c) *Reconstruction* under Paragraphs (a) or (b) above:
 - (1) Must have a permit deemed complete by the *Local Agency* within the time frame established by that *Agency*.
 - (2) Shall incorporate sound attenuation features to the extent required by Policy 3.3.2.
 - (3) Shall require dedication of an *Avigation Easement* to the *Local Agency* owning the *Airport* if required under Policy 3.7.1.

⁷⁴ *Reconstruction differs from Redevelopment (see Policy 2.1.36 for definition) that is subject to the provisions of this ALUCP.*

- (4) Shall record an *Overflight Notification* in the chain of title of the property if required by Policy 3.6.1.
- (5) Shall comply with *CFR Part 77* requirements (see Section 3.5).
- (d) *Reconstruction* in accordance with Paragraphs (a), (b), and (c) above shall not be permitted in *Compatibility Zone A* or where it would be in conflict (not in conformance) with the general plan or zoning ordinance of the *Local Agency*.
- (e) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

3.8 REVIEW CRITERIA FOR AIRPORT PLANS OF EXISTING AIRPORTS

3.8.1 *Substance of Review:* In accordance with state law, any new or amended airport master plan or expansion *Project* for the *Airports* addressed in this *ALUCP* is subject to *ALUC* review for consistency with the *ALUCP* (see Policy 2.4.1(b)). In conducting any such review, the *ALUC* shall evaluate whether the *Airport* plan would result in greater noise, safety, airspace protection, or overflight impacts than indicated in this *ALUCP*. Attention should specifically focus on:

- (a) Proposals for facilities or procedures not assumed herein; specifically:
 - (1) Construction of a new runway or helicopter takeoff and landing area.
 - (2) Change in the length, width, or landing threshold location of an existing runway.
 - (3) Establishment of an instrument approach procedure that changes the approach capabilities at a particular runway end.
 - (4) Modification of the flight tracks associated with existing visual or instrument operations procedures.
- (b) Proposed changes in the role or character of use of the *Airport*.
- (c) New activity forecasts that are: (1) significantly higher than those used in developing the respective *Airport* noise contours presented in **Chapters 6 and 7**; or (2) assume a higher proportion of larger or noisier aircraft.

3.8.2 *Noise Impacts of Airport Expansion:* Any proposed expansion of *Airport* facilities that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this *ALUCP*, a noise increase shall be considered significant by the *ALUC* if:

- (a) In locations having an existing ambient noise level of *CNEL* 60 dB or less, the *Project* would increase the noise level by 3.0 dB or more.
- (b) In locations having an existing ambient noise level of more than *CNEL* 60 dB, the *Project* would increase the noise level by 1.5 dB or more.

3.8.3 *Consistency Determination:* The *ALUC* shall determine whether the proposed *Airport* plan or expansion *Project* is consistent with this *ALUCP*. The *ALUC* shall base its determination of consistency on:

- (a) Findings that the proposed development and forecasts identified in the *Airport* plan or *Project* would not result in greater noise, safety, airspace protection, or overflight impacts on surrounding land uses than are assumed in this *ALUCP*.
- (b) Consideration of:
 - (1) Mitigation measures incorporated into the plan or *Project* to reduce any increases in the noise, safety, airspace protection, and overflight impacts to a less-than-significant level in accordance with provisions of the California Environmental Quality Act (CEQA); or
 - (2) In instances where the impacts cannot be reduced to a less-than-significant level, a statement of overriding considerations approved by the *Airport* owner in accordance with provisions of CEQA.
- (c) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal, tribal or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *ALUCP* with respect to that *Airport* (see Policy 2.1.12 for definition of aviation-related use).

3.9 REVIEW CRITERIA FOR PROPOSED NEW AIRPORTS, HELIPORTS, AND VERTIPOINTS

3.9.1 *Substance of Review:* In reviewing proposals for new airports, heliports, and vertiports, the *ALUC* shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.

- (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of *ALUC* review.
- (b) The *ALUC* shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.
- (c) The *ALUC* must base its review on the proposed airfield design. The *ALUC* does not have the authority to require alterations to the airfield design.

3.9.2 *Airport/Land Use Relationship:* The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport, heliport, or vertiport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:

- (a) Would the existing or planned land uses be considered incompatible with the airport, heliport, or vertiport if the latter were already in existence?
- (b) What measures are included in the airport, heliport, or vertiport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:
 - (1) The location of flight tracks so as to minimize the impacts;
 - (2) Other operational procedures to minimize impacts;
 - (3) Installation of noise barriers or structural noise insulation; or
 - (4) Acquisition of property interests (fee title or easements) on the impacted land.

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Angwin Airport – Parrett Field Compatibility Policies and Maps

4.1 EVALUATING LAND USE CONSISTENCY

- 4.1.1 *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within the Angwin Airport – Parrett Field *Airport Influence Area* shall be evaluated in accordance with:
- (a) The specific noise, safety, airspace protection, overflight, and other compatibility policies set forth in **Chapter 3**;
 - (b) The criteria listed in **Exhibit 4-1, Basic Compatibility Criteria**; and
 - (c) The *Compatibility Zones* depicted on the *Compatibility Policy Map* (**Exhibit 4-2**) in this chapter.
- 4.1.2 *Compatibility Policy Table:* **Exhibit 4-1, Basic Compatibility Criteria**, lists general land use categories and indicates each use as being “normally compatible,” “conditional,” or “incompatible” depending upon the compatibility zone in which it is located. See Policy 3.2.2(a) for the meaning of these terms.
- 4.1.3 *Compatibility Policy Map:* The *Compatibility Zones* for Angwin Airport – Parrett Field are presented in **Exhibit 4-2**, which is to be used in conjunction with the criteria set forth in **Exhibit 4-1, Basic Compatibility Criteria**, and the additional policies listed in Section 4.3 of this Chapter.
- 4.1.4 *Airspace Protection Surfaces Map:* The *Airspace Protection Surfaces Map* for Angwin Airport – Parrett Field is presented in **Exhibit 4-3** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of **Chapter 3**.

4.2 MAP DETERMINANTS

- 4.2.1 *Airport Runway Configuration Assumptions:* **Exhibit 4-2** and **Exhibit 4-3** are based upon the Angwin Airport – Parrett Field Airport Layout Plan (ALP) dated November 2009.

Although never adopted by either the County of Napa or Pacific Union College nor submitted to the Federal Aviation Administration (FAA) for approval, Pacific Union College stated that the 2009 ALP reflects both the airport's existing and potential future buildout over the next 20 years.⁷⁵ As described in **Chapter 7**, the runway configuration includes proposed extensions at both the north (Runway 16) and south (Runway 34) ends of the runway.

- 4.2.2 *Compatibility Policy Map Boundary Determinants*: The *Compatibility Zone* boundaries for Angwin Airport – Parrett Field represent a composite of four compatibility factors: noise, safety, airspace protection, and overflight concerns. The *Airport's* runway length, approach categories, normal flight patterns, and aircraft fleet mix influence the shape and size of the *Compatibility Zones*.⁷⁶ The magnitude of the *Airport* impacts occurring within each *Compatibility Zone* are described in the Compatibility Zone Delineation Table for Angwin Airport – Parrett Field presented in **Exhibit 4-4**.
- (a) *Airport Influence Area* encompasses all of the above zones. The outer boundary coincides with the outer edge of the *CFR Part 77* conical surface boundary.
- 4.2.3 *Airspace Protection Policy Map Boundary Determinants*: **Exhibit 4-3** illustrates the Angwin Airport – Parrett Field airspace protection surfaces as defined by *CFR Part 77*. Encompassed within this area is the Wildlife Hazard Critical Area defined by the FAA where wildlife attractants are a concern.

4.3 SPECIAL CONDITIONS POLICIES

- 4.3.1 *Applicability*: In accordance with Policy 3.4.2(g) of **Chapter 3**, the Napa County *ALUC* acknowledges special conditions regarding particular land uses in the Angwin Airport – Parrett Field *Airport Influence Area*. These special conditions warrant establishment of compatibility criteria different in character from the criteria applicable to other portions of the *Compatibility Zones*. These special policies are not to be generalized or considered as precedent applicable to other locations near the Angwin Airport – Parrett Field or to the environs of other airports addressed by this *ALUCP*.
- 4.3.2 *Pacific Union College (PUC or College)*: The criteria set forth in **Chapter 3** and **Exhibit 4-1** notwithstanding, the criteria in this policy shall apply within the portion of the Angwin Airport – Parrett Field *Influence Area* under the ownership of the Pacific Union College.
- (a) Site-specific factors which support this policy exception include:
- (1) PUC owns Angwin Airport – Parrett Field and has control over its development and operation.
 - (2) The airport and the campus have co-existed for many years.
 - (3) Future development of the campus is governed by a Master Land Use Plan developed by PUC in 1975.

⁷⁵ Hirdler, Joy L., *Pacific Union College, Letter to Napa County ALUC*. November 10, 2023.

⁷⁶ *Chapter 6 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors for Angwin Airport – Parrett Field.*

- (4) A significant part of the area where development would be restricted in accordance with the **Chapter 3** and **Exhibit 4-1** criteria contains existing development. Additional development in parts of this area can be considered as infill development in accordance with Policy 3.7.2.
- (b) As shown on **Exhibit 4-2**, four subzones are provided:
- (1) PUC 1: Dormitory Subzone—This area is located approximately 1,800 feet southwest of the existing approach end of Runway 34 and within *Compatibility Zones B* and *C*. The PUC Master Land Use Plan identifies four proposed dormitories and a dining facility adjacent to two existing dormitories in this area. Future development in this subzone shall be limited as follows:
- No new dining facilities or other development shall be permitted in the *Compatibility Zone B* portion of this subzone unless the proposed use meets the basic criteria for this zone as indicated in **Exhibit 4-1**.
 - Within *Compatibility Zones B* and *C*, long-term housing, such as dormitories, shall be considered compatible provided that buildings are located no closer to the extended runway centerline than the two existing dormitories and have no more than two aboveground habitable floors.
 - Within *Compatibility Zone C*, new dining facilities shall be considered conditionally compatible, provided that the building occupancy does not exceed the basic *Zone C* limit of 120 people in a 1-acre area (since the building footprint would presumably be under 1.0 acre, this criterion limits the total building capacity to 120 people).
 - Within *Compatibility Zone D1*, dormitories, dining facilities, and other uses are compatible provided that they do not exceed the maximum single-acre intensity limit of 600 people.
- (2) PUC 2: Housing Subzone—This subzone is situated immediately north of the Dormitory Subzone and contains portions of *Compatibility Zones A*, *B*, and *C*. Included within it are existing single-family housing and a mobile home park for faculty, staff, and students. These uses are inconsistent with the **Exhibit 4-1** criteria. However, in accordance with Policy 3.7.4, Nonconforming Uses may be rebuilt provided that the Reconstruction does not result in more dwelling units than existed on the parcel at the time of the damage. New residential dwellings are considered compatible within *Compatibility Zones B* and *C*, but not *Zone A*. Furthermore, the remaining vacant sites within this subzone meet the infill requirements of 3.7.2. Therefore, construction of uses similar in character and density shall be considered compatible within *Compatibility Zones B* and *C* provided the buildings are not located closer to the extended runway centerline than the existing housing. No new residential structures shall be allowed within *Compatibility Zone A*.

- (3) PUC 3: Co-Generation Plant Subzone—This subzone contains the existing co-generation power plant for electricity, heating, and cooling for the PUC campus. A portion of the facility lies within *Compatibility Zone C* on the western side of the *Airport* and north of the PUC Housing Zone. New or expanded development of the facility within *Compatibility Zone C* shall be allowed only if an alternative site outside of zone would not serve the intended function. If sited in *Compatibility Zone C*, any new structures must be located the maximum feasible distance away from the runway centerline.
- (4) Remainder of PUC Property—The primary land use compatibility concerns for the PUC lands east of Angwin Airport – Parrett Field are potential obstructions and wildlife attractants. All new or expanded development, including the existing effluent reservoir, shall comply with the compatibility criteria set forth in **Exhibit 4-1**.

EXHIBIT 4-1: BASIC COMPATIBILITY CRITERIA, ANGWIN AIRPORT – PARRETT FIELD (JUNE 2023 WORKING DRAFT)

Intensity Criteria ¹		Compatibility Zones						Additional Criteria
		A	B	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)		0 0	50 100	60 120	150 600	150 600	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Easement / Notification Requirement ²		Avigation Easement				RON	APD	
Land Use Category		Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses ³		<div><div></div>Normally Compatible</div> <div><div></div>Conditional</div> <div><div></div>Incompatible</div>						› Conditions listed below apply to uses listed as “Conditional” (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
General Characteristics								
Any use having more than 1 habitable floor ⁴								B, C: Limited to no more than 2 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height								B, C: Ensure airspace obstruction does not occur B, C: Airspace review required for objects >35 feet D1, D2: Airspace review required for objects >70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height								D1, D2, E: Ensure airspace obstruction does not occur; airspace review required for objects >150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife								D1, D2, E: Avoid use or provide mitigation consistent with FAA rules and regulations ⁵
Any use creating visual or electronic hazards to flight ⁶								
Outdoor Uses (no or limited indoor activities)								
Constructed/Enhanced Land/Water Features:-woods, brush lands, wetlands, reservoirs, detention/retention ponds								C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land								A: Objects above runway elevation not allowed in OFA ⁷ All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵ ; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms								B, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵ ; exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, racetracks, water parks, zoos								E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters								D2: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas								D1: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges								B, C: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local Parks: neighborhood parks, playgrounds								B, C: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/ motor home parks								D1: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels)								B, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Residential and Lodging Uses								
Single-Family Residential ⁸ : individual dwellings, townhouses, mobile homes, bed and breakfast inns								
Multi-Family Residential ⁸ : townhouses, apartments condominiums								D2: 20 dwelling units per acre
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories								
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]								D1: Ensure intensity criteria met
Short-Term Group Lodging: hostels, emergency/homeless shelters, farmworker housing [approx. 100 s.f./person]								D1: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities ⁹								
Educational and Institutional Uses								
Family day care homes (≤14 children) ⁹								B, C: CNEL 45 dB max. interior noise level
Children’s Schools: K-12, day care centers (>14 children), libraries ¹⁰								
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]								D1: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas								E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential

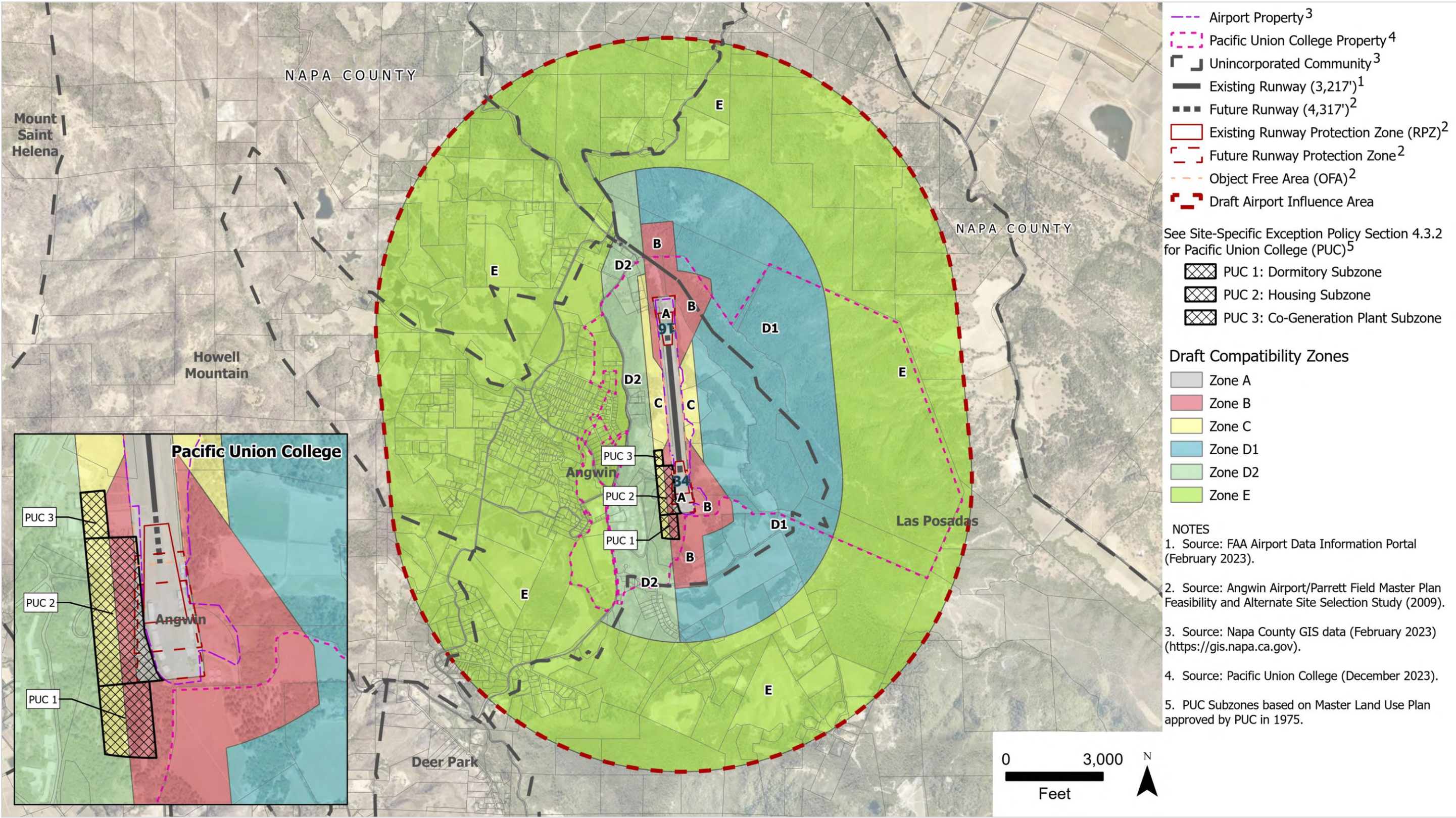
Intensity Criteria ¹		Compatibility Zones						Additional Criteria
		A	B	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)		0 0	50 100	60 120	150 600	150 600	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Easement / Notification Requirement ²		Avigation Easement				RON	APD	
Land Use Category		Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses ³		<div></div> Normally Compatible	<div></div> Conditional	<div></div> Incompatible				› Conditions listed below apply to uses listed as “Conditional” (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]					0.05	0.05		D1, D2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers, emergency/ homeless shelters ¹⁰ [approx. 100 s.f./person]		➔		0.14	0.34			C, D1: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]					0.21			D1: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes ¹⁰		➔						
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]				0.33	0.83			C, D1: Ensure intensity criteria met C: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories ¹⁰								
Public Safety Facilities: police, fire stations								C: Allowed only if airport serving D1: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met
Commercial, Office, and Service Uses								
Major Retail (capacity >300 people per building): regional shopping centers, ‘big box’ retail, supermarket [approx. 110 s.f./person]					0.38	0.38		D1, D2: Ensure intensity criteria met
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]				0.23	0.59	0.59		C, D1, D2: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]					0.21	0.21		D1, D2: Ensure intensity criteria met
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries [approx. 250 s.f./person]			0.29	0.34	0.86	0.86		B, C, D1, D2: Ensure intensity criteria met B: Locate structure max. distance from extended runway centerline where feasible
Offices: professional services, doctors, finance, banks, civic; radio, television and recording studios, office space associated with other listed uses [approx. 215 s.f./person]			0.25	0.30	0.74	0.74		B, C, D1, D2: Ensure intensity criteria met B: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]			0.23	0.28	0.69	0.69		B, C, D1, D2: Ensure intensity criteria met
Fueling Facilities: gas stations, trucking and other transportation fueling facilities								B, C, D1: Ensure intensity criteria met B, C: Locate structure max. distance from extended runway centerline where feasible; store nonaviation fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons
Industrial, Manufacturing, and Storage Uses								
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants		☼						E: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial		☼						E: Bulk storage of hazardous materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft; generation of steam or thermal plumes not allowed
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [approx. 200 s.f./person]			0.23	0.28	0.69	0.69		B, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person]			0.40	0.48	1.21	1.21		B, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research and Development Laboratories [approx. 300 s.f./person]			0.34	0.41	1.03	1.03		B, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Indoor Storage: wholesale sales, distribution centers, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]			1.15	1.58				B, C: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Outdoor Storage: public works yards, automobile dismantling								B: Ensure intensity criteria are met; ensure airspace obstruction does not occur

Intensity Criteria ¹		Compatibility Zones						Additional Criteria
		A	B	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre)		0	50	60	150	150	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Single-Acre Intensity (people/acre)		0	100	120	600	600		
Easement / Notification Requirement ²		Avigation Easement				RON	APD	
Land Use Category		Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses ³		<div><div></div></div> Normally Compatible	<div><div></div></div> Conditional	<div><div></div></div> Incompatible				› Conditions listed below apply to uses listed as “Conditional” (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Mining and Extraction	✱							B, C, D1, D2: Generation of dust clouds, smoke, steam plumes not allowed; ensure airspace obstruction does not occur
Transportation, Communication, and Utilities								
Airport Terminals: airline, general aviation								
Transportation Stations: rail/bus stations; taxi, trucking and other transportation terminals								B, C, D1: Ensure intensity criteria met; ensure airspace obstruction does not occur
Transportation Routes: road and rail transit lines, rights-of-way, bus stops								B: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures								B: Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications	✱							D1: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaking, renewable energy, bio-energy	✱							D1: Peaking and renewable energy plants allowed if structures located max. distance from extended runway centerline D2, E: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations	✱							D1, D2: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Wastewater Facilities: treatment, disposal	✱							D1, D2: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵
Solid Waste Disposal Facilities: landfill, incineration	✱							E: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵
Solid Waste Transfer Facilities, Recycle Centers	✱							E: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵

Notes
<p>➔ Indicates a land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.</p> <p>✱ Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See Section 3.5 for criteria.</p> <p>¹ Intensity criteria apply to all nonresidential uses including ones shown as “Normally Compatible” (green) and “Conditional” (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors. Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see Policy 3.2.5). The usage intensities shall be calculated in accordance with the methodologies cited in Section 3.4.</p> <p>² Airport Proximity Disclosure (APD) required within entire Airport Influence Area (AIA) which includes <i>Compatibility Zones A</i> through <i>E</i>. Avigation Easement Dedication also required within <i>Compatibility Zones A</i> through <i>D1</i> (see Policy 3.7.1) and a Recorded Overflight Notification (RON) is required within <i>Compatibility Zone D2</i> (see Policy 3.6.1).</p> <p>³ Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent “typical busy-period” usage (or “peak” usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See Policy 3.4.3.</p> <p>⁴ The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.</p> <p>⁵ No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33C, <i>Hazardous Wildlife Attractants On or Near Airports</i> and Advisory Circular 150/5200-34A, <i>Construction or Establishment of Landfills near Public Airports</i>. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See Policy 3.5.3.</p> <p>⁶ Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots’ vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See Policy 3.5.4.</p> <p>⁷ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See Exhibit 4-2.</p> <p>⁸ See Policy 2.7.4, <i>Development by Right</i>, for exceptions to residential restrictions.</p> <p>⁹ See Policy 3.4.9, <i>Risk-Sensitive Land Uses</i>, for criteria related to uses having vulnerable occupants.</p> <p>¹⁰ Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider’s own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1597.465).</p>

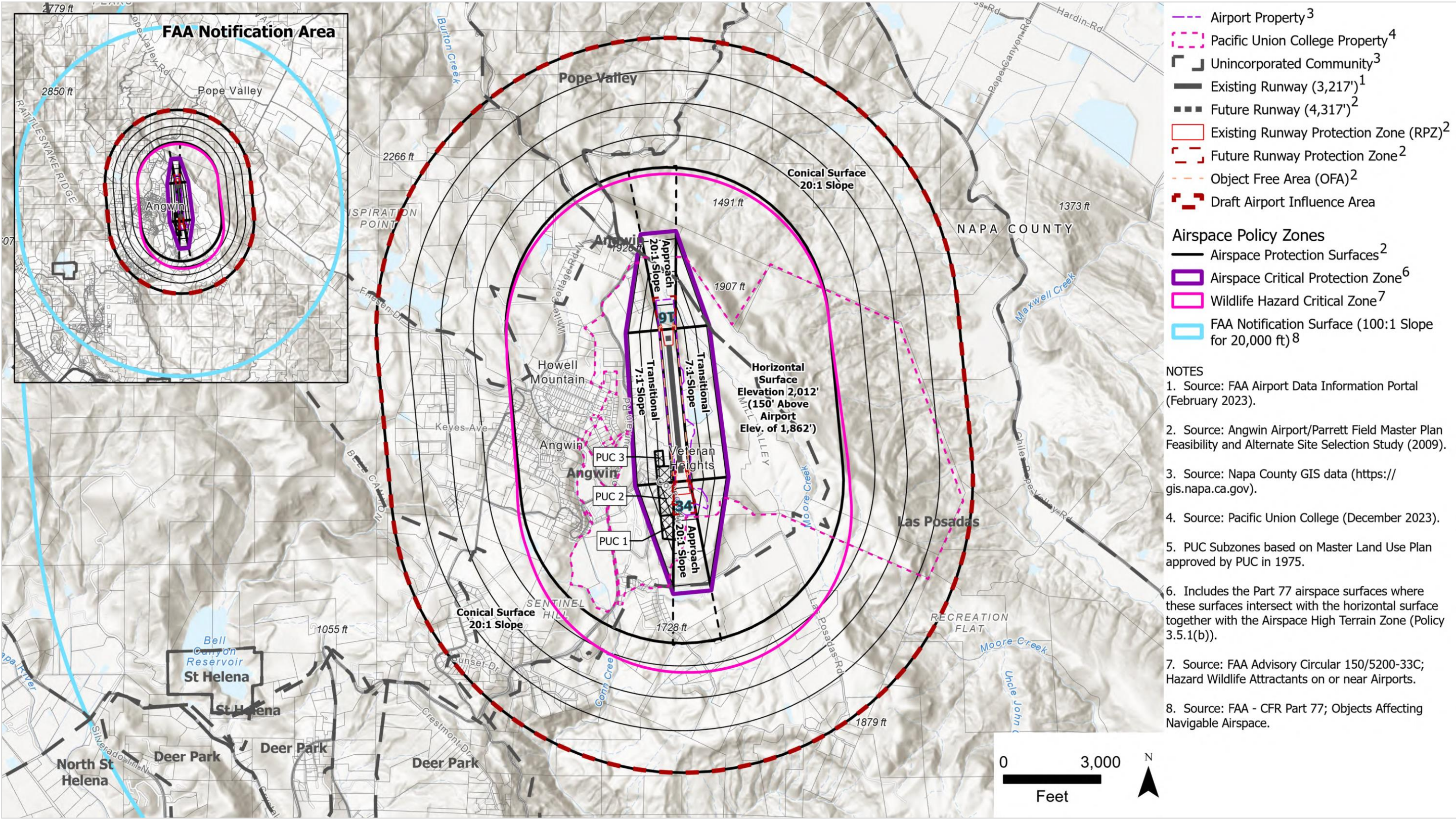
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EXHIBIT 4-2: COMPATIBILITY POLICY MAP, ANGWIN AIRPORT – PARRETT FIELD



Mead & Hunt, Inc. 2024

EXHIBIT 4-3: AIRSPACE PROTECTION MAP, ANGWIN AIRPORT – PARRETT FIELD



Mead & Hunt, Inc. 2024

EXHIBIT 4-4: COMPATIBILITY ZONE DELINEATION FOR ANGWIN AIRPORT – PARRETT FIELD

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
A Runway Protection Zone	Noise Impact: Very High <ul style="list-style-type: none"> Mostly above CNEL 60 dB 	Risk Level: Very High <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zone 1 as modified to reflect existing and future Runway Protection Zones (RPZs) and Object Free Areas (OFA) from 2009 Airport Layout Plan (ALP) Aircraft on very close final approach or departure; nearly 20% of near-runway general aviation accidents occur in this zone Aircraft at altitudes of less than 200 feet above runway Stringent height restrictions apply to protect airspace
B Approach/Departure/Turning Zone	Noise Impact: Moderate to High <ul style="list-style-type: none"> Typically above CNEL 55 dB Single-event noise sufficient to disrupt a wide range of land use activities including indoors if windows open 	Risk Level: Moderate to High <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zones 2, 3 and 4 for existing and future runway configurations Inner Approach: Aircraft overflying at low altitudes on final approach and straight-out departures—typically only 200 to 400 feet above the runway elevation Turning Zone: Reflects single-side traffic pattern east of runway to avoid overflight of Angwin community west of airport. Aircraft—especially smaller, piston-powered aircraft—turning base to final on landing approach or initiating turn to en-route direction on departure; aircraft altitude typically less than 500 feet above runway, particularly on landing Outer Approach: Approaching aircraft usually at less than traffic pattern altitude and mostly in line with runway on approach or departure; aircraft altitude typically less than 1,000 feet above runway Some 14% to 36% of near-runway general aviation accidents occur in these zones Allowable heights may be restricted to protect airspace
C Sideline Zone	Noise Impact: Moderate to High <ul style="list-style-type: none"> Mostly above CNEL 55 dB Single-event noise sufficient to disrupt a wide range of land use activities including indoors if windows open Run-up noise may also be a concern in some locations. 	Risk Level: Low to Moderate <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zone 5 plus a portion of <i>Handbook</i> Safety Zone 6 adjacent to the Inner Sideline Zone (Handbook Safety Zone 5) to capture areas with noise levels greater than CNEL 55 dB Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff, excessive crossing gusts or engine torque About 3% to 5% of near-runway general aviation accidents occur in this zone Allowable height restrictions may apply to protect airspace

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
D1 Traffic Pattern Zone	Noise Impact: Low <ul style="list-style-type: none"> Typically below CNEL 55 dB Aircraft typically at or below 1,000-foot traffic pattern altitude Noise more of a concern with respect to individual loud events than with cumulative noise contours; frequent individual noise events sufficient to intrude upon indoor activities Limited to east side due to aircraft traffic pattern restrictions 	Risk Level: Low <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zone 6 Includes areas within the standard traffic pattern and pattern entry routes; aircraft altitude typically 850 to 1,200 feet above runway Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children's schools, hospitals, bulk storage of highly hazardous materials) Some 18% to 29% of near-runway general aviation accidents occur here; but the large area encompassed means a low likelihood of accident occurrence in any given location Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights >100 feet above runway elevation
D2 Outer Airport Environs	Noise Impact: Low <ul style="list-style-type: none"> Typically below CNEL 55 dB Limited to west side and not normally subject to aircraft overflight due to aircraft traffic pattern restrictions Noise more of a concern with respect to individual loud events than with cumulative noise contours; frequent individual noise events sufficient to intrude upon indoor activities 	Risk Level: Low <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zone 6 Due to aircraft traffic pattern restrictions, few aircraft expected sometimes crossing over airport from the west to enter the traffic pattern on the east Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children's schools, hospitals, bulk storage of highly hazardous materials) Safety is not a significant concern as area is outside of the Traffic Pattern Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights >100 feet above runway elevation, however, a portion of this zone is within the CFR Part 77 transitional surface and subject to height limits as low as 50 feet above the runway
E Other Airport Environs	Noise Impact: Low <ul style="list-style-type: none"> Beyond the 55-CNEL contour Occasional overflights intrusive to some outdoor activities 	Risk Level: Low <ul style="list-style-type: none"> Contains outer portions of <i>Handbook</i> Safety Zone 6 Includes remainder of area within the west side CFR CFR Part 77 horizontal surface and the conical surface which defines the Airport Influence Area Airspace concern is generally with object heights >200 feet above runway elevation

Notes:

1. *Handbook* Safety Zone Source: California Airport Land Use Planning Handbook (2011).

Napa County Airport Compatibility Policies and Maps

5.1 EVALUATING LAND USE CONSISTENCY

- 5.1.1 *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within the Napa County *Airport Influence Area* shall be evaluated in accordance with:
- (a) The specific noise, safety, airspace protection, overflight, and other compatibility policies set forth in **Chapter 3**;
 - (b) The criteria listed in **Exhibit 5-1, Basic Compatibility Criteria**; and
 - (c) The *Compatibility Zones* depicted on the *Compatibility Policy Map* (**Exhibit 5-2**) in this chapter.
- 5.1.2 *Compatibility Policy Table:* **Exhibit 5-1, Basic Compatibility Criteria**, lists general land use categories and indicates each use as being “normally compatible,” “conditional,” or “incompatible” depending upon the compatibility zone in which it is located. See Policy 3.2.2(a) for the meaning of these terms.
- 5.1.3 *Compatibility Policy Map:* The *Compatibility Zones* for Napa County Airport are presented in **Exhibit 5-2**, which is to be used in conjunction with the criteria set forth in **Exhibit 5-1, Basic Compatibility Criteria**, and the additional policies listed in Section 5.3.
- 5.1.4 *Airspace Protection Surfaces Map:* The *Airspace Protection Surfaces Map* for Napa County Airport is presented in **Exhibit 5-3** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of **Chapter 3**.

5.2 MAP DETERMINANTS

- 5.2.1 *Airport Runway Configuration Assumptions:* **Exhibit 5-2** and **Exhibit 5-3** are based upon the Napa County Airport runway configuration indicated on the Airport Layout Plan (ALP) approved by Napa County in 2016, which was submitted by the county to the Federal Aviation Administration and approved by that agency in 2016. The runway configuration includes a proposed southward extension of Runway 1R as described in **Chapter 7**.

- 5.2.2 *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Napa County Airport represent a composite of four compatibility factors: noise, safety, airspace protection, and overflight concerns. The Airport's runway length, approach categories, normal flight patterns, and aircraft fleet mix influence the shape and size of the *Compatibility Zones*.⁷⁷ The magnitude of the *Airport* impacts occurring within each *Compatibility Zone* are described in the *Compatibility Zone Delineation Table* for Napa County Airport presented in **Exhibit 5-4**.
- (a) *Airport Influence Area* encompasses all of the above zones. The outer boundary coincides with the outer edge of the *CFR Part 77* conical surface boundary plus the extended 40:1 instrument approach surface boundary within the County of Napa limits.
- 5.2.3 *Airspace Protection Policy Map Boundary Determinants:* **Exhibit 5-3** illustrates the Napa County Airport airspace protection surfaces as defined by *CFR Part 77*. Encompassed within this area is the Wildlife Hazard Critical Area defined by the FAA where wildlife attractants are a concern.

5.3 SPECIAL CONDITIONS POLICIES

- 5.3.1 *Applicability:* In accordance with Policy 3.2.4(g) of **Chapter 3**, the Napa County *ALUC* acknowledges special conditions regarding particular land uses in the Napa County *Airport Influence Area*. These special conditions warrant establishment of compatibility criteria different in character from the criteria applicable to other portions of the *Compatibility Zones*. These special policies are not to be generalized or considered as precedent applicable to other locations near the Napa County Airport or to the environs of other *Airports* addressed by this *ALUCP*.
- 5.3.2 *Napa Pipe Mixed-use Master Planned Development.* The City of Napa entered into a Development Agreement with Napa Redevelopment Partners, LLC (Landowner), on February 28, 2020, for the Napa Pipe mixed-use master planned development. This was the second amendment and first restatement of the Development Agreement. The original Development Agreement between Napa County and Landowner was dated January 13, 2015, and the First Amendment was dated September 22, 2015. With the annexation of the entire property to the City of Napa, the City succeeded all of the rights and obligations of the County under the Development Agreement, the County's status as a party to the Development Agreement was extinguished, and the City and Landowner became the only parties thereto. On December 18, 2019, the *ALUC* determined that the proposed amendments were consistent with the 1999 Napa County Airport Land Use Compatibility Plan (1999 *ALUCP*).
- (a) On the basis of the above status, discretionary entitlement has been approved and not yet expired. Thus, in accordance with Policy 2.7.3, the Development Agreement qualifies the Napa Pipe development as an *Existing Land Use*. Consequently, irrespective of policies and criteria set forth elsewhere in this *ALUCP*, future development within the Napa Pipe project site may proceed without further *ALUC* review provided that:

⁷⁷ Chapter 7 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors for Napa County Airport.

- (1) The development is consistent with 2020 Development Agreement, including subsequent amendments, so long as the amendments do not result in a change to existing approved heights or substantially increase the intensity of uses and the agreement has not expired.
 - (2) An aviation easement is granted to the County of Napa for all parts of the site within the Napa County *Airport Influence Area*.⁷⁸
 - (3) Development complies with all airspace protection criteria set forth in Section 3.5 of this *ALUCP*.
- (b) Development in accordance with the intensity and density limits as prescribed in the Development Agreement, including:
- (1) A maximum of 700 residential dwelling units within NP 1 (MP:NP-MUR-W:AC) exclusive of units allowed by density bonuses pursuant to Section 17.52.130 of the City of Napa Municipal Code and state law.
 - (2) One continuing care retirement complex within NP 1 (MP:NP-MUR-W:AC) having maximum capacities of 150 units and 225 beds. This facility is intended to provide independent living for seniors with common dining, recreational activities, housekeeping, and transportation, as well as assisted care to seniors with mental and physical limitations. To facilitate rapid emergency egress, this complex shall be limited to a maximum of two aboveground floors.
 - (3) A maximum of 40,000 square feet of gross floor area for all neighborhood services uses, as defined in subsection E of Section 17.32.080 of the City of Napa Municipal Code, within the NP 1 (MP:NP-MUR-W:AC).
 - (4) A maximum of 10,000 square feet of gross floor area for office uses, as defined in subsection B of Section 17.32.160 of the City of Napa Municipal Code, as the primary use within NP 2 (MP:NP-IBP-W:AC).
 - (5) One hotel with a maximum of 150 rooms within NP 2 (MP:NP-IBP-W:AC), together with accessory uses for guests and the general public. Accessory uses may include meeting rooms and a spa and fitness center, provided that the entirety of the use shall not exceed an average intensity of 100 people per acre.
 - (6) A maximum of 15,600 square feet of community facilities within NP 1 (MP:NP-MUR-W:AC) or NP 2 (MP:NP-IBP-W:AC). Such facilities may include a transit center, interpretive nature center, boat house, café/visitor pavilion, childcare center, and drydock theatre.
 - (7) A maximum of 154,000 square feet of general wholesale commercial activities, as defined in subsection A of Section 18.66.240 of the City of Napa Municipal Code, within NP 3 (MP:NP-IBP:AC).
 - (8) Within NP 4 (MP:NP-IL), up to a total of 165,000 gross square feet (gsf) of enclosed non-residential uses, comprised of up to 90,000 gsf of office uses and up to 75,000 gsf of light industrial, R&D, and warehouse uses.

⁷⁸ *An aviation easement for the Napa Pipe Mixed-use Master Planned Development consisting of parcels 046-400-054, 046-400-055, 046-412-006, and 046-412-007, was accepted by the Napa County Board of Supervisors on June 7, 2022.*

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EXHIBIT 5-1: BASIC COMPATIBILITY CRITERIA, NAPA COUNTY AIRPORT (JUNE 2023 WORKING DRAFT)

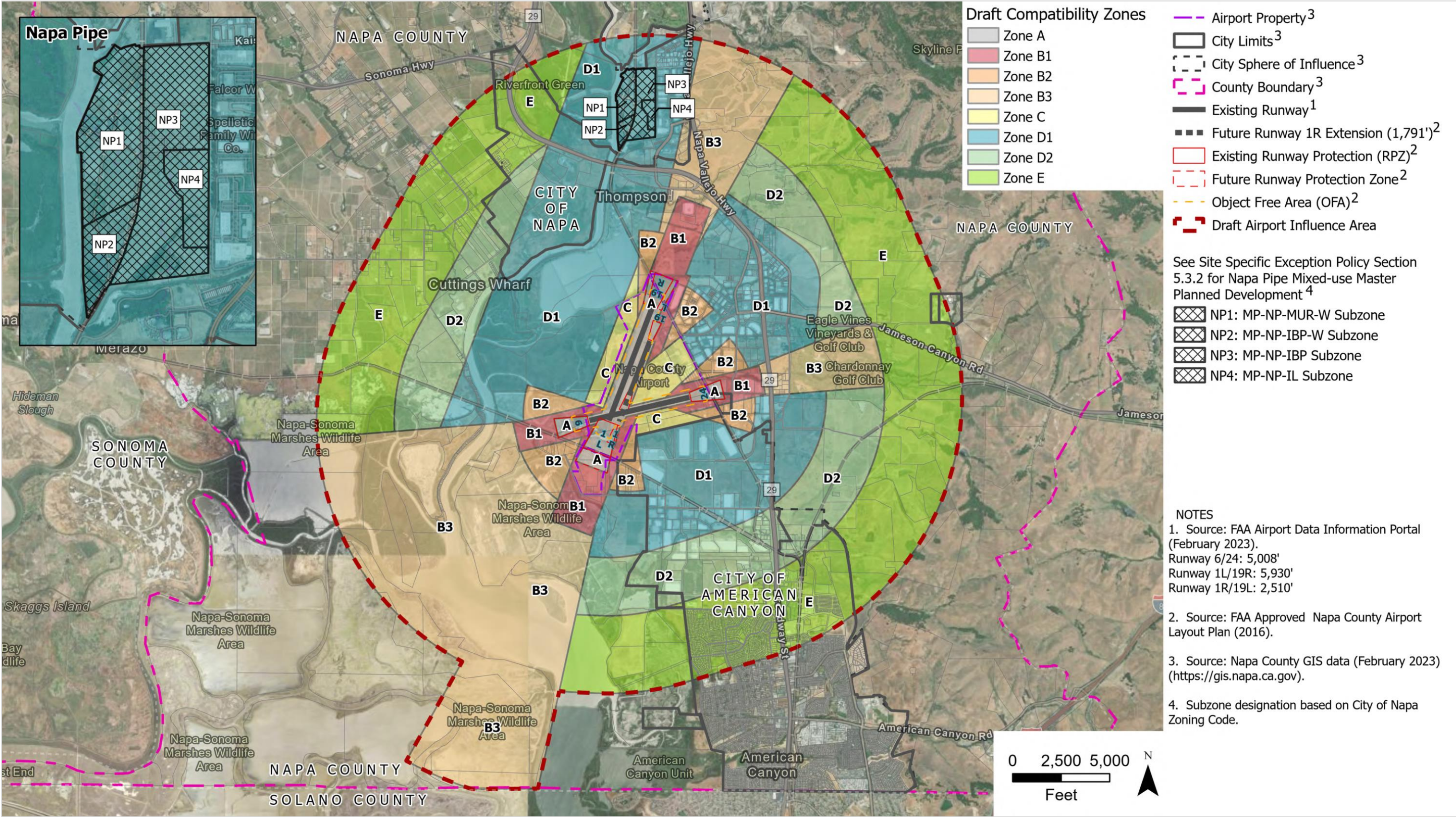
Intensity Criteria ¹	Compatibility Zones								Intensity Criteria Interpretation
	A	B1	B2	B3	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	50 100	75 225	150 450	100 300	200 800	300 1200	No limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Easement / Notification Requirement ²	Avigation Easement						RON	APD	
Land Use Category	Legend (see last page of table for interpretation)								Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses ³	<div><div></div> Normally Compatible</div> <div><div></div> Conditional</div> <div><div></div> Incompatible</div>								› Conditions listed below apply to uses listed as “Conditional” (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
General Characteristics									
Any use having more than 1 habitable floor ⁴									B1, B2, C: Limited to no more than 2 habitable floors B3: Limited to no more than 3 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height									B1, B2, B3, C: Ensure airspace obstruction does not occur B1, B2, C: Airspace review required for objects >35 feet B3: Airspace review required for objects >70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height									D1, D2, E: Ensure airspace obstruction does not occur; airspace review required for objects >150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife									D1, D2, E: Avoid use or provide mitigation consistent with FAA rules and regulations ⁵
Any use creating visual or electronic hazards to flight ⁶									
Outdoor Uses (no or limited indoor activities)									
Constructed/Enhanced Land/Water Features:—woods, brush lands, wetlands, reservoirs, detention/retention ponds	✳								B3, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land	➔ ✳								A: Objects above runway elevation not allowed in OFA ⁷ All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵ ; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms	➔ ✳								B1, B2, B3, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵ ; exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, racetracks, water parks, zoos	➔								D2, E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential; ensure intensity criteria met
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters	➔								D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas	➔								B3, C, D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges, bocci courts, trails, passive regional/community parks with minimal recreational facilities	➔ ✳								B1, B2, B3, C: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local/Community Parks: neighborhood parks, community parks, playgrounds	➔								B1, B2, C: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/ motor home parks	➔								B3, C1: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels)									B1, B2, B3, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Residential and Lodging Uses									
Single-Family Residential ⁸ : individual dwellings, townhouses, mobile homes, bed and breakfast inns	➔								D2 (Low Density Option): Up to 1 dwelling unit on a 5-acre lot (0.2 dwelling units per acre); CNEL 45 dB max. interior noise level D2 (High Density Option): 10-20 dwelling units per acre
Multi-Family Residential ⁸ : townhouses, apartments condominiums	➔								D2: 10-20 dwelling units per acre
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories	➔								
Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.69		0.92			B3, D1: Ensure intensity criteria met
Short-Term Group Lodging: hostels, emergency/homeless shelters, farmworker housing [approx. 100 s.f./person]			0.17	0.34	0.23	0.46			B2, B3, C, D1: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities, group homes (youth/adult)	➔								
Educational and Institutional Uses									
Family day care homes (≤14 children) ⁹	➔								B1, B2, C: CNEL 45 dB max. interior noise level
Children’s Schools: K-12, day care centers (>14 children), libraries ¹⁰	➔								D2: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential

Intensity Criteria ¹	Compatibility Zones								Intensity Criteria Interpretation
	A	B1	B2	B3	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	50 100	75 225	150 450	100 300	200 800	300 1200	No limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Easement / Notification Requirement ²	Avigation Easement						RON	APD	
Land Use Category	Legend (see last page of table for interpretation)								Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses ³	<div><div></div> Normally Compatible</div> <div><div></div> Conditional</div> <div><div></div> Incompatible</div>								› Conditions listed below apply to uses listed as “Conditional” (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]				0.14		0.18	0.28		B3, C, D1, D2: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas									D2, E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]							0.10		D2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers [approx. 100 s.f./person]	→			0.17	0.34	0.23	0.46	0.69	B2, B3, C, D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]				0.10	0.21	0.14	0.28	0.41	B2, B3, C, D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes	→								D2: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Out-Patient Medical: health care centers, clinics, adult day care centers [approx. 240 s.f./person]				0.41	0.83	0.55	1.10	1.65	B2, B3, C, D1, D2: Ensure intensity criteria met C: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories									
Public Safety Facilities: police, fire stations									C: Allowed only if airport serving B3, D1, D2: Allowed only if site outside zone would not serve intended function All: Ensure intensity criteria met
Commercial, Office, and Service Uses									
Major Retail (capacity >300 people per building): regional shopping centers, ‘big box’ retail, supermarket [approx. 110 s.f./person]					0.38		0.51	0.76	B3, D1, D2: Ensure intensity criteria met
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]				0.29	0.59	0.39			B2, B3, C: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]				0.10	0.21	0.14	0.28	0.41	B1, B2, B3, C, D1, D2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries [approx. 250 s.f./person]			0.29	0.43	0.86	0.57	1.15	1.72	B1, B2, B3, C, D1, D2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Offices: professional services, doctors, finance, banks, civic; radio, television and recording studios, office space associated with other listed uses [approx. 215 s.f./person]			0.25	0.37	0.74	0.49	0.99	1.48	B1, B2, B3, C, D1, D2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]			0.23	0.34	0.69	0.46	0.92	1.38	B1, B2, B3, C, D1, D2: Ensure intensity criteria met
Fueling Facilities: gas stations, trucking and other transportation fueling facilities									B1, B2, B3, C: Ensure intensity criteria met; on-Airport storage of aviation fuel and other aviation-related flammable materials allowed B1, B2: Locate structure max. distance from extended runway centerline where feasible; store nonaviation fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons
Industrial, Manufacturing, and Storage Uses									
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants	✱								E: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial	✱								D1, D2, E: Bulk storage of hazardous materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft; generation of steam or thermal plumes not allowed
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [approx. 200 s.f./person]					0.69	0.46	0.92	1.38	B3, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft

Intensity Criteria ¹	Compatibility Zones								Intensity Criteria Interpretation
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› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses ³	<div><div></div>Normally Compatible</div> <div><div></div>Conditional</div> <div><div></div>Incompatible</div>								› Conditions listed below apply to uses listed as “Conditional” (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person]		0.40	0.60	1.21	0.80				B1, B2, B3, C: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research and Development Laboratories [approx. 300 s.f./person]		0.34	0.52	1.03	0.69	1.38	2.07		B1, B2, B3, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft B1: Locate structure max. distance from extended runway centerline where feasible
Indoor Storage: wholesale sales, distribution centers, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]		1.15	1.72		2.30				B1, B2, C: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Outdoor Storage: public works yards, automobile dismantling									B1: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Mining and Extraction	✱								B1, B2, B3, C, D1, D2: Generation of dust clouds, smoke, steam plumes not allowed; ensure airspace obstruction does not occur
Transportation, Communication, and Utilities									
Airport Terminals: airline, general aviation									
Transportation Stations: rail/bus stations; taxi, trucking and other transportation terminals									B1, B2, B3, C: Ensure intensity criteria met; ensure airspace obstruction does not occur
Transportation Routes: road and rail transit lines, rights-of-way, bus stops									B1: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures									B1: Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications	✱								C: Allowed only if airport serving D1, D2: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaking, renewable energy, bio-energy	✱								D1, D2: Peaking and renewable energy plants allowed if structures located max. distance from extended runway centerline E: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations	✱								D1, D2: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Wastewater Facilities: treatment, disposal	✱								D1, D2: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵
Solid Waste Disposal Facilities: landfill, incineration	✱								E: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵
Solid Waste Transfer Facilities, Recycle Centers	✱								E: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵

Notes
<p>➔ Indicates a land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.</p> <p>☀ Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See Section 3.5 for criteria.</p> <p>¹¹ Intensity criteria apply to all nonresidential uses including ones shown as “Normally Compatible” (green) and “Conditional” (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors. Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see Policy 3.2.5). The usage intensities shall be calculated in accordance with the methodologies cited in Section 3.4.</p> <p>¹² Airport Proximity Disclosure (APD) required within entire Airport Influence Area (AIA) which includes <i>Compatibility Zones A through E</i>. Avigation Easement Dedication also required within <i>Compatibility Zones A through D1</i> (see Policy 3.7.1) and a Recorded Overflight Notification (RON) is required within <i>Compatibility Zone D2</i> (see Policy 3.6.1).</p> <p>¹³ Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent “typical busy-period” usage (or “peak” usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See Policy 3.4.3.</p> <p>¹⁴ The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.</p> <p>¹⁵ No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33C, <i>Hazardous Wildlife Attractants On or Near Airports</i> and Advisory Circular 150/5200-34A, <i>Construction or Establishment of Landfills near Public Airports</i>. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See Policy 3.5.3.</p> <p>¹⁶ Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots' vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See Policy 3.5.4.</p> <p>¹⁷ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See Exhibit 5-2.</p> <p>¹⁸ See Policy 2.7.4, <i>Development by Right</i>, for exceptions to residential restrictions.</p> <p>¹⁹ Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1597.465).</p> <p>²⁰ See Policy 3.4.9, <i>Risk-Sensitive Land Uses</i>, for criteria related to uses having vulnerable occupants.</p>

EXHIBIT 5-2: COMPATIBILITY POLICY MAP, NAPA COUNTY AIRPORT



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EXHIBIT 5-4: COMPATIBILITY ZONE DELINEATION FOR ANGWIN AIRPORT – PARRETT FIELD

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
A Runway Protection Zone	Noise Impact: Very High <ul style="list-style-type: none"> Mostly above CNEL 65 dB 	Risk Level: Very High <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zone 1 as modified to reflect existing and future Runway Protection Zones (RPZs) and Object Free Areas (OFA) from 2016 Airport Layout Plan (ALP) Aircraft on very close final approach or departure; nearly 20% of near-runway general aviation accidents occur in this zone Aircraft at altitudes of less than 200 feet above runway Stringent height restrictions apply to protect airspace
B1 Inner Approach/Departure Zone	Noise Impact: High <ul style="list-style-type: none"> Typically above CNEL 60 dB Single-event noise sufficient to disrupt a wide range of land use activities including indoors if windows open 	Risk Level: High <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zone 2 for existing and future runway configurations Aircraft overflying at low altitudes on final approach and straight-out departures—typically only 200 to 400 feet above the runway elevation Some 8% to 22% of near-runway general aviation accidents occur in this zone Stringent height restrictions apply to protect airspace
B2 Inner Turning Zone	Noise Impact: Moderate <ul style="list-style-type: none"> May exceed CNEL 55 dB Single-event noise sufficient to disrupt noise-sensitive land uses 	Risk Level: Moderate to High <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zone 3 Reflects one direction turning on 1L/19R and 1R/19L to avoid turning over adjacent runway. Aircraft—especially smaller, piston-powered aircraft—turning base to final on landing approach or initiating turn to en route direction on departure; aircraft altitude typically less than 500 feet above runway, particularly on landing About 4% to 8% of near-runway general aviation accidents occur in this zone Allowable heights may be restricted to protect airspace
B3 Outer Approach Zone	Noise Impact: Moderate <ul style="list-style-type: none"> May exceed CNEL 55 dB Single-event noise sufficient to disrupt noise-sensitive land uses 	Risk Level: Moderate <ul style="list-style-type: none"> Defined by <i>Handbook</i> Safety Zone 4 plus a portion of <i>Handbook</i> Safety Zone 6 to the south and west to cover heavy traffic patterns and overflight by aircraft engaging in various approaches and departures including: Runway 6 approach, turning westward after departure from Runways 19R or 24, entering the Runway 19R traffic pattern, circling west of the airport to land on Runway 19R after making an approach to Runway 1L, or entering the Runway 24 pattern from the west. Approaching aircraft usually at less than traffic pattern altitude with straight-in instrument approach procedures or where straight-in or straight-out flight paths are common; aircraft altitude typically less than 1,000 feet above runway About 40% to 50% of off-runway, airport-related, general aviation aircraft accidents occur within this proximity to similar airports Allowable heights may be restricted to protect airspace

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
C Sideline Zone	Noise Impact: Moderate to High <ul style="list-style-type: none"> • Mostly above CNEL 60 dB • Single-event noise sufficient to disrupt a wide range of land use activities including indoors if windows open 	Risk Level: Low to Moderate <ul style="list-style-type: none"> • Defined by <i>Handbook</i> Safety Zone 5 plus a portion of <i>Handbook</i> Safety Zone 6 adjacent to the Inner Sideline Zone (<i>Handbook</i> Safety Zone 5) to capture areas with noise levels greater than CNEL 60 dB • Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff, excessive crossing gusts or engine torque • About 3% to 5% of near-runway general aviation accidents occur in this zone • Allowable heights may be restricted to protect airspace
D1 Inner Traffic Pattern Zone	Noise Impact: Low <ul style="list-style-type: none"> • Typically below CNEL 55 dB • Aircraft typically at or below 1,000-foot traffic pattern altitude • Noise more of a concern with respect to individual loud events than with cumulative noise contours; frequent individual noise events sufficient to intrude upon indoor activities 	Risk Level: Low <ul style="list-style-type: none"> • Defined by <i>Handbook</i> Safety Zone 6 • Includes areas within the standard traffic pattern and pattern entry routes; aircraft altitude typically 1,000 to 1,500 feet above runway on visual approaches but can be as low as 600 feet above the airport elevation when circling to land after using the Runway 1L approach procedure. • Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children's schools, hospitals, bulk storage of highly hazardous materials) • Some 18% to 29% of near-runway general aviation accidents occur here; but the large area encompassed means a low likelihood of accident occurrence in any given location • Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights >100 feet above runway elevation
D2 Outer Traffic Pattern Zone	Noise Impact: Low <ul style="list-style-type: none"> • Typically below CNEL 55 dB • Routinely overflowed by aircraft typically above 1,000-foot traffic pattern altitude • Noise from individual aircraft overflights may adversely affect certain land uses. 	Risk Level: Low <ul style="list-style-type: none"> • Includes some outer areas of <i>Handbook</i> Safety Zone 6 • Includes areas within the outer standard traffic pattern and pattern entry routes; aircraft altitude typically above 1,000 feet above runway • Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children's schools, hospitals, bulk storage of highly hazardous materials) • Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights >100 feet above runway elevation
E Other Airport Environs	Noise Impact: Low <ul style="list-style-type: none"> • Beyond the 55-CNEL contour • Occasional overflights intrusive to some outdoor activities 	Risk Level: Low <ul style="list-style-type: none"> • Includes remainder of area within the CFR Part 77 conical surface which defines the Airport Influence Area • Airspace concern is generally with object heights >200 feet above runway elevation

Notes:

1. Handbook Safety Zone Source: California Airport Land Use Planning Handbook (2011).

Background Data for Angwin Airport – Parrett Field and Environs

6.1 INTRODUCTION

Angwin Airport – Parrett Field is a 60-acre general aviation facility located adjacent to the unincorporated community of Angwin, approximately 20 miles north of the City of Napa. Owned and operated by Pacific Union College (PUC or College), the airport is open to the public and primarily serves Angwin and surrounding areas in central and northern Napa County. The airport is situated on Howell Mountain at an elevation of 1,875 feet above mean sea level, with Napa Valley to the west and Pope Valley to the east. Ground elevations in most of the airport vicinity are lower than the airport elevation except to the northwest where a mountain ridge, approximately four miles to the northwest, reaches nearly 1,000 feet above the airport elevation.

6.2 AIRPORT MASTER PLAN AND LAYOUT PLAN STATUS

As a privately owned facility, little formal long-range planning has been done for Angwin Airport – Parrett Field. The most comprehensive study is one completed in 2010 entitled *Master Plan Feasibility and Alternate Site Selection Study—Angwin Airport/Parrett Field (2010 Feasibility Study)*. This study was prepared for the County of Napa which, at the time, was considering whether to take over ownership and operation of the airport. Ultimately, this option did not go forward, and the airport remains privately owned.

One of the products of the Feasibility Study was an Airport Layout Plan (ALP) drawing dated November 2009. Although never adopted by either the County of Napa or Pacific Union College nor submitted to the Federal Aviation Administration (FAA) for approval, this ALP provides the best representation of the facilities that then existed on the airport, which have remained largely unchanged ever since. The ALP also shows concepts for ultimate extension of the runway and other facility improvements.

Although the College has no immediate plans to pursue construction of these improvements, they agree that the 2009 ALP reflects both the airport’s existing and potential future buildout over the next 20 years. The College prepared a letter to that effect that was submitted to Caltrans Aeronautics. Caltrans concurred that both the existing and ultimate conditions shown on the ALP are reasonable to form the foundation for this *Airport Land Use Compatibility Plan (ALUCP) for Angwin Airport – Parrett Field*.

- 6.2.1 *Airfield Configuration:* The airport airfield consists of one runway (Runway 16/34) that is oriented north-south and is 3,217 feet in length. The established south end of the runway is located over 1,500 feet from the physical end of the pavement because of hangars and other buildings situated on either side of the extended runway centerline. The runway does not have a parallel taxiway; therefore, aircraft landing toward the north must taxi back along the runway to reach the aircraft parking facilities.

The airport has no published instrument landing procedures; however, the runway is lighted for night operations. Runway Protection Zones (RPZs) at each end of the runway are fully contained on airport property, though little land beyond that is under airport control. Trees in the runway approaches are known to be obstructions.

The *2010 Feasibility Study* includes an analysis of extending Runway 16/34 by 1,100 feet and widening it by 25 feet. This concept would add 500 feet on the north (Runway 16) end and 600 feet on the south end (Runway 34) with a 300-foot displaced threshold for a total length of 4,317 feet. This extension would accommodate a future upgrade to FAA design category B-II based on the potential future mix of aircraft. This runway configuration would require the removal of several hangars southeast of the runway. The addition of 25 feet of pavement to the west edge of the runway would result in a width of 75 feet to meet design standards. A full-length, 35-foot parallel taxiway would be located on the east side of the runway. The RPZs for both runway ends would be shifted with the runway extension. The Runway 16 RPZ would be expanded. The Runway 34 approach and departure RPZs would increase in size to reflect current FAA Airport Design standards and differ from what is shown on the ALP.

- 6.2.2 *Aircraft Traffic Patterns:* To avoid aircraft overflight of the community of Angwin to the west, the primary traffic pattern at Angwin Airport-Parrett Field is on the east side of the runway. The traffic pattern altitude is approximately 850 feet above the airport elevation. Noise abatement procedures are in place for departures to the north and south to avoid noise-sensitive areas. Pilots are instructed to use the optimum rate of climb to traffic pattern altitude before departing the pattern.
- 6.2.3 *Aircraft Activity and Forecasts:* Data from the *2010 Feasibility Study* shows that the airport had an estimated 11,000 aircraft operations in 2008. The FAA Airport Master Record has a similar number—10,000 operations—in 2017. Airport management indicates that the current activity level is consistent with historical estimates.

The *2010 Feasibility Study* projected aircraft operations to increase only slightly to an annual volume of 14,000 operations in 20 years. The small size of the community that the airport mostly serves and the lack of available space on the property for more aircraft parking are major limitations to its growth potential. The *2010 Feasibility Study*’s projection of 14,000 operations continues to be a realistic growth potential maximum for the airport within the 20-year timeframe essential for compatibility planning. **Exhibit 6-3** contains additional details regarding existing and forecast airport activity.

6.3 SURROUNDING LAND USES

The community of Angwin, including the Pacific Union College, to the west comprises the major area of development near Angwin Airport – Parrett Field. **Exhibit 6-9** presents an aerial photo of the airport environs.

The areas to the north and east have scattered vineyards but are mostly undeveloped and heavily wooded land. To the south are vineyards and scattered residential land uses. County of Napa land use plans show additional residential uses and some future nonresidential areas west of the airport. Planned land uses reflect existing land use patterns.

6.4 EXHIBITS

The following exhibits illustrate the compatibility factors and background information that serve as the basis for this *Airport Land Use Compatibility Plan (ALUCP) for Angwin Airport – Parrett Field*.

- **Exhibit 6-1: Airport Features Summary**—Summarizes information pertaining to the Angwin Airport – Parrett Field configuration, operational characteristics, and applicable planning documents.
- **Exhibit 6-2: Airport Layout Plan (2009)**—Presents the ALP depicting the airport configuration and airport building areas from the *2010 Feasibility Study*. The Runway 34 approach and departure RPZs increase in size to reflect current FAA Airport Design standards and differ from what is shown on the ALP.
- **Exhibit 6-3: Airport Activity Summary**—Summarizes existing and forecast activity levels for the airport provided in the *2010 Feasibility Study* and brought forward for this *ALUCP*.
- **Exhibit 6-4, 6-5, and 6-6: Compatibility Factors**—Depict the extents of the four compatibility factors upon which the compatibility zones for Angwin Airport – Parrett Field were derived. The four compatibility factors are defined by:
 - *Noise*—Future noise contours reflecting a forecasted aircraft activity level of 14,000 annual operations.
 - *Overflight*—Primary traffic patterns reflecting where aircraft operating at Angwin Airport – Parrett Field routinely fly.
 - *Safety*—Generic safety zones for a short general aviation runway as provided in the *California Airport Land Use Planning Handbook* (October 2011).
 - *Airspace Protection*—FAA notification and obstruction surfaces as defined by Code of Federal Regulation (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. Airspace surfaces reflecting the future runway length of 4,317 feet has been prepared for this *ALUCP*.
 - *Compatibility Zones*—Policy zones developed for this *ALUCP* are based on the above four factors. Airport-specific considerations used to develop these zones are summarized in **Chapter 4**.

- **Exhibit 6-7: Airport Environs Information**—Summarizes information about current and planned land uses in the environs of the Angwin Airport – Parrett Field. Airport land use compatibility policies contained in the County’s general plan are also summarized.
- **Exhibit 6-8: General Plan Land Use Designations**—Shows planned land use designations as reflected in the 2008 General Plan for Napa County.
- **Exhibit 6-9: Aerial**—Presents an aerial photo of the airport environs.

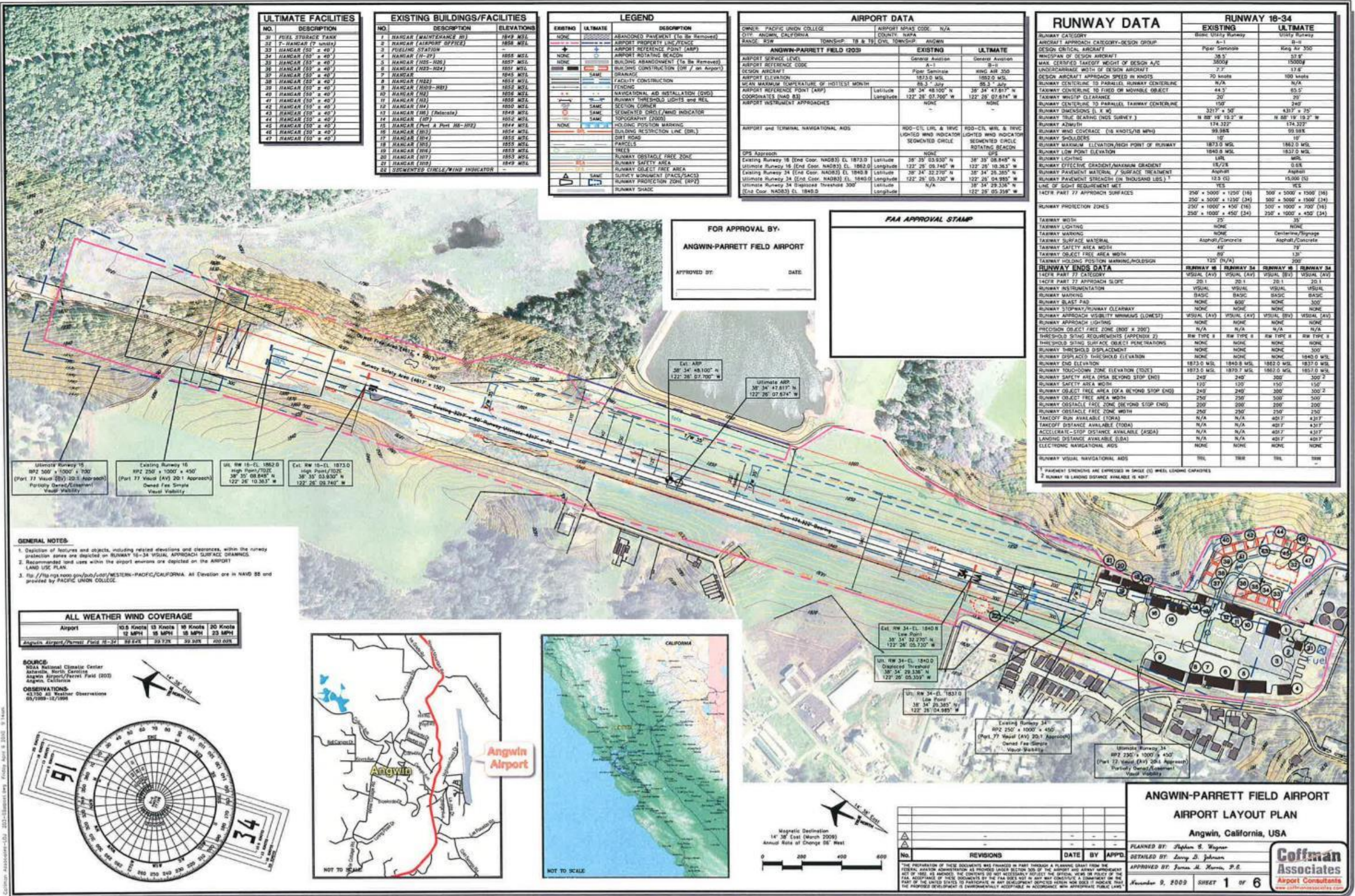
EXHIBIT 6-1: AIRPORT FEATURES SUMMARY

<p>GENERAL INFORMATION</p> <ul style="list-style-type: none"> ▪ Airport Ownership: Private (Pacific Union College) ▪ Property Size: 60 acres (estimated) ▪ Airport Classification: General Aviation ▪ Airport Elevation: 1,875 ft. MSL (estimated) <hr/> <p>BUILDING AREA</p> <p>Location</p> <ul style="list-style-type: none"> ▪ East, south, and west of Runway 34 approach end <p>Services</p> <ul style="list-style-type: none"> ▪ Fuel ▪ Instruction ▪ Rentals ▪ Major Maintenance 	<p>APPROACH PROTECTION ^a</p> <p>Runway Protection Zones (RPZs)</p> <ul style="list-style-type: none"> ▪ Runway 16: <ul style="list-style-type: none"> - Based on A-I with visual approach - 250 ft. inner width, 1,000 ft. length, 450 ft. outer width ▪ Runway 34: <ul style="list-style-type: none"> - Based on A-I with visual approach - 250 ft. inner width, 1,000 ft. length, 450 ft. outer width ▪ Future Runway 16: <ul style="list-style-type: none"> - Based on B-II with visual approach - 500 ft. inner width, 1,000 ft. length, 700 ft. outer width ▪ Future Runway 34: <ul style="list-style-type: none"> - Based on B-II with visual approach - 500 ft. inner width, 1,000 ft. length, 700 ft. outer width <p>Approach Obstacles</p> <ul style="list-style-type: none"> ▪ Runway 16: Trees 1,000 ft. from runway end ▪ Runway 34: Trees 2,100 ft. from runway end
<p>RUNWAY/TAXIWAY DESIGN ^a</p> <p>Runway 16-34</p> <ul style="list-style-type: none"> ▪ Runway Design Code: <ul style="list-style-type: none"> - Current: A-I - Future: B-II ▪ Critical Aircraft: <ul style="list-style-type: none"> - Current: Piper Seminole - Future: King Air 350 ▪ Dimensions: <ul style="list-style-type: none"> - Current: 3,217 ft. long, 50 ft. wide - Future: 4,317 ft. long, 75 ft. wide ▪ Runway OFA Width: <ul style="list-style-type: none"> - Current: 250 ft. - Future: 500 ft. ▪ Pavement Strength (main landing gear configuration) <ul style="list-style-type: none"> - Current: 12,500 lbs. (single-wheel) - Future: 15,000 lbs. (single-wheel) ▪ Runway Lighting: <ul style="list-style-type: none"> - Current: Low-Intensity Runway Edge Lighting (LIRL) - Future: Medium-Intensity Runway Edge Lighting (MIRL) ▪ Runway Markings: <ul style="list-style-type: none"> - Runway 16: basic - Runway 34: basic ▪ Visual Navigational Aids <ul style="list-style-type: none"> - Runway 16: PAPI (5.0°) - Runway 34: PAPI (5.0°) 	<p>TRAFFIC PATTERNS AND APPROACH PROCEDURES ^b</p> <p>Airplane Traffic Patterns</p> <ul style="list-style-type: none"> ▪ Standard traffic pattern on east side of airfield only to avoid overflight of Angwin <p>Instrument Approaches</p> <ul style="list-style-type: none"> ▪ None <hr/> <p>AIRPORT PLANNING DOCUMENTS</p> <p>Airport Master Plan Feasibility and Alternate Site Selection Study</p> <ul style="list-style-type: none"> ▪ County of Napa, accepted March 2010 <p>Airport Layout Plan</p> <ul style="list-style-type: none"> ▪ November 2009
<p>Notes:</p> <p>^a Airport Layout Plan for Angwin-Parrett Field Airport, Coffman Associates, November 2009. Runway 34 approach and departure RPZs would increase in size to reflect current FAA Airport Design standards and differ from what is shown on the ALP.</p> <p>^b FAA Airport Data and Information Portal, Angwin Airport-Parrett Field, 2023</p> <p>^c Master Plan Feasibility and Alternate Site Selection Study for Angwin Airport-Parrett Field, March 2010</p>	

Source: Data Compiled by Mead & Hunt, 2024

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EXHIBIT 6-2: AIRPORT LAYOUT PLAN (2009)



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EXHIBIT 6-3: AIRPORT ACTIVITY SUMMARY

BASED AIRCRAFT ^a			RUNWAY USE DISTRIBUTION ^b		
	Current	Future		Current	Future
<i>All Aircraft</i>			<i>All aircraft</i>		
Single-Engine	39	45	Takeoffs and Landings		
Multi-Engine	4	10	Day, Evening, Night		
Total	43	55	Runway 16	50%	no change
			Runway 34	50%	no change

AIRCRAFT OPERATIONS ^a			FLIGHT TRACK USAGE ^a		
	Current	Future	<ul style="list-style-type: none">Traffic pattern on east side only<ul style="list-style-type: none">Runway 16: left trafficRunway 34: right trafficNo geographic features used as turning pointsNo future change		
<i>Total</i>					
Annual	11,000	14,000			
Average Day	30	38			
<i>Distribution by Aircraft Type ^b</i>					
Single-Engine					
Fixed-pitch propeller	80%	no change			
Variable-pitch propeller	13%	no change			
Twin-Engine	7%	no change			
<i>Distribution by Type of Operation</i>					
Local (incl. touch-and-goes)	75%	no change			
Itinerant	25%	no change			

TIME OF DAY DISTRIBUTION ^b		
	Current	Future
<i>All Aircraft</i>		
Day (7 am to 7pm)	80%	no change
Evening (7 pm to 10 pm)	15%	no change
Night (10 pm to 7 am)	5%	no change

Notes:

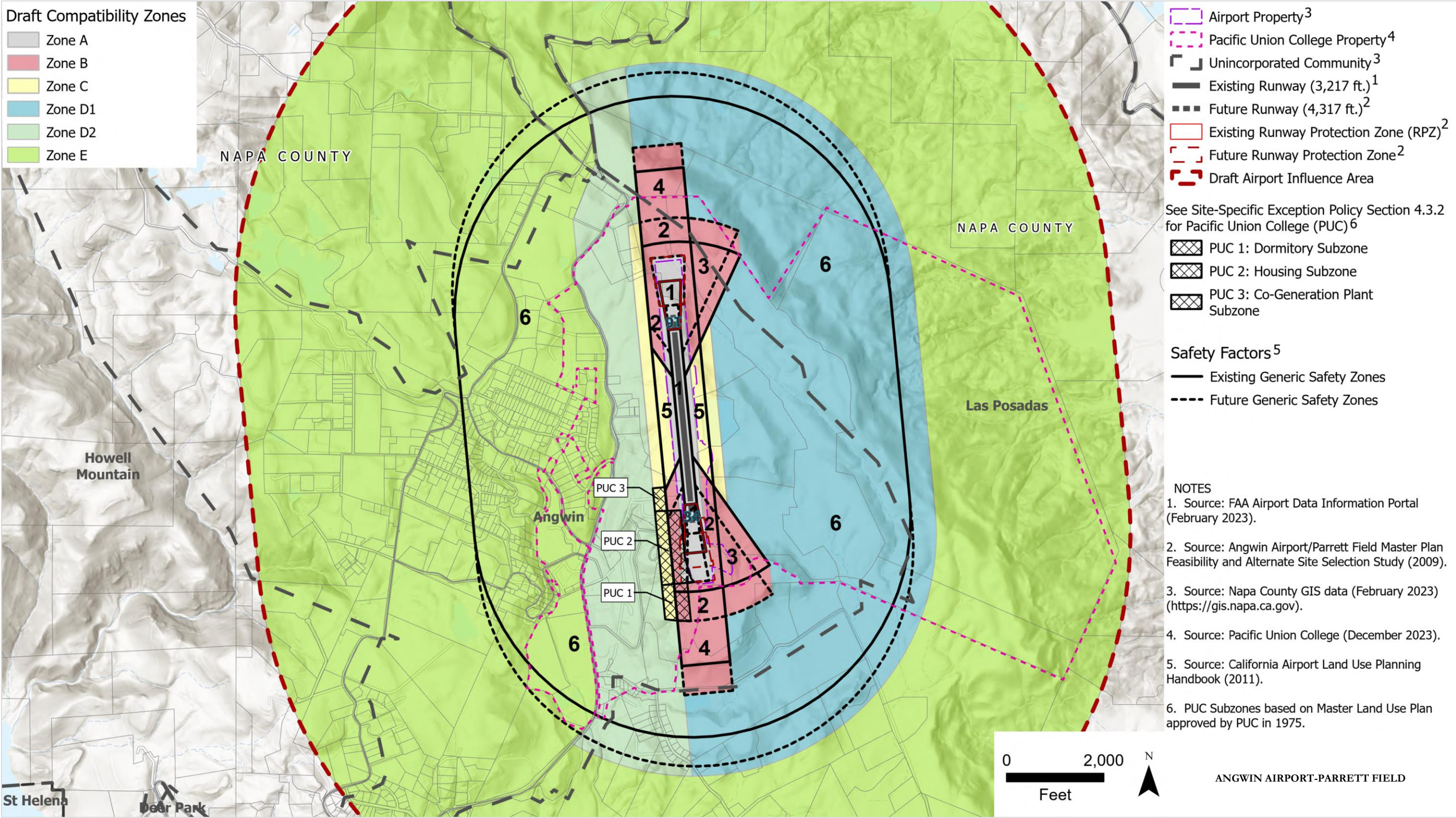
^a Master Plan Feasibility and Alternate Site Selection Study, Angwin Airport/Parrett Field, Accepted March 2, 2010.

^b Napa County Airport Land Use Compatibility Plan, Adopted April 22, 1991; Revised December 15, 1999. Table 7-3, Airport Activity, Parrett Field.

Source: data compiled by Mead & Hunt, 2023

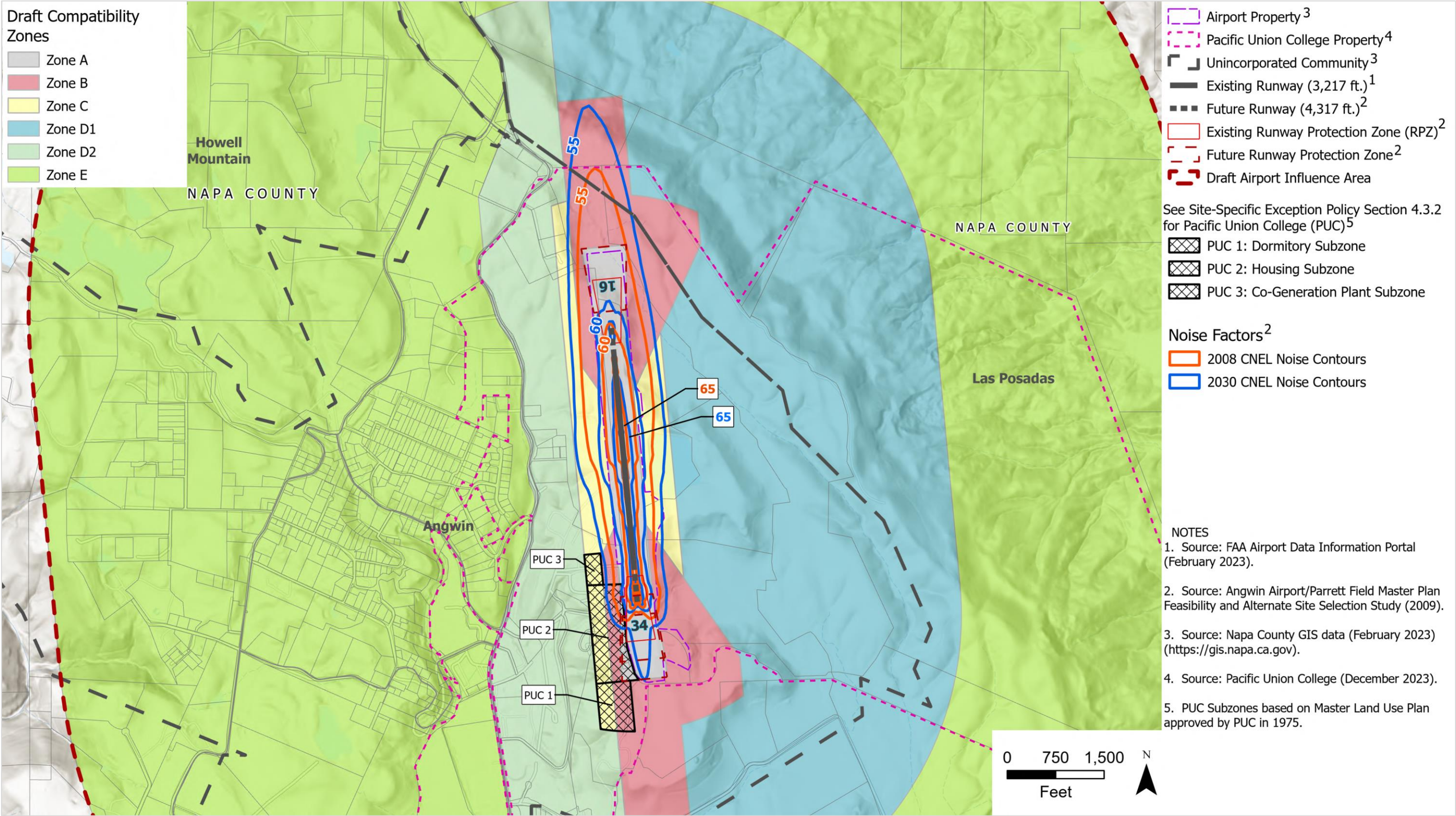
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EXHIBIT 6-4: COMPATIBILITY FACTORS – SAFETY



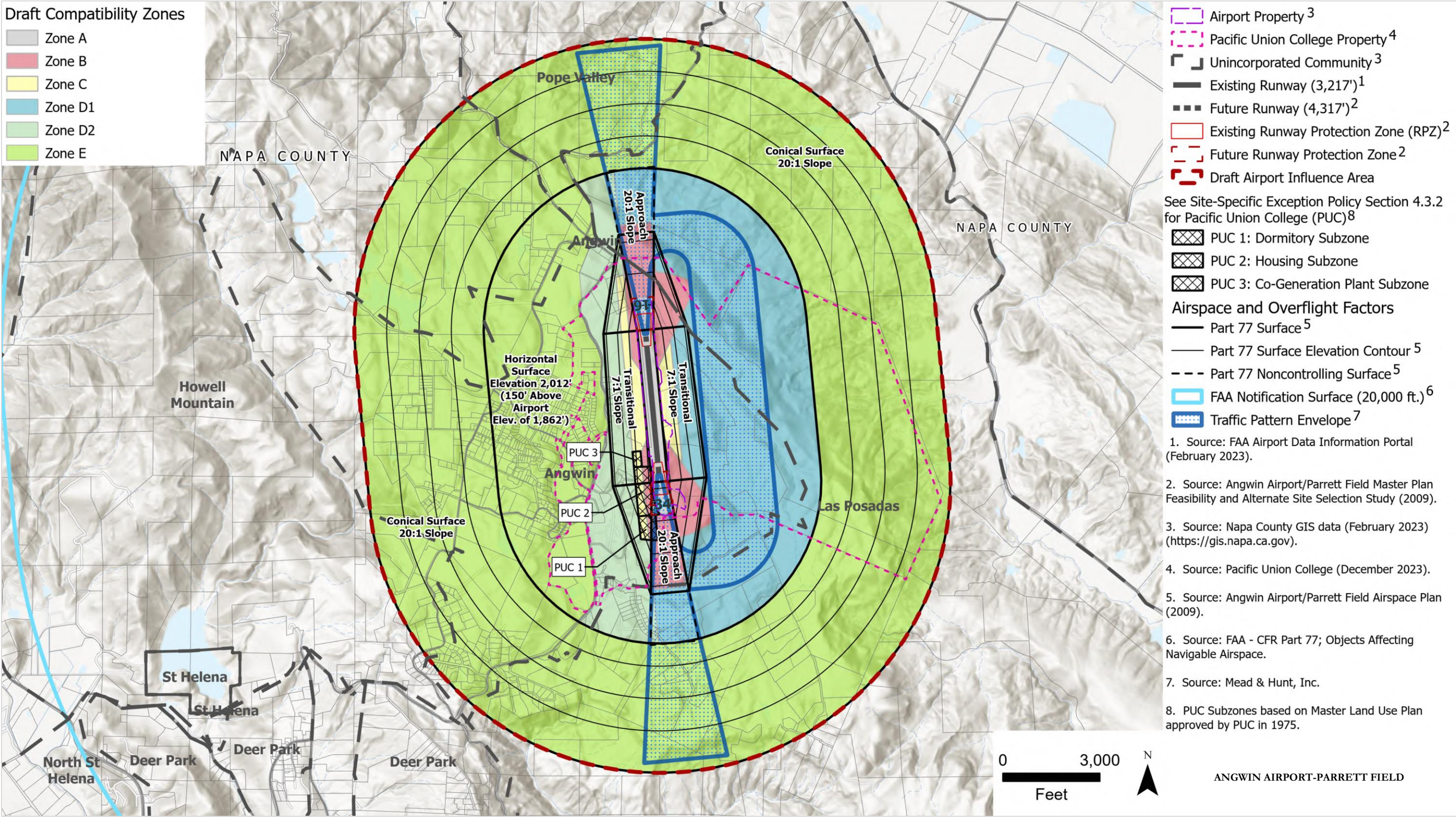
Source: Mead & Hunt, Inc. 2023

EXHIBIT 6-5: COMPATIBILITY FACTORS – NOISE



Source: Mead & Hunt, Inc. 2023

EXHIBIT 6-6: COMPATIBILITY FACTORS – AIRSPACE AND OVERFLIGHT



Source: Mead & Hunt, Inc. 2023

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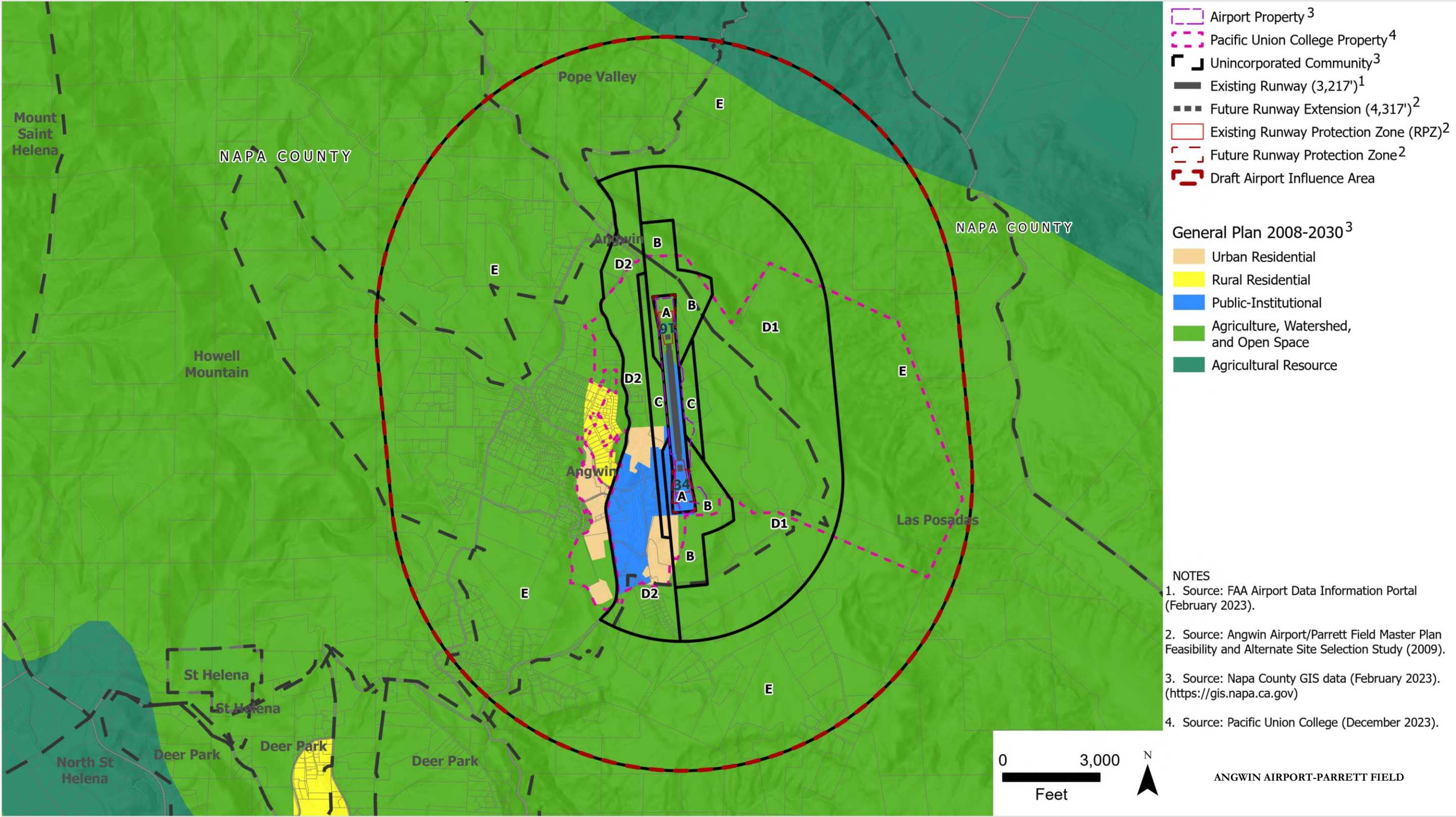
EXHIBIT 6-7: AIRPORT ENVIRONS INFORMATION

<p>AIRPORT SITE ^a</p> <p>Location</p> <ul style="list-style-type: none"> North-central Napa County 8 miles east of Calistoga 20 miles north of Napa <p>Topography</p> <ul style="list-style-type: none"> Higher terrain to northwest; generally lower in other directions 	<p>ESTABLISHED AIRPORT COMPATIBILITY MEASURES</p> <p><i>County of Napa - General Plan</i> ^b</p> <ul style="list-style-type: none"> Agricultural Preservation and Land Use Element <ul style="list-style-type: none"> Use zoning to ensure that land uses in airport approach zones comply with applicable <i>ALUC</i> policies. If necessary, County shall acquire development rights in airport approach zones (Policy AG/LU-49). Indicate lands set aside for existing and future uses including public use airport (Policy AG/LU-53). County supports ongoing operation of Angwin Airport, including any improvements approved by FAA within the AV zoning district (Policy AG/LU-66) New school facilities (K-12) shall not be located within two miles of an airport unless approved by the State Department of Education (Policy AG/LU-123). New churches or institutions providing religious instruction shall not be located within proximity to an airport, unless they are located in an area where residential uses would be compatible under the applicable <i>ALUCP</i> (Policy AG/LU-124). Circulation Element <ul style="list-style-type: none"> County supports preservation of Angwin Airport for general aviation (Policy CIR-40). County shall review Circulation Element periodically to ensure it embraces future technological innovations that improve ... airport operations (Policy CIR-41). Community Character Element <ul style="list-style-type: none"> Development in the area covered by any <i>ALUCP</i> shall be consistent with noise levels projected for the airport (Policy CC-45). County shall use aviation easements, disclosure statements, and other appropriate measures to ensure that residents and businesses within any airport influence area are informed of the presence of the airport and its potential for creating current and future noise (Action CC-45.1). Safety Element <ul style="list-style-type: none"> For maximum safety, all land uses and zoning within airport areas shall be reviewed for compatibility with the adopted plans for the Airport and other general aviation facilities in the county (Policy SAF-33). Housing Element (2014) <ul style="list-style-type: none"> Angwin Development Site B, 44.5-acre parcel has an Airport Compatible Overlay (Page H-36).
<p>AIRPORT ENVIRONS LAND USE JURISDICTIONS ^a</p> <p><i>County of Napa</i></p> <ul style="list-style-type: none"> Runway approaches and traffic pattern over Napa County <p><i>Community of Angwin</i></p> <ul style="list-style-type: none"> Airport within unincorporated community boundary 	
<p>EXISTING AIRPORT AREA LAND USES</p> <p><i>General Character</i></p> <ul style="list-style-type: none"> Undeveloped, heavily wooded land to north and east Angwin community and Pacific Union College to west <p><i>Runway Approaches/Traffic Pattern</i> ^c</p> <ul style="list-style-type: none"> North: Wooded area with scattered vineyards East: Wooded area with scattered vineyard South: Vineyards and scattered residential 	
<p>PLANNED AIRPORT AREA LAND USES</p> <p><i>County of Napa</i></p> <ul style="list-style-type: none"> Planned development and residential to west ^a 	
<p>STATUS OF COMMUNITY PLANS</p> <p><i>County of Napa</i></p> <ul style="list-style-type: none"> General Plan, adopted June 2008 	
<p>Notes:</p> <p>^a Napa County Airport Land Use Compatibility Plan, Adopted April 22, 1991; Revised December 15, 1999.</p> <p>^b Napa County General Plan, June 2008</p>	

Source: data compiled by Mead & Hunt, 2023

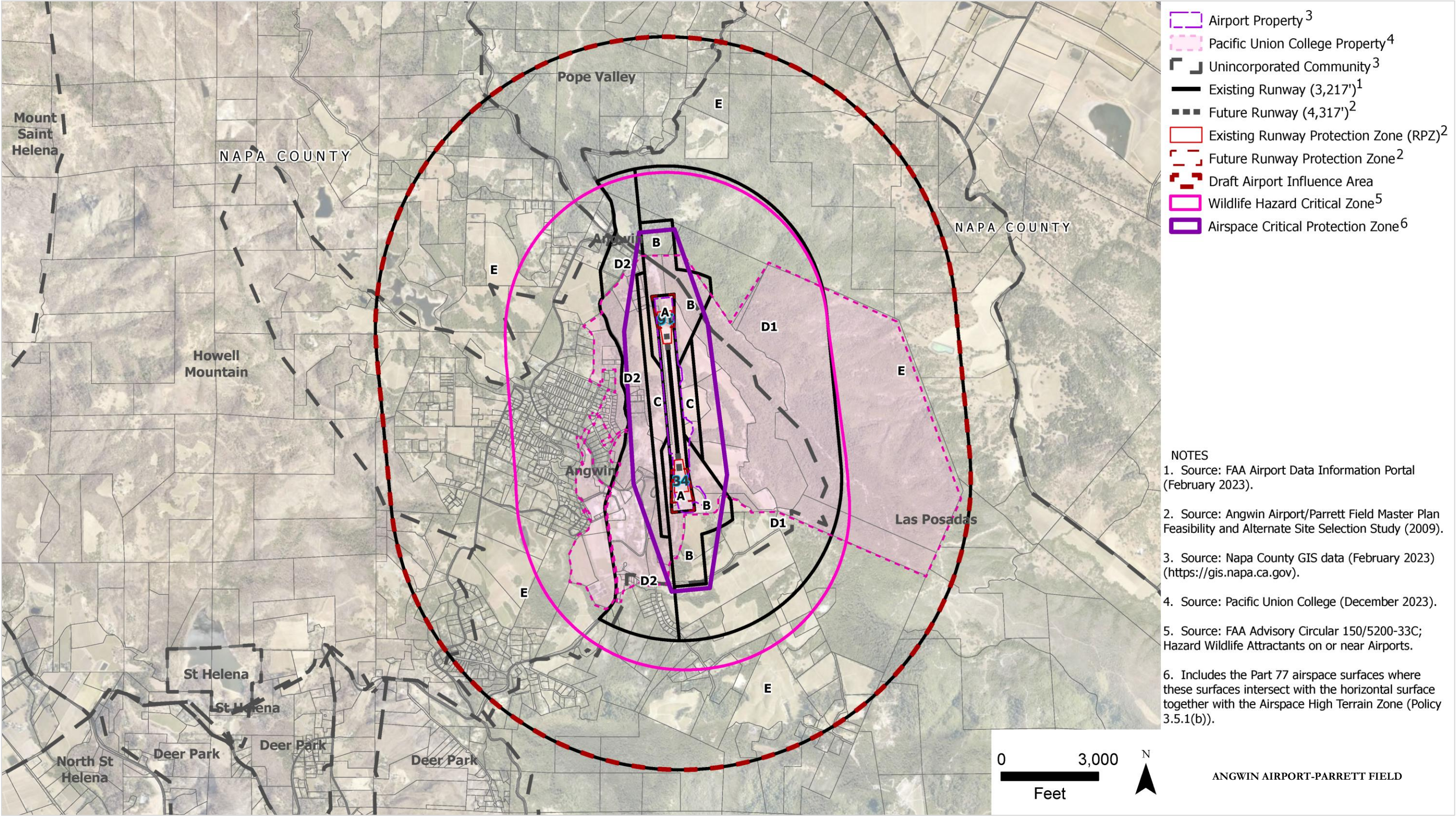
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EXHIBIT 6-8: GENERAL PLAN LAND USE DESIGNATIONS



Source: Mead & Hunt, Inc. 2023

EXHIBIT 6-9: AERIAL



Source: Mead & Hunt, Inc. 2023

Background Data for Napa County Airport and Environs

7.1 INTRODUCTION

Napa County Airport is an 820-acre public, regional aviation facility serving Napa Valley and surrounding areas in the northern San Francisco Bay Area. The airport is owned and operated by the County of Napa and is located at the southern end of Napa Valley, which is approximately 50 miles northeast of San Francisco, California. The airport is situated approximately 5 miles south of the City of Napa city center and two miles north of the American Canyon city center.

7.2 AIRPORT MASTER PLAN AND ALP STATUS

The County of Napa adopted a master plan for Napa County Airport in March 2007. Since publication of the master plan, updates have been made to the Airport Layout Plan (ALP) drawing to reflect recent and newly proposed construction projects. The current ALP was approved by the Federal Aviation Administration (FAA) in April 2016. Napa County Airport prepared a letter, dated September 12, 2023, that confirmed that the existing and future conditions shown on the 2016 ALP are an accurate representation of the airport's existing facilities and future growth over the next 20 years. The letter was submitted to Caltrans Aeronautics along with the ALP. Caltrans concurred that the ALP is appropriate for use as the basis for this *Airport Land Use Compatibility Plan (ALUCP) for Napa County Airport*. The information contained on the 2016 ALP, together with supplemental information provided in the 2007 Master Plan and by airport personnel, form the foundation for this *ALUCP*.

7.2.1 *Airfield Configuration:* The airport airfield (**Exhibit 7-1, 7-2, and 7-3**) consists of three runways: two parallel runways, 1L/19R (primary) and 1R/19L (short parallel), which are oriented northeast-southwest and are 5,930 feet and 2,510 feet in length, respectively; and one crosswind runway, 6/24, which is oriented roughly east-west and is 5,007 feet in length. The only precision approach at the airport is on Runway 1L. Runway 6 has a straight-in nonprecision approach but with higher minimums than Runway 1L.

All other runways have only visual or circling approaches. All six runway ends have Runway Protection Zones (RPZs) that meet the Federal Aviation Administration (FAA) standards for their existing designated design categories.

Runways 19R/1L and 6/24 will change from the current Runway Design Code (RDC) of C-II to a future RDC of C-III. Other improvements having land use compatibility implications primarily involve upgrades to Runway 19R, Runway 1L, and Runway 24 instrument approach procedures to enable reduced minimums, which result in larger RPZs. Although portions of some RPZs extend off airport property, some of these are controlled by airport-owned aviation easements.

As detailed in the 2016 ALP, these standards are intended to accommodate aircraft with specific approach speeds, wingspans, tail heights, and maximum takeoff weights. Runways 1L/19R (primary) and 6/24 (crosswind) are lighted for night operations. The airport's primary building area and aircraft parking aprons are located on the eastern side of the airfield with some additional aviation uses south of the crosswind runway.

The 2007 Master Plan includes an analysis of extending the short parallel runway (Runway 1R/19L) to the southwest, beyond its intersection with the crosswind runway (Runway 6/24), to a length of 4,301 feet. This extension would support touch-and-go operations by single-engine aircraft, which would reduce congestion and delays on the main runway and reduce the frequency of overflights of the residential area located to the west. The extension would also expand the range of aircraft that the runway can accommodate to include piston twins, turboprops, and small jets.

The increase in runway length is proposed to be achieved by adding pavement to the south (1R) end of the runway. An aircraft landing on Runway 19L would still touchdown at the same point as currently, but it would have an additional 1,791 feet of pavement available for landing. The RPZ for Runway End 1R would be shifted with the runway extension; however, the dimensions would not be changed. The shifted RPZ would remain on airport property and would not involve any property acquisition.

- 7.2.2 *Aircraft Traffic Patterns:* Over 75 percent of operations at the airport are from the northeast to the southwest on parallel runways 19L/R. Larger aircraft are limited to Runway 19R due to the shorter length of Runway 19L. The proposed extension of Runway 1R/19L (parallel) will allow for more operations, including those that are currently limited to Runway 1L/19R (primary). Traffic patterns for Runways 1R/19L and 1L/19R are on the outboard side—northwest for Runway 19R and southeast for Runway 19L. The remaining operations are mostly on the crosswind runway with the majority from east to west using Runway 24. Runways 6 and 24 both have left traffic, which results in traffic patterns on both the north and south sides.

Less than five percent of operations are to the northeast on Runways 1L and 1R, and these operations primarily take place during low overcast weather conditions or when winds are from the northeast. Because only Runway 1L has a precision approach, a common practice is for aircraft to shoot the approach from the south to that runway to get under the clouds and then circle to land from the northeast on Runway 19R.

7.2.3 *Aircraft Activity and Forecasts:* Napa's FAA Air Traffic Control Tower (ATCT) staff keep count of the number of aircraft operations that take place during the hours that the tower is open—7:00 a.m. to 8:00 p.m. daily. For 2022, the official ATCT count was 65,647 operations. Although the airport is open 24 hours per day for aircraft to take off and land, no counts are maintained for the activity during the evening and nighttime hours when the tower is closed. Airport management estimates that operations that occur during the 8:00 p.m. to 7:00 a.m. period would account for an addition of approximately 5% to the operations count, which would result in an estimated 68,900 total operations for 2022 (**Exhibit 7-4**).

The current aircraft operations count is approximately half of the mid-2000s count, which was used as the base for the 2007 Airport Master Plan (2007 AMP) forecasts. This decrease is mostly the result of the closure of the Japan Airlines Pilot Training Facility in 2010. Current activity data shown in **Exhibit 7-4**—the distributions of operations by type of aircraft, time of day, runway use, and flight track—are estimates taken from data in the 2007 Airport Master Plan and adjusted to reflect ATCT and airport management records regarding current fleet mix and operations.

The forecasts of future activity for this *ALUCP* (**Exhibit 7-4**) are derived from a combination of the current activity assumptions, changes anticipated by airport management, and FAA forecasts of hours that will be flown by general aviation aircraft nationally 20 years from now. To calculate the 20-year forecast, these sources were used to estimate an annual rate of change for each of the five categories of aircraft itemized in the table. Activity by single-engine airplanes is expected to continue its current decline, dropping by 1% per year. Twin-engine and turboprop operations are assumed to remain about constant. Business jet and helicopter operations are expected to increase substantially. For forecasting purposes, activity by Advanced Air Mobility (AAM) types of aircraft now in development are included with the helicopter total. The FAA anticipates that AAM-type aircraft will be in wide use nationally by the latter part of the forecasting period. These calculations result in the 20-year forecast of 84,000 total annual operations used in this *ALUCP* (**Exhibit 7-4**).

The principal function of aircraft operations forecasts in airport land use compatibility planning is to serve as inputs for preparation of airport noise contours. The 2007 AMP forecast numbers anticipated the continuation of the Japan Airlines Pilot Training Facility, along with other strong growth factors, and projected Napa County Airport's activity to increase from base year operations count of 126,000 to a total of 260,000 in 20 years. The latter number (2007 AMP 20-year forecast) was used to produce the projected noise contours included in the 2007 AMP. Despite the 2007 AMP forecast being three times greater than the forecast for this *ALUCP*, shown in **Exhibit 7-4**, the associated noise contours still appear reasonable for use in this *ALUCP*. The key factor in this regard is that training operations by single-engine airplanes contributed heavily to the 260,000 operations in the 2007 AMP 20-year forecast, whereas the 20-year forecast for this *ALUCP* anticipates stronger business jet and helicopter/AAM growth. As noise levels produced by these aircraft types can vary from a little bit louder to significantly louder than those produced by piston aircraft, noise contours derived from an updated 20-year forecast of 84,000 operations are anticipated to be similar to the 2007 AMP forecast of 260,000-operations contours, particularly in parts of the airport environs where noise impacts are a compatibility concern.

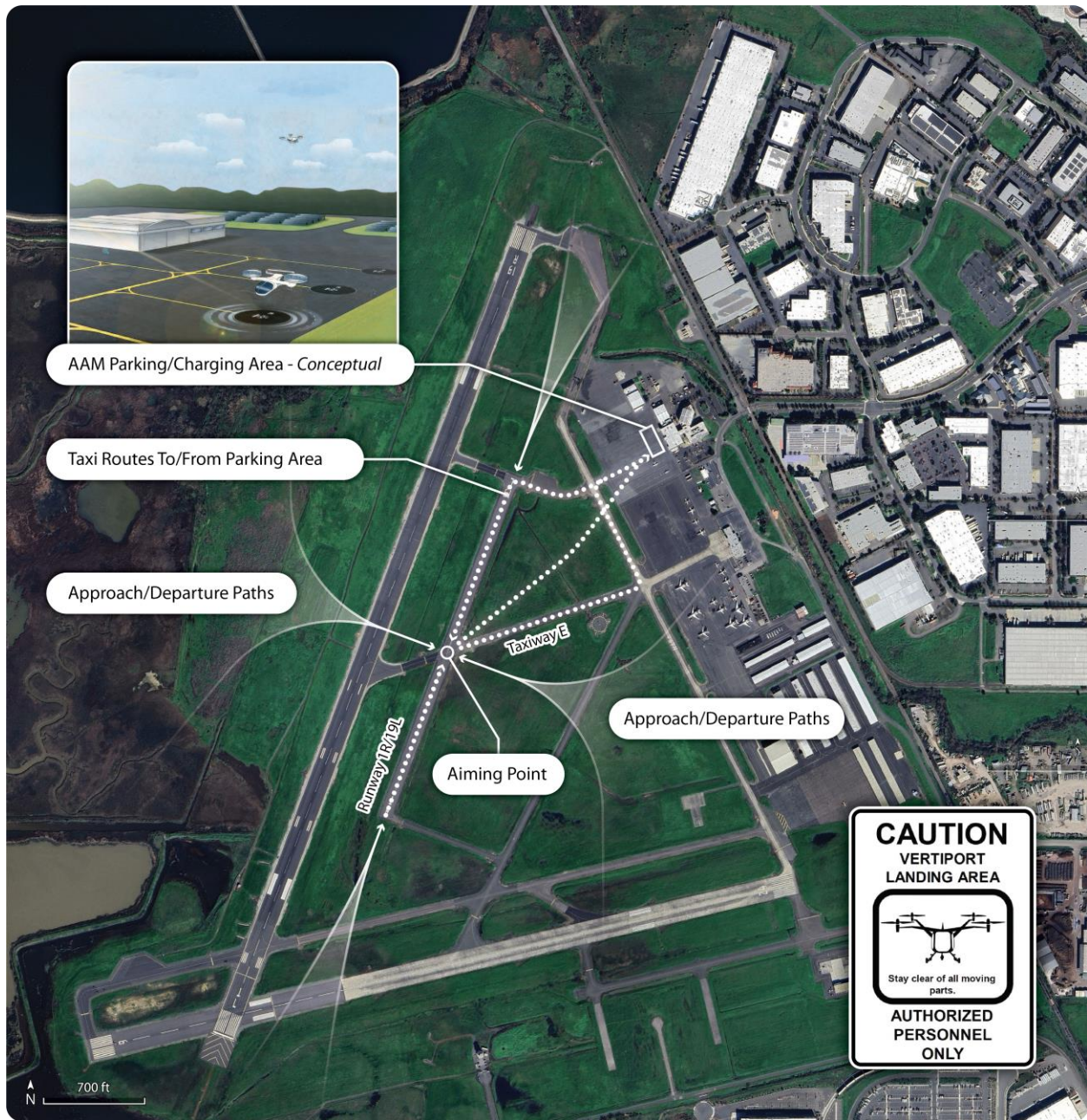
Also, for land use compatibility planning purposes, overestimating airport noise impacts is preferable to underestimating them. Therefore, use of the 2007 AMP's 260,000-operations noise contours in this *ALUCP* is considered appropriate.

- 7.2.4 *Advanced Air Mobility at Napa County Airport:* Advanced Air Mobility (AAM) refers to an air transportation system that integrates new electric vertical takeoff and landing (eVTOL) aircraft into current and modified airspace operations. AAM includes diverse aircraft configurations, uses cases (air taxi, cargo, emergency response), and business models to meet the broad needs of the traveling public, consumers, air carrier and cargo operators, and other stakeholders. The Federal Aviation Administration (FAA) is working with industry partners to certify these new aircraft, establish vertiport design guidance, and define safety standards to enable safe, efficient, and secure integration into the national airspace system. While the industry is still in the development stage, these aircraft may begin operations as soon as 2028 in certain U.S. locations.⁷⁹

California-based AAM operators are contemplating Napa County Airport as an early part of their air taxi network (scheduled and on-demand services). As such, airport management are making plans to provide supporting infrastructure and facilities to enable AAM operations at the airport. As shown in **Exhibit 7-1**, the key components of AAM planning at Napa County Airport include:

- (a) *Landing and Takeoff:* eVTOL aircraft are anticipated to operate like helicopters, in that they can take off, hover, and land vertically, or like a small fixed-wing aircraft operating from a short runway. Runway 1R/19L, the short east-side parallel runway, would be designated to support future AAM operations. An aiming point would be established about midfield to serve as a visual aiming point for a landing aircraft. eVTOL aircraft are anticipated to follow current helicopter routes and use existing visual approaches to Runway 1R or Runway 19L ends or approach/depart at a right angle to the aiming point. From there, eVTOL aircraft could ground or hover taxi along existing taxiways or take a more direct route from the aiming point to parking areas. As AAM operational tempos increase in speed and intensity, a dedicated vertipad (landing/takeoff area) would be established through the FAA's Airport Layout Plan (ALP) process.
- (b) *Parking and Charging Infrastructure:* eVTOL aircraft parking and charging stations would be positioned at the north end of the apron in front of the former Japan Airlines training facility. The location has adequate power capacity to accommodate two Direct Current Fast Charging (DCFC) stations, either with one double-head or two single-head chargers. Two parking positions would be established adjacent to the chargers, each one containing a 50-foot square parking spot with a 100-foot separation distance between.

⁷⁹ Federal Aviation Administration, *Advanced Air Mobility (AAM) Implementation Plan* (July 2023).

EXHIBIT 7-1: KEY COMPONENTS OF AAM PLANNING AT NAPA COUNTY AIRPORT

Source: Mead & Hunt, Inc. 2024

As with any emerging technology, the potential impact of the technology (both positive and negative) is not yet known. However, the FAA, industry stakeholders, and other government agencies are assessing eVTOL characteristics to better understand potential impacts such as noise, safety, security, environmental, and public benefit. As it relates to airport land use compatibility planning, the following insights are provided:

- (a) *Noise*: eVTOL-capable aircraft are anticipated to have similar performance characteristics to helicopters (e.g., take off, hover, and land vertically like helicopters).⁸⁰ A key distinction, however, is that eVTOLs are being designed to be quieter in certain phases of flight.⁸¹
- (b) *Overflight*: It is anticipated that cruise altitude for most UAM operations will be at least 1,500 feet above ground level (AGL).⁸²
- (c) *Safety*: eVTOL aircraft will initially have a pilot-on-board then move towards semiautonomous (pilot controlled) and fully autonomous operations.⁸² No accident data exists for these new vehicles.
- (d) *Airspace*: It is expected that eVTOL aircraft will operate under Visual Flight Rules within existing or modified airspace operations.⁸⁰

7.3 SURROUNDING LAND USES

Napa County Airport is situated in an unincorporated area of southern Napa County between the Cities of Napa and American Canyon. The airport was once surrounded by little other than agricultural and wetlands; however, over the last 30 years, extensive light industrial, warehousing, and business park uses have been developed east of the airport along Highway 29. Today, surrounding lands contain a mixture of agricultural and wetlands to the west and southwest and industrial land uses to the north, east, and southeast.

Within the City of Napa to the north and northwest, land use designations include agricultural, hospitality, commercial, business park, and the Napa Pipe mixed-use planned development (north of Highway 29). Planned land uses reflect existing land use patterns.

The City of American Canyon, which was incorporated in 1992, has experienced more industrial development immediately south of the airport. Vacant land remains available for industrial development in this area. The nearest residential uses are approximately two miles south of the airport property.

The airport has few noise complaints. The complaints that do occur are generally to the west in unincorporated Napa County along Milton Road. This area is subject to frequent overflight by aircraft operating southwest of the airfield. Noise complaints also occur to the north within the City of Napa and appear to result from times when the traffic pattern extends farther from the airport because of high traffic volume, or perhaps from aircraft on a low-altitude circling approach to Runway 19R. Nearby uses remain largely compatible with airport activities.

⁸⁰ Federal Aviation Administration, *Engineering Brief No. 105, Vertiport Design* (September 2022).

⁸¹ *Airport Noise Report, Volume 35, Number 17* (May 2023).

⁸² NASA, *UAM Vision Concept of Operations (ConOps) UAM Maturity Level (UML) 4, Version 1.0* (January 2021).

7.4 EXHIBITS

The following exhibits illustrate the compatibility factors and background information which serve as the basis for this *ALUCP*.

- **Exhibit 7-2: Airport Features Summary**—Summarizes information pertaining to the airport configuration, operational characteristics, and applicable planning documents.
- **Exhibit 7-3, Exhibit 7-4: FAA-Approved Airport Layout Plan and Data Sheet**—Present the 2016 FAA-approved ALP depicting the airport configuration and airport building areas.
- **Exhibit 7-5: Airport Activity Summary**—Summarizes existing and forecast activity levels for the airport provided in the 2007 Master Plan, as adjusted by airport management.
- **Exhibit 7-6, Exhibit 7-7, Exhibit 7-8, and Exhibit 7-9: Compatibility Factors**—Depict the extents of the four compatibility factors upon which the compatibility zones for Napa County Airport were derived. The four compatibility factors are defined by:
 - *Noise*—Future noise contours reflecting a forecasted aircraft activity level of 260,000 annual operations.
 - *Overflight*—Primary traffic patterns reflecting where aircraft and helicopters operating at Napa County Airport routinely fly.
 - *Safety*—Generic safety zones, as provided in the *California Airport Land Use Planning Handbook* (October 2011), are applied to each runway as follows: Long General Aviation Runway Zones apply to Runway 1L/19R (primary) given the runway’s use by business jets; Short General Aviation Runway Zones apply to existing Runway 1R/19L (parallel) and Runway 6-24 (crosswind); Medium General Aviation Runway Zones apply to future Runway 1R/19L (parallel) to reflect the proposed runway extension.
 - *Airspace Protection*—FAA notification and obstruction surfaces as defined by Code of Federal Regulation (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*.
 - *Compatibility Zones*—Policy zones developed for this *ALUCP* will be based on the above four factors. Airport-specific considerations used to develop these zones will be summarized in **Chapter 5**.
- **Exhibit 7-10: Flight Track Heat Map**—Shows relative frequency of aircraft flight track density around Napa County Airport based on radar data.
- **Exhibit 7-11: Airport Environs Information**—Summarizes information about current and planned land uses in the environs of the Napa County Airport. Airport land use compatibility policies contained in the county’s and cities’ general plans are also summarized.
- **Exhibit 7-12 and Exhibit 7-13: General Plan Land Use Designations**—Show planned land use designations as reflected in the 2008 General Plan for Napa County, the 2022 General Plan for the City of Napa, and the 1994 General Plan for the City of American Canyon. Planned city land use designations for the unincorporated areas within the cities’ spheres of influence are consistent with the county’s designations shown on the map.
- **Exhibit 7-14: Aerial**—Presents a 2023 aerial photo of the airport environs.

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EXHIBIT 7-2: AIRPORT FEATURES SUMMARY**GENERAL INFORMATION ^a**

- Airport Ownership: County of Napa
- Property Size
 - Fee title: 820.5 acres
 - Avigation easements: 18.6 acres; future 32.2 acres
- Airport Classification: General Aviation
- Airport Elevation: 35.5 ft. MSL (surveyed)

RUNWAY/TAXIWAY DESIGN ^a**Runway 1L-19R**

- Runway Design Code: C-II-4000; future: C-III-2400
- Critical Aircraft: Gulfstream III; future: Global Express
- Dimensions: 5,930 ft. long, 150 ft. wide
- Runway OFA Width: 800 ft.
- Pavement Strength (main landing gear configuration)
 - Current: 30,000 lbs. (single-wheel), 50,000 lbs. (dual-wheel), 120,000 lbs. (dual-tandem-wheel)
 - Future: 85,000 / 110,000 / 176,000
- Effective Gradient: 0.25%
- Runway Lighting:
 - Current: Medium-Intensity Runway Edge Lighting (MIRL); Runway 1L Medium-Intensity Approach Lighting System (MALSL)
 - Future: High-Intensity Runway Edge Lighting (HIRL)
- Runway Markings:
 - Runway 1L: precision
 - Runway 19R: non-precision

Runway 1R-19L

- Runway Design Code: B-I (small)-VIS; future: C-III-2400
- Critical Aircraft: Piper PA-28R; future: no change
- Dimensions:
 - Current: 2,510 ft. long, 75 ft. wide
 - Future: 4,301 ft. long, 75 ft. wide
- Runway OFA Width: 250 ft.
- Pavement Strength (main landing gear configuration)
 - 12,500 lbs. (single-wheel)
- Effective Gradient: 0.34%
- Runway Lighting: None
- Runway Markings:
 - Runway 1R: visual
 - Runway 19L: visual

Runway 6-24

- Runway Design Code: C-II-5000; future: C-III-5000
- Critical Aircraft: Gulfstream III; future: Global Express
- Dimensions: 5,007 ft. long, 150 ft. wide
- Runway OFA Width: 734 ft.
- Pavement Strength (main landing gear configuration)
 - Current: 30,000 lbs. (single-wheel), 50,000 lbs. (dual-wheel), 120,000 (dual-tandem-wheel)
 - Future: 85,000 / 110,000 / 176,000
- Effective Gradient: 0.44%
- Runway Lighting:
 - Medium-Intensity Runway Edge Lighting (MIRL)
- Runway Markings:
 - Runway 6: non-precision
 - Runway 24: non-precision

APPROACH PROTECTION ^a**Runway Protection Zones (RPZs)**

- Runway 1L:
 - Based on C-II with visibility min. ¾ mile
 - Width 1,000 ft. inner, 1,510 ft. outer; length 1,700 ft.
 - Less than 5% extends beyond airport property
- Runway 19R:
 - Based on C-II visual
 - Width 500 ft. inner, 1,010 ft. outer; length 1,700 ft.
 - Less than 5% extends beyond airport property
- Runway 1R:
 - Based on B-I visual
 - Width 250 ft. inner, 450 ft. outer; length 1,000 ft.
 - All on airport property
- Runway 19L:
 - Based on B-I visual
 - Width 250 ft. inner, 450 ft. outer; length 1,000 ft.
 - All on airport property
- Runway 6:
 - Based on C-II with >1 mile visibility
 - Width 500 ft. inner, 1,010 ft. outer; length 1,700 ft.
 - Mostly beyond airport property
- Runway 24:
 - Based on C-II with >1 mile visibility
 - Width 500 ft. inner, 1,010 ft. outer; length 1,700 ft.
 - Approximately 50% beyond airport property.

Approach Obstacles

- All Runways: None

BUILDING AREA ^{a/c}**Locations**

- Area east of Taxiway A:
 - Airport administrative office, pilot shop, restaurant
 - FBOs and flight training facilities
 - Transient and based aircraft tiedowns
 - Hangars of various shapes and sizes
- Area south of Runway 6/24:
 - California Highway Patrol (CHP) facility
 - FAA Air Traffic Control Facility
 - Box hangars

Services

- Transient Aircraft Parking
- On-Airport Restaurant
- Aircraft Fuel: 100LL and Jet A
- Charter Services
- Aircraft Sales & Maintenance
- Aircraft Management
- Ground Transportation

Continued on next page

TRAFFIC PATTERNS AND APPROACH PROCEDURES

Airplane Traffic Patterns ^b

- Runway 1L: Left traffic
- Runway 19R: Right traffic
- Runway 1R: Right traffic
- Runway 19L: Left traffic
- Runway 6: Left traffic
- Runway 24: Left traffic
- Pattern Altitude: 1,033 MSL

Helicopter/AAM Traffic Patterns ^c

- Operate on Runway 1L/19R

Instrument Approaches ^d

- Runway 1L ILS or LOC Z:
 - ILS Straight-in – 200 ft. AGL Min. Descent Altitude; ¾ mile Visibility
 - LOC Straight-in (Category A/B) – 500 ft. AGL Min. Descent Altitude; ¾ mile Visibility
 - LOC Straight-in (Category C/D) – 500 ft. AGL Min. Descent Altitude; 1 1/8 mile Visibility
 - Circling (Category A/B) – 1 mile Visibility; 600 ft. Min. Descent Altitude (Cat. A), 700 ft. (Cat. B)
 - Circling (Category C/D) – 1,300 ft. AGL Min. Descent Altitude; 3 mile Visibility
- Runway 1L RNAV (GPS) Y:
 - LPV Straight-in – 1,300 ft. AGL Min. Descent Altitude; 5 mile Visibility
 - LNAV/VNAV Straight-in – 1,100 ft. AGL Min. Descent Altitude; 4 mile Visibility
 - LNAV Straight-in (Category A/B) – 1,300 ft. AGL Min. Descent Altitude; 1 mile Visibility (Cat. A), 1 1/4 (Cat. B)
 - LNAV Straight-in (Category C/D) – 1,300 ft. AGL Min. Descent Altitude; 3 mile Visibility
 - Circling – 1,300 ft. AGL Min. Descent Altitude; 1 1/4 mile Visibility (Cat. A), 1 1/2 (Cat. B), 3 (Cat. C/D)
- Runway 1L RNAV (GPS) Z:
 - LPV Straight-in – 200 ft. AGL Min. Descent Altitude; ¾ mile Visibility
 - LNAV/VNAV Straight-in – 300 ft. AGL Minimum Descent Altitude; ¾ mile Visibility
 - LNAV Straight-in – 600 ft. AGL Minimum Descent Altitude; ¾ mile Visibility (Category A/B), 13/8 (Cat. C/D)
- Runway 6 RNAV (GPS):
 - LNAV Straight-in with minimum missed approach climb rate 410 ft./n.m. – 500 ft. AGL Minimum Descent Altitude; 1 mile Visibility (Category A/B), 13/8 (Cat. C/D)
- Runway 6 VOR:
 - 050° Alignment – 1,100 ft. AGL Min. Descent Altitude; 1 1/4 mile Visibility (Category A), 1 1/2 (Cat. B), 3 (Cat. C/D)
 - Circling (Category A/B) – 1,000 ft. AGL Min. Descent Altitude; 1 1/4 mile Visibility (Category A), 1 1/2 (Cat. B)
 - Circling (Category C/D) – 3 mile visibility; 1,300 ft. AGL Min. Descent Altitude

Visual Navigational Aids ^a

- Airport: Rotating Beacon
- Runway 1L: Medium Intensity Approach Lights (MALs)
- Runway 19R: Precision Approach Path Indicator (PAPI)
- Runway 1R: None
- Runway 19L: None
- Runway 6: Runway End Identifier Lights (REILs)
- Runway 24: None

AIRPORT PLANNING DOCUMENTS

Airport Master Plan

- Adopted by County of Napa, March 2007

Airport Layout Plan

- Approved by FAA May 2016

PROPOSED FACILITY IMPROVEMENTS ^a

Airfield

- Southeastward extension of Runway 1R-19L from 2,510 feet to 4,301 feet
- Extension of RSA for Runway Ends 1L and 19R to meet FAA requirements
- Expansion of RPZ for Runway Ends 1L and 19R
- Change of CFR Part 77 Approach Category
 - Rwy 19R from Visual [B(V)] to Non-precision [D]
 - Rwy 24 from Visual [B(V)] to Non-precision [C]
- Change of CFR Part 77 Slope
 - Rwy 19R from 20:1 to 34:1
 - Rwy 24 from 20:1 to 34:1
- Change of Approach Visibility Minimums
 - Rwy 19R from Visual to ¾-mile (4,000 ft.)
 - Rwy 1L from ¾-mile (4,000 ft.) to ½-mile (2,400 ft.)
 - Rwy 24 from Visual to >1 Mile (5,000 ft.)
- Expansion of ROFA
 - Rwy 19R from 654 ft. to 1,000 ft.
 - Rwy 1L from 491 ft. to 1,000 ft.
 - Rwy 6 from 275 ft. to 1,000 ft.
- Visual Aids
 - Rwy 1L from MALs to MALSR/PAPI
 - Rwy 6 from none to PAPI
 - Rwy 24 from none to PAPI

Notes:

^a Napa County Airport, Airport Layout Plan, April 2016

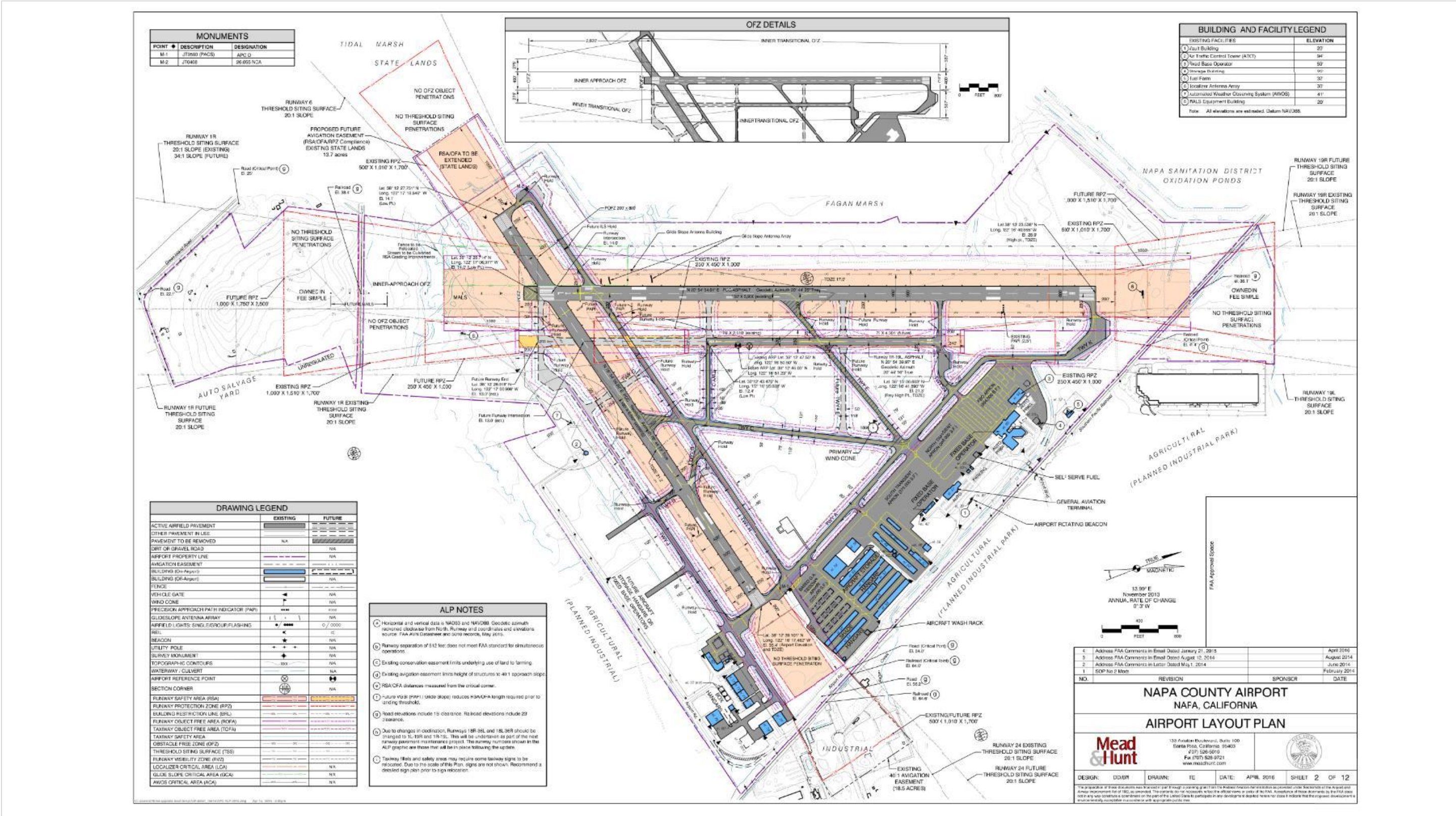
^b County of Napa, Flight Planning, March 2023. (<https://www.countyofnapa.org/1012/Flight-Planning>)

^c Napa County Airport, Master Plan, March 2007 and discussions with Airport Manager

^d FAA Airport Data and Information Portal, Instrument Approach Procedures, March 2023 (<https://adip.faa.gov/agis/public/#/airportCharts/APC>)

Source: data compiled by Mead & Hunt, 2023

EXHIBIT 7-3: FAA-APPROVED AIRPORT LAYOUT PLAN (ALP)



Mead & Hunt, Inc., 2016

EXHIBIT 7-4: FAA-APPROVED ALP – DATA SHEET

RUNWAY DATA									
	RUNWAY 19R-1L		RUNWAY 19L-1R		RUNWAY 6-24				
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE			
UTILITY / GREATER THAN UTILITY	No Change	No Change	Utility	No Change	Greater than Utility	No Change			
RUNWAY DESIGN CODE	C-II-4000	C-II-2400	B-I (small)-VIS	No Change	C-II-5000	C-II-5000			
RUNWAY REFERENCE CODE	C/II/4000	C/II/2400	B/I (small)/VIS	No Change	C/II/5000	C/II/5000			
CRITICAL AIRCRAFT	AIRCRAFT	Gulfstream III	Global Express	Piper PA-28R	No Change	Gulfstream III	Global Express		
	WINGSPAN	77' 10"	93' 6"	35' 5"	No Change	77' 10"	93' 6"		
	APPROACH SPEED (kts)	135	106	55	No Change	135	106		
	MAX. TAKEOFF WT. (lbs.)	69,700	91,000	2,900	No Change	69,700	91,000		
	COCKPIT TO MAIN GEAR	35' (e)	42.8' (e)	6' (E)	No Change	35' (e)	42.8' (e)		
	MAIN GEAR WIDTH	16' (e)	13.9'	12'	No Change	16' (e)	13.9'		
PAVEMENT STRENGTH AND MATERIAL TYPE	TAXIWAY DESIGN GROUP	TDG-2	No Change	TDG-1	No Change	TDG-2	No Change		
	SURFACE MATERIAL	PCC/Asphalt	No Change	Asphalt	No Change	PCC	No Change		
	Design Strength (f' Rwy) - ISD/OT	30/50/120	85/110/176	12.5/-/-	No Change	30/50/120	85/110/176		
	STRENGTH BY PCI	51	100	44	No Change	54	100		
EFFECTIVE GRADIENT (%)	SURFACE TREATMENT	None	No Change	None	No Change	None	No Change		
		0.25%	No Change	0.34%	No Change	0.44%	No Change		
MAXIMUM GRADIENT (%)		0.41%	No Change	0.50%	No Change	0.70%	No Change		
VERTICAL LINE OF SIGHT PROVIDED		Yes	No Change	Yes	No Change	Yes	No Change		
RUNWAY LENGTH		5,930'	No Change	2,510'	4,301'	5,007'	No Change		
RUNWAY WIDTH		150'	No Change	75'	No Change	150'	No Change		
DISPLACED THRESHOLD	19R	None	19R	No Change	19L	None	19L	No Change	
	1L	None	1L	No Change	1R	None	1R	No Change	
RUNWAY END ELEVATIONS	19R	28.9'	19R	No Change	19L	21.3'	19L	No Change	
	1L	14.0'	1L	No Change	1R	12.4'	1R	No Change	
RUNWAY TOUCHDOWN ZONE ELEVATIONS	19R	28.9'	19R	No Change	19L	21.3'	19L	No Change	
	1L	17.0'	1L	No Change	1R	21.3'	1R	No Change	
RUNWAY HIGH POINT		28.9'	No Change	21.3'	No Change	35.4'	No Change		
RUNWAY LOW POINT		14.0'	No Change	12.4'	13.0' (est)	14.1'	No Change		
RUNWAY SAFETY AREA (RSA)	REQUIRED	19R 1,000'	19R No Change	19L 240'	19L No Change	6 1,000'	6 No Change		
	ACTUAL	19R 1,000'	19R No Change	19L 240'	19L No Change	6 1,000'	6 No Change		
LENGTH BEYOND RUNWAY END	REQUIRED	19R 335'	19R 1,000'	19L 240'	19L No Change	6 315'	6 1,000'		
	ACTUAL	19R 571'	19L 1,000'	19R 240'	19R No Change	24 1,000'	24 No Change		
RUNWAY SAFETY AREA WIDTH	REQUIRED	500'	No Change	120'	No Change	500'	No Change		
	ACTUAL	500'	No Change	120'	No Change	500'	No Change		
RUNWAY EDGE LIGHTING	MIRL	MIRL	HIRL	None	No Change	MIRL	No Change		
		19R 500' x 1010' x 1700'	19R 1000' x 1510' x 1700'	19L 250' x 450' x 1000'	19L No Change	6 500' x 1010' x 1700'	6 No Change		
RUNWAY PROTECTION ZONE (RPZ)	1L 1,000'	1L No Change	1L 1000' x 1510' x 1700'	1L 1000' x 750' x 2500'	1R 250' x 450' x 1000'	1R No Change	24 500' x 1010' x 1700'	24 No Change	
	19R Nonprecision	19R No Change	19L Visual	19L Visual	19L 6	6 Nonprecision	6 No Change		
RUNWAY MARKING	19R Precision	19R No Change	19L Visual	19L Visual	19L 6	6 Nonprecision	24 No Change		
	19R Visual (BV)	19R Nonprecision (D)	19L Visual (AV)	19L No Change	6 Nonprecision (C)	6 No Change	24 Nonprecision (C)		
PART 77 APPROACH CATEGORY	1L Precision (PIR)	1L No Change	1R Visual (AV)	1R No Change	24 Visual (BV)	24 Nonprecision (C)			
	19R 20:1	19R 34:1	19L 20:1	19L No Change	6 34:1	6 No Change			
PART 77 APPROACH SLOPE	1L 50:1	1L No Change	1R 20:1	1R No Change	24 20:1	24 34:1			
	19R Visual	19R 3/4 Mile (4,000')	19L Visual	19L No Change	6 ≥1 Mile (5,000')	6 No Change			
APPROACH VISIBILITY MINIMUMS (RVR Value)	1L 3/4 Mile (4,000')	1L 1/2 Mile (2,400')	1R Visual	1R No Change	24 Visual	24 ≥1 Mile (5,000')			
	19R Vertically guided	19R No Change	19L Not vertically guided	19L No Change	6 Vertically guided	6 No Change			
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)	1L Vertically guided	1L No Change	1R Not vertically guided	1R No Change	24 Vertically guided	24 No Change			
	19R Yes (40:1 OCS)	19R No Change	19L N/A	19L No Change	6 Yes (40:1 OCS)	6 No Change			
RUNWAY DEPARTURE SURFACE	1L Yes (40:1 OCS)	1L No Change	1R N/A	1R No Change	24 Yes (40:1 OCS)	24 No Change			
	19R 654'	19R 1,000'	19L 240'	19L No Change	6 275'	6 1,000'			
RUNWAY OBJECT FREE AREA (ROFA)	1L 491'	1L 1,000'	19R 240'	19R No Change	24 1,000'	24 No Change			
	19R 250'	No Change	19L 250'	19L No Change	6 734'	6 No Change			
RUNWAY OBJECT FREE AREA WIDTH	19R 200'	19R No Change	19L 200'	19L No Change	6 200'	6 No Change			
	1L 200'	1L No Change	1R 200'	1R No Change	24 200'	24 No Change			
OBSTACLE FREE ZONE (OFZ)	400'	No Change	250'	No Change	400'	No Change			
	19R N/A	19R No Change	19L N/A	19L No Change	6 N/A	6 No Change			
INNER-APPROACH OFZ LENGTH	1L 2,600'	1L No Change	1R N/A	1R No Change	24 N/A	24 No Change			
	19R 400'	No Change	19L N/A	19L No Change	6 N/A	6 No Change			
INNER-APPROACH OFZ WIDTH	19R 587'	19R No Change	19L N/A	19L No Change	6 N/A	6 No Change			
	1L 587'	1L No Change	1R N/A	1R No Change	24 N/A	24 No Change			
PRECISION OBSTACLE FREE ZONE (Length x Width)	19R N/A	19R N/A	19L N/A	19L No Change	6 N/A	6 No Change			
	1L N/A	1L No Change	1R N/A	1R No Change	24 N/A	24 No Change			
THRESHOLD SLOPE SURFACE	19R 20:1 - Expected to serve large aircraft (visual, day/night)	19R 30:1 - Expected to serve large aircraft (visual, day/night)	19L 20:1 - Expected to serve large aircraft (visual, day/night)	19L 20:1 - Expected to serve large aircraft (visual, day/night)	19L 20:1 - Expected to serve large aircraft (visual, day/night)	19L 20:1 - Expected to serve large aircraft (visual, day/night)	19L 20:1 - Expected to serve large aircraft (visual, day/night)		
	1L 30:1 - Expected to serve large aircraft (visual, day/night)	1L 30:1 - Expected to serve large aircraft (visual, day/night)	1R 30:1 - Expected to serve large aircraft (visual, day/night)	1R 30:1 - Expected to serve large aircraft (visual, day/night)	1R 30:1 - Expected to serve large aircraft (visual, day/night)	1R 30:1 - Expected to serve large aircraft (visual, day/night)	1R 30:1 - Expected to serve large aircraft (visual, day/night)		
NAVIGATION AIDS	19R None	19R No Change	19L None	19L No Change	6 VOR, GPS	6 No Change			
	1L ILS, DME, GPS	1L No Change	1R None	1R No Change	24 None	24 No Change			
VISUAL AIDS	19R PAPI	19R No Change	19L None	19L No Change	6 PAPI	6 No Change			
	1L MALS	1L MALS/RPAPI	1R None	1R No Change	24 None	24 No Change			

RUNWAY END COORDINATES NAD83									
	RUNWAY 1L-19R		RUNWAY 1R-19L		RUNWAY 6-24				
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE			
19R	LAT. 38° 12' 23.538" N	19R No Change	19L 38° 12' 06.683" N	19L No Change	6 38° 12' 27.751" N	6 No Change			
	LONG. 122° 16' 40.669" W	No Change	122° 16' 41.699" W	No Change	122° 17' 18.548" W	No Change			
1L	LAT. 38° 12' 28.714" N	No Change	1R 38° 12' 28.919" N	No Change	38° 12' 28.919" N	No Change			
	LONG. 122° 17' 06.977" W	No Change	1R 122° 16' 53.028" W	No Change	122° 16' 53.028" W	No Change			

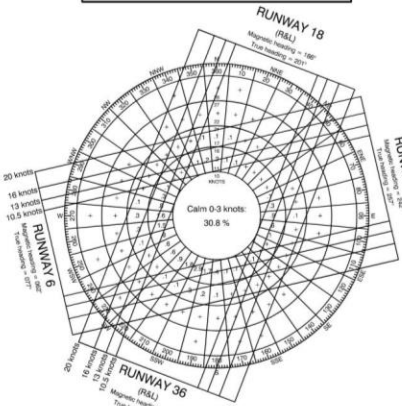
TAXIWAY DATA																				
	A		B		C		D		E		F		G		H		J		K	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN GROUP	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	N/A	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3
AIRCRAFT DESIGN GROUP	C-II	C-III	C-II	C-III	C-II	C-III	B-I	C-III	C-II	C-III	C-II	C-III	N/A	C-III	C-II	C-III	C-II	C-III	C-II	C-III
WIDTH	50'	No Change	50'	No Change	50'	No Change	35'	50'	50'	No Change	50'	No Change	N/A	50'	50'	No Change	50'	No Change	50'	No Change
TAXIWAY SAFETY AREA WIDTH	79'	118'	79'	118'	79'	118'	49'	118'	79'	118'	79'	118'	N/A	118'	79'	118'	79'	118'	79'	118'
TAXIWAY EDGE SAFETY MARGIN	7.5'	10'	7.5'	10'	7.5'	10'	5'	10'	7.5'	10'	7.5'	10'	N/A	10'	7.5'	10'	7.5'	10'	7.5'	10'
TAXIWAY SHOULDER WIDTH	15'	20'	15'	20'	15'	20'	10'	20'	15'	20'	15'	20'	N/A	20'	15'	20'	15'	20'	15'	20'
TAXIWAY OBJECT FREE AREA WIDTH	131'	198'	131'	198'	131'	198'	89'	198'	131'	198'	131'	198'	N/A	198'	131'	198'	131'	198'	131'	198'
DISTANCE FROM TTY & FIXED/MOVABLE OBJECT	65.5'	93'	65.5'	93'	65.5'	93'	44.5'	93'	65.5'	93'	65.5'	93'	N/A	93'	65.5'	93'	65.5'	93'	65.5'	93'
TAXIWAY WINDTIP CLEARANCE	28'	34'	28'	34'	28'	34'	20'	34'	28'	34'	28'	34'	N/A	34'	28'	34'	28'	34'	28'	34'
DISTANCE FROM RUNWAY & TO TAXIWAY &	N/A	No Change	400'	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	400'	No Change	400'	No Change	685'	No Change
TAXIWAY LIGHTING	MITL	No Change	MITL	No Change	MITL	No Change	None	MITL	MITL	No Change	MITL	No Change	N/A	MITL	MITL	No Change	MITL	No Change	MITL	No Change
DISTANCE FROM RUNWAY & TO HOLD BARS	250'	No Change	250'	No Change	250'	No Change	125'	125/250'	125/250'	No Change	125/250'	No Change	N/A	250'	250'	No Change	250'	No Change	250'	No Change

NOTES: 1. Taxiway E is to be realigned to eliminate 4-node intersection with Taxiway A.

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT REFERENCE CODE	C-II	C-III
MEAN MAX. TEMP. (Hottest Month)	78.4° F (Jul. Aug.)	No Change
AIRPORT ELEVATION (Above Mean Sea Level)	35.4'	No Change
AIRPORT NAVIGATIONAL AIDS	Beacon, ILS, MALS GPS	No Change
AIRPORT REFERENCE POINT	Latitude	38° 12' 47.50" N
	Longitude	122° 16' 50.50" W
MISCELLANEOUS FACILITIES	AWOS II, lighted taxiways, lighted wind cone	No Change
CRITICAL AIRCRAFT	Gulfstream III	Global Express
MAGNETIC VARIATION	13.99° East	Moving 0° 3' West / Year
AIRPORT ACREAGE	Fee Simple	820.5
	Avigation Easement	18.6
NPIAS SERVICE LEVEL	Reliever	No Change
STATE SERVICE LEVEL	Regional	No Change

DATA NOTES	
A	Horizontal and vertical data is NAD83 and NAVD83. Geodetic azimuths reckoned clockwise from North. Runway end coordinates and elevations source: FAA AVN Datasheet and 5010 records, May 2015.
B	Due to changes in declination, Runways 18R-36L and 18L-36R should be changed to 1L-19R and 1R-19L. This will be undertaken as part of the next runway pavement maintenance project. The runway numbers shown in the ALP graphic are those that will be in place following the update.
C	Taxiway fillets and safety areas may require some taxiway signs to be relocated. Due to the scale of this Plan, signs are not shown. Recommend a detailed sign plan prior to sign relocation.

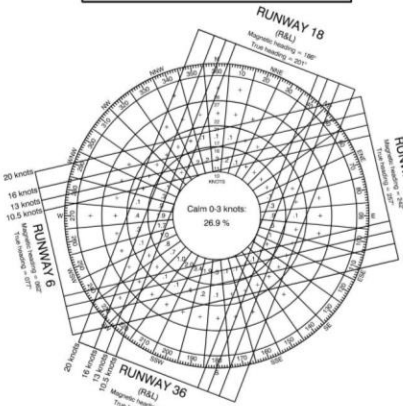
ALL WEATHER WIND ROSE



ALL WEATHER WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
18-36 (R/L)	92.57%	95.97%	99.05%	99.87%
6-24	93.00%	96.76%	99.20%	99.86%
Combined	92.57%	96.88%	99.97%	100.0%
Number of Observations: 163,794				

VFR WIND ROSE



VFR WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
18-36 (R/L)	91.85%	95.58%	98.91%	99.85%
6-24	91.99%	96.30%	99.09%	99.85%
Combined	91.92%	95.94%	99.97%	100.0%
Number of Observations: 132,139				

Wind Data Source: NOAA Weather Station 724955, Napa County, California
Period of Time: May 2005 - May 2015
Note: Windrose compass headings are true north.

IFR WIND ROSE

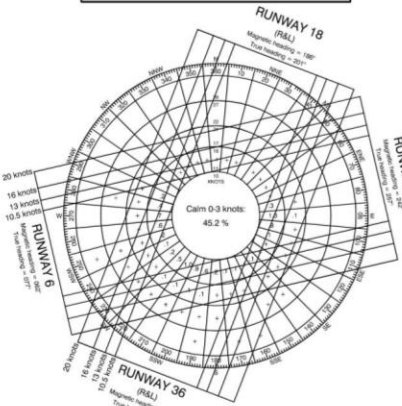


EXHIBIT 7-5: AIRPORT ACTIVITY SUMMARY

BASED AIRCRAFT ^a			RUNWAY USE DISTRIBUTION ^b		
	Current	Future		Current	Future
<i>Aircraft Type</i>			<i>Single-Engine</i>		
Single-Engine	183	260	Takeoffs and Landings		
Twin-Engine	19	24	Day, Evening, Night		
Turboprop	13	30	Runway 19R	60%	no change
Business jet	7	20	Runway 1L	2.5%	no change
Helicopter/AAM ^c	2	6	Runway 19L	20%	no change
Total	224	340	Runway 1R	0.5%	no change
			Runway 6	2%	no change
			Runway 24	15%	no change
AIRCRAFT OPERATIONS ^a			<i>Twin-Engine</i>		
	Current	Future	Takeoffs and Landings		
<i>ALUCP Total</i>			Day, Evening, Night		
Annual	68,900	84,000	Runway 19R	60%	no change
Average Day	188	230	Runway 1L	2.5%	small increase
<i>2007 AMP Total (noise contours) ^b</i>			Runway 19L	20%	small increase
Annual	126,000	260,000	Runway 1R	0.5%	no change
Average Day	345	712	Runway 6	20%	no change
<i>Distribution by Aircraft Type</i>			Runway 24	15%	no change
Single-Engine	63%	45%	<i>Turboprop</i>		
Twin-Engine	2%	0%	Takeoffs and Landings		
Turboprop	5%	2%	Day, Evening, Night		
Business Jet	25%	38%	Runway 19R	75%	no change
Helicopter/AAM ^c	5%	15%	Runway 1L	5%	no change
<i>Distribution by Type of Operation</i>			Runway 6	5%	no change
Local (incl. touch-and-goes)	40%	no change	Runway 24	15%	no change
Itinerant	60%	no change			
TIME OF DAY DISTRIBUTION ^b			<i>Business Jet</i>		
	Current	Future	Takeoffs and Landings		
<i>Single-Engine</i>			Day, Evening, Night		
Day (7 am to 7pm)	95%	no change	Runway 19R	75%	no change
Evening (7 pm to 10 pm)	4%	no change	Runway 1L	5%	no change
Night (10 pm to 7 am)	1%		Runway 6	5%	no change
<i>Twin-Engine</i>			Runway 24	15%	no change
Day (7 am to 7pm)	97%	no change	<i>Helicopter/AAM^c</i>		
Evening (7 pm to 10 pm)	2%	no change	Takeoffs and Landings		
Night (10 pm to 7 am)	1%	no change	Day, Evening, Night		
<i>Turboprop</i>			Helipad	100%	no change
Day (7 am to 7pm)	97%	no change			
Evening (7 pm to 10 pm)	2%	no change			
Night (10 pm to 7 am)	1%	no change			
<i>Business Jet</i>					
Day (7 am to 7pm)	99%	no change			
Evening (7 pm to 10 pm)	1%	no change			
Night (10 pm to 7 am)	0%	no change			
<i>Helicopter/AAM^c</i>					
Day (7 am to 7pm)	75%	no change			
Evening (7 pm to 10 pm)	16%	no change			
Night (10 pm to 7 am)	9%	no change			

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FLIGHT TRACK USAGE^b								
Takeoffs	Straight Out	Right Turn	Left Turn	Landings	Straight In	Right Turn	Close-In Right Turn	Left Turn
<i>Current Distributions No Future Changes</i>				<i>Current Distributions No Future Changes</i>				
Single-Engine				Single-Engine				
Runway 1L	80%		20%	Runway 1L	100%			
Runway 19R	50%	30%	20%	Runway 19R	20%	40%	40%	
Runway 1R	100%			Runway 1R	100%			
Runway 19L	50%	30%	20%	Runway 19L	20%			80%
Runway 6	70%	15%	15%	Runway 6	100%			
Runway 24	40%	20%	40%	Runway 24	20%	40%	40%	
Twin-Engine				Twin-Engine				
Runway 1L	80%		20%	Runway 1L	100%			
Runway 19R	50%	30%	20%	Runway 19R	10%	40%	50%	
Runway 1R	100%			Runway 1R	100%			
Runway 19L	50%	30%	50%	Runway 19L	20%			80%
Runway 6	70%	15%	15%	Runway 6	100%			
Runway 24	40%	20%	40%	Runway 24	10%	40%	50%	
Turboprop				Turboprop				
Runway 1L	30%	70%		Runway 1L	100%			
Runway 19R	20%	60%	20%	Runway 19R	20%	60%	20%	
Runway 1R	100%			Runway 1R				
Runway 19L	20%	60%	20%	Runway 19L				
Runway 6	70%	15%	15%	Runway 6	100%			
Runway 24	40%	20%	40%	Runway 24	20%	60%	20%	
Business Jet				Business Jet				
Runway 1L	100%			Runway 1L	100%			
Runway 19R	100%			Runway 19R	100%			
Runway 1R				Runway 1R				
Runway 19L				Runway 19L				
Runway 6	100%			Runway 6	100%			
Runway 24	100%			Runway 24	100%			
Helicopter/AAM^c				Helicopter/AAM^c				
Runway 1R/19L	100% ^c			Runway 1R/19L	100% ^c			

Notes:

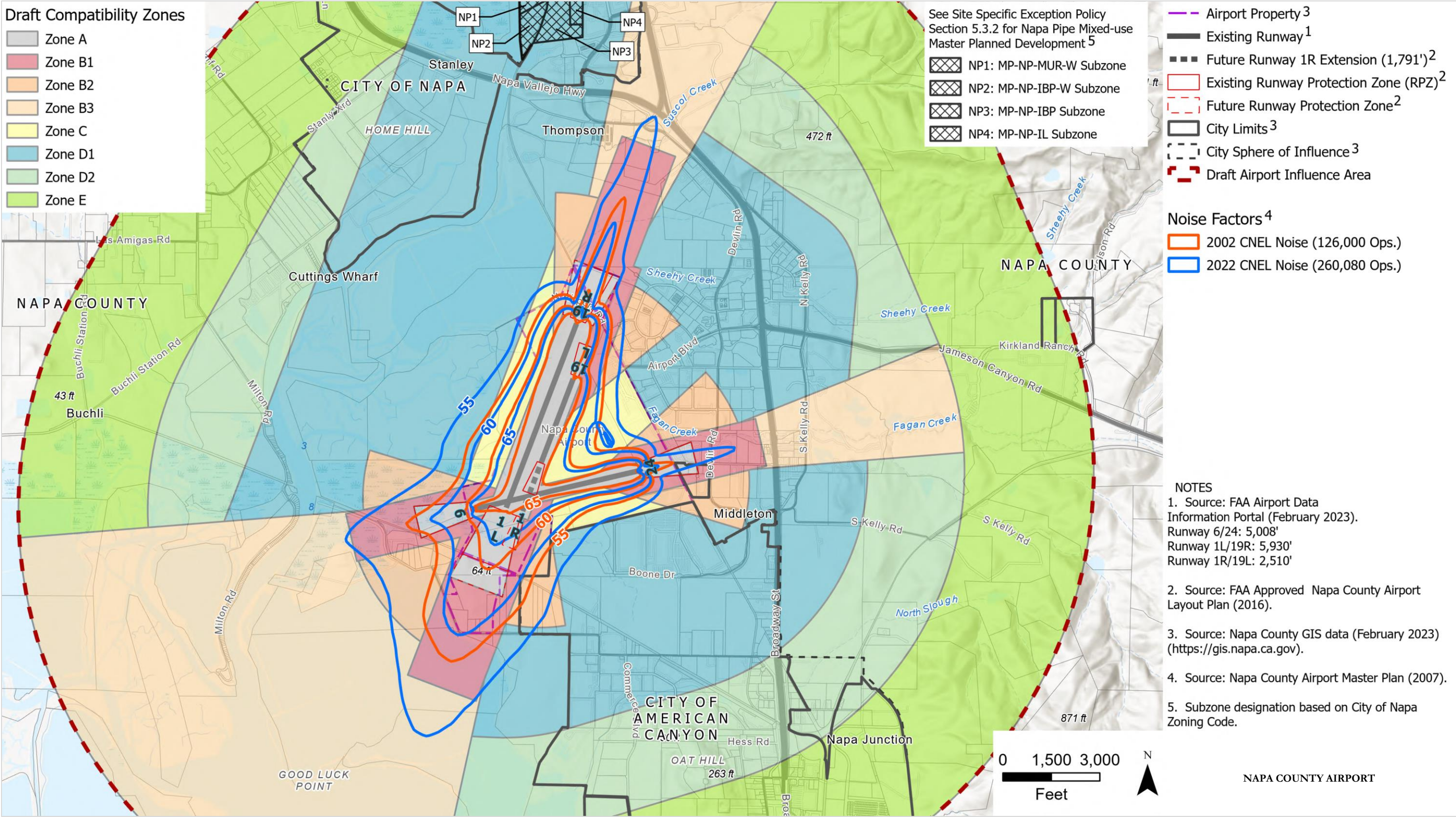
^a Napa County Airport Master Plan, March 2007. Table 2A, Master Plan Activity Forecasts

^b Napa County Airport Master Plan, March 2007. Appendix E, Noise Model Calculation Data

^c Future Advanced Air Mobility (AAM) operations anticipated to occur on 1R/19L. See Section 7.2.4.

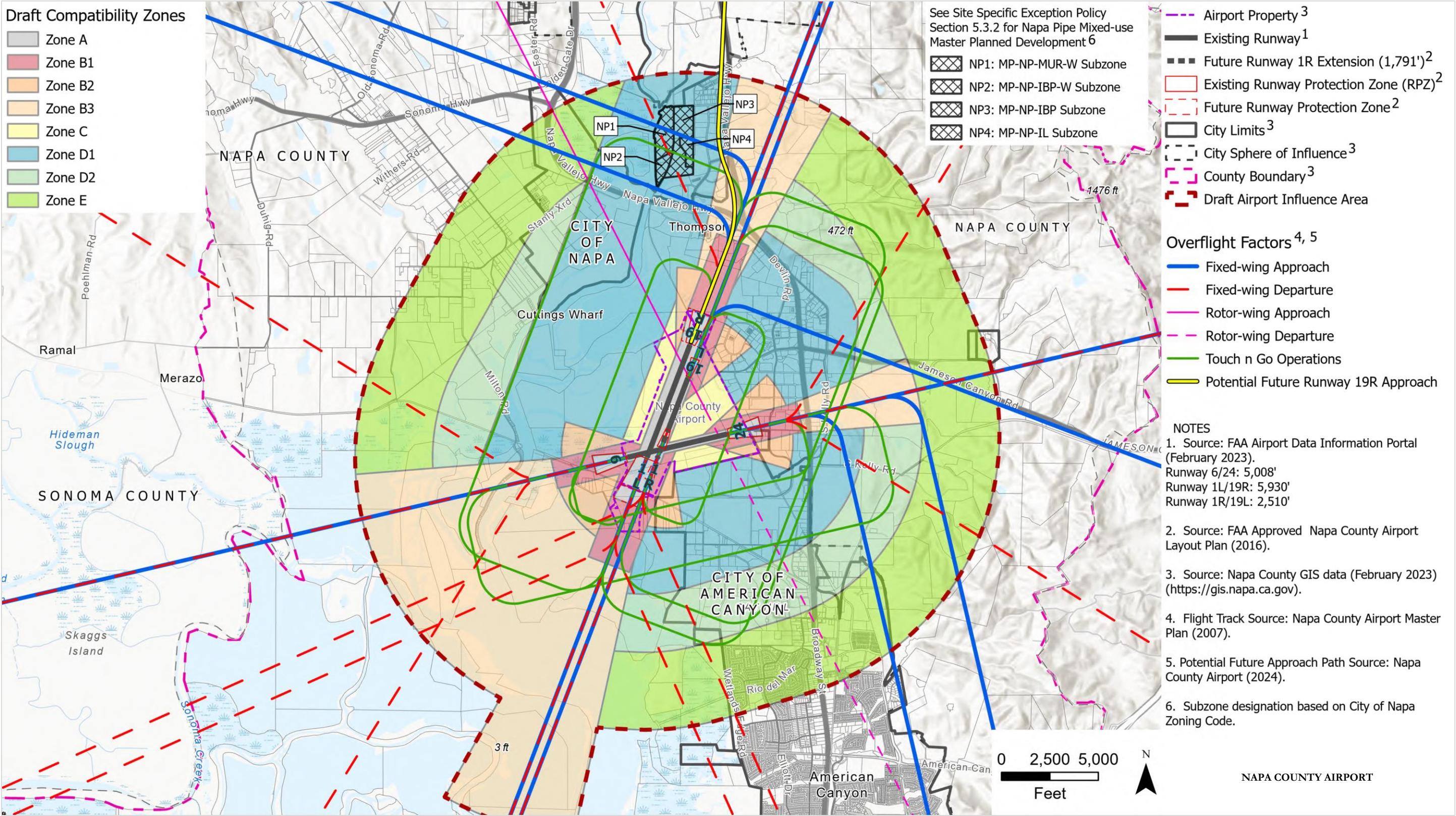
Source: data compiled by Mead & Hunt, 2023

EXHIBIT 7-6: COMPATIBILITY FACTOR – NOISE



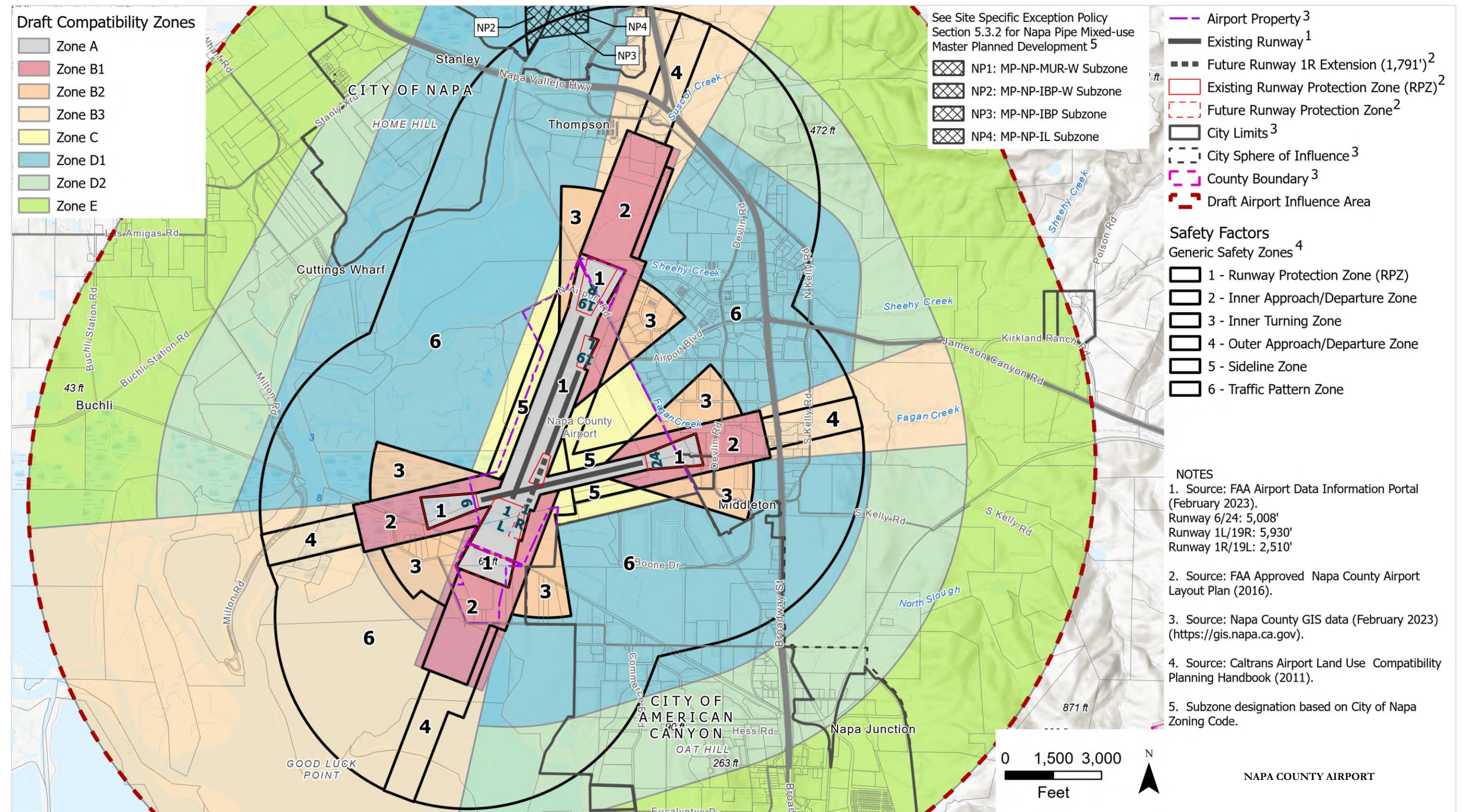
Mead & Hunt, Inc., 2024

EXHIBIT 7-7: COMPATIBILITY FACTOR – OVERFLIGHT



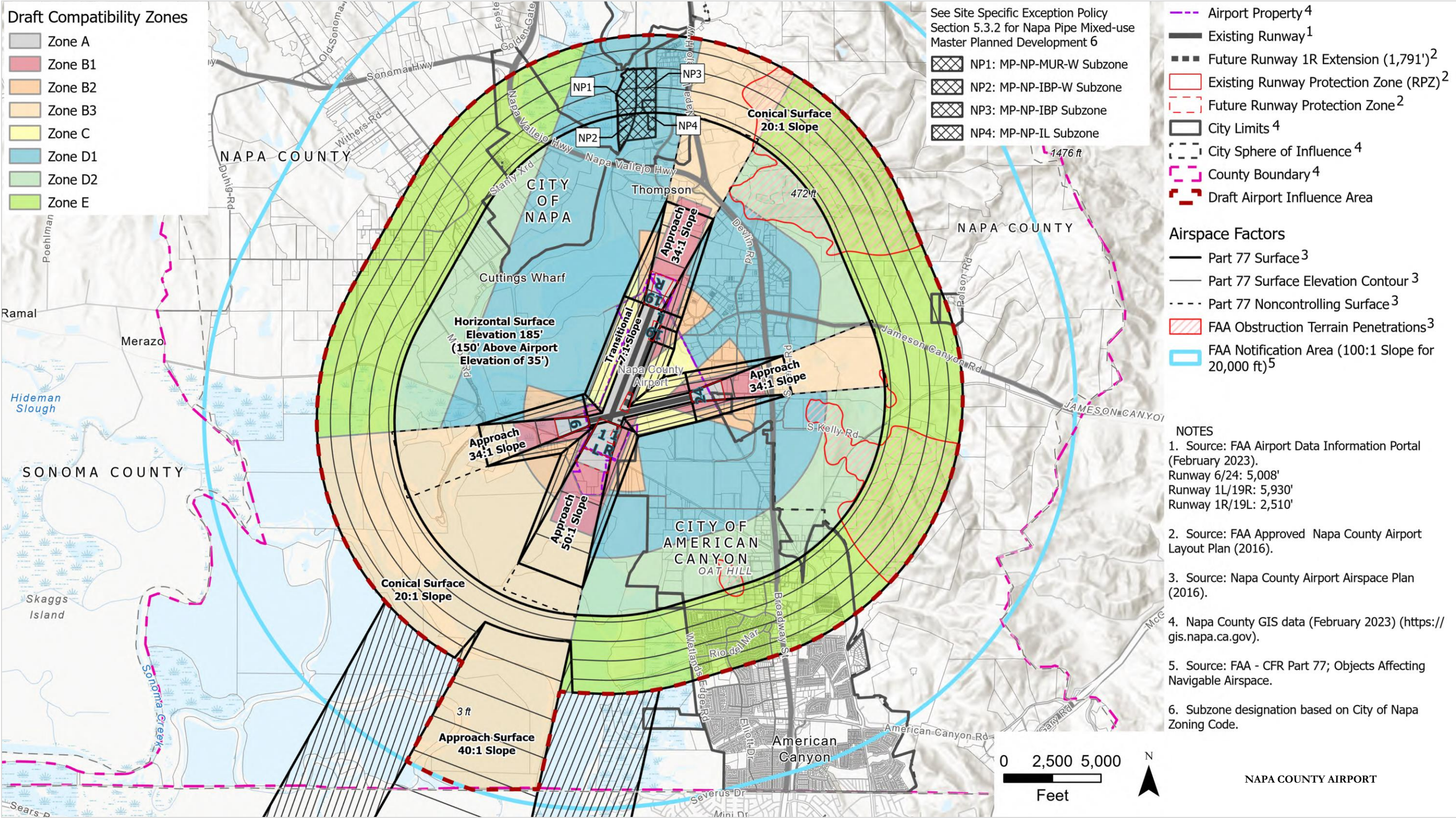
Mead & Hunt, Inc., 2024

EXHIBIT 7-8: COMPATIBILITY FACTORS – SAFETY



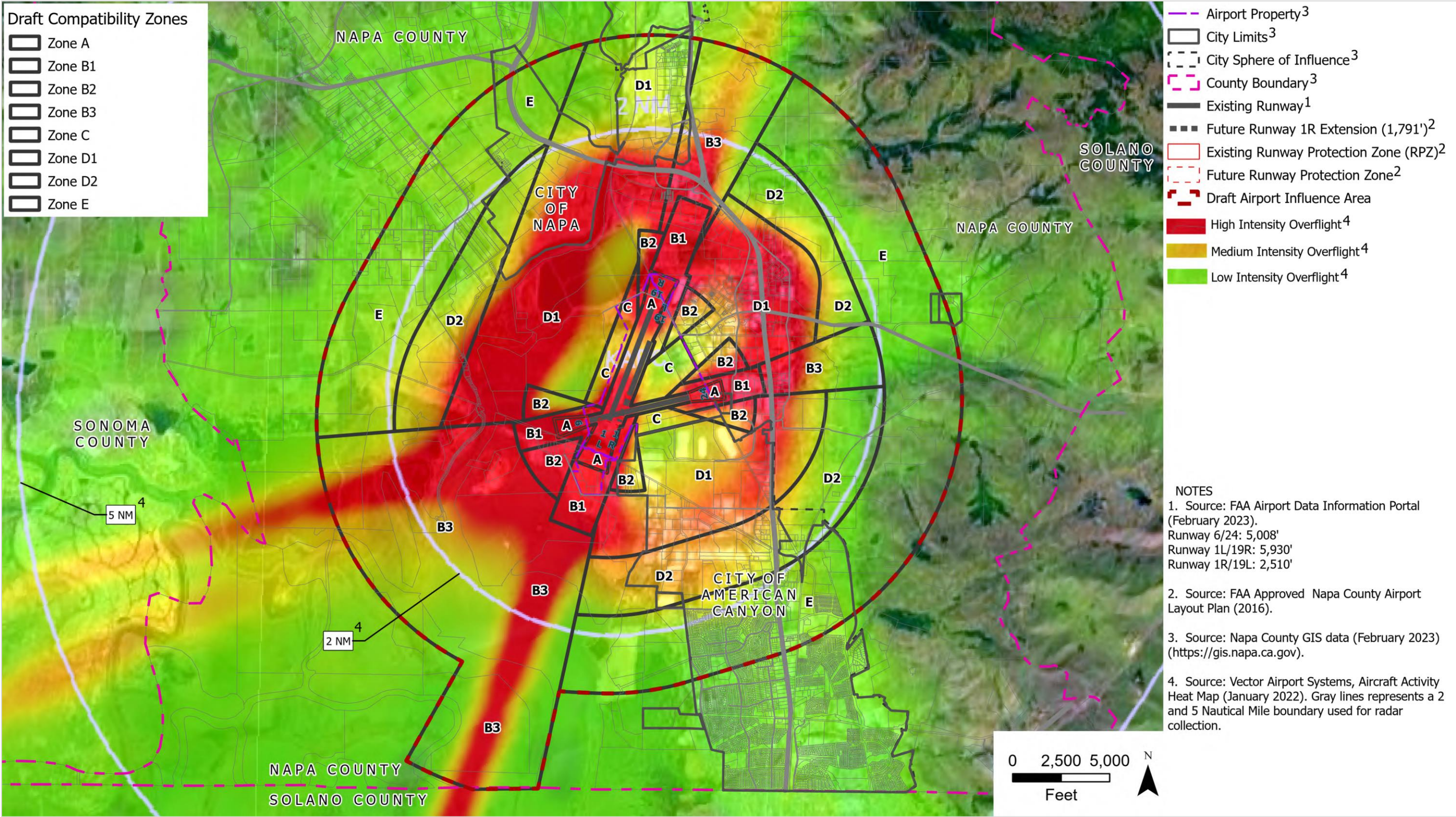
Mead & Hunt, Inc., 2024

EXHIBIT 7-9: COMPATIBILITY FACTOR – AIRSPACE PROTECTION



Mead & Hunt, Inc., 2024

EXHIBIT 7-10: FLIGHT TRACK HEAT MAP



Mead & Hunt, Inc., 2024

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EXHIBIT 7-11: AIRPORT ENVIRONS INFORMATION**AIRPORT SITE ^a****Location**

- Southern Napa County between Cities of Napa and American Canyon
- Access via Airport Road 1 mile west of State Highways 12/29 intersection

Topography

- Situated in southern end of Napa Valley with low hills to east and west
- Elevations range from 5 feet along the Napa River to 1,400 feet along the eastern county line
- Tidally influenced salt marshes located along northern and western edges of airport

AIRPORT ENVIRONS LAND USE**JURISDICTIONS ^a****County of Napa**

- Runway approaches and traffic pattern over unincorporated Napa County

City of Napa

- 5 miles south of Napa city center
- City sphere of influence extends within 1 mile north-west of airport

City of American Canyon

- Airport borders north side of City of American Canyon

EXISTING AIRPORT AREA LAND USES ^b**General Character**

- Industrial/business park area to east
- Developing industrial/business park to south
- Agricultural and watershed lands to west
- Napa Sanitation District lands adjoin airport to north
- Scattered industrial uses to the east and south.

Runway Approaches

- Northeast Approach: Industrial, agricultural, water treatment facility
- Southwest Approach: Agricultural, watershed
- West Approach: Agriculture, watershed
- East Approach: Industrial/business park

PLANNED AIRPORT AREA LAND USES**County of Napa**

- Future industrial business park planned for adjoining areas north, east, and south
- Potential mixed use planned development for area northwest of airport within the City of Napa
- Agricultural and open space designated at periphery of planning area

City of Napa

- Public Serving land uses planned east of airport

City of American Canyon

- Industrial land uses planned south of airport

STATUS OF COMMUNITY PLANS**County of Napa**

- General Plan, adopted June 2008
- Napa County Land Use Map (2008-2030), revised December 2016

City of Napa

- General Plan, adopted October 2022
- Downtown Specific Plan, adopted May 2012
- Airport Industrial Area Specific Plan (AIASP), adopted July 1986
- City of Napa Municipal Code, Title 17 – Zoning, Chapter 17.34: AC – Airport Compatibility Overlay District

City of American Canyon

- General Plan, adopted November 1994

ESTABLISHED AIRPORT COMPATIBILITY MEASURES**County of Napa - General Plan ^d**

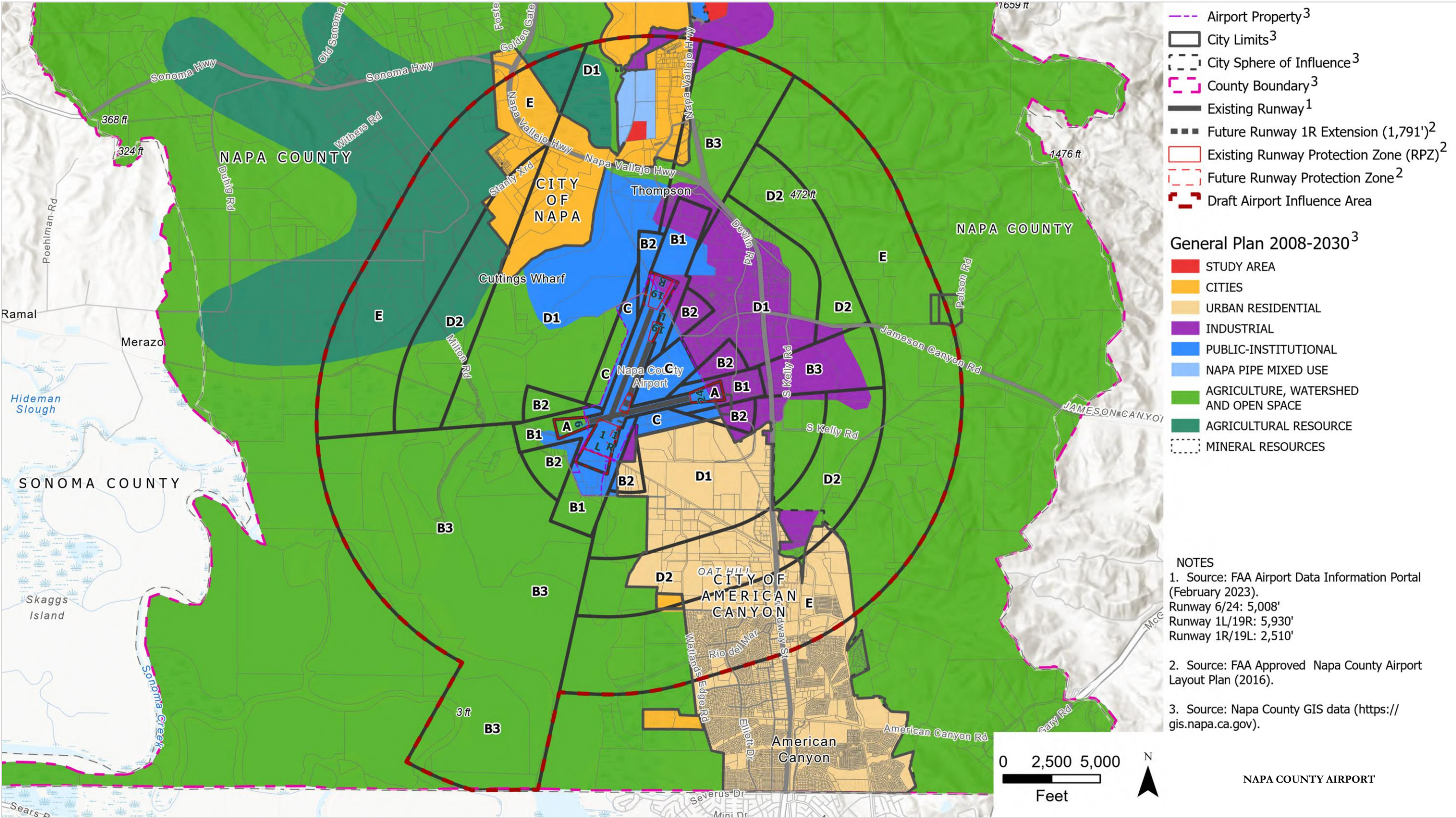
- Agricultural Preservation and Land Use Element
 - AIASP details land use and circulation standards for Industrial near APC (Policy AG/LU-38).
 - Use zoning to ensure that land uses in airport approach zones comply with applicable *ALUC* policies. If necessary, County shall acquire development rights in airport approach zones (Policy AG/LU-49).
 - Refer General Plan land use changes, proposed rezonings, and proposed developments in Airport Approach Zones to Napa County *ALUC* for review and comment (Action Item AG/LU 49.1).
 - New land uses in the South County Industrial Area shall be compatible with or buffered from adjacent industrial uses and consistent with the *ALUCP* for APC (Policy AG/LU-95).
 - Airport Industrial Area is planned for industrial and business/industrial park uses that support agriculture (Policy AG/LU-96).
 - New school facilities shall not be located within two miles of an airport unless approved by the State Department of Education (Policy AG/LU-123).
 - New churches or institutions providing religious instruction shall not be located within proximity to an airport, unless they are located in an area where residential uses would be compatible under the applicable *ALUCP* (Policy AG/LU-124).
- Circulation Element
 - County shall work with Napa County Transportation and Planning Agency to develop effective connections between public transit in Napa County (Policy CIR-31).
 - Maintain Napa County Airport as a General Aviation facility and avoid land use conflicts via land use compatibility planning (Policy CIR-38).
 - County supports runway and other technological improvements to Napa County Airport to improve its safety and usefulness as a civil aviation center (Policy CIR-39).
 - County shall review Circulation Element periodically to ensure it embraces future technological innovations that improve ... airport operations (Policy CIR-41).

Continued on next page

<ul style="list-style-type: none"> ▪ Community Character Element <ul style="list-style-type: none"> – Development in the area covered by any <i>ALUCP</i> shall be consistent with noise levels projected for the airport (Policy CC-45). – County shall use avigation easements, disclosure statements, and other appropriate measures to ensure that residents and businesses within any airport influence area are informed of the presence of the airport and its potential for creating current and future noise (Action CC-45.1). ▪ Economic Development Element <ul style="list-style-type: none"> – Ancillary uses in the Airport Industrial Area shall be limited to locally-serving (i.e., business park supporting) uses, with regard to both nature and extent, as specified in the AIASP (Policy E-10). ▪ Housing Element (2014) <ul style="list-style-type: none"> – Napa Pipe Site has a realistic capacity of 700-945 housing units on 43.5-acre portion of the site located north of the airport (Page H-45). ▪ Recreation and Open Space Element <ul style="list-style-type: none"> – County to plan for and reserve land for recreational facilities (i.e., recreational alignment of San Francisco Bay Trail between American Canyon and Napa adjacent to tidal wetlands west of airport.) (Policy ROS-15). ▪ Safety Element <ul style="list-style-type: none"> – For maximum safety, all land uses and zoning within airport areas shall be reviewed for compatibility with the adopted plans for the airport and other general aviation facilities in the county (Policy SAF-33). <p>City of American Canyon - General Plan^h</p> <ul style="list-style-type: none"> ▪ Land Use Element <ul style="list-style-type: none"> – Ensure compatibility of development within American Canyon with airport (Goal 1N) – Associated Policies: 1.27.2-1.27.7 ▪ Economic Element <ul style="list-style-type: none"> – Work with County and LAFCOM to modify City's sphere to include areas on north side of Green Island Road and south of airport for future industrial development (Policy 3.5.2). ▪ Noise Element <ul style="list-style-type: none"> – Restrict development of uses located within the 65 CNEL contour to industrial, agricultural, or other open space uses (Policy 11.4.1). – Require that development in the vicinity of APC comply with noise standards in the <i>ALUCP</i> (Policy 11.4.2). – Work with airport to ensure airport's operations do not generate adverse noise conditions in the City of American Canyon (Policy 11.4.3). <p>City of Napa - General Plan^e</p> <ul style="list-style-type: none"> ▪ Air, Water, Truck, and Rail Transport <ul style="list-style-type: none"> – Coordinate with Napa County and other agencies to continue safe and efficient operation of the Napa County Airport (Goal TE-8). 	<ul style="list-style-type: none"> – Promote the expansion of airport services to connect major airports to Downtown via rail or shuttle services (Goal TE 8-1). <ul style="list-style-type: none"> ▪ Other Public Safety and Hazards <ul style="list-style-type: none"> – Consider long-term compatibility between proposed new land uses and APC. ▪ Airport Industrial Area Specific Plan <ul style="list-style-type: none"> – General Goal 3. Provide a specific plan which is compatible with operations, plans and development policies of airport. – Economic Goal 5. Establish land use and circulation policies for the planning area which will enhance the potential of airport. – Land Use Goal 2. Maintain compatibility between planning area land uses and APC activities. – Land Use Goal 5.g. Organize the planning area into various land use components distinguished by proximity to existing planning area features including the airport. – Land Use Goal 11. Limit commercial activities in the planning area to those businesses which are directly related to needs generated by airport. – Land Use Goal 12. Where warranted, establish special noise abatement criteria for areas that fall within the 55 dB (CNEL) noise contour of airport. – Land Use Goal 14. Retain planning area lands adjacent and convenient to airport for air transport related industrial activities. – Internal Improvements Goal 3.g. Provide a circulation system configuration in the airport vicinity for safe and convenient taxiway links to the airport. – Aviation Goal 4.a. Require that land uses surrounding the airport be compatible with airport activity and the <i>ALUCP</i>. – Aviation Goal 4.b. Place a total prohibition on urban development in designated airport approach Clear Zones. – Aviation Goal 4.c. In the AIA, place special restrictions on development to reduce safety and noise conflicts between aviation activity and industrial activity. – Aviation Goal 4.d. Provide for future private construction of aircraft taxiways between APC and adjacent industrial sites. <p>City of Napa - Title 17 – Zoning, Chapter 17.34: AC – Airport Compatibility Overlay District</p> <ul style="list-style-type: none"> ▪ Protect public health, safety, and welfare within the land use compatibility zones of APC identified by the <i>ALUCP</i> (17.34.020 Purpose). ▪ May overlay or be combined with any zoning district consistent with the purpose and provisions of this district (17.34.030 Designation).
<p>Notes:</p> <p>^a Napa County Airport, Master Plan, March 2007</p> <p>^b Napa County Airport Land Use Compatibility Plan, Adopted April 22, 1991, Revised December 15, 1999</p> <p>^c Napa County Land Use Plan Map, December 20, 2016</p> <p>^d Napa County General Plan, June 2008</p>	<p>^e City of Napa General Plan, October 2022</p> <p>^f Airport Industrial Area Specific Plan, July 1968 (Amended through October 2013)</p> <p>^g City of Napa, General Plan, October 2022</p> <p>^h City of American Canyon, General Plan, November 1994</p>

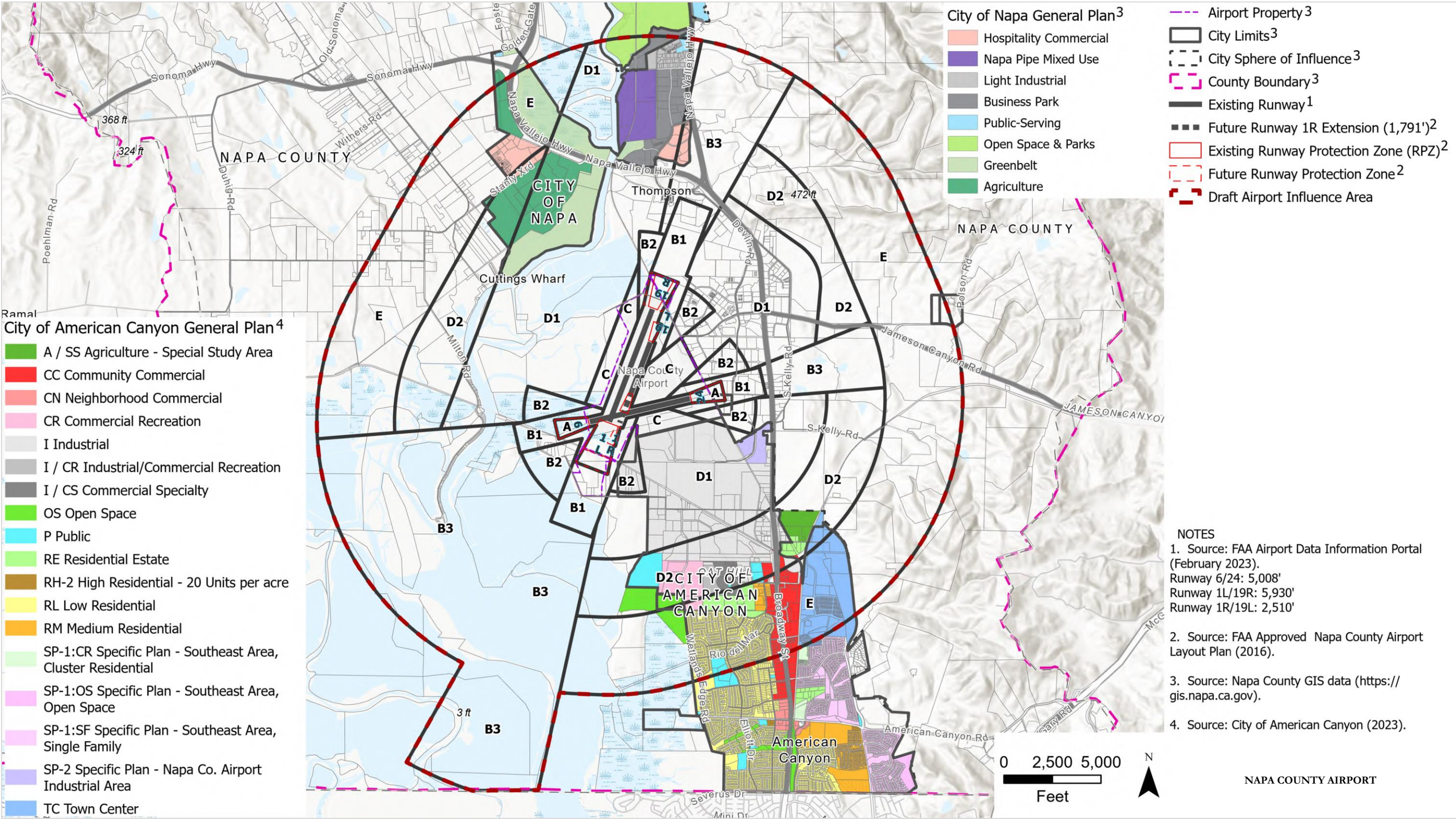
Source: data compiled by Mead & Hunt, 2023.

EXHIBIT 7-12: GENERAL PLAN LAND USE DESIGNATIONS – COUNTY OF NAPA



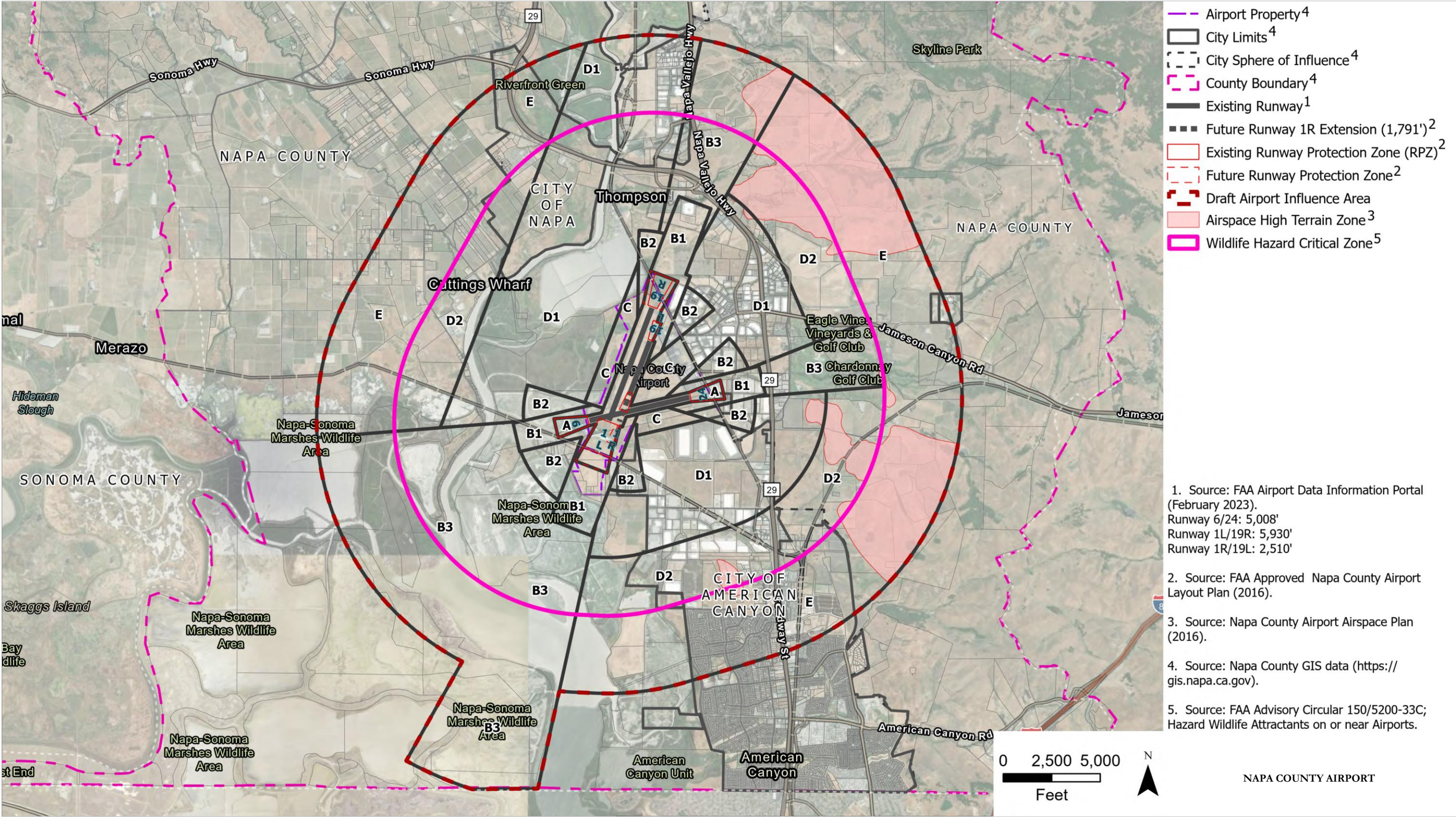
Mead & Hunt, Inc., 2024

EXHIBIT 7-13: GENERAL PLAN LAND USE DESIGNATIONS – CITY OF NAPA AND CITY OF AMERICAN CANYON



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EXHIBIT 7-14: AERIAL



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Appendix A

State Laws Related to Airport Land Use Planning

TABLE OF CONTENTS

(as of August 2023)

Aeronautics Law

Public Utilities Code Sections

21670 – 21679.5	Airport Land Use CommissionA-5 <i>(complete article)</i>
21402 – 21403	Regulation of Aeronautics.....A-19 <i>(excerpts pertaining to rights of aircraft flight)</i>
21655, 21658, 21659	Regulation of Obstructions.....A-20 <i>(excerpts)</i>
21661.5, 21664.5	Regulation of AirportsA-22 <i>(excerpts pertaining to approval of new airports and airport expansion)</i>
21208	Department of Transportation.....A-23

Planning and Zoning Law

Government Code Sections

65302.3	Authority for and Scope of General PlansA-24 <i>(excerpts pertaining to general plans consistency with airport land use plans)</i>
65589.5 (d)	Housing ElementsA-25 <i>(excerpts)</i>
65912.110 – 65912.114	Affordable Housing Developments in Commercial Zones.....A-27 <i>(excerpts)</i>
65912.120 – 65912.123	Mixed-Income Housing Developments Along Commercial Corridors..... A-34 <i>(excerpts)</i>

65943 – 65945.7	Application for Development ProjectsA-42 <i>(excerpts referenced in State Aeronautics Act)</i>
66030 – 66031	Mediation and Resolution of Land Use DisputesA-47
66412 – 66412.1	General Provisions and DefinitionsA-49 <i>(excerpts applicable to ALUC decisions)</i>
66455.9	School Site ReviewA-52 <i>(excerpts applicable to ALUCs)</i>
65852.21, 65852.24	Adoption of RegulationsA-53 <i>(excerpts)</i>
66314, 66316, 66321	Accessory Dwelling Unit ApprovalsA-65 <i>(excerpts)</i>
66333, 66335	Junior Accessory Dwelling UnitsA-69 <i>(excerpts)</i>
Education Code Sections	
17215	School Facilities, General ProvisionsA-71 <i>(excerpts pertaining to Department of Transportation review of elementary and secondary school sites)</i>
81033	Community Colleges, School SitesA-73 <i>(excerpts pertaining to Department of Transportation review of community college sites)</i>
Health and Safety Code Sections	
1597.40 – 1597.46	Licensing Provisions, Family Day Care HomesA-75 <i>(excerpts)</i>
50710.1	Special Housing Program for Migratory Workers.....A-79 <i>(excerpt)</i>
California Environmental Quality Act Statutes	
Public Resources Code Section	
21096	California Environmental Quality Act, Airport Planning.....A-82 <i>(excerpts pertaining to projects near airports)</i>
Business and Professions Code Section	
11010	Regulation of Real Estate Transactions, Subdivided LandsA-83 <i>(excerpts regarding airport influence area disclosure requirements)</i>
Civil Code Sections	
1103 – 1103.4	Disclosure of Natural Hazards upon Transfer of Residential PropertyA-84
1353	Common Interest DevelopmentsA-89 <i>(excerpts regarding airport influence area disclosure requirements)</i>

Napa County Code of Ordinances

Title 18. Zoning

Chapter 18.104.300	Farmworker housing.....	A-90
--------------------	-------------------------	------

California Energy Commission

Title 24, Part 6; 2022 Building Energy Efficiency Standards

Section 110.10	Mandatory Requirements for Solar Readiness.....	A-92
----------------	---	------

Legislative History Summary

Public Utilities Code

Section 21670 et seq.	Airport Land Use Commission Statutes	A-96
-----------------------	--	------

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AERONAUTICS LAW

PUBLIC UTILITIES CODE

D9(P1) – CH4(3.5)

Division 9—Aviation

Part 1—State Aeronautics Act

Chapter 4—Airports and Air Navigation Facilities

Article 3.5—Airport Land Use Commission

21670 Creation; Membership; Selection

- (a) The Legislature hereby finds and declares that:
- (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.
 - (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.
- (b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission, except that the board of supervisors of the county may, after consultation with the appropriate airport operators and affected local entities and after a public hearing, adopt a resolution finding that there are no noise, public safety, or land use issues affecting any airport in the county which require the creation of a commission and declaring the county exempt from that requirement. The board shall, in this event, transmit a copy of the resolution to the Director of Transportation. For purposes of this section, "commission" means an airport land use commission. Each commission shall consist of seven members to be selected as follows:
- (1) Two representing the cities in the county, appointed by a city selection committee comprised of the mayors of all the cities within that county, except that if there are any cities contiguous or adjacent to the qualifying airport, at least one representative shall be appointed therefrom. If there are no cities within a county, the number of representatives provided for by paragraphs (2) and (3) shall each be increased by one.
 - (2) Two representing the county, appointed by the board of supervisors.
 - (3) Two having expertise in aviation, appointed by a selection committee comprised of the managers of all of the public airports within that county.
 - (4) One representing the general public, appointed by the other six members of the commission.

- (c) Public officers, whether elected or appointed, may be appointed and serve as members of the commission during their terms of public office.
- (d) Each member shall promptly appoint a single proxy to represent him or her in commission affairs and to vote on all matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file at the commission offices, and the proxy shall serve at the pleasure of the appointing member. A vacancy in the office of proxy shall be filled promptly by appointment of a new proxy.
- (e) A person having an “expertise in aviation” means a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport.
- (f) It is the intent of the Legislature to clarify that, for the purposes of this article that special districts, school districts and community college districts are included among the local agencies that are subject to airport land use laws and other requirements of this article.

21670.1 Action by Designated Body Instead of Commission

- (a) Notwithstanding any other provision of this article, if the board of supervisors and the city selection committee of mayors in the county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.
- (b) A body designated pursuant to subdivision (a) that does not include among its membership at least two members having expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the capacity of an airport land use commission, be augmented so that body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988.
- (c)
 - (1) Notwithstanding subdivisions (a) and (b), and subdivision (b) of Section 21670, if the board of supervisors of a county and each affected city in that county each makes a determination that proper land use planning pursuant to this article can be accomplished pursuant to this subdivision, then a commission need not be formed in that county.
 - (2) If the board of supervisors of a county and each affected city makes a determination that proper land use planning may be accomplished and a commission is not formed pursuant to paragraph (1), that county and the appropriate affected cities having jurisdiction over an airport, subject to the review and approval by the Division of Aeronautics of the department, shall do all of the following:
 - (A) Adopt processes for the preparation, adoption, and amendment of the airport land use compatibility plan for each airport that is served by a scheduled airline or operated for the benefit of the general public.
 - (B) Adopt processes for the notification of the general public, landowners, interested groups, and other public agencies regarding the preparation, adoption, and amendment of the airport land use compatibility plans.

- (C) Adopt processes for the mediation of disputes arising from the preparation, adoption, and amendment of the airport land use compatibility plans.
 - (D) Adopt processes for the amendment of general and specific plans to be consistent with the airport land use compatibility plans.
 - (E) Designate the agency that shall be responsible for the preparation, adoption, and amendment of each airport land use compatibility plan.
- (3) The Division of Aeronautics of the department shall review the processes adopted pursuant to paragraph (2), and shall approve the processes if the division determines that the processes are consistent with the procedure required by this article and will do all of the following:
- (A) Result in the preparation, adoption, and implementation of plans within a reasonable amount of time.
 - (B) Rely on the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations.
 - (C) Provide adequate opportunities for notice to, review of, and comment by the general public, landowners, interested groups, and other public agencies.
- (4) If the county does not comply with the requirements of paragraph (2) within 120 days, then the airport land use compatibility plan and amendments shall not be considered adopted pursuant to this article and a commission shall be established within 90 days of the determination of noncompliance by the division and an airport land use compatibility plan shall be adopted pursuant to this article within 90 days of the establishment of the commission.
- (d) A commission need not be formed in a county that has contracted for the preparation of airport land use compatibility plans with the Division of Aeronautics under the California Aid to Airports Program (Chapter 4 (commencing with Section 4050) of Division 2.5 of Title 21 of the California Code of Regulations), and that submits all of the following information to the Division of Aeronautics for review and comment that the county and the cities affected by the airports within the county, as defined by the airport land use compatibility plans:
- (1) Agree to adopt and implement the airport land use compatibility plans that have been developed under contract.
 - (2) Incorporated the height, use, noise, safety, and density criteria that are compatible with airport operations as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations as part of the general and specific plans for the county and for each affected city.
 - (3) If the county does not comply with this subdivision on or before May 1, 1995, then a commission shall be established in accordance with this article.
- (e) (1) A commission need not be formed in a county if all of the following conditions are met:
- (A) The county has only one public use airport that is owned by a city.

- (B) (i) The county and the affected city adopt the elements in paragraph (2) of subdivision (d), as part of their general and specific plans for the county and the affected city.
- (ii) The general and specific plans shall be submitted, upon adoption, to the Division of Aeronautics. If the county and the affected city do not submit the elements specified in paragraph (2) of subdivision (d), on or before May 1, 1996, then a commission shall be established in accordance with this article.

(Amended by Stats. 2018, Ch. 198, Sec. 5. (AB 3246) Effective January 1, 2019.)

21670.2 Application to Counties Having Over 4 Million in Population

- (a) Sections 21670 and 21670.1 do not apply to the County of Los Angeles. In that county, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.
- (b) By January 1, 1992, the county regional planning commission shall adopt the airport land use compatibility plans required pursuant to Section 21675.
- (c) Sections 21675.1, 21675.2, and 21679.5 do not apply to the County of Los Angeles until January 1, 1992. If the airport land use compatibility plans required pursuant to Section 21675 are not adopted by the county regional planning commission by January 1, 1992, Sections 21675.1 and 21675.2 shall apply to the County of Los Angeles until the airport land use compatibility plans are adopted.

(Amended by Stats. 2002, Ch. 438, Sec. 11. Effective January 1, 2003.)

21670.3 San Diego County

- (a) Sections 21670 and 21670.1 do not apply to the County of San Diego. In that county, the San Diego County Regional Airport Authority, as established pursuant to Section 170002, shall be responsible for the preparation, adoption, and amendment of an airport land use compatibility plan for each airport in San Diego County.
- (b) The San Diego County Regional Airport Authority shall engage in a public collaborative planning process when preparing and updating an airport land use compatibility plan.

21670.4 Intercounty Airports

- (a) As used in this section, “intercounty airport” means any airport bisected by a county line through its runways, runway protection zones, inner safety zones, inner turning zones, outer safety zones, or sideline safety zones, as defined by the department’s Airport Land Use Planning Handbook and referenced in the airport land use compatibility plan formulated under Section 21675.
- (b) It is the purpose of this section to provide the opportunity to establish a separate airport land use commission so that an intercounty airport may be served by a single airport land use planning agency, rather than having to look separately to the airport land use commissions of the affected counties.

- (c) In addition to the airport land use commissions created under Section 21670 or the alternatives established under Section 21670.1, for their respective counties, the boards of supervisors and city selection committees for the affected counties, by independent majority vote of each county's two delegations, for any intercounty airport, may do either of the following:
- (1) Establish a single separate airport land use commission for that airport. That commission shall consist of seven members to be selected as follows:
 - (A) One representing the cities in each of the counties, appointed by that county's city selection committee.
 - (B) One representing each of the counties, appointed by the board of supervisors of each county.
 - (C) One from each county having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.
 - (D) One representing the general public, appointed by the other six members of the commission.
 - (2) In accordance with subdivision (a) or (b) of Section 21670.1, designate an existing appropriate entity as that airport's land use commission.

(Amended by Stats. 2002, Ch. 438, Sec. 12. Effective January 1, 2003.)

21670.6 Court and Mediation Proceedings

Any action brought in the superior court relating to this article may be subject to mediation proceeding conducted pursuant to Chapter 9.3 (commencing with Section 66030) of Division I of Title 7 of the Government Code.

(Added by Stats. 2010, Ch. 699, Sec. 37. (SB 894) Effective January 1, 2011.)

21671 Airports Owned by a City, District or County

In any county where there is an airport operated for the general public which is owned by a city or district in another county or by another county, one of the representatives provided by paragraph (1) of subdivision (b) of Section 21670 shall be appointed by the city selection committee of mayors of the cities of the county in which the owner of that airport is located, and one of the representatives provided by paragraph (2) of subdivision (b) of Section 21670 shall be appointed by the board of supervisors of the county in which the owner of that airport is located.

(Amended (as amended by Stats. 1984, Ch. 1117, Sec. 4) by Stats. 1987, Ch. 1018, Sec. 5.)

21671.5 Term of Office

- (a) Except for the terms of office of the members of the first commission, the term of office of each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members is four years. The body that originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing that member. The expiration date of the term of office of each member shall be the first Monday in May in the year in which that member's

term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.

- (b) Compensation, if any, shall be determined by the board of supervisors.
- (c) Staff assistance, including the mailing of notices and the keeping of minutes and necessary quarters, equipment, and supplies, shall be provided by the county. The usual and necessary operating expenses of the commission shall be a county charge.
- (d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.
- (e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.
- (f) The commission may establish a schedule of fees necessary to comply with this article. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be imposed pursuant to Section 66016 of the Government Code. Except as provided in subdivision (g), after June 30, 1991, a commission that has not adopted the airport land use compatibility plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.
- (g) In any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, the commission may continue to charge fees necessary to comply with this article until June 30, 1992, and, if the airport land use compatibility plans are complete by that date, may continue charging fees after June 30, 1992. If the airport land use compatibility plans are not complete by June 30, 1992, the commission shall not charge fees pursuant to subdivision (f) until the commission adopts the land use plans.

(Amended by Stats. 2002, Ch. 438, Sec. 13. Effective January 1, 2003.)

21672 Rules and Regulations

Each commission shall adopt rules and regulations with respect to the temporary disqualification of its members from participating in the review or adoption of a proposal because of conflict of interest and with respect to appointment of substitute members in such cases.

(Added by Stats. 1967, Ch. 852.)

21673 Initiation of Proceedings for Creation by Owner of Airport

In any county not having a commission or a body designated to carry out the responsibilities of a commission, any owner of a public airport may initiate proceedings for the creation of a commission by presenting a request to the board of supervisors that a commission be created and showing the need therefor to the satisfaction of the board of supervisors.

(Amended by Stats. 2002, Ch. 438, Sec. 14. Effective January 1, 2003.)

21674 Powers and Duties

The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676:

- (a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.
- (b) To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.
- (c) To prepare and adopt an airport land use compatibility plan pursuant to Section 21675.
- (d) To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.
- (e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.
- (f) In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article.

21674.5 Training of Airport Land Use Commission's Staff

- (a) The Department of Transportation shall develop and implement a program or programs to assist in the training and development of the staff of airport land use commissions, after consulting with airport land use commissions, cities, counties, and other appropriate public entities.
- (b) The training and development program or programs are intended to assist the staff of airport land use commissions in addressing high priority needs, and may include, but need not be limited to, the following:
 - (1) The establishment of a process for the development and adoption of airport land use compatibility plans.
 - (2) The development of criteria for determining the airport influence area.
 - (3) The identification of essential elements that should be included in the airport land use compatibility plans.
 - (4) Appropriate criteria and procedures for reviewing proposed developments and determining whether proposed developments are compatible with the airport use.
 - (5) Any other organizational, operational, procedural, or technical responsibilities and functions that the department determines to be appropriate to provide to commission staff and for which it determines there is a need for staff training or development.
- (c) The department may provide training and development programs for airport land use commission staff pursuant to this section by any means it deems appropriate. Those programs may be presented in any of the following ways:
 - (1) By offering formal courses or training programs.

- (2) By sponsoring or assisting in the organization and sponsorship of conferences, seminars, or other similar events.
- (3) By producing and making available written information.
- (4) Any other feasible method of providing information and assisting in the training and development of airport land use commission staff.

(Amended by Stats. 2004, Ch. 615, Sec. 3. Effective January 1, 2005.)

21674.7 Airport Land Use Planning Handbook

- (a) An airport land use commission that formulates, adopts or amends an airport land use compatibility plan shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation.
- (b) It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, to the extent that the criteria has been incorporated into the plan prepared by a commission pursuant to Section 21675. This subdivision does not limit the jurisdiction of a commission as established by this article. This subdivision does not limit the authority of local agencies to overrule commission actions or recommendations pursuant to Sections 21676, 21676.5, or 21677.

(Amended by Stats. 2003, Ch. 351, Sec. 2. Effective January 1, 2004.)

21675 Land Use Plan

- (a) Each commission shall formulate an airport land use compatibility plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission airport land use compatibility plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation that reflects the anticipated growth of the airport during at least the next 20 years. In formulating an airport land use compatibility plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the airport influence area. The airport land use compatibility plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.
- (b) The commission shall include, within its airport land use compatibility plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any military airport for all of the purposes specified in subdivision (a). The airport land use compatibility plan shall be consistent with the safety and noise standards in the Air Installation Compatible Use

Zone prepared for that military airport. This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.

- (c) The airport influence area shall be established by the commission after hearing and consultation with the involved agencies.
- (d) The commission shall submit to the Division of Aeronautics of the department one copy of the airport land use compatibility plan and each amendment to the plan.
- (e) If an airport land use compatibility plan does not include the matters required to be included pursuant to this article, the Division of Aeronautics of the department shall notify the commission responsible for the plan.

(Amended by Stats. 2004, Ch. 615, Sec. 4. Effective January 1, 2005.)

21675.1 Adoption of Land Use Plan

- (a) By June 30, 1991, each commission shall adopt the airport land use compatibility plan required pursuant to Section 21675, except that any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, shall adopt that airport land use compatibility plan on or before June 30, 1992.
- (b) Until a commission adopts an airport land use compatibility plan, a city or county shall first submit all actions, regulations, and permits within the vicinity of a public airport to the commission for review and approval. Before the commission approves or disapproves any actions, regulations, or permits, the commission shall give public notice in the same manner as the city or county is required to give for those actions, regulations, or permits. As used in this section, “vicinity” means land that will be included or reasonably could be included within the airport land use compatibility plan. If the commission has not designated an airport influence area for the airport land use compatibility plan, then “vicinity” means land within two miles of the boundary of a public airport.
- (c) The commission may approve an action, regulation, or permit if it finds, based on substantial evidence in the record, all of the following:
 - (1) The commission is making substantial progress toward the completion of the airport land use compatibility plan.
 - (2) There is a reasonable probability that the action, regulation, or permit will be consistent with the airport land use compatibility plan being prepared by the commission.
 - (3) There is little or no probability of substantial detriment to or interference with the future adopted airport land use compatibility plan if the action, regulation, or permit is ultimately inconsistent with the airport land use compatibility plan.
- (d) If the commission disapproves an action, regulation, or permit, the commission shall notify the city or county. The city or county may overrule the commission, by a two-thirds vote of its governing body, if it makes specific findings that the proposed action, regulation, or permit is consistent with the purposes of this article, as stated in Section 21670.
- (e) If a city or county overrules the commission pursuant to subdivision (d), that action shall not relieve the city or county from further compliance with this article after the commission adopts the airport land use compatibility plan.

- (f) If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport is not liable for damages to property or personal injury resulting from the city's or county's decision to proceed with the action, regulation, or permit.
- (g) A commission may adopt rules and regulations that exempt any ministerial permit for single-family dwellings from the requirements of subdivision (b) if it makes the findings required pursuant to subdivision (c) for the proposed rules and regulations, except that the rules and regulations may not exempt either of the following:
 - (1) More than two single-family dwellings by the same applicant within a subdivision prior to June 30, 1991.
 - (2) Single-family dwellings in a subdivision where 25 percent or more of the parcels are undeveloped.

(Amended by Stats. 2004, Ch. 615, Sec. 5. Effective January 1, 2005.)

21675.2 Approval or Disapproval of Actions, Regulations, or Permits

- (a) If a commission fails to act to approve or disapprove any actions, regulations, or permits within 60 days of receiving the request pursuant to Section 21675.1, the applicant or his or her representative may file an action pursuant to Section 1094.5 of the Code of Civil Procedure to compel the commission to act, and the court shall give the proceedings preference over all other actions or proceedings, except previously filed pending matters of the same character.
- (b) The action, regulation, or permit shall be deemed approved only if the public notice required by this subdivision has occurred. If the applicant has provided seven days advance notice to the commission of the intent to provide public notice pursuant to this subdivision, then, not earlier than the date of the expiration of the time limit established by Section 21675.1, an applicant may provide the required public notice. If the applicant chooses to provide public notice, that notice shall include a description of the proposed action, regulation, or permit substantially similar to the descriptions which are commonly used in public notices by the commission, the location of any proposed development, the application number, the name and address of the commission, and a statement that the action, regulation, or permit shall be deemed approved if the commission has not acted within 60 days. If the applicant has provided the public notice specified in this subdivision, the time limit for action by the commission shall be extended to 60 days after the public notice is provided. If the applicant provides notice pursuant to this section, the commission shall refund to the applicant any fees which were collected for providing notice and which were not used for that purpose.
- (c) Failure of an applicant to submit complete or adequate information pursuant to Sections 65943 to 65946, inclusive, of the Government Code, may constitute grounds for disapproval of actions, regulations, or permits.
- (d) Nothing in this section diminishes the commission's legal responsibility to provide, where applicable, public notice and hearing before acting on an action, regulation, or permit.

(Added by Stats. 1989, Ch. 306, Sec. 5.)

21676 Review of Local General Plans

- (a) Each local agency whose general plan includes areas covered by an airport land use compatibility plan shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the airport land use compatibility plan. If the plan or plans are inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its airport land use compatibility plans. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.
- (b) Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the public record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.
- (c) Each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time

limit, the public agency governing body may act without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

- (d) Each commission determination pursuant to subdivision (b) or (c) shall be made within 60 days from the date of referral of the proposed action. If a commission fails to make the determination within that period, the proposed action shall be deemed consistent with the airport land use compatibility plan.

(Amended by Stats. 2003, Ch. 351, Sec. 3. Effective January 1, 2004.)

21676.5 Review of Local Plans

- (a) If the commission finds that a local agency has not revised its general plan or specific plan or overruled the commission by a two-thirds vote of its governing body after making specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670, the commission may require that the local agency submit all subsequent actions, regulations, and permits to the commission for review until its general plan or specific plan is revised or the specific findings are made. If, in the determination of the commission, an action, regulation, or permit of the local agency is inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall hold a hearing to reconsider its plan. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.
- (b) Whenever the local agency has revised its general plan or specific plan or has overruled the commission pursuant to subdivision (a), the proposed action of the local agency shall not be subject to further commission review, unless the commission and the local agency agree that individual projects shall be reviewed by the commission.

(Amended by Stats. 2003, Ch. 351, Sec. 4. Effective January 1, 2004.)

21677 Marin County Override Provisions

Notwithstanding the two-thirds vote required by Section 21676, any public agency in the County of Marin may overrule the Marin County Airport Land Use Commission by a majority vote of its governing body. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the public agency governing body may act

without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the public record of the final decision to overrule the commission, which may be adopted by a majority vote of the governing body.

(Amended by Stats. 2003, Ch. 351, Sec. 5. Effective January 1, 2004.)

21678 Airport Owner's Immunity

With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676, 21676.5, or 21677 overrules a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation.

(Amended by Stats. 2003, Ch. 351, Sec. 6. Effective January 1, 2004.)

21679 Court Review

- (a) In any county in which there is no airport land use commission or other body designated to assume the responsibilities of an airport land use commission, or in which the commission or other designated body has not adopted an airport land use compatibility plan, an interested party may initiate proceedings in a court of competent jurisdiction to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, that directly affects the use of land within one mile of the boundary of a public airport within the county.
- (b) The court may issue an injunction that postpones the effective date of the zoning change, zoning variance, permit, or regulation until the governing body of the local agency that took the action does one of the following:
 - (1) In the case of an action that is a legislative act, adopts a resolution declaring that the proposed action is consistent with the purposes of this article stated in Section 21670.
 - (2) In the case of an action that is not a legislative act, adopts a resolution making findings based on substantial evidence in the record that the proposed action is consistent with the purposes of this article stated in Section 21670.
 - (3) Rescinds the action.
 - (4) Amends its action to make it consistent with the purposes of this article stated in Section 21670, and complies with either paragraph (1) or (2), whichever is applicable.
- (c) The court shall not issue an injunction pursuant to subdivision (b) if the local agency that took the action demonstrates that the general plan and any applicable specific plan of the agency accomplishes the purposes of an airport land use compatibility plan as provided in Section 21675.
- (d) An action brought pursuant to subdivision (a) shall be commenced within 30 days of the decision or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever is longer.
- (e) If the governing body of the local agency adopts a resolution pursuant to subdivision (b) with respect to a publicly owned airport that the local agency does not operate, the operator of the

airport shall be immune from liability for damages to property or personal injury from the local agency's decision to proceed with the zoning change, zoning variance, permit, or regulation.

- (f) As used in this section, "interested party" means any owner of land within two miles of the boundary of the airport or any organization with a demonstrated interest in airport safety and efficiency.

(Amended by Stats. 2002, Ch. 438, Sec. 21. Effective January 1, 2003.)

21679.5 Deferral of Court Review

- (a) Until June 30, 1991, no action pursuant to Section 21679 to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport, shall be commenced in any county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan.
- (b) If a commission has been prevented from adopting the airport land use compatibility plan by June 30, 1991, or if the adopted airport land use compatibility plan could not become effective, because of a lawsuit involving the adoption of the airport land use compatibility plan, the June 30, 1991 date in subdivision (a) shall be extended by the period of time during which the lawsuit was pending in a court of competent jurisdiction.
- (c) Any action pursuant to Section 21679 commenced prior to January 1, 1990, in a county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan, which has not proceeded to final judgment, shall be held in abeyance until June 30, 1991. If the commission or other designated body adopts an airport land use compatibility plan on or before June 30, 1991, the action shall be dismissed. If the commission or other designated body does not adopt an airport land use compatibility plan on or before June 30, 1991, the plaintiff or plaintiffs may proceed with the action.
- (d) An action to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport for which an airport land use compatibility plan has not been adopted by June 30, 1991, shall be commenced within 30 days of June 30, 1991, or within 30 days of the decision by the local agency, or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever date is later.

(Amended by Stats. 2002, Ch. 438, Sec. 22. Effective January 1, 2003.)

D9(P1) – CH3(EXCERPTS)

Division 9—Aviation

Part 1—State Aeronautics Act

Chapter 3—Regulation of Aeronautics (excerpts)

21402 Ownership; Prohibited Use of Airspace

The ownership of the space above the land and waters of this State is vested in the several owners of the surface beneath, subject to the right of flight described in Section 21403. No use shall be made of such airspace which would interfere with such right of flight; provided that any use of property in conformity with an original zone of approach of an airport shall not be rendered unlawful by reason of a change in such zone of approach.

(Amended by Stats. 1957, Ch. 1651.)

21403 Lawful Flight; Flight Within Airport Approach Zone

- (a) Flight in aircraft over the land and waters of this state is lawful, unless at altitudes below those prescribed by federal authority, or unless conducted so as to be imminently dangerous to persons or property lawfully on the land or water beneath. The landing of an aircraft on the land or waters of another, without his or her consent, is unlawful except in the case of a forced landing or pursuant to Section 21662.1. The owner, lessee, or operator of the aircraft is liable, as provided by law, for damages caused by a forced landing.
- (b) The landing, takeoff, or taxiing of an aircraft on a public freeway, highway, road, or street is unlawful except in the following cases:
 - (1) A forced landing.
 - (2) A landing during a natural disaster or other public emergency if the landing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road, or street.
 - (3) When the landing, takeoff, or taxiing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road or street.

The prosecution bears the burden of proving that none of the exceptions apply to the act which is alleged to be unlawful.

- (c) The right of flight in aircraft includes the right of safe access to public airports, which includes the right of flight within the zone of approach of any public airport without restriction or hazard. The zone of approach of an airport shall conform to the specifications of Part 77 of the Federal Aviation Regulations of the Federal Aviation Administration, Department of Transportation.

(Amended by Stats. 1987, Ch. 1215, Sec. 3.)

D9(P1) – CH4(2.7 EXCERPTS)

Division 9—Aviation

Part 1—State Aeronautics Act

Chapter 4—Airports and Air Navigation Facilities

Article 2.7—Regulation of Obstructions (excerpts)

21655 Proposed Site for Construction of State Building Within Two Miles of Airport Boundary

Notwithstanding any other provision of law, if the proposed site of any state building or other enclosure is within two miles, measured by air line, of that point on an airport runway, or runway proposed by an airport master plan, which is nearest the site, the state agency or office which proposes to construct the building or other enclosure shall, before acquiring title to property for the new state building or other enclosure site or for an addition to a present site, notify the Department of Transportation, in writing, of the proposed acquisition. The department shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the state agency or office which proposes to construct the building or other enclosure a written report of the investigation and its recommendations concerning acquisition of the site.

If the report of the department does not favor acquisition of the site, no state funds shall be expended for the acquisition of the new state building or other enclosure site, or the expansion of the present site, or for the construction of the state building or other enclosure, provided that the provisions of this section shall not affect title to real property once it is acquired.

21658 Construction of Utility Pole or Line in Vicinity of Aircraft Landing Area

No public utility shall construct any pole, pole line, distribution or transmission tower, or tower line, or substation structure in the vicinity of the exterior boundary of an aircraft landing area of any airport open to public use, in a location with respect to the airport and at a height so as to constitute an obstruction to air navigation, as an obstruction is defined in accordance with Part 77 of the Federal Aviation Regulations, Federal Aviation Administration, or any corresponding rules or regulations of the Federal Aviation Administration, unless the Federal Aviation Administration has determined that the pole, line, tower, or structure does not constitute a hazard to air navigation. This section shall not apply to existing poles, lines, towers, or structures or to the repair, replacement, or reconstruction thereof if the original height is not materially exceeded and this section shall not apply unless compensation shall have first been paid to the public utility by the owner of any airport for any property or property rights which would be taken or damaged hereby.

(Amended by Stats. 1982, Ch. 681, Sec. 37.)

21659 Hazards Near Airports Prohibited

- (a) No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14 of the Code of Federal Regulations, Part 77, Subpart C, unless the Federal Aviation Administration has determined that the construction, alteration, or growth does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation.
- (b) Subdivision (a) does not apply to a pole, pole line, distribution or transmission tower, or tower line or substation of a public utility, as specified in Section 21658.

(Amended by Stats. 2018, Ch. 198, Sec. 3. (AB 3246) Effective January 1, 2019.)

D(9) – CH4(3 EXCERPTS)

Division 9—Aviation

Part 1—State Aeronautics Act

Chapter 4—Airports and Air Navigation Facilities

Article 3—Regulation of Airports (excerpts)

21661.5 City Council or Board of Supervisors and ALUC Approvals

- (a) No political subdivision, any of its officers or employees, or any person may submit any application for the construction of a new airport to any local, regional, state, or federal agency unless the plan for construction is first approved by the board of supervisors of the county, or the city council of the city, in which the airport is to be located and unless the plan is submitted to the appropriate commission exercising powers pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9, and acted upon by that commission in accordance with the provisions of that article.
- (b) A county board of supervisors or a city council may, pursuant to Section 65100 of the Government Code, delegate its responsibility under this section for the approval of a plan for construction of new helicopter landing and takeoff areas, to the county or city planning agency.

(Amended by Stats. 2005, Ch. 22, Sec. 172. Effective January 1, 2006.)

21664.5 Amended Airport Permits; Airport Expansion Defined

- (a) An amended airport permit shall be required for every expansion of an existing airport. An applicant for an amended airport permit shall comply with each requirement of this article pertaining to permits for new airports. The department may by regulation provide for exemptions from the operation of this section pursuant to Section 21661, except that no exemption shall be made limiting the applicability of subdivision (e) of Section 21666, pertaining to environmental considerations, including the requirement for public hearings in connection therewith.
- (b) As used in this section, “airport expansion” includes any of the following:
 - (1) The acquisition of runway protection zones, as defined in Federal Aviation Administration Advisory Circular 150/1500-13 or of any interest in land for the purpose of any other expansion as set forth in this section.
 - (2) The construction of a new runway.
 - (3) The extension or realignment of an existing runway.
 - (4) Any other expansion of the airport’s physical facilities for the purpose of accomplishing or which are related to the purpose of paragraph (1), (2), or (3).
- (c) This section does not apply to any expansion of an existing airport if the expansion commenced on or prior to the effective date of this section and the expansion met the approval, on or prior to that effective date, of each governmental agency that required the approval by law.

(Amended by Stats. 1998, Ch. 877, Sec. 1. Effective January 1, 1999.)

D(9) – CH2(1)

Division 9—Aviation

Part 1—State Aeronautics Act

Chapter 2—Department of Transportation and State Aeronautics Board

Article 1—Department of Transportation

21208

- (a) The department shall establish an advisory panel to be known as the Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel to assess all of the following:
- (1) The feasibility and readiness of existing infrastructure in the state to support a vertiport network to facilitate the development of advanced air mobility services.
 - (2) The development of a three-year prioritized workplan that maps out medium-term state activities necessary for the state to advance advanced air mobility services for Californians.
 - (3) Pathways for promoting equity of access to advanced air mobility infrastructure to ensure open access and prohibit the monopolization of advanced air mobility infrastructure ownership and operations.
- (b) Members of the advisory panel shall be appointed by the department as follows:
- (1) Representatives from appropriate state agencies and departments, as determined by the department, including, but not limited to, the Office of Planning and Research and the State Air Resources Board.
 - (2) A representative from the general aviation industry.
 - (3) A representative from commercial airports.
 - (4) Representatives of local government.
 - (5) Representatives of the advanced air mobility industry.
 - (6) Other representatives as deemed necessary by the department.
- (c) (1) Not later than January 1, 2025, the department shall report to the Legislature on the infrastructure feasibility and readiness study and the three-year prioritized workplan described in subdivision (a).
- (2) A report to be submitted to the Legislature pursuant to this subdivision shall be submitted in compliance with Section 9795 of the Government Code.
- (d) The Bagley-Keene Open Meeting Act (Article 9 (commencing with Section 11120) of Chapter 1 of Part 1 of Division 3 of Title 2 of the Government Code) shall not apply to meetings of the advisory panel established pursuant to this section.
- (e) This section shall remain in effect only until January 1, 2026, and as of that date is repealed.
- (Added by Stats. 2023, Ch. 416, Sec. 1. (SB 800) Effective January 1, 2024. Repealed as of January 1, 2026, by its own provisions.)*

PLANNING AND ZONING LAW

GOVERNMENT CODE

T7(D1) – CH3(5 EXCERPTS)

Title 7–Planning and Land Use

Division 1–Planning and Zoning

Chapter 3–Local Planning

Article 5–Authority for and Scope of General Plans (excerpts)

65302.3 General and Applicable Specific Plans; Consistency with Airport Land Use Plans; Amendment; Nonconcurrence Findings

- (a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.
- (b) The general plan, and any applicable specific plan, shall be amended, as necessary, within 180 days of any amendment to the plan required under Section 21675 of the Public Utilities Code.
- (c) If the legislative body does not concur with any provision of the plan required under Section 21675 of the Public Utilities Code, it may satisfy the provisions of this section by adopting findings pursuant to Section 21676 of the Public Utilities Code.
- (d) In each county where an airport land use commission does not exist, but where there is a military airport, the general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport.

(Amended by Stats. 2002, Ch. 971, Sec. 4. Effective January 1, 2003.)

T7(D1) – CH3(10.6 EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 3–Local Planning
Article 10–Housing Elements (excerpts)

65589.5 (d)

A local agency shall not disapprove a housing development project, including farmworker housing as defined in subdivision (h) of Section 50199.7 of the Health and Safety Code, for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:

- (1) The jurisdiction has adopted a housing element pursuant to this article that has been revised in accordance with Section 65588, is in substantial compliance with this article, and the jurisdiction has met or exceeded its share of the regional housing need allocation pursuant to Section 65584 for the planning period for the income category proposed for the housing development project, provided that any disapproval or conditional approval shall not be based on any of the reasons prohibited by Section 65008. If the housing development project includes a mix of income categories, and the jurisdiction has not met or exceeded its share of the regional housing need for one or more of those categories, then this paragraph shall not be used to disapprove or conditionally approve the housing development project. The share of the regional housing need met by the jurisdiction shall be calculated consistently with the forms and definitions that may be adopted by the Department of Housing and Community Development pursuant to Section 65400. In the case of an emergency shelter, the jurisdiction shall have met or exceeded the need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. Any disapproval or conditional approval pursuant to this paragraph shall be in accordance with applicable law, rule, or standards.
- (2) The housing development project or emergency shelter as proposed would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible. As used in this paragraph, a “specific, adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. The following shall not constitute a specific, adverse impact upon the public health or safety:
 - (A) Inconsistency with the zoning ordinance or general plan land use designation.
 - (B) The eligibility to claim a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code.
- (3) The denial of the housing development project or imposition of conditions is required in order to comply with specific state or federal law, and there is no feasible method to comply without

rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible.

- (4) The housing development project or emergency shelter is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agricultural or resource preservation purposes, or which does not have adequate water or wastewater facilities to serve the project.
- (5) The housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete, and the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with this article. For purposes of this section, a change to the zoning ordinance or general plan land use designation subsequent to the date the application was deemed complete shall not constitute a valid basis to disapprove or condition approval of the housing development project or emergency shelter.
 - (A) This paragraph cannot be utilized to disapprove or conditionally approve a housing development project if the housing development project is proposed on a site that is identified as suitable or available for very low, low-, or moderate-income households in the jurisdiction's housing element, and consistent with the density specified in the housing element, even though it is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation.
 - (B) If the local agency has failed to identify in the inventory of land in its housing element sites that can be developed for housing within the planning period and are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels pursuant to Section 65584, then this paragraph shall not be utilized to disapprove or conditionally approve a housing development project proposed for a site designated in any element of the general plan for residential uses or designated in any element of the general plan for commercial uses if residential uses are permitted or conditionally permitted within commercial designations. In any action in court, the burden of proof shall be on the local agency to show that its housing element does identify adequate sites with appropriate zoning and development standards and with services and facilities to accommodate the local agency's share of the regional housing need for the very low, low-, and moderate-income categories.
 - (C) If the local agency has failed to identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit, has failed to demonstrate that the identified zone or zones include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7) of subdivision (a) of Section 65583, or has failed to demonstrate that the identified zone or zones can accommodate at least one emergency shelter, as required by paragraph (4) of subdivision (a) of Section 65583, then this paragraph shall not be utilized to disapprove or conditionally approve an emergency shelter proposed for a site designated in any element of the general plan for industrial, commercial, or multifamily residential uses. In any action in court, the burden of proof shall be on the local agency to show that its housing element does satisfy the requirements of paragraph (4) of subdivision (a) of Section 65583.

(Amended by Stats. 2023, Ch. 768, Sec. 2. (AB 1633) Effective January 1, 2024. Inoperative January 1, 2031, pursuant to Sec. 1 of Stats. 2023, Ch. 768.)

T7(D1) – CH4.1(2 EXCERPTS)

Title 7–Planning and Land Use

Division 1–Planning and Zoning

Chapter 4.1– Affordable Housing and High Road Jobs Act of 2022

Article 2–Affordable Housing Developments in Commercial Zones (excerpts)

65912.110

Notwithstanding any inconsistent provision of a local government’s general plan, specific plan, zoning ordinance, or regulation, a development proponent may submit an application for a housing development that shall be a use by right and that shall be subject to a streamlined, ministerial review pursuant to Section 65912.114 if the proposed housing development satisfies all of the requirements in Sections 65912.111, 65912.112, and 65912.113.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.111

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.114 unless the development is proposed to be located on a site that satisfies all of the following criteria:

- (a) It is located in a zone where office, retail, or parking are a principally permitted use.
- (b) It is a legal parcel or parcels that meet either of the following:
 - (1) It is within a city where the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau.
 - (2) It is in an unincorporated area, and the legal parcel or parcels are wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.
- (c) At least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For purposes of this subdivision, parcels that are only separated by a street or highway shall be considered to be adjoined.
- (d)
 - (1) It is not on a site or adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use.
 - (2) For purposes of this subdivision, parcels only separated by a street or highway shall be considered to be adjoined.
 - (3) For purposes of this subdivision, “dedicated to industrial use” means any of the following:
 - (A) The square footage is currently being used as an industrial use.
 - (B) The most recently permitted use of the square footage is an industrial use.
 - (C) The site was designated for industrial use in the latest version of a local government’s general plan adopted before January 1, 2022.

- (e) It satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.
- (f) It is not an existing parcel of land or site that is governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).
- (g) For a site within a neighborhood plan area, the site satisfies either of the following conditions:
 - (1) As of January 1, 2022, there was a neighborhood plan applicable to the site that permitted multifamily housing development on the site.
 - (2) As of January 1, 2024, there was a neighborhood plan applicable to the site that permitted multifamily housing development on the site and all of the following occurred:
 - (A) A notice of preparation for the neighborhood plan was issued before January 1, 2022, pursuant to the requirements of Sections 21080.4 and 21092 of the Public Resources Code.
 - (B) The neighborhood plan was adopted on or after January 1, 2022, and before January 1, 2024.
 - (C) The environmental review for the neighborhood plan was completed before January 1, 2024.
- (h) For a vacant site, the site satisfies both of the following:
 - (1) It does not contain tribal cultural resources, as defined by Section 21074 of the Public Resources Code, that could be affected by the development that were found pursuant to a consultation as described by Section 21080.3.1 of the Public Resources Code and the effects of which cannot be mitigated pursuant to the process described in Section 21080.3.2 of the Public Resources Code.
 - (2) It is not within a very high fire hazard severity zone, as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code or as designated pursuant to subdivisions (a) and (b) of Section 51179.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.112

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.114 unless the development proposal meets all of the following affordability criteria:

- (a) One hundred percent of the units within the development project, excluding managers' units, shall be dedicated to lower income households at an affordable cost, as defined by Section 50052.5 of the Health and Safety Code, or an affordable rent set in an amount consistent with the rent limits established by the California Tax Credit Allocation Committee.

- (b) The units shall be subject to a recorded deed restriction for a period of 55 years for rental units and 45 years for owner-occupied units.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.113

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.114 unless the development proposal meets all of the following objective development standards:

- (a) The development shall be a multifamily housing development project.
- (b) The residential density for the development will meet or exceed the applicable density deemed appropriate to accommodate housing for lower income households in that jurisdiction as specified in paragraph (3) of subdivision (c) of Section 65583.2.
- (c)
 - (1) The development proponent shall complete a phase I environmental assessment, as defined in Section 78090 of the Health and Safety Code.
 - (2) If a recognized environmental condition is found, the development proponent shall undertake a preliminary endangerment assessment, as defined in Section 78095 of the Health and Safety Code, prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.
 - (A) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with current state and federal requirements.
 - (B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with current state and federal requirements.
- (d) None of the housing on the site is located within 500 feet of a freeway, as defined in Section 332 of the Vehicle Code.
- (e) None of the housing on the site is located within 3,200 feet of a facility that actively extracts or refines oil or natural gas.
- (f) The development will meet the following objective zoning standards, objective subdivision standards, and objective design review standards:
 - (1) The applicable objective standards shall be those for the zone that allows residential use at a greater density between the following:
 - (A) The existing zoning designation for the parcel if existing zoning allows multifamily residential use.
 - (B) The zoning designation for the closest parcel that allows residential use at a density that meets the requirements of subdivision (b).
 - (2) The applicable objective standards shall be those in effect at the time that the development application is submitted to the local government pursuant to this article.

- (g) For purposes of this section, “objective zoning standards,” “objective subdivision standards,” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances, subject to the following:
- (1) A development shall be deemed consistent with the objective zoning standards related to housing density, as applicable, if the density proposed is compliant with the maximum density allowed within that land use designation, notwithstanding any specified maximum unit allocation that may result in fewer units of housing being permitted.
 - (2) In the event that objective zoning, general plan, subdivision, or design review standards are mutually inconsistent, a development shall be deemed consistent with the objective zoning and subdivision standards pursuant to this section if the development is consistent with the standards set forth in the general plan.

(Amended by Stats. 2023, Ch. 131, Sec. 97. (AB 1754) Effective January 1, 2024. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.114

- (a) (1) If the local government determines that a development submitted pursuant to this article is consistent with the objective planning standards specified in this article, it shall approve the development.
- (2) If a local government determines that a development submitted pursuant to this article is in conflict with any of the objective planning standards specified in this article, it shall provide the development proponent written documentation of which standard or standards the development conflicts with, and an explanation for the reason or reasons the development conflicts with that standard or standards, within the following timeframes:
 - (A) Within 60 days of submittal of the development proposal to the local government if the development contains 150 or fewer housing units.
 - (B) Within 90 days of submittal of the development proposal to the local government if the development contains more than 150 housing units.
- (b) If the local government fails to provide the required documentation pursuant to subdivision (a), the development shall be deemed to satisfy the required objective planning standards.
- (c) (1) For purposes of this section, a development is consistent with the objective planning standards if there is substantial evidence that would allow a reasonable person to conclude that the development is consistent with the objective planning standards.
- (2) For purposes of this section, a development is not in conflict with the objective planning standards solely on the basis that application materials are not included, if the application contains substantial evidence that would allow a reasonable person to conclude that the development is consistent with the objective planning standards.

- (d) The determination of whether a proposed project submitted pursuant to this section is or is not in conflict with the objective planning standards is not a “project” as defined in Section 21065 of the Public Resources Code.
- (e) Design review of the development may be conducted by the local government’s planning commission or any equivalent board or commission responsible for review and approval of development projects, or the city council or board of supervisors, as appropriate. That design review shall be objective and be strictly focused on assessing compliance with criteria required for streamlined, ministerial review of projects, as well as any reasonable objective design standards published and adopted by ordinance or resolution by a local jurisdiction before submittal of the development to the local government, and shall be broadly applicable to developments within the jurisdiction. That design review shall be completed as follows and shall not in any way inhibit, chill, or preclude the ministerial approval provided by this section or its effect, as applicable:
 - (1) Within 90 days of submittal of the development proposal to the local government pursuant to this section if the development contains 150 or fewer housing units.
 - (2) Within 180 days of submittal of the development proposal to the local government pursuant to this section if the development contains more than 150 housing units.
- (f) A development proposed pursuant to this article shall be eligible for a density bonus, incentives or concessions, waivers or reductions of development standards, and parking ratios pursuant to Section 65915.
- (g) The local government shall ensure that the project satisfies the requirements specified in Article 2 (commencing with Section 66300.5) of Chapter 12, regardless of whether the development is within or not within an affected city or within or not within an affected county.
- (h) If the development is consistent with all objective subdivision standards in the local subdivision ordinance, an application for a subdivision pursuant to the Subdivision Map Act (Division 2 (commencing with Section 66410)) shall be exempt from the requirements of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).
- (i) A local government may, by ordinance adopted to implement this article, exempt a parcel from this section before a development proponent submits a development application on a parcel pursuant to this article if the local government makes written findings establishing all of the following:
 - (1) The local government has identified one or more parcels that meet the criteria described in subdivisions (b) through (f) of Section 65912.111.
 - (2) (A) If a parcel identified in paragraph (1) would not otherwise be eligible for development pursuant to this chapter, the implementing ordinance authorizes the parcel to be developed pursuant to the requirements of this chapter. A parcel reclassified for development pursuant to this subparagraph shall be suitable for residential development. For purposes of this subparagraph, a parcel suitable for residential development shall have the same meaning as “land suitable for residential development,” as defined in Section 65583.2.

- (B) If a parcel identified in paragraph (1) would otherwise be eligible for development pursuant to this chapter, the implementing ordinance authorizes the parcel to be developed ministerially at residential densities above the residential density required in subdivision (b) of Section 65912.113.
- (3) The substitution of the parcel or parcels identified in this subdivision for parcels reclassified pursuant to paragraph (2) will result in all of the following:
 - (A) No net loss of the total potential residential capacity in the jurisdiction relative to the total capacity that existed in the jurisdiction through the combined effect of this chapter and local law as of the date of the adoption of the ordinance. In making the no net loss calculation specified by this subparagraph, the local government need only factor in the parcels substituted and reclassified pursuant to this subdivision.
 - (B) No net loss of the total potential residential capacity of housing affordable to lower income households in the jurisdiction relative to the total capacity that existed in the jurisdiction through the combined effect of this chapter and local law as of the date of the adoption of the ordinance. In making the no net loss calculation specified by this subparagraph, the local government need only factor in the parcels substituted and reclassified pursuant to this subdivision.
 - (C) Affirmative furthering of fair housing.
- (4) A parcel or parcels reclassified for development pursuant to subparagraph (A) of paragraph (2) shall be eligible for development pursuant to this chapter notwithstanding any contrary provision of the local government's charter, general plan, or ordinances, and a parcel or parcels reclassified for development pursuant to subparagraph (B) of paragraph (2) shall be developed ministerially at the densities and heights specified in the ordinance notwithstanding any contrary provision of the local government's charter, general plan, or ordinances.
- (5) The local government has completed all of the rezonings required pursuant to subdivision (c) of Section 65583 for the sixth revision of its housing element.
- (j) A local government's approval of a development pursuant to this section shall, notwithstanding any other law, be subject to the expiration timeframes specified in subdivision (f) of Section 65913.4.
- (k) Any proposed modifications to a development project approved pursuant to this section shall be undertaken pursuant to subdivision (g) of Section 65913.4.
- (l) A local government shall not adopt or impose any requirement, including, but not limited to, increased fees or inclusionary housing requirements, that applies to a project solely or partially on the basis that the project is eligible to receive streamlined, ministerial review pursuant to this section.
- (m) A local government shall issue a subsequent permit required for a development approved under this section pursuant to paragraph (2) of subdivision (h) of Section 65913.4.

- (n) A public improvement that is necessary to implement a development that is approved pursuant to this section shall be undertaken pursuant to paragraph (3) of subdivision (h) of Section 65913.4.
- (o) A local government may adopt an ordinance to implement the provisions of this article. An ordinance adopted to implement this section shall not be considered a “project” under Division 13 (commencing with Section 21000) of the Public Resources Code.

(Amended by Stats. 2023, Ch. 754, Sec. 1. (AB 1218) Effective January 1, 2024. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

T7(D1) – CH4.1(3 EXCERPTS)

Title 7–Planning and Land Use

Division 1–Planning and Zoning

Chapter 4.1– Affordable Housing and High Road Jobs Act of 2022

Article 3–Mixed-Income Housing Developments Along Commercial Corridors (excerpts)

65912.120

Notwithstanding any inconsistent provision of a local government’s general plan, specific plan, zoning ordinance, or regulation, a development proponent may submit an application for a housing development that shall be a use by right and that shall be subject to a streamlined, ministerial review pursuant to Section 65912.124 if the proposed housing development satisfies all of the requirements in Sections 65912.121, 65912.122, and 65912.123.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.121

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.124 unless the development project is on a site that satisfies all of the following criteria:

- (a) It is located within a zone where office, retail, or parking are principally permitted use.
- (b) It is located on a legal parcel or parcels that meet either of the following:
 - (1) It is within a city where the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau.
 - (2) It is in an unincorporated area, and the legal parcel or parcels are wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.
- (c) The project site abuts a commercial corridor and has a frontage along the commercial corridor of a minimum of 50 feet.
- (d) The site is not greater than 20 acres.
- (e) At least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For purposes of this subdivision, parcels that are only separated by a street or highway shall be considered to be adjoined.
- (f)
 - (1) It is not on a site or adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use.
 - (2) For purposes of this subdivision, parcels only separated by a street or highway shall be considered to be adjoined.
 - (3) For purposes of this subdivision, “dedicated to industrial use” means any of the following:
 - (A) The square footage is currently being used as an industrial use.
 - (B) The most recently permitted use of the square footage is an industrial use.

- (C) The site was designated for industrial use in the latest version of a local government's general plan adopted before January 1, 2022.
- (g) It satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.
- (h) The development is not located on a site where any of the following apply:
 - (1) The development would require the demolition of the following types of housing:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.
 - (B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.
 - (C) Housing that has been occupied by tenants within the past 10 years, excluding any manager's units.
 - (2) The site was previously used for permanent housing that was occupied by tenants, excluding any manager's units, that was demolished within 10 years before the development proponent submits an application under this article.
 - (3) The development would require the demolition of a historic structure that was placed on a national, state, or local historic register.
 - (4) The property contains one to four dwelling units.
 - (5) The property is vacant and zoned for housing but not for multifamily residential use.
 - (6) The existing parcel of land or site is governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).
- (i) For a site within a neighborhood plan area, the site satisfies either of the following conditions:
 - (1) As of January 1, 2022, there was a neighborhood plan applicable to the site that permitted multifamily housing development on the site.
 - (2) As of January 1, 2024, there was a neighborhood plan applicable to the site that permitted multifamily housing development on the site and all of the following occurred:
 - (A) A notice of preparation for the neighborhood plan was issued before January 1, 2022, pursuant to the requirements of Sections 21080.4 and 21092 of the Public Resources Code.
 - (B) The neighborhood plan was adopted on or after January 1, 2022, and before January 1, 2024.
 - (C) The environmental review for the neighborhood plan was completed before January 1, 2024.
- (j) For a vacant site, the site satisfies both of the following:

- (1) It does not contain tribal cultural resources, as defined by Section 21074 of the Public Resources Code, that could be affected by the development that were found pursuant to a consultation as described by Section 21080.3.1 of the Public Resources Code and the effects of which cannot be mitigated pursuant to the process described in Section 21080.3.2 of the Public Resources Code.
- (2) It is not within a very high fire hazard severity zone, as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code or as designated pursuant to subdivisions (a) and (b) of Section 51179.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.122

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.124 unless the development project meets all of the following affordability criteria:

- (a) (1) A rental housing development shall include either of the following:
 - (A) Eight percent of the units for very low income households and 5 percent of the units for extremely low income households.
 - (B) Fifteen percent of the units for lower income households.
- (2) The development proponent shall agree to, and the local government shall ensure, the continued affordability of all affordable rental units included pursuant to this subdivision for 55 years. Rents shall be set at an affordable rent, as defined in Section 50053 of the Health and Safety Code.
- (b) (1) An owner-occupied housing development shall include either of the following:
 - (A) Thirty percent of the units must be offered at an affordable housing cost, as defined in Section 50052.5 of the Health and Safety Code, to moderate-income households.
 - (B) Fifteen percent of the units must be offered at an affordable housing cost, as defined in Section 50052.5 of the Health and Safety Code, to lower income households.
- (2) The development proponent shall agree to, and the local government shall ensure, the continued affordability of all affordable ownership units for a period of 45 years.
- (c) If the local government has a local affordable housing requirement, the housing development project shall comply with all of the following:
 - (1) The development project shall include the percentage of affordable units required by this section or the local requirement, whichever is higher.
 - (2) The development project shall meet the lowest income targeting in either policy.
 - (3) If the local affordable housing requirement requires greater than 15 percent of the units to be dedicated for lower income households and does not require the inclusion of units affordable to very low and extremely low income households, then the rental housing development shall do both of the following:
 - (A) Include 8 percent of the units for very low income households and 5 percent of the units for extremely low income households.

- (B) Fifteen percent of units affordable to lower income households shall be subtracted from the percentage of units required by the local policy at the highest required affordability level.
- (d) Affordable units in the development project shall have the same bedroom and bathroom count ratio as the market rate units, be equitably distributed within the project, and have the same type or quality of appliances, fixtures, and finishes.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.123

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.124 unless the development project meets all of the following objective development standards:

- (a) The development shall be a multifamily housing development project.
- (b) The residential density for the development shall be determined as follows:
 - (1) In a metropolitan jurisdiction, as determined pursuant to subdivisions (d) and (e) of Section 65583.2, the residential density for the development shall meet or exceed the greater of the following:
 - (A) The residential density allowed on the parcel by the local government.
 - (B) For sites of less than one acre in size, 30 units per acre.
 - (C) For sites of one acre in size or greater located on a commercial corridor of less than 100 feet in width, 40 units per acre.
 - (D) For sites of one acre in size or greater located on a commercial corridor of 100 feet in width or greater, 60 units per acre.
 - (E) Notwithstanding subparagraph (B), (C), or (D), for sites within one-half mile of a major transit stop, 80 units per acre.
 - (2) In a jurisdiction that is not a metropolitan jurisdiction, as determined pursuant to subdivisions (d) and (e) of Section 65583.2, the residential density for the development shall meet or exceed the greater of the following:
 - (A) The residential density allowed on the parcel by the local government.
 - (B) For sites of less than one acre in size, 20 units per acre.
 - (C) For sites of one acre in size or greater located on a commercial corridor of less than 100 feet in width, 30 units per acre.
 - (D) For sites of one acre in size or greater located on a commercial corridor of 100 feet in width or greater, 50 units per acre.
 - (E) Notwithstanding subparagraph (B), (C), or (D), for sites within one-half mile of a major transit stop, 70 units per acre.
- (c) The height limit applicable to the housing development shall be the greater of the following:

- (1) The height allowed on the parcel by the local government.
 - (2) For sites on a commercial corridor of less than 100 feet in width, 35 feet.
 - (3) For sites on a commercial corridor of 100 feet in width or greater, 45 feet.
 - (4) Notwithstanding paragraphs (2) and (3), 65 feet for sites that meet all of the following criteria:
 - (A) They are within one-half mile of a major transit stop.
 - (B) They are within a city with a population of greater than 100,000.
 - (C) They are not within a coastal zone, as defined in Division 20 (commencing with Section 30000) of the Public Resources Code.
- (d) The property meets the following setback standards:
- (1) For the portion of the property that fronts a commercial corridor, the following shall occur:
 - (A) No setbacks shall be required.
 - (B) All parking must be set back at least 25 feet.
 - (C) On the ground floor, a building or buildings must abut within 10 feet of the property line for at least 80 percent of the frontage.
 - (2) For the portion of the property that fronts a side street, a building or buildings must abut within 10 feet of the property line for at least 60 percent of the frontage.
 - (3) For the portion of the property that abuts an adjoining property that also abuts the same commercial corridor as the property, no setbacks are required unless the adjoining property contains a residential use that was constructed prior to the enactment of this chapter, in which case the requirements of subparagraph (A) of paragraph (4) apply.
 - (4) For the portion of the property line that does not abut a commercial corridor, a side street, or an adjoining property that also abuts the same commercial corridor as the property, the following shall occur:
 - (A) Along property lines that abut a property that contains a residential use, the following shall occur:
 - (i) The ground floor of the development project shall be set back at 10 feet. The amount required to be set back may be decreased by the local government.
 - (ii) Starting with the second floor of the property, each subsequent floor of the development project shall be stepped back in an amount equal to seven feet multiplied by the floor number. For purposes of this paragraph, the ground floor counts as the first floor. The amount required to be stepped back may be decreased by the local government.
 - (B) Along property lines that abut a property that does not contain a residential use, the development shall be set back 15 feet. The amount required to be stepped back may be decreased by the local government.

- (e) No parking shall be required, except that this article shall not reduce, eliminate, or preclude the enforcement of any requirement imposed on a new multifamily residential or nonresidential development to provide bicycle parking, electric vehicle supply equipment installed parking spaces, or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development if this article did not apply.
- (f)
 - (1) The development proponent shall complete a phase I environmental assessment, as defined in Section 78090 of the Health and Safety Code.
 - (2) If a recognized environmental condition is found, the development proponent shall undertake a preliminary endangerment assessment, as defined in Section 78095 of the Health and Safety Code, prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.
 - (A) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with current state and federal requirements.
 - (B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with current state and federal requirements.
- (g) None of the housing on the site is located within 500 feet of a freeway, as defined in Section 332 of the Vehicle Code.
- (h) None of the housing on the site is located within 3,200 feet of a facility that actively extracts or refines oil or natural gas.
- (i)
 - (1) The development proponent shall provide written notice of the pending application to each commercial tenant on the parcel when the application is submitted.
 - (2) The development proponent shall provide relocation assistance to each eligible commercial tenant located on the site as follows:
 - (A) For a commercial tenant operating on the site for at least one year but less than five years, the relocation assistance shall be equivalent to six months' rent.
 - (B) For a commercial tenant operating on the site for at least 5 years but less than 10 years, the relocation assistance shall be equivalent to nine months' rent.
 - (C) For a commercial tenant operating on the site for at least 10 years but less than 15 years, the relocation assistance shall be equivalent to 12 months' rent.
 - (D) For a commercial tenant operating on the site for at least 15 years but less than 20 years, the relocation assistance shall be equivalent to 15 months' rent.
 - (E) For a commercial tenant operating on the site for at least 20 years, the relocation assistance shall be equivalent to 18 months' rent.
 - (3) The relocation assistance shall be provided to an eligible commercial tenant upon expiration of the lease of that commercial tenant.
 - (4) For purposes of this subdivision, a commercial tenant is eligible for relocation assistance if the commercial tenant meets all of the following criteria:

- (A) The commercial tenant is an independently owned and operated business with its principal office located in the county in which the property on the site that is leased by the commercial tenant is located.
 - (B) The commercial tenant's lease expired and was not renewed by the property owner.
 - (C) The commercial tenant's lease expired within the three years following the development proponent's submission of the application for a housing development pursuant to this article.
 - (D) The commercial tenant employs 20 or fewer employees and has annual average gross receipts under one million dollars (\$1,000,000) for the three-taxable-year period ending with the taxable year that precedes the expiration of their lease.
 - (E) The commercial tenant is still in operation on the site at the time of the expiration of its lease.
- (5) Notwithstanding paragraph (4), for purposes of this subdivision, a commercial tenant is ineligible for relocation assistance if the commercial tenant meets both of the following criteria:
 - (A) The commercial tenant entered into a lease on the site after the development proponent's submission of the application for a housing development pursuant to this article.
 - (B) The commercial tenant had not previously entered into a lease on the site.
- (6)
 - (A) The commercial tenant shall utilize the funds provided by the development proponent to relocate the business or for costs of a new business.
 - (B) Notwithstanding paragraph (2), if the commercial tenant elects not to use the funds provided as required by subparagraph (A), the development proponent shall provide only assistance equal to three months' rent, regardless of the duration of the commercial tenant's lease.
- (7) For purposes of this subdivision, monthly rent is equal to one-twelfth of the total amount of rent paid by the commercial tenant in the last 12 months.
- (j) Other objective zoning standards, objective subdivision standards, and objective design review standards as follows:
 - (1) The applicable objective standards shall be those for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density determined pursuant to subdivision (b). If no zone exists that allows the residential density determined pursuant to subdivision (b), the applicable objective standards shall be those for the zone that allows the greatest density within the city, county, or city and county.
 - (2) The applicable objective standards shall be those in effect at the time that the development application is submitted to the local government pursuant to this article.
 - (3) The applicable objective standards may include a requirement that up to one-half of the ground floor of the housing development project be dedicated to retail use.

- (4) For purposes of this section, “objective zoning standards,” “objective subdivision standards,” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances. In the event that objective zoning, general plan, subdivision, or design review standards are mutually inconsistent, a development shall be deemed consistent with the objective zoning and subdivision standards pursuant to this subdivision if the development is consistent with the standards set forth in the general plan.

(Amended by Stats. 2023, Ch. 131, Sec. 98. (AB 1754) Effective January 1, 2024. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

T7(D1) – CH4.5(3 EXCERPTS)

Title 7–Planning and Land Use

Division 1–Planning and Zoning

Chapter 4.5–Review and Approval of Development Projects

Article 3–Application for Development Projects (excerpts)

Note: The following government code sections are referenced in Section 21675.2(c) of the ALUC statutes.

65943 Completeness of Application; Determination; Time; Specification of Parts not Complete and Manner of Completion

- (a) Not later than 30 calendar days after any public agency has received an application for a development project, the agency shall determine in writing whether the application is complete and shall immediately transmit the determination to the applicant for the development project. If the application is determined to be incomplete, the lead agency shall provide the applicant with an exhaustive list of items that were not complete. That list shall be limited to those items actually required on the lead agency’s submittal requirement checklist. In any subsequent review of the application determined to be incomplete, the local agency shall not request the applicant to provide any new information that was not stated in the initial list of items that were not complete. If the written determination is not made within 30 days after receipt of the application, and the application includes a statement that it is an application for a development permit, the application shall be deemed complete for purposes of this chapter. Upon receipt of any resubmittal of the application, a new 30-day period shall begin, during which the public agency shall determine the completeness of the application. If the application is determined not to be complete, the agency’s determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application. The applicant shall submit materials to the public agency in response to the list and description.
- (b) Not later than 30 calendar days after receipt of the submitted materials, described in subdivision (a), the public agency shall determine in writing whether the application as supplemented or amended by the submitted materials is complete and shall immediately transmit that determination to the applicant. In making this determination, the public agency is limited to determining whether the application as supplemented or amended includes the information required by the list and a thorough description of the specific information needed to complete the application required by subdivision (a). If the written determination is not made within that 30-day period, the application together with the submitted materials shall be deemed complete for purposes of this chapter.
- (c) If the application together with the submitted materials are determined not to be complete pursuant to subdivision (b), the public agency shall provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. A city or county shall provide that the right of appeal is to the governing body or, at their option, the planning commission, or both.

There shall be a final written determination by the agency on the appeal not later than 60 calendar days after receipt of the applicant’s written appeal. The fact that an appeal is permitted to both

the planning commission and to the governing body does not extend the 60-day period. Notwithstanding a decision pursuant to subdivision (b) that the application and submitted materials are not complete, if the final written determination on the appeal is not made within that 60-day period, the application with the submitted materials shall be deemed complete for the purposes of this chapter.

- (d) Nothing in this section precludes an applicant and a public agency from mutually agreeing to an extension of any time limit provided by this section.
- (e) A public agency may charge applicants a fee not to exceed the amount reasonably necessary to provide the service required by this section. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.
- (f) Each city and each county shall make copies of any list compiled pursuant to Section 65940 with respect to information required from an applicant for a housing development project, as that term is defined in paragraph (2) of subdivision (h) of Section 65589.5, available both (1) in writing to those persons to whom the agency is required to make information available under subdivision (a) of that section, and (2) publicly available on the internet website of the city or county.
- (g) For purposes of this section, “development project” includes a housing development project as defined in paragraph (3) of subdivision (b) of Section 65905.5.
- (h) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

(Amended (as amended by Stats. 2019, Ch. 654, Sec. 9) by Stats. 2021, Ch. 161, Sec. 7. (SB 8) Effective January 1, 2022. Repealed as of January 1, 2030, by its own provisions. See later operative version amended by Sec. 8 of Stats. 2021, Ch. 161.)

65943.5 Applications for Development Projects

- (a) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving a permit application to a board, office, or department within the California Environmental Protection Agency shall be made to the Secretary for Environmental Protection.
- (b) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving an application for the issuance of an environmental permit from an environmental agency shall be made to the Secretary for Environmental Protection under either of the following circumstances:
 - (1) The environmental agency has not adopted an appeals process pursuant to subdivision (c) of Section 65943.
 - (2) The environmental agency declines to accept an appeal for a decision pursuant to subdivision (c) of Section 65943.
- (c) For purposes of subdivision (b), “environmental permit” has the same meaning as defined in Section 72012 of the Public Resources Code, and “environmental agency” has the same meaning as defined in Section 71012 of the Public Resources Code, except that “environmental agency” does not include the agencies described in subdivisions (c) and (h) of Section 71011 of the Public Resources Code.

(Added by Stats. 1993, Ch. 419, Sec. 3. Effective January 1, 1994.)

65944 Acceptance of Application as Complete; Requests for Additional Information; Restrictions; Clarification, Amplification, Correction, etc; Prior to Notice of Necessary Information

- (a) After a public agency accepts an application as complete, the agency shall not subsequently request of an applicant any new or additional information which was not specified in the list prepared pursuant to Section 65940. The agency may, in the course of processing the application, request the applicant to clarify, amplify, correct, or otherwise supplement the information required for the application.
- (b) The provisions of subdivision (a) shall not be construed as requiring an applicant to submit with an initial application the entirety of the information which a public agency may require in order to take final action on the application. Prior to accepting an application, each public agency shall inform the applicant of any information included in the list prepared pursuant to Section 65940 which will subsequently be required from the applicant in order to complete final action on the application.
- (c) This section shall not be construed as limiting the ability of a public agency to request and obtain information which may be needed in order to comply with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code.
- (d) (1) After a public agency accepts an application as complete, and if the project applicant has identified that the proposed project is located within 1,000 feet of a military installation or within special use airspace or beneath a low-level flight path in accordance with Section 65940, the public agency shall provide notice of the complete application to any branch of the United States Armed Forces that has provided the Office of Planning and Research with points of contact to receive the notice.
- (2) Except for a project within 1,000 feet of a military installation, the public agency is not required to provide a copy of the application if the project is located entirely in an "urbanized area." An urbanized area is any urban location that meets the definition used by the United State Department of Commerce's Bureau of Census for "urban" and includes locations with core census block groups containing at least 1,000 people per square mile and surrounding census block groups containing at least 500 people per square mile.
- (e) After providing notice of the application as required in subdivision (d), and if requested by any branch of the United States Armed Forces, the public agency and the project applicant shall consult with the impacted military branch or branches to discuss the effects of the proposed project on military installations, low-level flight paths, or special use airspace, and potential alternatives and mitigation measures.
- (f) The Office of Planning and Research shall maintain on its internet website and provide notice to public agencies all of the following:
 - (1) Maps of low-level flight paths, special use airspace, and military installations.
 - (2) The military points of contact to receive notifications pursuant to subdivision (d).
 - (3) The information required in the notice of a completed application pursuant to subdivision (d). This information shall include, at a minimum, all of the following:
 - (A) The project's specific location.
 - (B) The major physical alterations to the property on which the project will be located.

- (C) A site plan showing the location of the project on the property, as well as the massing, height, and approximate square footage, of each building that will be occupied.
- (D) The proposed land uses by number of units or square feet using the categories in the applicable zoning ordinance.

(Amended by Stats. 2019, Ch. 142, Sec. 3. (SB 242) Effective January 1, 2020.)

65945 Notice of Proposal to Adopt or Amend Certain Plans or Ordinances by City or County, Fee; Subscription to Periodically Updated Notice as Alternative, Fee

- (a) At the time of filing an application for a development permit with a city or county, the city or county shall inform the applicant that he or she may make a written request to retrieve notice from the city or county of a proposal to adopt or amend any of the following plans or ordinances:
 - (1) A general plan.
 - (2) A specific plan.
 - (3) A zoning ordinance.
 - (4) An ordinance affecting building permits or grading permits.

The applicant shall specify, in the written request, the types of proposed action for which notice is requested. Prior to taking any of those actions, the city or county shall give notice to any applicant who has requested notice of the type of action proposed and whose development project is pending before the city or county if the city or county determines that the proposal is reasonably related to the applicant's request for the development permit. Notice shall be given only for those types of actions which the applicant specifies in the request for notification.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this subdivision, the fee shall be collected as part of the application fee charged for the development permit.

- (b) As an alternative to the notification procedure prescribed by subdivision (a), a city or county may inform the applicant at the time of filing an application for a development permit that he or she may subscribe to a periodically updated notice or set of notices from the city or county which lists pending proposals to adopt or amend any of the plans or ordinances specified in subdivision (a), together with the status of the proposal and the date of any hearings thereon which have been set.

Only those proposals which are general, as opposed to parcel-specific in nature, and which the city or county determines are reasonably related to requests for development permits, need be listed in the notice. No proposals shall be required to be listed until such time as the first public hearing thereon has been set. The notice shall be updated and mailed at least once every six weeks; except that a notice need not be updated and mailed until a change in its contents is required.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice, including the costs of updating the notice, for the length of time the applicant requests to be sent the notice or notices.

(Added by Stats. 1983, Ch. 1263, Sec. 11.)

65945.3 Notice of Proposal to Adopt or Amend Rules or Regulations Affecting Issuance of Permits by Local Agency other than City or County; Fee

At the time of filing an application for a development permit with a local agency, other than a city or county, the local agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a rule or regulation affecting the issuance of development permits.

Prior to adopting or amending any such rule or regulation, the local agency shall give notice to any applicant who has requested such notice and whose development project is pending before the agency if the local agency determines that the proposal is reasonably related to the applicant's request for the development permit.

The local agency may charge the applicant for a development permit, to whom notice is provided pursuant to this section, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

(Added by Stats. 1983, Ch. 1263, Sec. 12.)

65945.5 Notice of Proposal to Adopt or Amend Regulation Affecting Issuance of Permits and Which Implements Statutory Provision by State Agency

At the time of filing an application for a development permit with a state agency, the state agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a regulation affecting the issuance of development permits and which implements a statutory provision.

Prior to adopting or amending any such regulation, the state agency shall give notice to any applicant who has requested such notice and whose development project is pending before the state agency if the state agency determines that the proposal is reasonably related to the applicant's request for the development permit.

(Added by Stats. 1983, Ch. 1263, Sec. 13.)

65945.7 Actions, Inactions, or Recommendations Regarding Ordinances, Rules or Regulations; Invalidity or Setting Aside Ground of Error Only if Prejudicial

No action, inaction, or recommendation regarding any ordinance, rule, or regulation subject to this Section 65945, 65945.3, or 65945.5 by any legislative body, administrative body, or the officials of any state or local agency shall be held void or invalid or be set aside by any court on the ground of any error, irregularity, informality, neglect or omission (hereinafter called "error") as to any matter pertaining to notices, records, determinations, publications, or any matters of procedure whatever, unless after an examination of the entire case, including evidence, the court shall be of the opinion that the error complained of was prejudicial, and that by reason of such error the party complaining or appealing sustained and suffered substantial injury, and that a different result would have been probable if such error had not occurred or existed. There shall be no presumption that error is prejudicial or that injury was done if error is shown.

(Added by Stats. 1983, Ch. 1263, Sec. 14.)

T7(D1) – CH9.3(EXCERPTS)

Title 7–Planning and Land Use

Division 1–Planning and Zoning

Chapter 9.3–Mediation and Resolution of Land Use Disputes (excerpts)

66030

- (a) The Legislature finds and declares all of the following:
- (1) Current law provides that aggrieved agencies, project proponents, and affected residents may bring suit against the land use decisions of state and local governmental agencies. In practical terms, nearly anyone can sue once a project has been approved.
 - (2) Contention often arises over projects involving local general plans and zoning, redevelopment plans, the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), development impact fees, annexations and incorporations, and the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920)).
 - (3) When a public agency approves a development project that is not in accordance with the law, or when the prerogative to bring suit is abused, lawsuits can delay development, add uncertainty and cost to the development process, make housing more expensive, and damage California’s competitiveness. This litigation begins in the superior court, and often progresses on appeal to the Court of Appeal and the Supreme Court, adding to the workload of the state’s already overburdened judicial system.
- (b) It is, therefore, the intent of the Legislature to help litigants resolve their differences by establishing formal mediation processes for land use disputes. In establishing these mediation processes, it is not the intent of the Legislature to interfere with the ability of litigants to pursue remedies through the courts.

(Added by Stats. 1994, Ch. 300, Sec. 1. Effective January 1, 1995.)

66031

- (a) Notwithstanding any other provision of law, any action brought in the superior court relating to any of the following subjects may be subject to a mediation proceeding conducted pursuant to this chapter:
- (1) The approval or denial by a public agency of any development project.
 - (2) Any act or decision of a public agency made pursuant to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).
 - (3) The failure of a public agency to meet the time limits specified in Chapter 4.5 (commencing with Section 65920), commonly known as the Permit Streamlining Act, or in the Subdivision Map Act (Division 2 (commencing with Section 66410)).
 - (4) Fees determined pursuant to Chapter 6 (commencing with Section 17620) of Division 1 of Part 10.5 of the Education Code or Chapter 4.9 (commencing with Section 65995).

- (5) Fees determined pursuant to the Mitigation Fee Act Chapter 5 (commencing with Section 66000), Chapter 6 (commencing with Section 66010), Chapter 7 (commencing with Section 66012), Chapter 8 (commencing with Section 66016), and Chapter 9 (commencing with Section 66020)).
- (6) The adequacy of a general plan or specific plan adopted pursuant to Chapter 3 (commencing with Section 65100).
- (7) The validity of any sphere of influence, urban service area, change of organization or reorganization, or any other decision made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Division 3 (commencing with Section 56000) of Title 5).
- (8) The adoption or amendment of a redevelopment plan pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code).
- (9) The validity of any zoning decision made pursuant to Chapter 4 (commencing with Section 65800).
- (10) The validity of any decision made pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code.
- (b) Within five days after the deadline for the respondent or defendant to file its reply to an action, the court may invite the parties to consider resolving their dispute by selecting a mutually acceptable person to serve as a mediator, or an organization or agency to provide a mediator.
- (c) In selecting a person to serve as a mediator, or an organization or agency to provide a mediator, the parties shall consider the following:
 - (1) The council of governments having jurisdiction in the county where the dispute arose.
 - (2) Any subregional or countywide council of governments in the county where the dispute arose.
 - (3) Any other person with experience or training in mediation including those with experience in land use issues, or any other organization or agency that can provide a person with experience or training in mediation, including those with experience in land use issues.
- (d) If the court invites the parties to consider mediation, the parties shall notify the court within 30 days if they have selected a mutually acceptable person to serve as a mediator. If the parties have not selected a mediator within 30 days, the action shall proceed. The court shall not draw any implication, favorable or otherwise, from the refusal by a party to accept the invitation by the court to consider mediation. Nothing in this section shall preclude the parties from using mediation at any other time while the action is pending.

(Amended by Stats. 2010, Ch. 699, Sec. 24. (SB 894) Effective January 1, 2011.)

T7(D2) – CH1(EXCERPTS)

Title 7—Planning and Land Use

Division 2—Subdivisions

Chapter 1—General Provisions and Definitions (excerpts)

66412

This division shall be inapplicable to any of the following:

- (a) The financing or leasing of apartments, offices, stores, or similar space within apartment buildings, industrial buildings, commercial buildings, mobilehome parks, or trailer parks.
- (b) Mineral, oil, or gas leases.
- (c) Land dedicated for cemetery purposes under the Health and Safety Code.
- (d) A lot line adjustment between four or fewer existing adjoining parcels, where the land taken from one parcel is added to an adjoining parcel, and where a greater number of parcels than originally existed is not thereby created, if the lot line adjustment is approved by the local agency, or advisory agency. A local agency or advisory agency shall limit its review and approval to a determination of whether or not the parcels resulting from the lot line adjustment will conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances. An advisory agency or local agency shall not impose conditions or exactions on its approval of a lot line adjustment except to conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances, to require the prepayment of real property taxes prior to the approval of the lot line adjustment, or to facilitate the relocation of existing utilities, infrastructure, or easements. No tentative map, parcel map, or final map shall be required as a condition to the approval of a lot line adjustment. The lot line adjustment shall be reflected in a deed, which shall be recorded. No record of survey shall be required for a lot line adjustment unless required by Section 8762 of the Business and Professions Code. A local agency shall approve or disapprove a lot line adjustment pursuant to the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920) of Division 1).
- (e) Boundary line or exchange agreements to which the State Lands Commission or a local agency holding a trust grant of tide and submerged lands is a party.
- (f) Any separate assessment under Section 2188.7 of the Revenue and Taxation Code.
- (g) The conversion of a community apartment project, as defined in Section 4105 of the Civil Code, to a condominium, as defined in Section 783 of the Civil Code, but only if all of the following requirements are met:
 - (1) The property was subdivided before January 1, 1982, as evidenced by a recorded deed creating the community apartment project.
 - (2) Subject to compliance with Sections 4290 and 4295 of the Civil Code, all conveyances and other documents necessary to effectuate the conversion shall be executed by the required number of owners in the project as specified in the bylaws or other organizational documents. If the bylaws or other organizational documents do not expressly specify the number of owners necessary to execute the conveyances and other documents, a majority of owners in the project shall be required to execute the conveyances or other documents.

Conveyances and other documents executed under the foregoing provisions shall be binding upon and affect the interests of all parties in the project.

- (3) If subdivision, as defined in Section 66424, of the property occurred after January 1, 1964, both of the following requirements are met:
 - (A) A final or parcel map of that subdivision was approved by the local agency and recorded, with all of the conditions of that map remaining in effect after the conversion.
 - (B) No more than 49 percent of the units in the project were owned by any one person as defined in Section 17, including an incorporator or director of the community apartment project, on January 1, 1982.
- (4) The local agency certifies that the above requirements were satisfied if the local agency, by ordinance, provides for that certification.
- (h) The conversion of a stock cooperative, as defined in Section 4190 or 6566 of the Civil Code, to a condominium, as defined in Section 783 of the Civil Code, but only if all of the following requirements are met:
 - (1) The property was subdivided before January 1, 1982, as evidenced by a recorded deed creating the stock cooperative, an assignment of lease, or issuance of shares to a stockholder.
 - (2) A person renting a unit in a cooperative shall be entitled at the time of conversion to all tenant rights in state or local law, including, but not limited to, rights respecting first refusal, notice, and displacement and relocation benefits.
 - (3) Subject to compliance with Sections 4290 and 4295, or with Sections 6626 and 6628, of the Civil Code, all conveyances and other documents necessary to effectuate the conversion shall be executed by the required number of owners in the cooperative as specified in the bylaws or other organizational documents. If the bylaws or other organizational documents do not expressly specify the number of owners necessary to execute the conveyances and other documents, a majority of owners in the cooperative shall be required to execute the conveyances or other documents. Conveyances and other documents executed under the foregoing provisions shall be binding upon and affect the interests of all parties in the cooperative.
 - (4) If subdivision, as defined in Section 66424, of the property occurred after January 1, 1980, both of the following requirements are met:
 - (A) A final or parcel map of that subdivision was approved by the local agency and recorded, with all of the conditions of that map remaining in effect after the conversion.
 - (B) No more than 49 percent of the shares in the project were owned by any one person as defined in Section 17, including an incorporator or director of the cooperative, on January 1, 1982.
 - (5) The local agency certifies that the above requirements were satisfied if the local agency, by ordinance, provides for that certification.
- (i) The leasing of, or the granting of an easement to, a parcel of land, or any portion or portions thereof, in conjunction with the financing, erection, and sale or lease of a wind powered electrical

generation device on the land, if the project is subject to discretionary action by the advisory agency or legislative body.

- (j) The leasing or licensing of a portion of a parcel, or the granting of an easement, use permit, or similar right on a portion of a parcel, to a telephone corporation as defined in Section 234 of the Public Utilities Code, exclusively for the placement and operation of cellular radio transmission facilities, including, but not limited to, antennae support structures, microwave dishes, structures to house cellular communications transmission equipment, power sources, and other equipment incidental to the transmission of cellular communications, if the project is subject to discretionary action by the advisory agency or legislative body.
- (k) Leases of agricultural land for agricultural purposes. As used in this subdivision, “agricultural purposes” means the cultivation of food or fiber, or the grazing or pasturing of livestock.
- (l) The leasing of, or the granting of an easement to, a parcel of land, or any portion or portions thereof, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement or, if the project is subject to other discretionary action by the advisory agency or legislative body.
- (m) The leasing of, or the granting of an easement to, a parcel of land or any portion or portions of the land in conjunction with a biogas project that uses, as part of its operation, agricultural waste or byproducts from the land where the project is located and reduces overall emissions of greenhouse gases from agricultural operations on the land if the project is subject to review under other local agency ordinances regulating design and improvement or if the project is subject to discretionary action by the advisory agency or legislative body.
- (n) The leasing of, or the granting of an easement to, a parcel of land, or any portion or portions thereof, in conjunction with the financing, erection, and sale or lease of an electrical energy storage system on the land, if the project is subject to discretionary action by the advisory agency or legislative body. For the purposes of this subdivision, “energy storage system” has the same meaning as defined in Section 2835 of the Public Utilities Code.

(Amended by Stats. 2022, Ch. 212, Sec. 1. (AB 2625) Effective January 1, 2023.)

66412.1

This division shall also be inapplicable to:

- (a) The financing or leasing of any parcel of land, or any portion thereof, in conjunction with the construction of commercial or industrial buildings on a single parcel, unless the project is not subject to review under other local agency ordinances regulating design and improvement.
- (b) The financing or leasing of existing separate commercial or industrial buildings on a single parcel.

(Amended by Stats. 1982, Ch. 87, Sec. 4. Effective March 1, 1982.)

T7(D2) – CH3(3 EXCERPTS)

Title 7—Planning and Land Use

Division 2—Subdivisions

Chapter 3—Procedure

Article 3—Review of Tentative Map by Other Agencies (excerpts)

66455.9

Whenever there is consideration of an area within a development for a public schoolsite, the advisory agency shall give the affected districts and the State Department of Education written notice of the proposed site. The written notice shall include the identification of any existing or proposed runways within the distance specified in Section 17215 of the Education Code. If the site is within the distance of an existing or proposed airport runway as described in Section 17215 of the Education Code, the department shall notify the State Department of Transportation as required by the section and the site shall be investigated by the State Department of Transportation required by Section 17215.

(Amended by Stats. 2000, Ch. 1058, Sec. 120. Effective January 1, 2001.)

T7(D1) – CH4(2)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 4–Zoning Regulations
Article 2–Adoption of Regulations

65852.21

- (a) A proposed housing development containing no more than two residential units within a single-family residential zone shall be considered ministerially, without discretionary review or a hearing, if the proposed housing development meets all of the following requirements:
- (1) The parcel subject to the proposed housing development is located within a city, the boundaries of which include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.
 - (2) The parcel satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.
 - (3) Notwithstanding any provision of this section or any local law, the proposed housing development would not require demolition or alteration of any of the following types of housing:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.
 - (B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.
 - (C) Housing that has been occupied by a tenant in the last three years.
 - (4) The parcel subject to the proposed housing development is not a parcel on which an owner of residential real property has exercised the owner's rights under Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1 to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application.
 - (5) The proposed housing development does not allow the demolition of more than 25 percent of the existing exterior structural walls, unless the housing development meets at least one of the following conditions:
 - (A) If a local ordinance so allows.
 - (B) The site has not been occupied by a tenant in the last three years.
 - (6) The development is not located within a historic district or property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the Public Resources Code, or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.

- (b) (1) Notwithstanding any local law and except as provided in paragraph (2), a local agency may impose objective zoning standards, objective subdivision standards, and objective design review standards that do not conflict with this section.
- (2) (A) The local agency shall not impose objective zoning standards, objective subdivision standards, and objective design standards that would have the effect of physically precluding the construction of up to two units or that would physically preclude either of the two units from being at least 800 square feet in floor area.
 - (B) (i) Notwithstanding subparagraph (A), no setback shall be required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure.
 - (ii) Notwithstanding subparagraph (A), in all other circumstances not described in clause (i), a local agency may require a setback of up to four feet from the side and rear lot lines.
- (c) In addition to any conditions established in accordance with subdivision (b), a local agency may require any of the following conditions when considering an application for two residential units as provided for in this section:
 - (1) Off-street parking of up to one space per unit, except that a local agency shall not impose parking requirements in either of the following instances:
 - (A) The parcel is located within one-half mile walking distance of either a high-quality transit corridor, as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop, as defined in Section 21064.3 of the Public Resources Code.
 - (B) There is a car share vehicle located within one block of the parcel.
 - (2) For residential units connected to an onsite wastewater treatment system, a percolation test completed within the last 5 years, or, if the percolation test has been recertified, within the last 10 years.
- (d) Notwithstanding subdivision (a), a local agency may deny a proposed housing development project if the building official makes a written finding, based upon a preponderance of the evidence, that the proposed housing development project would have a specific, adverse impact, as defined and determined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.
- (e) A local agency shall require that a rental of any unit created pursuant to this section be for a term longer than 30 days.
- (f) Notwithstanding Article 2 (commencing with Section 66314) or Article 3 (commencing with Section 6633) of Chapter 13, a local agency shall not be required to permit an accessory dwelling unit or a junior accessory dwelling unit on parcels that use both the authority contained within this section and the authority contained in Section 66411.7.
- (g) Notwithstanding subparagraph (B) of paragraph (2) of subdivision (b), an application shall not be rejected solely because it proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

- (h) Local agencies shall include units constructed pursuant to this section in the annual housing element report as required by subparagraph (I) of paragraph (2) of subdivision (a) of Section 65400.
- (i) For purposes of this section, all of the following apply:
 - (1) A housing development contains two residential units if the development proposes no more than two new units or if it proposes to add one new unit to one existing unit.
 - (2) The terms “objective zoning standards,” “objective subdivision standards,” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a local agency, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances.
 - (3) “Local agency” means a city, county, or city and county, whether general law or chartered.
- (j) A local agency may adopt an ordinance to implement the provisions of this section. An ordinance adopted to implement this section shall not be considered a project under Division 13 (commencing with Section 21000) of the Public Resources Code.
- (k) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), except that the local agency shall not be required to hold public hearings for coastal development permit applications for a housing development pursuant to this section.

(Amended by Stats. 2024, Ch. 7, Sec. 13. (SB 477) Effective March 25, 2024.)

65852.24

- (a) (1) This section shall be known, and may be cited, as the Middle Class Housing Act of 2022.
- (2) The Legislature finds and declares all of the following:
 - (A) Creating more affordable housing is critical to the achievement of regional housing needs assessment goals, and that housing units developed at higher densities may generate affordability by design for California residents, without the necessity of public subsidies, income eligibility, occupancy restrictions, lottery procedures, or other legal requirements applicable to deed restricted affordable housing to serve very low and low-income residents and special needs residents.
 - (B) The state has made historic investments in deed-restricted affordable housing. According to the Legislative Analyst’s Office, the state budget provided nearly five billion dollars (\$5,000,000,000) in the 2021–22 budget year for housing-related programs. The 2022–23 budget further built on that sum by allocating nearly one billion two hundred million dollars (\$1,200,000,000) to additional affordable housing programs.

- (C) There is continued need for housing development at all income levels, including missing middle housing that will provide a variety of housing options and configurations to allow every Californian to live near where they work.
 - (D) The Middle Class Housing Act of 2022 will unlock the development of additional housing units for middle-class Californians near job centers, subject to local inclusionary requirements that are set based on local conditions.
- (b) A housing development project shall be deemed an allowable use on a parcel that is within a zone where office, retail, or parking are a principally permitted use if it complies with all of the following:
- (1) The density for the housing development shall meet or exceed the applicable density deemed appropriate to accommodate housing for lower income households in that jurisdiction as specified in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65583.2.
 - (2) (A) The housing development shall be subject to local zoning, parking, design, and other ordinances, local code requirements, and procedures applicable to the processing and permitting of a housing development in a zone that allows for the housing with the density described in paragraph (1).
 - (B) If more than one zoning designation of the local agency allows for housing with the density described in paragraph (1), the zoning standards applicable to a parcel that allows residential use pursuant to this section shall be the zoning standards that apply to the closest parcel that allows residential use at a density that meets the requirements of paragraph (1).
 - (C) If the existing zoning designation for the parcel, as adopted by the local government, allows residential use at a density greater than that required in paragraph (1), the existing zoning designation shall apply.
- (3) The housing development shall comply with any public notice, comment, hearing, or other procedures imposed by the local agency on a housing development in the applicable zoning designation identified in paragraph (2).
- (4) The project site is 20 acres or less.
- (5) The housing development complies with all other objective local requirements for a parcel, other than those that prohibit residential use, or allow residential use at a lower density than provided in paragraph (1), including, but not limited to, impact fee requirements and inclusionary housing requirements.
- (6) The development and the site on which it is located satisfy both of the following:
 - (A) It is a legal parcel or parcels that meet either of the following:
 - (i) It is within a city where the city boundaries include some portion of an urban area, as designated by the United States Census Bureau.
 - (ii) It is in an unincorporated area, and the legal parcel or parcels are wholly within the boundaries of an urban area, as designated by the United States Census Bureau.
 - (B) (i) It is not on a site or adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use.

- (ii) For purposes of this subparagraph, parcels only separated by a street or highway shall be considered to be adjoined.
- (iii) For purposes of this subparagraph, “dedicated to industrial use” means either of the following:
 - (I) The square footage is currently being used as an industrial use.
 - (II) The most recently permitted use of the square footage is an industrial use.
 - (III) The site was designated for industrial use in the latest version of a local government’s general plan adopted before January 1, 2022.
- (7) The housing development is consistent with any applicable and approved sustainable community strategy or alternative plan, as described in Section 65080.
- (8) The developer has done both of the following:
 - (A) Certified to the local agency that either of the following is true:
 - (i) The entirety of the development is a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.
 - (ii) The development is not in its entirety a public work for which prevailing wages must be paid under Article 2 (commencing with Section 1720) of Chapter 1 of Part 2 of Division 2 of the Labor Code, but all construction workers employed on construction of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate. If the development is subject to this subparagraph, then for those portions of the development that are not a public work all of the following shall apply:
 - (I) The developer shall ensure that the prevailing wage requirement is included in all contracts for the performance of all construction work.
 - (II) All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate.
 - (III) Except as provided in subclause (V), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided therein.
 - (IV) Except as provided in subclause (V), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, or by an underpaid worker through an administrative complaint or civil action, or by a joint labor-management committee through a civil action under

Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.

(V) Subclauses (III) and (IV) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, “project labor agreement” has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(VI) Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.

(VII) All contractors and subcontractors shall be registered in accordance with Section 1725.6 of the Labor Code.

(VIII) The development proponent shall provide notice of all contracts for the performance of the work to the Department of Industrial Relations, in accordance with Section 1773.3 of the Labor Code.

(B) Certified to the local agency that a skilled and trained workforce will be used to perform all construction work on the development.

(i) For purposes of this section, “skilled and trained workforce” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(ii) If the developer has certified that a skilled and trained workforce will be used to construct all work on development and the application is approved, the following shall apply:

(I) The developer shall require in all contracts for the performance of work that every contractor and subcontractor at every tier will individually use a skilled and trained workforce to construct the development.

(II) Every contractor and subcontractor shall use a skilled and trained workforce to construct the development.

(III) Except as provided in subclause (IV), the developer shall provide to the local agency, on a monthly basis while the development or contract is being performed, a report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. A monthly report provided to the local government pursuant to this subclause shall be a public record under the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1) and shall be open to public inspection. A developer that fails

to provide a monthly report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code shall be subject to a civil penalty of ten thousand dollars (\$10,000) per month for each month for which the report has not been provided. Any contractor or subcontractor that fails to use a skilled and trained workforce shall be subject to a civil penalty of two hundred dollars (\$200) per day for each worker employed in contravention of the skilled and trained workforce requirement. Penalties may be assessed by the Labor Commissioner within 18 months of completion of the development using the same procedures for issuance of civil wage and penalty assessments pursuant to Section 1741 of the Labor Code, and may be reviewed pursuant to the same procedures in Section 1742 of the Labor Code. Penalties shall be paid to the State Public Works Enforcement Fund.

(IV) Subclause (III) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires compliance with the skilled and trained workforce requirement and provides for enforcement of that obligation through an arbitration procedure. For purposes of this subparagraph, “project labor agreement” has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(iii) Notwithstanding subclause (II) of clause (ii), a contractor or subcontractor shall not be in violation of the apprenticeship graduation requirements of subdivision (d) of Section 2601 of the Public Contract Code to the extent that all of the following requirements are satisfied:

(I) All contractors and subcontractors performing work on the development are subject to a project labor agreement that includes the local building and construction trades council as a party, that requires compliance with the apprenticeship graduation requirements, and that provides for enforcement of that obligation through an arbitration procedure.

(II) The project labor agreement requires the contractor or subcontractor to request the dispatch of workers for the project through a hiring hall or referral procedure.

(III) The contractor or subcontractor is unable to obtain sufficient workers to meet the apprenticeship graduation percentage requirement within 48 hours of its request, Saturdays, Sundays, and holidays excepted.

(9) Notwithstanding subparagraph (B) of paragraph (8), a contract or subcontract may be awarded without a requirement for the use of a skilled and trained workforce to the extent that all of the following requirements are satisfied:

(A) At least seven days before issuing any invitation to prequalify or bid solicitation for the project, the developer sends a notice of the invitation or solicitation that describes the project to the following entities within the jurisdiction of the proposed project site:

(i) Any bona fide labor organization representing workers in the building and construction trades who may perform work necessary to complete the project.

(ii) Any organization representing contractors that may perform work necessary to complete the project.

- (B) The developer seeks bids containing an enforceable commitment that all contractors and subcontractors at every tier will use a skilled and trained workforce to perform work on the project that falls within an apprenticeable occupation in the building and construction trades.
- (C) For the purpose of establishing a bidder pool of eligible contractors and subcontractors, the developer establishes a process to prequalify prime contractors and subcontractors that agree to meet skilled and trained workforce requirements.
- (D) The bidding process for the project includes, but is not limited to, all of the following requirements:
 - (i) The prime contractor shall be required to list all subcontractors that will perform work in an amount in excess of one-half of 1 percent of the prime contractor's total bid.
 - (ii) The developer shall only accept bids from prime contractors that have been prequalified.
 - (iii) If the developer receives at least two bids from prequalified prime contractors, a skilled and trained workforce must be used by all contractors and subcontractors, except as provided in clause (vi).
 - (iv) If the developer receives fewer than two bids from prequalified prime contractors, the contract may be rebid and awarded without the skilled and trained workforce requirement applying to the prime contractor's scope of work.
 - (v) Prime contractors shall request bids from subcontractors on the prequalified list and shall only accept bids and list subcontractors from the prequalified list. If the prime contractor receives bids from at least two subcontractors in each tier listed on the prequalified list, the prime contractor shall require that the contract for that tier or scope of work will require a skilled and trained workforce.
 - (vi) If the prime contractor fails to receive at least two bids from subcontractors listed on the prequalified list in any tier, the prime contractor may rebid that scope of work. The prime contractor need not require that a skilled and trained workforce be used for that scope of work and may list subcontractors for that scope of work that do not appear on the prequalified list.
- (E) The developer shall establish minimum requirements for prequalification of prime contractors and subcontractors that are, to the maximum extent possible, quantifiable and objective. Only criterion, and minimum thresholds for any criterion, that are reasonably necessary to ensure that any bidder awarded a project can successfully complete the proposed scope shall be used by the developer. The developer shall not impose any obstacles to prequalification that go beyond what is commercially reasonable and customary.
- (F) The developer shall, within 24 hours of a request by a labor organization that represents workers in the geographic area of the project, provide all of the following information to the labor organization:
 - (i) The names and Contractors State License Board numbers of the prime contractors and subcontractors that have prequalified.

- (ii) The names and Contractors State License Board numbers of the prime contractors that have submitted bids and their respective listed subcontractors.
 - (iii) The names and Contractors State License Board numbers of the prime contractor that was awarded the work and its listed subcontractors.
- (G) An interested party, including a labor organization that represents workers in the geographic area of the project, may bring an action for injunctive relief against a developer or prime contractor that is proceeding with a project in violation of the bidding requirements of this paragraph applicable to developers and prime contractors. The court in such an action may issue injunctive relief to halt work on the project and to require compliance with the requirements of this subdivision. The prevailing plaintiff in such an action shall be entitled to recover its reasonable attorney's fees and costs.
- (c) (1) The development proponent shall provide written notice of the pending application to each commercial tenant on the parcel when the application is submitted.
- (2) The development proponent shall provide relocation assistance to each eligible commercial tenant located on the site as follows:
 - (A) For a commercial tenant operating on the site for at least one year but less than five years, the relocation assistance shall be equivalent to six months' rent.
 - (B) For a commercial tenant operating on the site for at least 5 years but less than 10 years, the relocation assistance shall be equivalent to nine months' rent.
 - (C) For a commercial tenant operating on the site for at least 10 years but less than 15 years, the relocation assistance shall be equivalent to 12 months' rent.
 - (D) For a commercial tenant operating on the site for at least 15 years but less than 20 years, the relocation assistance shall be equivalent to 15 months' rent.
 - (E) For a commercial tenant operating on the site for at least 20 years, the relocation assistance shall be equivalent to 18 months' rent.
- (3) The relocation assistance shall be provided to an eligible commercial tenant upon expiration of the lease of that commercial tenant.
- (4) For purposes of this subdivision, a commercial tenant is eligible for relocation assistance if the commercial tenant meets all of the following criteria:
 - (A) The commercial tenant is an independently owned and operated business with its principal office located in the county in which the property on the site that is leased by the commercial tenant is located.
 - (B) The commercial tenant's lease expired and was not renewed by the property owner.
 - (C) The commercial tenant's lease expired within the three years following the development proponent's submission of the application for a housing development pursuant to this article.
 - (D) The commercial tenant employs 20 or fewer employees and has an annual average gross receipts under one million dollars (\$1,000,000) for the three taxable year period ending with the taxable year that precedes the expiration of their lease.

- (E) The commercial tenant is still in operation on the site at the time of the expiration of its lease.
- (5) Notwithstanding paragraph (4), for purposes of this subdivision, a commercial tenant is ineligible for relocation assistance if the commercial tenant meets both of the following criteria:
 - (A) The commercial tenant entered into a lease on the site after the development proponent's submission of the application for a housing development pursuant to this article.
 - (B) The commercial tenant had not previously entered into a lease on the site.
- (6) (A) The commercial tenant shall utilize the funds provided by the development proponent to relocate the business or for costs of a new business.
 - (B) Notwithstanding paragraph (2), if the commercial tenant elects not to use the funds provided as required by subparagraph (A), the development proponent shall provide only assistance equal to three months' rent, regardless of the duration of the commercial tenant's lease.
- (7) For purposes of this subdivision, monthly rent is equal to one-twelfth of the total amount of rent paid by the commercial tenant in the last 12 months.
- (d) A local agency shall require that a rental of any unit created pursuant to this section be for a term longer than 30 days.
- (e) (1) A local agency may exempt a parcel from this section if the local agency makes written findings supported by substantial evidence of either of the following:
 - (A) The local agency concurrently reallocated the lost residential density to other lots so that there is no net loss in residential density in the jurisdiction.
 - (B) The lost residential density from each exempted parcel can be accommodated on a site or sites allowing residential densities at or above those specified in paragraph (2) of subdivision (b) and in excess of the acreage required to accommodate the local agency's share of housing for lower income households.
- (2) A local agency may reallocate the residential density from an exempt parcel pursuant to this subdivision only if all of the following requirements are met:
 - (A) The exempt parcel or parcels are subject to an ordinance that allows for residential development by right.
 - (B) The site or sites chosen by the local agency to which the residential density is reallocated meet both of the following requirements:
 - (i) The site or sites are suitable for residential development at densities specified in paragraph (1) of subdivision (b) of Section 65852.24. For purposes of this clause, "site or sites suitable for residential development" shall have the same meaning as "land suitable for residential development," as defined in Section 65583.2.
 - (ii) The site or sites are subject to an ordinance that allows for development by right.
- (f) (1) This section does not alter or lessen the applicability of any housing, environmental, or labor law applicable to a housing development authorized by this section, including, but not limited to, the following:

- (A) The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code).
 - (B) The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).
 - (C) The Housing Accountability Act (Section 65589.5).
 - (D) The Density Bonus Law (Section 65915).
 - (E) Obligations to affirmatively further fair housing, pursuant to Section 8899.50.
 - (F) State or local affordable housing laws.
 - (G) State or local tenant protection laws.
- (2) All local demolition ordinances shall apply to a project developed pursuant to this section.
- (3) For purposes of the Housing Accountability Act (Section 65589.5), a proposed housing development project that is consistent with the provisions of subdivision (b) shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.
- (4) Notwithstanding any other provision of this section, for purposes of the Density Bonus Law (Section 65915), an applicant for a housing development under this section may apply for a density bonus pursuant to Section 65915.
- (g) Notwithstanding Section 65913.4, a project subject to this section shall not be eligible for streamlining pursuant to Section 65913.4 if it meets either of the following conditions:
- (1) The site has previously been developed pursuant to Section 65913.4 with a project of 10 units or fewer.
 - (2) The developer of the project or any person acting in concert with the developer has previously proposed a project pursuant to Section 65913.4 of 10 units or fewer on the same or an adjacent site.
- (h) A local agency may adopt an ordinance to implement the provisions of this article. An ordinance adopted to implement this section shall not be considered a “project” under Division 13 (commencing with Section 21000) of the Public Resources Code.
- (i) Each local agency shall include the number of sites developed and the number of units constructed pursuant to this section in its annual progress report required pursuant to paragraph (2) of subdivision (a) of Section 65400.
- (j) The department shall undertake at least two studies of the outcomes of this chapter. One study shall be completed on or before January 1, 2027, and one shall be completed on or before January 1, 2031.
- (1) The studies required by this subdivision shall include, but not be limited to, the number of projects built, the number of units built, the jurisdictional and regional location of the housing, the relative wealth and access to resources of the communities in which they are built, the level of affordability, the effect on greenhouse gas emissions, and the creation of construction jobs that pay the prevailing wage.

- (2) The department shall publish a report of the findings of a study required by this subdivision, post the report on its internet website, and submit the report to the Legislature pursuant to Section 9795.
- (k) For purposes of this section:
 - (1) “Housing development project” means a project consisting of any of the following:
 - (A) Residential units only.
 - (B) Mixed-use developments consisting of residential and nonresidential retail commercial or office uses, and at least 50 percent of the square footage of the new construction associated with the project is designated for residential use. None of the square footage of any such development shall be designated for hotel, motel, bed and breakfast inn, or other transient lodging use, except for a residential hotel.
 - (2) “Local agency” means a city, including a charter city, county, or a city and county.
 - (3) “Office or retail commercial zone” means any commercial zone, except for zones where office uses and retail uses are not permitted, or are permitted only as an accessory use.
 - (4) “Residential hotel” has the same meaning as defined in Section 50519 of the Health and Safety Code.
- (l) The Legislature finds and declares that ensuring access to affordable housing is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this section applies to all cities, including charter cities.
- (m) (1) This section shall become operative on July 1, 2023.
 - (2) This section shall remain in effect only until January 1, 2033, and as of that date is repealed.

(Amended by Stats. 2023, Ch. 196, Sec. 9. (SB 143) Effective September 13, 2023. Repealed as of January 1, 2033, by its own provisions.)

T7(D1) – CH13(2 EXCERPTS)

Title 7–Planning and Land Use

Division 1–Planning and Zoning

Chapter 13–Accessory Dwelling units

Article 2–Accessory Dwelling Unit Approvals (excerpts)

66314

A local agency may, by ordinance, provide for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use. The ordinance shall do all of the following:

- (a) Designate areas within the jurisdiction of the local agency where accessory dwelling units may be permitted. The designation of areas may be based on the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. A local agency that does not provide water or sewer services shall consult with the local water or sewer service provider regarding the adequacy of water and sewer services before designating an area where accessory dwelling units may be permitted.
- (b)
 - (1) Impose objective standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, maximum size of a unit, and standards that prevent adverse impacts on any real property that is listed in the California Register of Historical Resources. These standards shall not include requirements on minimum lot size.
 - (2) Notwithstanding paragraph (1), a local agency may reduce or eliminate parking requirements for any accessory dwelling unit located within its jurisdiction.
- (c) Provide that accessory dwelling units do not exceed the allowable density for the lot upon which the accessory dwelling unit is located, and that accessory dwelling units are a residential use that is consistent with the existing general plan and zoning designation for the lot.
- (d) Require the accessory dwelling units to comply with all of the following:
 - (1) Except as provided in Article 4 (commencing with Section 66340), the accessory dwelling unit may be rented separate from the primary residence, but shall not be sold or otherwise conveyed separate from the primary residence.
 - (2) The lot is zoned to allow single-family or multifamily dwelling residential use and includes a proposed or existing dwelling.
 - (3) The accessory dwelling unit is either attached to, or located within, the proposed or existing primary dwelling, including attached garages, storage areas or similar uses, or an accessory structure or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling, including detached garages.
 - (4) If there is an existing primary dwelling, the total floor area of an attached accessory dwelling unit shall not exceed 50 percent of the existing primary dwelling.
 - (5) The total floor area for a detached accessory dwelling unit shall not exceed 1,200 square feet.
 - (6) No passageway shall be required in conjunction with the construction of an accessory dwelling unit.

- (7) No setback shall be required for an existing living area or accessory structure or a structure constructed in the same location and to the same dimensions as an existing structure that is converted to an accessory dwelling unit or to a portion of an accessory dwelling unit, and a setback of no more than four feet from the side and rear lot lines shall be required for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure.
- (8) Local building code requirements that apply to detached dwellings, except that the construction of an accessory dwelling unit shall not constitute a Group R occupancy change under the local building code, as described in Section 310 of the California Building Code (Title 24 of the California Code of Regulations), unless the building official or enforcement agency of the local agency makes a written finding based on substantial evidence in the record that the construction of the accessory dwelling unit could have a specific, adverse impact on public health and safety. Nothing in this paragraph shall be interpreted to prevent a local agency from changing the occupancy code of a space that was uninhabitable space or was only permitted for nonresidential use and was subsequently converted for residential use pursuant to this article.
- (9) Approval by the local health officer where a private sewage disposal system is being used, if required.
- (10) (A) Parking requirements for accessory dwelling units shall not exceed one parking space per accessory dwelling unit or per bedroom, whichever is less. These spaces may be provided as tandem parking on a driveway.
- (B) Off-street parking shall be permitted in setback areas in locations determined by the local agency or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon specific site or regional topographical or fire and life safety conditions.
- (C) This subparagraph shall not apply to an accessory dwelling unit that is described in Section 66322.
- (11) When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, the local agency shall not require that those offstreet parking spaces be replaced.
- (12) Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence. The construction of an accessory dwelling unit shall not trigger a requirement for fire sprinklers to be installed in the existing primary dwelling.
- (e) Require that a demolition permit for a detached garage that is to be replaced with an accessory dwelling unit be reviewed with the application for the accessory dwelling unit and issued at the same time.
- (f) An accessory dwelling unit ordinance shall not require, and the applicant shall not be otherwise required, to provide written notice or post a placard for the demolition of a detached garage that is to be replaced with an accessory dwelling unit, unless the property is located within an architecturally and historically significant historic district.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

66316

An existing accessory dwelling unit ordinance governing the creation of an accessory dwelling unit by a local agency or an accessory dwelling ordinance adopted by a local agency shall provide an approval process that includes only ministerial provisions for the approval of accessory dwelling units and shall not include any discretionary processes, provisions, or requirements for those units, except as otherwise provided in this article. If a local agency has an existing accessory dwelling unit ordinance that fails to meet the requirements of this article, that ordinance shall be null and void and that agency shall thereafter apply the standards established in this article for the approval of accessory dwelling units, unless and until the agency adopts an ordinance that complies with this article.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

66321

- (a) Subject to subdivision (b), a local agency may establish minimum and maximum unit size requirements for both attached and detached accessory dwelling units.
- (b) Notwithstanding subdivision (a), a local agency shall not establish by ordinance any of the following:
 - (1) A minimum square footage requirement for either an attached or detached accessory dwelling unit that prohibits an efficiency unit.
 - (2) A maximum square footage requirement for either an attached or detached accessory dwelling unit that is less than either of the following:
 - (A) Eight hundred fifty square feet.
 - (B) One thousand square feet for an accessory dwelling unit that provides more than one bedroom.
 - (3) Any requirement for a zoning clearance or separate zoning review or any other minimum or maximum size for an accessory dwelling unit, size based upon a percentage of the proposed or existing primary dwelling, or limits on lot coverage, floor area ratio, open space, front setbacks, and minimum lot size, for either attached or detached dwellings that does not permit at least an 800 square foot accessory dwelling unit with four-foot side and rear yard setbacks to be constructed in compliance with all other local development standards.
 - (4) Any height limitation that does not allow at least the following, as applicable:
 - (A) A height of 16 feet for a detached accessory dwelling unit on a lot with an existing or proposed single family or multifamily dwelling unit.
 - (B) A height of 18 feet for a detached accessory dwelling unit on a lot with an existing or proposed single family or multifamily dwelling unit that is within one-half of one mile walking distance of a major transit stop or a high-quality transit corridor, as those terms are defined in Section 21155 of the Public Resources Code. A local agency shall also allow an additional two feet in height to accommodate a roof pitch on the accessory dwelling unit that is aligned with the roof pitch of the primary dwelling unit.

- (C) A height of 18 feet for a detached accessory dwelling unit on a lot with an existing or proposed multifamily, multistory dwelling.
- (D) A height of 25 feet or the height limitation in the local zoning ordinance that applies to the primary dwelling, whichever is lower, for an accessory dwelling unit that is attached to a primary dwelling. This subparagraph shall not require a local agency to allow an accessory dwelling unit to exceed two stories.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

T7(D1) – CH13(3 EXCERPTS)

Title 7–Planning and Land Use

Division 1–Planning and Zoning

Chapter 13–Accessory Dwelling units

Article 3–Junior Accessory Dwelling Units (excerpts)

66333

Notwithstanding Article 2 (commencing with Section 66314), a local agency may, by ordinance, provide for the creation of junior accessory dwelling units in single-family residential zones. The ordinance may require a permit to be obtained for the creation of a junior accessory dwelling unit, and shall do all of the following:

- (a) Limit the number of junior accessory dwelling units to one per residential lot zoned for single-family residences with a single-family residence built, or proposed to be built, on the lot.
- (b) Require owner-occupancy in the single family residence in which the junior accessory dwelling unit will be permitted. The owner may reside in either the remaining portion of the structure or the newly created junior accessory dwelling unit. Owner-occupancy shall not be required if the owner is another governmental agency, land trust, or housing organization.
- (c) Require the recordation of a deed restriction, which shall run with the land, shall be filed with the permitting agency, and shall include both of the following:
 - (1) A prohibition on the sale of the junior accessory dwelling unit separate from the sale of the single-family residence, including a statement that the deed restriction may be enforced against future purchasers.
 - (2) A restriction on the size and attributes of the junior accessory dwelling unit that conforms with this article.
- (d) Require a permitted junior accessory dwelling unit to be constructed within the walls of the proposed or existing single-family residence. For purposes of this subdivision, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.
- (e)
 - (1) Require a permitted junior accessory dwelling unit to include a separate entrance from the main entrance to the proposed or existing single-family residence.
 - (2) If a permitted junior accessory dwelling unit does not include a separate bathroom, the permitted junior accessory dwelling unit shall include a separate entrance from the main entrance to the structure, with an interior entry to the main living area.
- (f) Require the permitted junior accessory dwelling unit to include an efficiency kitchen, which shall include all of the following:
 - (1) A cooking facility with appliances.
 - (2) A food preparation counter and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

66335

- (a) (1) An application for a permit pursuant to this article shall, notwithstanding Section 65901 or 65906 or any local ordinance regulating the issuance of variances or special use permits, be considered ministerially, without discretionary review or a hearing.
- (2) The permitting agency shall either approve or deny the application to create or serve a junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family dwelling on the lot.
- (3) If the permit application to create or serve a junior accessory dwelling unit is submitted with a permit application to create or serve a new single-family dwelling on the lot, the permitting agency may delay approving or denying the permit application for the junior accessory dwelling unit until the permitting agency approves or denies the permit application to create or serve the new single-family dwelling, but the application to create or serve the junior accessory dwelling unit shall still be considered ministerially without discretionary review or a hearing.
- (4) If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay.
- (b) If a permitting agency denies an application for a junior accessory dwelling unit pursuant to subdivision (a), the permitting agency shall, within the time period described in subdivision (a), return in writing a full set of comments to the applicant with a list of items that are defective or deficient and a description of how the application can be remedied by the applicant.
- (c) A local agency may charge a fee to reimburse the local agency for costs incurred in connection with the issuance of a permit pursuant to this article.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

EDUCATION CODE

T1(D1) – P10.5 – CH1(1 EXCERPTS)

Title 1—General Education Code Provisions
Division 1—General Education Code Provisions
Part 10.5—School Facilities
Chapter 1—School Sites
Article 1—General Provisions (excerpts)

17215

- (a) In order to promote the safety of pupils, comprehensive community planning, and greater educational usefulness of schoolsites, before acquiring title to or leasing property for a new schoolsite, the governing board of each school district, including any district governed by a city board of education or a charter school, shall give the State Department of Education written notice of the proposed acquisition or lease and shall submit any information required by the State Department of Education if the site is within two miles, measured by air line, of that point on an airport runway or a potential runway included in an airport master plan that is nearest to the site.
- (b) Upon receipt of the notice required pursuant to subdivision (a), the State Department of Education shall notify the Department of Transportation in writing of the proposed acquisition or lease. If the Department of Transportation is no longer in operation, the State Department of Education shall, in lieu of notifying the Department of Transportation, notify the United States Department of Transportation or any other appropriate agency, in writing, of the proposed acquisition or lease for the purpose of obtaining from the department or other agency any information or assistance that it may desire to give.
- (c) The Department of Transportation shall investigate the site and, within 30 working days after receipt of the notice, shall submit to the State Department of Education a written report of its findings including recommendations concerning acquisition or lease of the site. As part of the investigation, the Department of Transportation shall give notice thereof to the owner and operator of the airport who shall be granted the opportunity to comment upon the site. The Department of Transportation shall adopt regulations setting forth the criteria by which a site will be evaluated pursuant to this section.
- (d) The State Department of Education shall, within 10 days of receiving the Department of Transportation's report, forward the report to the governing board of the school district or charter school. The governing board or charter school may not acquire title to or lease the property until the report of the Department of Transportation has been received. If the report does not favor the acquisition or lease of the property for a schoolsite or an addition to a present schoolsite, the governing board or charter school may not acquire title to or lease the property. If the report does favor the acquisition or lease of the property for a schoolsite or an addition to a present schoolsite, the governing board or charter school shall hold a public hearing on the matter prior to acquiring or leasing the site.

- (e) If the Department of Transportation's recommendation does not favor acquisition or lease of the proposed site, state funds or local funds may not be apportioned or expended for the acquisition or lease of that site, construction of any school building on that site, or for the expansion of any existing site to include that site.
- (f) This section does not apply to sites acquired prior to January 1, 1966, nor to any additions or extensions to those sites.

(Amended by Stats. 2005, Ch. 229, Sec. 1. Effective January 1, 2006.)

T3(D7) – P49 – CH1(2 EXCERPTS)

Title 3—Postsecondary Education
Division 7—Community Colleges
Part 49—Community Colleges, Education Facilities
Chapter 1—School Sites
Article 2—School Sites (excerpts)

81033 Investigation: Geologic and Soil Engineering Studies; Airport in Proximity

- (c) To promote the safety of students, comprehensive community planning, and greater educational usefulness of community college sites, the governing board of each community college district, if the proposed site is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site and excluding them if the property is not so located, before acquiring title to property for a new community college site or for an addition to a present site, shall give the board of governors notice in writing of the proposed acquisition and shall submit any information required by the board of governors.

Immediately after receiving notice of the proposed acquisition of property which is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site, the board of governors shall notify the Division of Aeronautics of the Department of Transportation, in writing, of the proposed acquisition. The Division of Aeronautics shall make an investigation and report to the board of governors within 30 working days after receipt of the notice. If the Division of Aeronautics is no longer in operation, the board of governors, in lieu of notifying the Division of Aeronautics, shall notify the Federal Aviation Administration or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the authority or other agency any information or assistance it may desire to give.

The board of governors shall investigate the proposed site and within 35 working days after receipt of the notice shall submit to the governing board a written report and its recommendations concerning acquisition of the site. The governing board shall not acquire title to the property until the report of the board of governors has been received. If the report does not favor the acquisition of the property for a community college site or an addition to a present community college site, the governing board shall not acquire title to the property until 30 days after the department's report is received and until the board of governors' report has been read at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the community college district, or if there is no such newspaper, then in a newspaper of general circulation within the county in which the property is located.

- (d) If, with respect to a proposed site located within two miles of an operative airport runway, the report of the board of governors submitted to a community college district governing board under subdivision (c) does not favor the acquisition of the site on the sole or partial basis of the unfavorable recommendation of the Division of Aeronautics of the Department of Transportation, no state agency or officer shall grant, apportion, or allow to that community college district for expenditure in connection with that site, any state funds otherwise made available under any state law whatever for community college site acquisition or college building construction, or for expansion of existing sites and buildings, and no funds of the community college district or of the county in which the district lies shall be expended for those purposes; however, this section shall not be applicable to sites acquired prior to January 1, 1966, or to any additions or extensions to those sites.

If the recommendation of the Division of Aeronautics is unfavorable, the recommendation shall not be overruled without the express approval of the board of governors and the State Allocation Board.

(Amended by Stats. 1995, Ch. 758, Sec. 109, Effective January 1, 1996.)

HEALTH AND SAFETY CODE

D2 – CH3.6(EXCERPTS)

Division 2—Licensing Provisions

Chapter 3.6—Family Day Care Homes (excerpts)

1597.40

- (a) It is the intent of the Legislature that family daycare homes for children should be situated in normal residential surroundings so as to give children the home environment that is conducive to healthy and safe development. It is the public policy of this state to provide children in a family daycare home the same home environment as provided in a traditional home setting.
- (b) The Legislature declares this policy to be of statewide concern with the purpose of occupying the field. This act, the state building code, and the fire code, and regulations promulgated pursuant to those provisions, shall preempt local laws, regulations, and rules governing the use and occupancy of family daycare homes. Local laws, regulations, or rules shall not directly or indirectly prohibit or restrict the use of a facility as a family daycare home, including, but not limited to, precluding the operation of a family daycare home.

(Repealed and added by Stats. 2019, Ch. 244, Sec. 6. (SB 234) Effective January 1, 2020.)

1597.41

- (a) Every provision in a written instrument relating to real property that purports to restrict the conveyance, encumbrance, leasing, or mortgaging of the real property for use or occupancy as a family daycare home is void, and every restriction in that written instrument as to the use or occupancy of the property as a family daycare home is void.
- (b) An attempt to deny, restrict, or encumber the conveyance, leasing, or mortgaging of real property for use or occupancy as a family daycare home is void. A restriction related to the use or occupancy of the property as a family daycare home is void. A property owner or manager shall not refuse to sell or rent, or refuse to negotiate for the sale or rental of, or otherwise make unavailable or deny, a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential use to a person because that person is a family daycare provider.
- (c) Except as provided in subdivision (d), a restriction, whether by way of covenant, contract, condition upon use or occupancy, or by transfer of title to real property, that restricts directly or indirectly limits the acquisition, use, or occupancy of a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential use as a family daycare home is void.
- (d) (1) A prospective family daycare home provider who resides in a rental property shall provide 30 days' written notice to the landlord or owner of the rental property prior to the commencement of operation of the family daycare home.

- (2) A family daycare home provider who has relocated an existing licensed family daycare home program to a rental property on or after January 1, 1997, may provide less than 30 days' written notice when the department approves the operation of the new location of the family daycare home in less than 30 days, or the home is licensed in less than 30 days, so that service to the children served in the former location not be interrupted.
- (3) A family daycare home provider in operation on rental or leased property as of January 1, 1997, shall notify the landlord or property owner in writing at the time of the annual license fee renewal, or by March 31, 1997, whichever occurs later.
- (4) Notwithstanding any other law, upon commencement of, or knowledge of, the operation of a family daycare home on an individual's property, the landlord or property owner may require the family daycare home provider to pay an increased security deposit for operation of the family daycare home. The increase in deposit may be required notwithstanding that a lesser amount is required of tenants who do not operate family daycare homes. The total security deposit charged shall not exceed the maximum allowable under existing law.
- (5) Section 1596.890 does not apply to this subdivision.
- (e) During the license application process for a small or large family daycare home, the department shall notify the applicant that the remedies and procedures in Article 2 (commencing with Section 12980) of Chapter 7 of Part 2.8 of Division 3 of Title 2 of the Government Code relating to fair housing are available to family daycare home providers, family daycare home provider applicants, and individuals who claim that any of the protections provided by this section or Section 1597.40, 1597.42, 1597.43, 1597.45, 1597.455, or 1597.46 have been denied.
- (f) For the purpose of this section, "restriction" means a restriction imposed orally, in writing, or by conduct and includes prohibition.
- (g) This section does not alter the existing rights of landlords and tenants with respect to addressing and resolving issues related to noise, lease violations, nuisances, or conflicts between landlords and tenants.

(Added by Stats. 2019, Ch. 244, Sec. 7. (SB 234) Effective January 1, 2020.)

1597.42

The use of a home as a family daycare home, operated under the standards of state law, in a residentially zoned area shall be considered a residential use of property for the purposes of all local ordinances, regulations, and rules, and shall not fundamentally alter the nature of the underlying residential use.

(Added by Stats. 2019, Ch. 244, Sec. 8. (SB 234) Effective January 1, 2020.)

1597.43

The Legislature finds and declares all of the following:

- (a) Family day care homes operated under the standards of state law constitute accessory uses of residentially zoned and occupied properties and do not fundamentally alter the nature of the underlying residential uses. Family day care homes draw clients and vehicles to their sites during a limited time of day and do not require the attendance of a large number of employees and equipment.

- (b) The uses of congregate care facilities are distinguishable from the uses of family day care homes operated under the standards of state law. For purposes of this section, a “congregate care facility” means a “residential facility,” as defined in paragraph (1) of subdivision (a) of Section 1502. Congregate care facilities are used throughout the day and night, and the institutional uses of these facilities are primary uses of the facilities, not accessory uses, and draw a large number of employees, vehicles, and equipment compared to that drawn to family day care homes.
- (c) The expansion permitted for family day care homes by Sections 1597.44 and 1597.465 is not appropriate with respect to congregate care facilities, or any other facilities with quasi-institutional uses. Therefore, with these provisions, the Legislature does not intend to alter the legal standards governing congregate care facilities and these provisions are not intended to encourage, or be a precedent for, changes in statutory and case law governing congregate care facilities.

(Added by Stats. 1996, Ch. 18, Sec. 3.5. Effective January 1, 1997.)

1597.44

A small family day care home may provide care for more than six and up to eight children, without an additional adult attendant, if all of the following conditions are met:

- (a) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.
- (b) No more than two infants are cared for during any time when more than six children are cared for.
- (c) The licensee notifies each parent that the facility is caring for two additional schoolage children and that there may be up to seven or eight children in the home at one time.
- (d) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented.

(Amended by Stats. 2003, Ch. 744, Sec. 1. Effective January 1, 2004.)

1597.45

- (a) The use of a home as a small or large family daycare home shall be considered a residential use of property and a use by right for the purposes of all local ordinances, including, but not limited to, zoning ordinances.
- (b) A local jurisdiction shall not impose a business license, fee, or tax for the privilege of operating a small or large family daycare home.
- (c) Use of a home as a small or large family daycare home shall not constitute a change of occupancy for purposes of Part 1.5 (commencing with Section 17910) of Division 13 (State Housing Law) or for purposes of local building codes.
- (d) A small or large family daycare home shall not be subject to the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code.
- (e) The provisions of this chapter do not preclude a city, county, or other local public entity from placing restrictions on building heights, setback, or lot dimensions of a family daycare home, as long as those restrictions are identical to those applied to all other residences with the same zoning designation as the family daycare home. This chapter does not preclude a local ordinance that

deals with health and safety, building standards, environmental impact standards, or any other matter within the jurisdiction of a local public entity, as long as the local ordinance is identical to those applied to all other residences with the same zoning designation as the family daycare home. This chapter also does not prohibit or restrict the abatement of nuisances by a city, county, or city and county. However, the ordinance or nuisance abatement shall not distinguish family daycare homes from other homes with the same zoning designation, except as otherwise provided in this chapter.

- (f) For purposes of this chapter, “small family daycare home or large family daycare home” includes a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses. A small family daycare home or large family daycare home is where the family daycare provider resides, and includes a dwelling or dwelling unit that is rented, leased, or owned.

(Amended by Stats. 2019, Ch. 244, Sec. 9. (SB 234) Effective January 1, 2020.)

1597.46

A large family day care home may provide care for more than 12 children and up to and including 14 children, if all of the following conditions are met:

- (a) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.
- (b) No more than three infants are cared for during any time when more than 12 children are being cared for.
- (c) The licensee notifies a parent that the facility is caring for two additional schoolage children and that there may be up to 13 or 14 children in the home at one time.
- (d) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented.

(Amended by Stats. 2003, Ch. 744, Sec. 2. Effective January 1, 2004.)

D31(P2) – CH 8.5

Division 31–Housing and Home Finance

Part 2–Department of Housing and Community Development

Chapter 8.5–Special Housing Program for Migratory Workers

50710.1

- (a) If all the development costs of any migrant farm labor center assisted pursuant to this chapter are provided by federal, state, or local grants, and if inadequate funds are available from any federal, state, or local service to write-down operating costs, the department may approve rents for that center that are in excess of rents charged in other centers assisted by the Office of Migrant Services. However, notwithstanding any other provision of law, commencing with the 2006 growing season, the department shall not increase rents for residents of any facility assisted by the Office of Migrant Services to a level that exceeds 30 percent of the average annualized household incomes of residents of the facility without specific legislative authorization. Prior to approving these rents, the department shall consider the adequacy of evidence presented by the entity operating the center that the rents reimburse actual, reasonable, and necessary costs of operation.
- (b) At the end of each fiscal year, any entity operating a migrant farm labor center pursuant to this chapter shall establish a capital reserve account comprised of the excess funds provided through the annual operating contract received from the department if the department certifies there is no need to address reasonable general maintenance requirements or repairs, rehabilitation, and replacement needs of the requesting migrant farm labor center which affect the immediate health and safety of residents. The cumulative balance of the reserve account shall not exceed 10 percent of the annual operating funds annually committed to the entity by the department unless authorized by the department, and shall be reported annually to the department. Funds in the reserve account shall be used only for capital improvements such as replacing or repairing structural elements, furniture, fixtures, or equipment of the migrant farm labor center, the replacement or repair of which are reasonably required to preserve the migrant farm labor center. An entity shall first use the available capital reserve funds for required improvements or repairs before requesting additional funding from the department for that use. Withdrawals from the reserve account shall be made only upon the written approval of the department of the amount and nature of expenditures.
- (c) A migrant farm labor center governed by this chapter may be operated for an extended period prior to or beyond the standard 180-day period, as further provided in paragraph (8) below, after approval by the department, provided that all of the following conditions are satisfied:
 - (1) No additional subsidies provided by the department are used for the operation or administration of the migrant farm center during the extended occupancy period except to the extent that state funds are appropriated or authorized for the purpose of funding all or part of the cost of subsidizing extended occupancy periods.
 - (2) Rents are not to be increased above the rents charged during the standard 180-day occupancy period unless the department finds that an increase is necessary to cover the difference between reasonable operating costs necessary to keep the center open during the extended occupancy period and the amount of state funds available pursuant to paragraph (1) and any contributions from agricultural employers or other federal, local, or private

sources. These contributions shall not be used to reduce the amount of state funds that otherwise would be made available to the center to subsidize rents during an extended occupancy period.

- (3) In no event shall the rent during the extended occupancy period exceed the average daily operating cost of the center, less any subsidy funds available pursuant to paragraph (1) or (2). With respect to an extended occupancy beyond the standard 180-day period, households representing at least 25 percent of the units in the center shall have indicated their desire and intention to remain in residency by signing a petition to the local entity to keep the center open for an extended period at rents that are the same or higher than rents during the regular period of occupancy. Each household shall receive a clear bilingual notice describing the extended occupancy options attached to the lease.

The Legislature finds and declares that because the number of residents may be substantially reduced during the extended occupancy period, a rent increase may be necessary to cover operating costs. It is the intent of the Legislature that the public sector, private sector, and farmworkers should each play an important role in ensuring the financial viability of this important source of needed housing.

- (4) An extended occupancy period is requested by an entity operating the migrant farm labor center and received by the department no earlier than 30 days and no later than 15 days prior to the center's scheduled opening or closing date. The department shall notify the entity and petitioning residents of the final decision no later than seven days prior to the center's scheduled opening or closing date. During the extended occupancy period, occupancy shall be limited to migrant farmworkers and their families who resided or intended to reside at a migrant center during the regular period of occupancy.
- (5) Before approving or denying an early opening or an extension and establishing the rents for the extended occupancy period, both of which shall be within the sole discretion of the department, the department shall take into consideration all of the following factors:
 - (A) The structural and physical condition of the center, including water and sewer pond capacity and the capacity and willingness of the local entity to operate the center during the extended occupancy period.
 - (B) Whether local approvals are required, and whether there are competing demands for the use of the center's facilities.
 - (C) Whether there is adequate documentation that there is a need for residents of the migrant center to continue work in the area, as confirmed by the local entity.
 - (D) The climate during the extended occupancy period.
 - (E) The amount of subsidy funds available that can be allocated to each center to subsidize rents below the operating costs and the cost of operating each center during the extended occupancy period.
 - (F) The extended occupancy period is deemed necessary for the health and safety of the migrant farmworkers and their families.
 - (G) Other relevant factors affecting the migrant farmworkers and their families and the operation of the centers.

- (6) The rents collected during the extended occupancy period shall be remitted to the department. However, based on financial records to the satisfaction of the department, the department may reduce the amount to be remitted by an amount it determines the local entity has expended during the extended occupancy period that is not being reimbursed by department funds.
- (7) The occupancy during the extended occupancy period represents a new tenancy and is not subject to existing and statutory and regulatory limitations governing rents. Prior to the beginning of the extended occupancy period, residents shall be provided at least two days' advance written notice of any rent increase and of the expected length of the extended occupancy period, including the scheduled date of the beginning of the extended occupancy period and closure of the center. Prior to being eligible for residency during the extended occupancy period, residents shall sign rental documents deemed necessary by the department.
- (8) Notwithstanding anything to the contrary contained in this section, the standard 180-day occupancy period combined with any extended occupancy periods shall not exceed a cumulative operating period of 275 days in any calendar year.
- (d) The Legislature finds and declares that variable annual climates and changing agricultural techniques create an inability to accurately predict the end of a harvest season for the purposes of housing migrant farmworkers and their families. Because of these factors, in any part of this state, and in any specific year, one or more migrant farmworker housing centers governed by this chapter need to open early or remain open up to a total of 275 days to allow the residents to provide critical assistance to growers in harvesting crops while also fulfilling work expectations that encouraged them to migrate to the areas of the centers. In addition, if the centers close prematurely or open late, the migrant farmworkers often must remain or reside in the areas to work. During this time they will not be able to obtain decent, safe, and affordable housing and the health and safety of their families and the surrounding community will be threatened.

The Legislature therefore finds and declares that, for the purposes of any public or private right, obligation, or authorization related to the use of property and improvements thereon as a 180-day migrant center, an extended use of any housing center governed by this chapter pursuant to this section is deemed to be the same as the 180-day use generally authorized by this chapter.
- (e) Because of the presumed income levels of the occupants of migrant farm labor centers, an entity operating a migrant farm labor center shall be deemed eligible for the California Alternative Rates for Energy program established pursuant to Sections 382 and 739.1 of the Public Utilities Code. Any savings from a reduction in energy rates shall be passed on to the occupants of the migrant farm labor center.

(Amended by Stats. 2018, Ch. 999, Sec. 1. (AB 2887) Effective January 1, 2019.)

CALIFORNIA ENVIRONMENTAL QUALITY ACT STATUTES

PUBLIC RESOURCES CODE

D13 – CH2.6(EXCERPTS)

Division 13—Environmental Quality
Chapter 2.6—General (excerpts)

21096 Airport Planning

- (a) If a lead agency prepares an environmental impact report for a project situated within airport land use compatibility plan boundaries, or, if an airport land use compatibility plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with Section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.
- (b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

(Amended by Stats. 2002, Ch. 438, Sec. 8.5. Effective January 1, 2003.)

BUSINESS AND PROFESSIONS CODE

D4(P2) – CH1(2 EXCERPTS)

Division 4—Real Estate

Part 2—Regulation of Transactions

Chapter 1—Subdivided Lands

Article 2—Investigation, Regulation and Report (excerpts)

11010

- (a) Except as otherwise provided pursuant to subdivision (c) or elsewhere in this chapter, any person who intends to offer subdivided lands within this state for sale or lease shall file with the Department of Real Estate an application for a public report consisting of a notice of intention and a completed questionnaire on a form prepared by the department.
- (b) The notice of intention shall contain the following information about the subdivided lands and the proposed offering:

[Sub-Sections (1) through (12) omitted]

- (13) (A) The location of all existing airports, and of all proposed airports shown on the general plan of any city or county, located within two statute miles of the subdivision. If the property is located within an airport influence area, the following statement shall be included in the notice of intention:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

- (B) For purposes of this section, an “airport influence area,” also known as an “airport referral area,” is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.

CIVIL CODE

D2(P4) – T4 – CH2(1.7 EXCERPTS)

Division 2–Property

Part 4–Acquisition of Property

Title 4–Transfer

Chapter 2–Transfer of Real Property

Article 1.7–Disclosure of Natural Hazards Upon Transfer of Residential Property (excerpts)

1103

- (a) For purpose of this article, the definitions in Chapter 1 (commencing with Section 10000) of Part 1 of Division 4 of the Business and Professions Code shall apply.
- (b) Except as provided in Section 1103.1, this article applies to a sale, exchange, real property sales contract, as defined in Section 2985, lease with an option to purchase, any other option to purchase, or ground lease coupled with improvements, of any single-family residential real property.
- (c) This article shall apply to the transactions described in subdivision (b) only if the seller or his or her agent is required by one or more of the following to disclose the property’s location within a hazard zone:
 - (1) A seller’s agent for a seller of real property that is located within a special flood hazard area (any type Zone “A” or “V”) designated by the Federal Emergency Management Agency, or the seller if the seller is acting without a seller’s agent, shall disclose to any prospective buyer the fact that the property is located within a special flood hazard area if either:
 - (A) The seller, or the seller’s agent, has actual knowledge that the property is within a special flood hazard area.
 - (B) The local jurisdiction has compiled a list, by parcel, of properties that are within the special flood hazard area and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the parcel list.
 - (2) A seller’s agent for a seller of real property that is located within an area of potential flooding designated pursuant to Section 6161 of the Water Code, or the seller if the seller is acting without a seller’s agent, shall disclose to any prospective buyer the fact that the property is located within an area of potential flooding if either:
 - (A) The seller, or the seller’s agent, has actual knowledge that the property is within an inundation area.
 - (B) The local jurisdiction has compiled a list, by parcel, of properties that are within the inundation area and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the parcel list.

- (3) A seller of real property that is located within a very high fire hazard severity zone, designated pursuant to Section 51178 of the Government Code, or the seller's agent, shall disclose to any prospective buyer the fact that the property is located within a very high fire hazard severity zone and is subject to the requirements of Section 51182 of the Government Code if either:
- (A) The seller or the seller's agent, has actual knowledge that the property is within a very high fire hazard severity zone.
 - (B) A map that includes the property has been provided to the local agency pursuant to Section 51178 of the Government Code and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the local agency.
- (4) A seller's agent for a seller of real property that is located within an earthquake fault zone, designated pursuant to Section 2622 of the Public Resources Code, or the seller, if the seller is acting without an agent, shall disclose to any prospective buyer the fact that the property is located within a delineated earthquake fault zone if either:
- (A) The seller, or the seller's agent, has actual knowledge that the property is within a delineated earthquake fault zone.
 - (B) A map that includes the property has been provided to the city or county pursuant to Section 2622 of the Public Resources Code and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the county.
- (5) A seller's agent for a seller of real property that is located within a seismic hazard zone, designated pursuant to Section 2696 of the Public Resources Code, or the seller if the seller is acting without an agent, shall disclose to any prospective buyer the fact that the property is located within a seismic hazard zone if either:
- (A) The seller, or the seller's agent, has actual knowledge that the property is within a seismic hazard zone.
 - (B) A map that includes the property has been provided to the city or county pursuant to Section 2696 of the Public Resources Code and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the county.
- (6) A seller of real property that is located within a state responsibility area determined by the board, pursuant to Section 4125 of the Public Resources Code, or the seller's agent, shall disclose to any prospective buyer the fact that the property is located within a wildland area that may contain substantial forest fire risks and hazards and is subject to the requirements of Section 4291 of the Public Resources Code if either:
- (A) The seller, or the seller's agent, has actual knowledge that the property is within a wildland fire zone.

(B) A map that includes the property has been provided to the city or county pursuant to Section 4125 of the Public Resources Code and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the county.

(d) Any waiver of the requirements of this article is void as against public policy.

(Amended by Stats. 2018, Ch. 907, Sec. 20. (AB 1289) Effective January 1, 2019.)

1103.1

(a) This article does not apply to the following sales:

- (1) Sales or transfers pursuant to court order, including, but not limited to, sales ordered by a probate court in administration of an estate, sales pursuant to a writ of execution, sales by any foreclosure sale, sales by a trustee in bankruptcy, sales by eminent domain, and sales resulting from a decree for specific performance.
- (2) Sales or transfers to a mortgagee by a mortgagor or successor in interest who is in default, sales to a beneficiary of a deed of trust by a trustor or successor in interest who is in default, transfers by any foreclosure sale after default, any foreclosure sale after default in an obligation secured by a mortgage, sale under a power of sale or any foreclosure sale under a decree of foreclosure after default in an obligation secured by a deed of trust or secured by any other instrument containing a power of sale, or sales by a mortgagee or a beneficiary under a deed of trust who has acquired the real property at a sale conducted pursuant to a power of sale under a mortgage or deed of trust or a sale pursuant to a decree of foreclosure or has acquired the real property by a deed in lieu of foreclosure.
- (3) Sales or transfers by a fiduciary in the course of the administration of a trust, guardianship, conservatorship, or decedent's estate. This exemption shall not apply to a sale if the trustee is a natural person who is a trustee of a revocable trust and the seller is a former owner of the property or an occupant in possession of the property within the preceding year.
- (4) Sales or transfers from one coowner to one or more other coowners.
- (5) Sales or transfers made to a spouse, or to a person or persons in the line of consanguinity of one or more of the sellers.
- (6) Sales or transfers between spouses resulting from a judgment of dissolution of marriage or of legal separation of the parties or from a property settlement agreement incidental to that judgment.
- (7) Sales or transfers by the Controller in the course of administering Chapter 7 (commencing with Section 1500) of Title 10 of Part 3 of the Code of Civil Procedure.
- (8) Sales or transfers under Chapter 7 (commencing with Section 3691) or Chapter 8 (commencing with Section 3771) of Part 6 of Division 1 of the Revenue and Taxation Code.
- (9) Sales, transfers, or exchanges to or from any governmental entity.
- (10) The sale, creation, or transfer of any lease of any duration except a lease with an option to purchase or a ground lease coupled with improvements.

- (b) Sales and transfers not subject to this article may be subject to other disclosure requirements, including those under Sections 8589.3, 8589.4, and 51183.5 of the Government Code and Sections 2621.9, 2694, and 4136 of the Public Resources Code. In sales not subject to this article, agents may make required disclosures in a separate writing.
- (c) Notwithstanding the definition of sale in Section 10018.5 of the Business and Professions Code and Section 2079.13, the terms “sale” and “transfer,” as they are used in this section, shall have their commonly understood meanings. The changes made to this section by Assembly Bill 1289 of the 2017–18 Legislative Session shall not be interpreted to change the application of the law as it read prior to January 1, 2019.

(Amended by Stats. 2020, Ch. 370, Sec. 27. (SB 1371) Effective January 1, 2021.)

1103.2

- (a) The disclosures required by this article are set forth in, and shall be made on a copy of, the following Natural Hazard Disclosure Statement: [content omitted].
- (b) If an earthquake fault zone, seismic hazard zone, very high fire hazard severity zone, or wildland fire area map or accompanying information is not of sufficient accuracy or scale that a reasonable person can determine if the subject real property is included in a natural hazard area, the seller or seller’s agent shall mark “Yes” on the Natural Hazard Disclosure Statement. The seller’s agent may mark “No” on the Natural Hazard Disclosure Statement if the seller attaches a report prepared pursuant to subdivision (c) of Section 1103.4 that verifies the property is not in the hazard zone. This subdivision is not intended to limit or abridge any existing duty of the seller or the seller’s agents to exercise reasonable care in making a determination under this subdivision.

[Sub-Sections (c) through (h) omitted]

[Section 1103.3 omitted]

1103.4

- (a) Neither the seller nor any seller’s agent or buyer’s agent shall be liable for any error, inaccuracy, or omission of any information delivered pursuant to this article if the error, inaccuracy, or omission was not within the personal knowledge of the seller or seller’s agent or buyer’s agent, and was based on information timely provided by public agencies or by other persons providing information as specified in subdivision (c) that is required to be disclosed pursuant to this article, and ordinary care was exercised in obtaining and transmitting the information.
- (b) The delivery of any information required to be disclosed by this article to a prospective buyer by a public agency or other person providing information required to be disclosed pursuant to this article shall be deemed to comply with the requirements of this article and shall relieve the seller, seller’s agent, and buyer’s agent of any further duty under this article with respect to that item of information.
- (c) The delivery of a report or opinion prepared by a licensed engineer, land surveyor, geologist, or expert in natural hazard discovery dealing with matters within the scope of the professional’s license or expertise, shall be sufficient compliance for application of the exemption provided by subdivision (a) if the information is provided to the prospective buyer pursuant to a request therefor, whether written or oral. In responding to that request, an expert may indicate, in writing, an understanding that the information provided will be used in fulfilling the requirements of

Section 1103.2 and, if so, shall indicate the required disclosures, or parts thereof, to which the information being furnished is applicable. Where such a statement is furnished, the expert shall not be responsible for any items of information, or parts thereof, other than those expressly set forth in the statement.

- (1) In responding to the request, the expert shall determine whether the property is within an airport influence area as defined in subdivision (b) of Section 11010 of the Business and Professions Code. If the property is within an airport influence area, the report shall contain the following statement:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

[Remainder of Article 1.7 omitted]

D2(P4) – T6 – CH2(1 EXCERPTS)

Division 2–Property
 Part 4–Acquisition of Property
 Title 6–Common Interest Developments
 Chapter 2–County Documents
 Article 1–Creation (excerpts)

1353

- (a) (1) A declaration, recorded on or after January 1, 1986, shall contain a legal description of the common interest development, and a statement that the common interest development is a community apartment project, condominium project, planned development, stock cooperative, or combination thereof. The declaration shall additionally set forth the name of the association and the restrictions on the use or enjoyment of any portion of the common interest development that are intended to be enforceable equitable servitudes. If the property is located within an airport influence area, a declaration, recorded after January 1, 2004, shall contain the following statement:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

- (2) For purposes of this section, an “airport influence area,” also known as an “airport referral area,” is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.
- (3) [Omitted]
- (4) The statement in a declaration acknowledging that a property is located in an airport influence area does not constitute a title defect, lien, or encumbrance.
- (b) The declaration may contain any other matters the original signator of the declaration or the owners consider appropriate.

NAPA COUNTY CODE OF ORDINANCES

T18 – CH18.104

Title 18–Zoning

Chapter 18.104–Additional Zoning District Regulations

18.104.300 Farmworker housing.

Subject to the provisions of [Section 18.104.295](#) where applicable, the following provisions shall apply to farmworker housing:

- A. Except as provided in subsection (D) of Section 18.104.010 and Section 18.104.305, the minimum parcel size for a use permit approved for farmworker housing, as defined by Section 18.08.294 of this code, shall be as follows:
 - 1. Any farmworker housing unit on a permanent foundation that is not part of a farmworker center, or any farmworker center containing permanent structures must be located on a parcel or parcels containing at least forty acres.
 - 2. Seasonal farmworker housing (i.e., occupied no more than one hundred twenty days in any calendar year) must be located on a parcel of at least twenty acres, provided that utilities are disconnected or such housing is removed from the site during the remainder of the year.
- B. An unmet need (for the income level and household size) must be demonstrated for housing one full-time qualified farmworker occupant per unit, permanently or seasonally, for the life of the unit. If agricultural employment need is demonstrated for at least one hundred eighty days in each of three successive calendar years, the unit shall be considered "permanent" or "full time" for the life of the unit.
- C. Farmworker housing shall be occupied solely by qualified farmworker occupants as defined by Section 18.08.294 of this code.
- D. Units must be located on the site of a qualifying agricultural employment; or on other lands owned or controlled by the agricultural employer; or if a public agency owns or manages the housing (under a long-term management agreement), within fifteen miles of an adequate amount of agricultural employment to provide full time agricultural employment for one qualified farmworker occupant per unit of farmworker housing.
- E. Farmworker housing may not exceed one thousand two hundred square feet per unit in size.
- F. A congregate farmworker lodging facility shall be deemed to contain one unit for each five beds, rounding up to the next whole unit.
- G. Rent, if any, including utility costs, does not exceed a level affordable to a household of the median income for Napa County.
- H. No more than ten farmworker housing units outside of a permitted farmworker center shall be located on any single parcel.
- I. A minimum of two parking spaces shall be provided per farmworker housing unit outside of farmworker centers, screened from all on- and off-site residences and public streets. Parking areas

for temporary or seasonal units shall be surfaced with a pervious surface acceptable to the director of planning, building and environmental services.

- J. A deed restriction is required for all units of permanent farmworker housing constructed on agriculturally zoned parcels. Any division of the land on which the farmworker housing lies, or reduction through any means of the land below the minimum size established in subsection (A) of this section will be subject to review and removal of the unit(s) to ensure conformance with the applicable zoning classification.
- K. Farmworker housing is subject to removal if the agricultural employment upon which need for the unit(s) is based is eliminated. This section shall not apply if a showing is made that elimination of the agricultural use for no more than twenty-four months is related to the long-term functioning of agriculture on the site(s) used to establish the housing need (e.g., crop rotation, replanting, disease or the like).
- L. The owner on which the farmworker housing is located shall certify, on a continuing annual basis, the full name, location(s) of employment, and duration of tenancy of all qualified farmworker occupants pursuant to Section 18.08.294 of this code.
- M. A farmworker housing unit that ceases to be occupied in compliance with this code shall not be converted to another use or occupancy until each public housing authority operating within fifteen miles of the site has been notified of the intent to convert at least sixty days prior to the conversion and has had the opportunity to meet and confer with the property owner. A public housing authority, or another housing provider designated by the authority, may continue to operate the farmworker housing unit(s) for occupancy by persons employed in agriculture within fifteen miles of the housing site, upon submittal to the department of an occupancy agreement executed by the authority, its agent if any, and the owner. However, if such an agreement is not reached, the use shall be subject to review for revocation or modification pursuant to subsection (K) above to the extent it is occupied by persons who are not qualified farmworkers as defined by Section 18.08.294.

*(Ord. 1246 § 13, 2004; Ord. 1195 § 4, 2002; Ord. 1191 § 1, 2002; Ord. 1104 § 32, 1996; Ord. 1099 § 2, 1996; Ord. 1040 § 7, 1993; prior code § 12426)**

(Ord. No. 1323, § 24, 6-23-2009; Ord. No. 1379, § 164, 1-29-2013)

** Editor's Note: Ord. 1099 contained two sections numbered 2.*

CALIFORNIA ENERGY COMMISSION

T24(P6)

Title 24, Part 6; 2022 Building Energy Efficiency Standards

Section 110.10 Mandatory Requirements for Solar Readiness

(a) Covered occupancies.

1. **Single-family residences.** Single-family residences located in subdivisions with ten or more single-family residences and where the application for a tentative subdivision map for the residences has been deemed complete or approved by the enforcement agency, which do not have a photovoltaic system installed, shall comply with the requirements of Sections 110.10(b) through 110.10(e)
2. **Low-rise multifamily buildings.** Low-rise multifamily buildings that do not have a photovoltaic system installed shall comply with the requirements of Sections 110.10(b) through 110.10(d).
3. **Hotel/motel occupancies and high-rise multifamily buildings.** Hotel/motel occupancies and high-rise multifamily buildings with ten habitable stories or fewer, that do not have a photovoltaic system installed, shall comply with the requirements of Sections 110.10(b) through 110.10(d)
4. **Nonresidential buildings.** Nonresidential buildings with three habitable stories or fewer, other than I-2 and I-2.1 buildings, that do not have a photovoltaic system installed, shall comply with the requirements of Sections 110.10(b) through 110.10(d).

(b) Solar zone.

1. **Minimum solar zone area.** The solar zone shall have a minimum total area as described below. The solar zone shall comply with access, pathway, smoke ventilation, and spacing requirements as specified in Title 24, Part 9 or other Parts of Title 24 or in any requirements adopted by a local jurisdiction. The solar zone total area shall be comprised of areas that have no dimension less than five feet and are no less than 80 square feet each for buildings with roof areas less than or equal to 10,000 square feet or no less than 160 square feet each for buildings with roof areas greater than 10,000 square feet.

A. Single-family residences. The solar zone shall be located on the roof or overhang of the building and have a total area no less than 250 square feet.

Exception 1 to Section 110.10(b)1A: Single-family residences with a permanently installed domestic solar water-heating system meeting the installation criteria specified in the Reference Residential Appendix RA4 and with a minimum solar savings fraction of 0.50.

Exception 2 to Section 110.10(b)1A: Single-family residences with three habitable stories or more and with a total floor area less than or equal to 2000 square feet and having a solar zone total area no less than 150 square feet.

Exception 3 to Section 110.10(b)1A: Single-family residences located in the Wildland-Urban Interface Fire Area as defined in Title 24, Part 2 and having a whole house fan and having a solar zone total area no less than 150 square feet.

Exception 4 to Section 110.10(b)1A: Buildings with a designated solar zone area that is no less than 50 percent of the potential solar zone area. The potential solar zone area is the total area of any low-sloped roofs where the annual solar access is 70 percent or greater and any steep-sloped roofs oriented between 90 degrees and 300 degrees of true north where the annual solar access is 70 percent or greater. Solar access is the ratio of solar insolation including shade to the solar insolation without shade. Shading from obstructions located on the roof or any other part of the building shall not be included in the determination of annual solar access.

Exception 5 to Section 110.10(b)1A: Single-family residences having a solar zone total area no less than 150 square feet and where all thermostats are demand responsive controls and comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency.

Exception 6 to Section 110.10(b)1A: Single-family residences meeting the following conditions:

A. All thermostats are demand responsive controls that comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency.

B. Comply with one of the following measures:

- i. Install a dishwasher that meets or exceeds the ENERGY STAR® Program requirements with a refrigerator that meets or exceeds the ENERGY STAR Program requirements, a whole house fan driven by an electronically commutated motor, or an SAE J1772 Level 2 Electric Vehicle Supply Equipment (EVSE or EV charger) with a minimum of 40 amperes; or
- ii. Install a home automation system capable of, at a minimum, controlling the appliances and lighting of the dwelling and responding to demand response signals; or
- iii. Install alternative plumbing piping to permit the discharge from the clothes washer and all showers and bathtubs to be used for an irrigation system in compliance with the California Plumbing Code and any applicable local ordinances; or
- iv. Install a rainwater catchment system designed to comply with the California Plumbing Code and any applicable local ordinances, and that uses rainwater flowing from at least 65 percent of the available roof area.

B. Multifamily buildings, hotel/motel occupancies and nonresidential buildings. The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15

percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

Exception 1 to Section 110.10(b)1B: High-rise multifamily buildings, hotel/motel occupancies, and nonresidential buildings with a permanently installed solar electric system having a nameplate DC power rating, measured under Standard Test Conditions, of no less than one watt per square foot of roof area.

Exception 2 to Section 110.10(b)1B: High-rise multifamily buildings, hotel/motel occupancies with a permanently installed domestic solar water-heating system complying with Section 150.1(c)8Biii.

Exception 3 to Section 110.10(b)1B: Buildings with a designated solar zone area that is no less than 50 percent of the potential solar zone area. The potential solar zone area is the total area of any lowsloped roofs where the annual solar access is 70 percent or greater and any steep-sloped roofs oriented between 90 degrees and 300 degrees of true north where the annual solar access is 70 percent or greater. Solar access is the ratio of solar insolation including shade to the solar insolation without shade. Shading from obstructions located on the roof or any other part of the building shall not be included in the determination of annual solar access.

Exception 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings with all thermostats in each dwelling unit are demand response controls that comply with Section 110.12(a), and are capable of receiving and **responding** to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency. In addition, either A or B below:

A. In each dwelling unit, comply with one of the following measures:

- i. Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or a whole house fan driven by an electronically commutated motor; or
- ii. Install a home automation system that complies with Section 110.12(a) and is capable of, at a minimum, controlling the appliances and lighting of the dwelling and responding to demand response signals; or
- iii. Install alternative plumbing piping to permit the discharge from the clothes washer and all showers and bathtubs to be used for an irrigation system in compliance with the California Plumbing Code and any applicable local ordinances; or
- iv. Install a rainwater catchment system designed to comply with the California Plumbing Code and any applicable local ordinances, and that uses rainwater flowing from at least 65 percent of the available roof area.

B. Meet the Title 24, Part 11, Section A4.106.8.2 requirements for electric vehicle charging spaces.

Exception 5 to Section 110.10(b)1B: Buildings where the roof is designed and approved to be used for vehicular traffic or parking or for a heliport.

2. Azimuth range. All sections of the solar zone located on steep-sloped roofs shall have an azimuth range between 90 degrees and 300 degrees of true north.

3. Shading.

A. No obstructions, including but not limited to, vents, chimneys, architectural features and roof mounted equipment, shall be located in the solar zone.

B. Any obstruction, located on the roof or any other part of the building that projects above a solar zone shall be located at least twice the distance, measured in the horizontal plane, of the height difference between the highest point of the obstruction and the horizontal projection of the nearest point of the solar zone, measured in the vertical plane.

Exception to Section 110.10(b)3: Any roof obstruction, located on the roof or any other part of the building, that is oriented north of all points on the solar zone.

4. Structural design loads on construction documents. For areas of the roof designated as solar zone, the structural design loads for roof dead load and roof live load shall be clearly indicated on the construction documents.

Note: Section 110.10(b)4 does not require the inclusion of any collateral loads for future solar energy systems.

(c) Interconnection pathways.

1. The construction documents shall indicate a location reserved for inverters and metering equipment and a pathway reserved for routing of conduit from the solar zone to the point of interconnection with the electrical service.
2. For single-family residences and central water-heating systems, the construction documents shall indicate a pathway for routing of plumbing from the solar zone to the water-heating system.

(d) Documentation. A copy of the construction documents or a comparable document indicating the information from Sections 110.10(b) through 110.10(c) shall be provided to the occupant.

(e) Main electrical service panel. 1. The main electrical service panel shall have a minimum busbar rating of 200 amps. 2. The main electrical service panel shall have a reserved space to allow for the installation of a double pole circuit breaker for a future solar electric installation. The reserved space shall be permanently marked as “For Future Solar Electric”.

Note: Authority: Sections 25213, 25218, 25218.5, 25402, 25402.1, and 25605, Public Resources Code. Reference: Sections 25007, 25008, 25218.5, 25310, 25402, 25402.1, 25402.4, 25402.8, 25605, and 25943, Public Resources Code.

LEGISLATIVE HISTORY SUMMARY

PUBLIC UTILITIES CODE

SECTIONS 21670 ET SEQ.

Airport Land Use Commission Statutes
And Related Statutes

- 1967 Original *ALUC* statute enacted.
Establishment of *ALUCs* required in each county containing a public airport served by a certificated air carrier.
The purpose of *ALUCs* is indicated as being to make recommendations regarding height restrictions on buildings and the use of land surrounding airports.
- 1970 Assembly Bill 1856 (Badham) Chapter 1182, Statutes of 1970—Adds provisions which:
Require *ALUCs* to prepare comprehensive land use plans.
Require such plans to include a long-range plan and to reflect the airport’s forecast growth during the next 20 years.
Require *ALUC* review of airport construction plans (Section 21661.5).
Exempt Los Angeles County from the requirement of establishing an *ALUC*.
- 1971 The function of *ALUCs* is restated as being to require new construction to conform to Department of Aeronautics standards.
- 1973 *ALUCs* are permitted to establish compatibility plans for military airports.
- 1982 Assembly Bill 2920 (Rogers) Chapter 1041, Statutes of 1982—Adds major changes which:
More clearly articulate the purpose of *ALUCs*.
Eliminate reference to “achieve by zoning.”
Require consistency between local general and specific plans and airport land use commission plans; the requirements define the process for attaining consistency, they do not establish standards for consistency.
Eliminate the requirement for proposed individual development projects to be referred to an *ALUC* for review once local general/specific plans are consistent with the *ALUC*’s plan.
Require that local agencies make findings of fact before overriding an *ALUC* decision.
Change the vote required for an override from 4/5 to 2/3.
- 1984 Assembly Bill 3551 (Mountjoy) Chapter 1117, Statutes of 1984—Amends the law to:
Require *ALUCs* in all counties having an airport which serves the general public unless a county and its cities determine an *ALUC* is not needed.
Limit amendments to compatibility plans to once per year.
Allow individual projects to continue to be referred to the *ALUC* by agreement.

- Extend immunity to airports if an *ALUC* action is overridden by a local agency not owning the airport.
- Provide state funding eligibility for preparation of compatibility plans through the Regional Transportation Improvement Program process.
- 1987 Senate Bill 633 (Rogers) Chapter 1018, Statutes of 1987—Makes revisions which:
- Require that a designated body serving as an *ALUC* include two members having “expertise in aviation.”
- Allows an interested party to initiate court proceedings to postpone the effective date of a local land use action if a compatibility plan has not been adopted.
- Delete *sunset* provisions contained in certain clauses of the law. Allows reimbursement for *ALUC* costs in accordance with the Commission on State Mandates.
- 1989 Senate Bill 255 (Bergeson) Chapter 54, Statutes of 1989—
- Sets a requirement that comprehensive land use plans be completed by June 1991.
- Establishes a method for compelling *ALUCs* to act on matters submitted for review.
- Allows *ALUCs* to charge fees for review of projects.
- Suspends any lawsuits that would stop development until the *ALUC* adopts its plan or until June 1, 1991.
- 1989 Senate Bill 235 (Alquist) Chapter 788, Statutes of 1989—Appropriates \$3,672,000 for the payment of claims to counties seeking reimbursement of costs incurred during fiscal years 1985-86 through 1989-90 pursuant to state-mandated requirement (Chapter 1117, Statutes of 1984) for creation of *ALUCs* in most counties. This statute was repealed in 1993.
- 1990 Assembly Bill 4164 (Mountjoy) Chapter 1008, Statutes of 1990—Adds section 21674.5 requiring the Division of Aeronautics to develop and implement a training program for *ALUC* staffs.
- 1990 Assembly Bill 4265 (Clute) Chapter 563, Statutes of 1990—With the concurrence of the Division of Aeronautics, allows *ALUCs* to use an airport layout plan, rather than a long-range airport master plan, as the basis for preparation of a compatibility plan.
- 1990 Senate Bill 1288 (Beverly) Chapter 54, Statutes of 1990—Amends Section 21670.2 to give Los Angeles County additional time to prepare compatibility plans and meet other provisions of the *ALUC* statutes.
- 1991 Senate Bill 532 (Bergeson) Chapter 140, Statutes of 1991—
- Allows counties having half of their compatibility plans completed or under preparation by June 30, 1991, an additional year to complete the remainder.
- Allows *ALUCs* to continue to charge fees under these circumstances.
- Fees may be charged only until June 30, 1992, if plans are not completed by then.
- 1993 Senate Bill 443 (Committee on Budget and Fiscal Review) Chapter 59, Statutes of 1993—Amends Section 21670(b) to make the formation of *ALUCs* permissive rather than mandatory as of June 30, 1993. (Note: Section 21670.2 which assigns responsibility for coordinating the airport planning of public agencies in Los Angeles County is not affected by this amendment.)

- 1994 Assembly Bill 2831 (Mountjoy) Chapter 644, Statutes of 1994 —Reinstates the language in Section 21670(b) mandating establishment of *ALUCs*, but also provides for an alternative airport land use planning process. Lists specific actions which a county and affected cities must take in order for such alternative process to receive Caltrans approval. Requires that *ALUCs* be guided by information in the Caltrans *Airport Land Use Planning Handbook* when formulating airport land use plans.
- 1994 Senate Bill 1453 (Rogers) Chapter 438, Statutes of 1994—Amends California Environmental Quality Act (CEQA) statutes as applied to preparation of environmental documents affecting projects in the vicinity of airports. Requires lead agencies to use the *Airport Land Use Planning Handbook* as a technical resource when assessing the airport-related noise and safety impacts of such projects.
- 1997 Assembly Bill 1130 (Oller) Chapter 81, Statutes of 1997—Added Section 21670.4 concerning airports whose planning boundary straddles a county line.
- 2000 Senate Bill 1350 (Rainey) Chapter 506, Statutes of 2000—Added Section 21670(f) clarifying that special districts are among the local agencies to which airport land use planning laws are intended to apply.
- 2001 Assembly Bill 93 (Wayne) Chapter 946, Statutes of 2001—Added Section 21670.3 regarding San Diego County Regional Airport Authority’s responsibility for airport planning within San Diego County.
- 2002 Assembly Bill 3026 (Committee on Transportation) Chapter 438, Statutes of 2002—Changes the term “comprehensive land use plan” to “airport land use compatibility plan.”
- 2002 Assembly Bill 2776 (Simitian) Chapter 496, Statutes of 2002—Requires information regarding the location of a property within an airport influence area be disclosed as part of certain real estate transactions effective January 1, 2004.
- 2002 Senate Bill 1468 (Knight) Chapter 971, Statutes of 2002—Changes *ALUC* preparation of airport land use compatibility plans for military airports from optional to required. Requires that the plans be consistent with the safety and noise standards in the Air Installation Compatible Use Zone for that airport. Requires that the general plan and any specific plans be consistent with these standards where there is military airport, but an airport land use commission does not exist.
- 2003 Assembly Bill 332 (Mullin) Chapter 351, Statutes of 2003—Clarifies that school districts and community college districts are subject to compatibility plans. Requires local public agencies to notify *ALUC* and Division of Aeronautics at least 45 days prior to deciding to overrule the *ALUC*.
- Adds that prior to granting building construction permits, local agencies shall be guided by the criteria established in the Airport Land Use Planning Handbook and any related federal aviation regulations to the extent that the criteria has been incorporated into their airport land use compatibility plan.
- 2004 Senate Bill 1223 (Committee on Transportation) Chapter 615, Statutes of 2004—Technical revisions eliminating most remaining references to the term “comprehensive land use plan” and replacing it with “airport land use compatibility plan.” Also replaces the terms “planning area” and “study area” with “airport influence area.”

- 2005 Assembly Bill 1358 (Mullin) Chapter 29, Statutes of 2005—Requires a school district to notify the Department of Transportation before leasing property for a new school site. Also makes these provisions applicable to charter schools.
- 2007 Senate Bill 10 (Kehoe) Chapter 287, Statutes of 2007—The San Diego County Regional Airport Authority Reform Act of 2007. Restructures the airport authority established in 2001 by AB 93 (Wayne), with a set of goals related to governance, accountability, planning and operations at San Diego International Airport.
- 2009 Assembly Bill 45 (Blakeslee) Chapter 404, Statutes of 2009—Requires small wind energy systems installed near airports to comply with all applicable Federal Aviation Administration requirements, including Subpart B of Part 77. These systems are not allowed to locate in vicinity of an airport if they are prohibited by a comprehensive land use plan or any implementing regulations adopted by an Airport Land Use Commission.
- 2010 Senate Bill 1333 (Yee) Chapter 329, Statutes of 2010—If a local government requires dedication of an aviation easement to the owner or operator of the airport as a condition of approval of a noise-sensitive project, the aviation easement must be granted prior to the issuance of the building permit. Also requires that a termination clause be included in the aviation easement if the project is not built or the permit has expired or been revoked.
- 2012 Assembly Bill 805 (Torres) Chapter 180, Statutes of 2012—Recodifies the Common Interest Development Act which requires a recorded disclosure statement if a common interest development is located within an airport influence area.
- 2012 Assembly Bill 1486 (Lara) Chapter 690, Statutes of 2012—Exempts from CEQA the design, construction and maintenance of certain structures and equipment of the Los Angeles Regional Interoperable Communications System (LA-RICS). However, any new antenna would be required to comply with applicable state and federal height restrictions and any height limits established by an applicable airport land use compatibility plan.
- 2013 Assembly Bill 1058 (Chávez) Chapter 83, Statutes of 2013—Modifies the process by which directors are appointed to the San Diego County Regional Airport Authority; the entity responsible for preparing, adopting and amending airport land use compatibility plans for each airport in San Diego County.
- 2013 Assembly Bill 758 (Block) Chapter 606, Statutes of 2013—Provides the City of Coronado with 540 days, instead of the standard 180 days, of any amendment to the airport land use compatibility plan to amend its general plan and any applicable specific plan.

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Appendix B

Title 14 Code of Federal Regulations Part 77

Safe, Efficient Use and Preservation of the Navigable Airspace

Current as of August 2023

SUBPART A - GENERAL

77.1 Purpose

This part establishes:

- (a) The requirements to provide notice to the FAA of certain proposed construction, or the alteration of existing structures;
- (b) The standards used to determine obstructions to air navigation, and navigational and communication facilities;
- (c) The process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities or equipment; and
- (d) The process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

77.3 Definitions

For the purpose of this part:

“Non-precision instrument runway” means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved,

or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.

Planned or proposed airport is an airport that is the subject of at least one of the following documents received by the FAA:

- (1) Airport proposals submitted under 14 CFR Part 157.
- (2) Airport Improvement Program requests for aid.
- (3) Notices of existing airports where prior notice of the airport construction or alteration was not provided as required by 14 CFR Part 157.
- (4) Airport layout plans.
- (5) DOD proposals for airports used only by the U.S. Armed Forces.
- (6) DOD proposals on joint-use (civil-military) airports.
- (7) Completed airport site selection feasibility study.

“Precision instrument runway” means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA-approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.

“Public use airport” is an airport available for use by the general public without a requirement for prior approval of the airport owner or operator.

“Seaplane base” is considered to be an airport only if its sea lanes are outlined by visual markers.

“Utility runway” means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

“Visual runway” means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

SUBPART B - NOTICE REQUIREMENTS

77.5 Applicability

- (a) If you propose any construction or alteration described in §77.9, you must provide adequate notice to the FAA of that construction or alteration.
- (b) If requested by the FAA, you must also file supplemental notice before the start date and upon completion of certain construction or alterations that are described in §77.9.
- (c) Notice received by the FAA under this subpart is used to:

- (1) Evaluate the effect of the proposed construction or alteration on safety in air commerce and the efficient use and preservation of the navigable airspace and of airport traffic capacity at public use airports;
- (2) Determine whether the effect of proposed construction or alteration is a hazard to air navigation;
- (3) Determine appropriate marking and lighting recommendations, using FAA Advisory Circular 70/7460–1, Obstruction Marking and Lighting;
- (4) Determine other appropriate measures to be applied for continued safety of air navigation; and
- (5) Notify the aviation community of the construction or alteration of objects that affect the navigable airspace, including the revision of charts, when necessary.

77.7 Form and time of notice

- (a) If you are required to file notice under §77.9, you must submit to the FAA a completed FAA Form 7460–1, Notice of Proposed Construction or Alteration. FAA Form 7460–1 is available at FAA regional offices and on the Internet.
- (b) You must submit this form at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest.
- (c) If you propose construction or alteration that is also subject to the licensing requirements of the Federal Communications Commission (FCC), you must submit notice to the FAA on or before the date that the application is filed with the FCC.
- (d) If you propose construction or alteration to an existing structure that exceeds 2,000 ft. in height above ground level (AGL), the FAA presumes it to be a hazard to air navigation that results in an inefficient use of airspace. You must include details explaining both why the proposal would not constitute a hazard to air navigation and why it would not cause an inefficient use of airspace.
- (e) The 45-day advance notice requirement is waived if immediate construction or alteration is required because of an emergency involving essential public services, public health, or public safety. You may provide notice to the FAA by any available, expeditious means. You must file a completed FAA Form 7460–1 within 5 days of the initial notice to the FAA. Outside normal business hours, the nearest flight service station will accept emergency notices.

77.9 Construction or alteration requiring notice

If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

- (a) Any construction or alteration that is more than 200 ft. AGL at its site.
- (b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
 - (1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports.

- (2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.
 - (3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.
- (c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.
- (d) Any construction or alteration on any of the following airports and heliports:
 - (1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications;
 - (2) A military airport under construction, or an airport under construction that will be available for public use;
 - (3) An airport operated by a Federal agency or the DOD.
 - (4) An airport or heliport with at least one FAA-approved instrument approach procedure.
- (e) You do not need to file notice for construction or alteration of:
 - (1) Any object that will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation;
 - (2) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device meeting FAA-approved siting criteria or an appropriate military service siting criteria on military airports, the location and height of which are fixed by its functional purpose;
 - (3) Any construction or alteration for which notice is required by any other FAA regulation.
 - (4) Any antenna structure of 20 feet or less in height, except one that would increase the height of another antenna structure.

77.11 Supplemental notice requirements

- (a) You must file supplemental notice with the FAA when:
 - (1) The construction or alteration is more than 200 feet in height AGL at its site; or
 - (2) Requested by the FAA.

- (b) You must file supplemental notice on a prescribed FAA form to be received within the time limits specified in the FAA determination. If no time limit has been specified, you must submit supplemental notice of construction to the FAA within 5 days after the structure reaches its greatest height.
- (c) If you abandon a construction or alteration proposal that requires supplemental notice, you must submit notice to the FAA within 5 days after the project is abandoned.
- (d) If the construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

SUBPART C - STANDARDS FOR DETERMINING OBSTRUCTIONS TO AIR NAVIGATION OR NAVIGATIONAL AIDS OR FACILITIES

77.13 Applicability

This subpart describes the standards used for determining obstructions to air navigation, navigational aids, or navigational facilities. These standards apply to the following:

- (a) Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used and any permanent or temporary apparatus.
- (b) The alteration of any permanent or temporary existing structure by a change in its height, including appurtenances, or lateral dimensions, including equipment or material used therein.

77.15 Scope

- (a) This subpart describes standards used to determine obstructions to air navigation that may affect the safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities. Such facilities include air navigation aids, communication equipment, airports, Federal airways, instrument approach or departure procedures, and approved off-airway routes.
- (b) Objects that are considered obstructions under the standards described in this subpart are presumed hazards to air navigation unless further aeronautical study concludes that the object is not a hazard. Once further aeronautical study has been initiated, the FAA will use the standards in this subpart, along with FAA policy and guidance material, to determine if the object is a hazard to air navigation.
- (c) The FAA will apply these standards with reference to an existing airport facility, and airport proposals received by the FAA, or the appropriate military service, before it issues a final determination.
- (d) For airports having defined runways with specially prepared hard surfaces, the primary surface for each runway extends 200 feet beyond each end of the runway. For airports having defined strips or pathways used regularly for aircraft takeoffs and landings, and designated runways, without specially prepared hard surfaces, each end of the primary surface for each such runway shall coincide with the corresponding end of the runway. At airports, excluding seaplane bases,

having a defined landing and takeoff area with no defined pathways for aircraft takeoffs and landings, a determination must be made as to which portions of the landing and takeoff area are regularly used as landing and takeoff pathways. Those determined pathways must be considered runways, and an appropriate primary surface as defined in §77.19 will be considered as longitudinally centered on each such runway. Each end of that primary surface must coincide with the corresponding end of that runway.

- (e) The standards in this subpart apply to construction or alteration proposals on an airport (including heliports and seaplane bases with marked lanes) if that airport is one of the following before the issuance of the final determination:
 - (1) Available for public use and is listed in the Airport/Facility Directory, Supplement Alaska, or Supplement Pacific of the U.S. Government Flight Information Publications; or
 - (2) A planned or proposed airport or an airport under construction of which the FAA has received actual notice, except DOD airports, where there is a clear indication the airport will be available for public use; or,
 - (3) An airport operated by a Federal agency or the DOD; or,
 - (4) An airport that has at least one FAA-approved instrument approach.

77.17 Obstruction standards

- (a) An existing object, including a mobile object, is, and a future object would be an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:
 - (1) A height of 499 feet AGL at the site of the object.
 - (2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.
 - (3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.
 - (4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal Airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.
 - (5) The surface of a takeoff and landing area of an airport or any imaginary surface established under §77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.
- (b) Except for traverse ways on or near an airport with an operative ground traffic control service furnished by an airport traffic control tower or by the airport management and coordinated with the air traffic control service, the standards of paragraph (a) of this section apply to traverse ways

used or to be used for the passage of mobile objects only after the heights of these traverse ways are increased by:

- (1) 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance.
- (2) 15 feet for any other public roadway.
- (3) 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.
- (4) 23 feet for a railroad.
- (5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

77.19 Civil airport imaginary surfaces

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach procedure existing or planned for that runway end.

- (a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:
 - (1) 5,000 feet for all runways designated as utility or visual;
 - (2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.
- (b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- (c) Primary surface. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:
 - (1) 250 feet for utility runways having only visual approaches.
 - (2) 500 feet for utility runways having non-precision instrument approaches.
 - (3) For other than utility runways, the width is:

- (i) 500 feet for visual runways having only visual approaches.
 - (ii) 500 feet for non-precision instrument runways having visibility minimums greater than three-fourths statute mile.
 - (iii) 1,000 feet for a non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.
 - (iv) The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.
- (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.
 - (1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:
 - (i) 1,250 feet for that end of a utility runway with only visual approaches;
 - (ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;
 - (iii) 2,000 feet for that end of a utility runway with a non-precision instrument approach;
 - (iv) 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;
 - (v) 4,000 feet for that end of a non-precision instrument runway, other than utility, having a non-precision instrument approach with visibility minimums as low as three-fourths statute mile; and
 - (vi) 16,000 feet for precision instrument runways.
 - (2) The approach surface extends for a horizontal distance of:
 - (i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;
 - (ii) 10,000 feet at a slope of 34 to 1 for all non-precision instrument runways other than utility; and
 - (iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.
 - (3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.
- (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical

surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

77.21 Department of Defense (DOD) airport imaginary surfaces

- (a) Related to airport reference points. These surfaces apply to all military airports. For the purposes of this section, a military airport is any airport operated by the DOD.
 - (1) Inner horizontal surface. A plane that is oval in shape at a height of 150 feet above the established airfield elevation. The plane is constructed by scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.
 - (2) Conical surface. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.
 - (3) Outer horizontal surface. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.
- (b) Related to runways. These surfaces apply to all military airports.
 - (1) Primary surface. A surface located on the ground or water longitudinally centered on each runway with the same length as the runway. The width of the primary surface for runways is 2,000 feet. However, at established bases where substantial construction has taken place in accordance with a previous lateral clearance criteria, the 2,000-foot width may be reduced to the former criteria.
 - (2) Clear zone surface. A surface located on the ground or water at each end of the primary surface, with a length of 1,000 feet and the same width as the primary surface.
 - (3) Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet.
 - (4) Transitional surfaces. These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 7 to 1 outward and upward at right angles to the runway centerline.

77.23 Heliport imaginary surfaces

- (a) Primary surface. The area of the primary surface coincides in size and shape with the designated take-off and landing area. This surface is a horizontal plane at the elevation of the established heliport elevation.
- (b) Approach surface. The approach surface begins at each end of the heliport primary surface with the same width as the primary surface, and extends outward and upward for a horizontal distance of 4,000 feet where its width is 500 feet. The slope of the approach surface is 8 to 1 for civil heliports and 10 to 1 for military heliports.
- (c) Transitional surfaces. These surfaces extend outward and upward from the lateral boundaries of the primary surface and from the approach surfaces at a slope of 2 to 1 for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces.

SUBPART D - AERONAUTICAL STUDIES AND DETERMINATIONS

77.25 Applicability

- (a) This subpart applies to any aeronautical study of a proposed construction or alteration for which notice to the FAA is required under §77.9.
- (b) The purpose of an aeronautical study is to determine whether the aeronautical effects of the specific proposal and, where appropriate, the cumulative impact resulting from the proposed construction or alteration when combined with the effects of other existing or proposed structures, would constitute a hazard to air navigation.
- (c) The obstruction standards in subpart C of this part are supplemented by other manuals and directives used in determining the effect on the navigable airspace of a proposed construction or alteration. When the FAA needs additional information, it may circulate a study to interested parties for comment.

77.27 Initiation of studies

The FAA will conduct an aeronautical study when:

- (a) Requested by the sponsor of any proposed construction or alteration for which a notice is submitted; or
- (b) The FAA determines a study is necessary.

77.29 Evaluating aeronautical effect

- (a) The FAA conducts an aeronautical study to determine the impact of a proposed structure, an existing structure that has not yet been studied by the FAA, or an alteration of an existing structure on aeronautical operations, procedures, and the safety of flight. These studies include evaluating:

- (1) The impact on arrival, departure, and en route procedures for aircraft operating under visual flight rules;
 - (2) The impact on arrival, departure, and en route procedures for aircraft operating under instrument flight rules;
 - (3) The impact on existing and planned public use airports;
 - (4) Airport traffic capacity of existing public use airports and public use airport development plans received before the issuance of the final determination;
 - (5) Minimum obstacle clearance altitudes, minimum instrument flight rules altitudes, approved or planned instrument approach procedures, and departure procedures;
 - (6) The potential effect on ATC radar, direction finders, ATC tower line-of-sight visibility, and physical or electromagnetic effects on air navigation, communication facilities, and other surveillance systems;
 - (7) The aeronautical effects resulting from the cumulative impact of a proposed construction or alteration of a structure when combined with the effects of other existing or proposed structures.
- (b) If you withdraw the proposed construction or alteration or revise it so that it is no longer identified as an obstruction, or if no further aeronautical study is necessary, the FAA may terminate the study.

77.31 Determinations

- (a) The FAA will issue a determination stating whether the proposed construction or alteration would be a hazard to air navigation, and will advise all known interested persons.
- (b) The FAA will make determinations based on the aeronautical study findings and will identify the following:
 - (1) The effects on VFR/IFR aeronautical departure/arrival operations, air traffic procedures, minimum flight altitudes, and existing, planned, or proposed airports listed in §77.15(e) of which the FAA has received actual notice prior to issuance of a final determination.
 - (2) The extent of the physical and/or electromagnetic effect on the operation of existing or proposed air navigation facilities, communication aids, or surveillance systems.
- (c) The FAA will issue a Determination of Hazard to Air Navigation when the aeronautical study concludes that the proposed construction or alteration will exceed an obstruction standard and would have a substantial aeronautical impact.
- (d) A Determination of No Hazard to Air Navigation will be issued when the aeronautical study concludes that the proposed construction or alteration will exceed an obstruction standard but would not have a substantial aeronautical impact to air navigation. A Determination of No Hazard to Air Navigation may include the following:
 - (1) Conditional provisions of a determination.

- (2) Limitations necessary to minimize potential problems, such as the use of temporary construction equipment.
- (3) Supplemental notice requirements, when required.
- (4) Marking and lighting recommendations, as appropriate.
- (c) The FAA will issue a Determination of No Hazard to Air Navigation when a proposed structure does not exceed any of the obstruction standards and would not be a hazard to air navigation.

77.33 Effective period of determinations

- (a) The effective date of a determination not subject to discretionary review under §77.37(b) is the date of issuance. The effective date of all other determinations for a proposed or existing structure is 40 days from the date of issuance, provided a valid petition for review has not been received by the FAA. If a valid petition for review is filed, the determination will not become final, pending disposition of the petition.
- (b) Unless extended, revised, or terminated, each Determination of No Hazard to Air Navigation issued under this subpart expires 18 months after the effective date of the determination, or on the date the proposed construction or alteration is abandoned, whichever is earlier.
- (c) A Determination of Hazard to Air Navigation has no expiration date.

[Doc. No. FAA-2006-25002, 75 FR 42303, July 21, 2010, as amended by Amdt. 77-13-A, 76 FR 2802, Jan. 18, 2011]

77.35 Extensions, terminations, revisions and corrections

- (a) You may petition the FAA official that issued the Determination of No Hazard to Air Navigation to revise or reconsider the determination based on new facts or to extend the effective period of the determination, provided that:
 - (1) Actual structural work of the proposed construction or alteration, such as the laying of a foundation, but not including excavation, has not been started; and
 - (2) The petition is submitted at least 15 days before the expiration date of the Determination of No Hazard to Air Navigation.
- (b) A Determination of No Hazard to Air Navigation issued for those construction or alteration proposals not requiring an FCC construction permit may be extended by the FAA one time for a period not to exceed 18 months.
- (c) A Determination of No Hazard to Air Navigation issued for a proposal requiring an FCC construction permit may be granted extensions for up to 18 months, provided that:
 - (1) You submit evidence that an application for a construction permit/license was filed with the FCC for the associated site within 6 months of issuance of the determination; and
 - (2) You submit evidence that additional time is warranted because of FCC requirements; and
 - (3) Where the FCC issues a construction permit, a final Determination of No Hazard to Air Navigation is effective until the date prescribed by the FCC for completion of the

construction. If an extension of the original FCC completion date is needed, an extension of the FAA determination must be requested from the Obstruction Evaluation Service (OES).

- (4) If the Commission refuses to issue a construction permit, the final determination expires on the date of its refusal.

SUBPART E - PETITIONS FOR DISCRETIONARY REVIEW

77.37 General

- (a) If you are the sponsor, provided a substantive aeronautical comment on a proposal in an aeronautical study, or have a substantive aeronautical comment on the proposal but were not given an opportunity to state it, you may petition the FAA for a discretionary review of a determination, revision, or extension of a determination issued by the FAA.
- (b) You may not file a petition for discretionary review for a Determination of No Hazard that is issued for a temporary structure, marking and lighting recommendation, or when a proposed structure or alteration does not exceed obstruction standards contained in subpart C of this part.

77.39 Contents of a petition

- (a) You must file a petition for discretionary review in writing and it must be received by the FAA within 30 days after the issuance of a determination under §77.31, or a revision or extension of the determination under §77.35.
- (b) The petition must contain a full statement of the aeronautical basis on which the petition is made, and must include new information or facts not previously considered or presented during the aeronautical study, including valid aeronautical reasons why the determination, revisions, or extension made by the FAA should be reviewed.
- (c) In the event that the last day of the 30-day filing period falls on a weekend or a day the Federal government is closed, the last day of the filing period is the next day that the government is open.
- (d) The FAA will inform the petitioner or sponsor (if other than the petitioner) and the FCC (whenever an FCC-related proposal is involved) of the filing of the petition and that the determination is not final pending disposition of the petition.

77.41 Discretionary review results

- (a) If discretionary review is granted, the FAA will inform the petitioner and the sponsor (if other than the petitioner) of the issues to be studied and reviewed. The review may include a request for comments and a review of all records from the initial aeronautical study.
- (b) If discretionary review is denied, the FAA will notify the petitioner and the sponsor (if other than the petitioner), and the FCC, whenever an FCC-related proposal is involved, of the basis for the denial along with a statement that the determination is final.
- (c) After concluding the discretionary review process, the FAA will revise, affirm, or reverse the determination.

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EXHIBIT B-1: CFR PART 77 IMAGINARY SURFACES

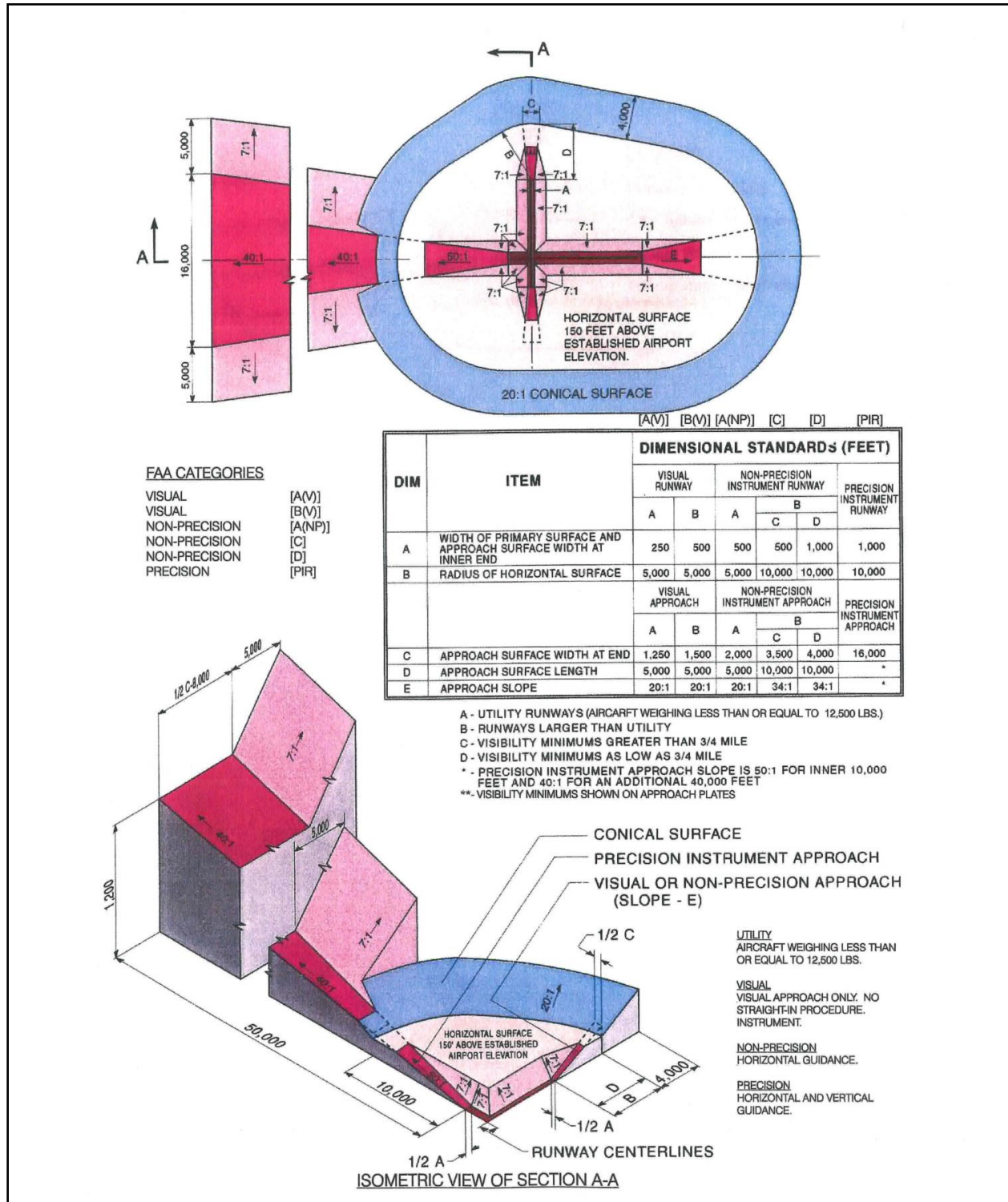


EXHIBIT B-3: ONLINE SUBMITTAL OF FORM 7460-1: NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

Historically a paper form called a “7460-1” was required to be submitted to the FAA for any project proposed on airport property and certain projects near airports. Recently, the FAA has moved from paper forms to an on-line system of evaluating the effects of a proposed project on the national airspace system.

- The on-line system can be accessed at <https://oeaaa.faa.gov>.

This new system allows project proponents to submit and track their proposal as it progresses through the FAA evaluation process.

The purpose of this guidance is to supplement and clarify the FAA user guide for the 7460 website.

- available at: https://oeaaa.faa.gov/oeaaa/external/content/OEexternal_Guide_v3.1.pdf

We recommend that the user first read the entire guide provided by the FAA, and then use this document to clarify some of the more complicated aspects of the online 7460 system.

When a project must be submitted to the FAA

CFR Title 14 Part 77.13 states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- Any construction or alteration exceeding 200 ft. above ground level
- Any construction or alteration:
 - within 20,000 ft. of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft.
 - within 10,000 ft. of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft.
 - within 5,000 ft. of a public use heliport which exceeds a 25:1 surface
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
- When requested by the FAA
- Any construction or alteration located on a public use airport or heliport regardless of height or location.

The FAA has been continuously improving the oe/aaa website to be more user friendly and increase the on-line functionality. The look and feel of the website may change in the future, but the majority of the content should remain as is.

Create an account

Before accessing the features of the website, the user will be required to create a username and password to access the website.

Obstruction Evaluation
Version 2010.1.0

Home

FAA OE/AAA Offices

View Determined Cases

View Proposed Cases

View Supplemental Notices (Form 7460-2)

View Circularized Cases

Search Archives

Download Archives

Circle Search for Cases

Circle Search for Airports

Discretionary Review FAQs

Notice Criteria Tool

DoD Preliminary Screening Tool

Distance Calculation Tool

OE/AAA Account

Login

New User Registration

Information Resources

FAA Acronyms

Forms

Regulatory Policy

Obstruction Evaluation / Airport Airspace Analysis (OE/AAA)

faa.gov Tools: [Print this page](#)

In administering Title 14 of the Code of Federal Regulations CFR [Part 77](#), the prime objectives of the FAA are to promote air safety and the efficient use of the navigable airspace. To accomplish this mission, aeronautical studies are conducted based on information provided by proponents on an FAA Form 7460-1, Notice of Proposed Construction or Alteration.

[Advisory Circular 70/7460-1K](#), Obstruction Marking and Lighting, describes the standards for marking and lighting structures such as buildings, chimneys, antenna towers, cooling towers, storage tanks, supporting structures of overhead wires, etc.

OE/AAA Filing Process

If your organization is planning to sponsor any construction or alterations which may affect navigable airspace, you must file a **Notice of Proposed Construction or Alteration** ([Form 7460-1](#)) with the FAA.

CLICK HERE
for Instructions on how to E-file
your proposal with the FAA

If construction or alteration IS NOT LOCATED on an airport:

You may file forms 7460-1 and 7460-2 electronically via this website - [New User Registration](#).

or

You may file forms 7460-1 and 7460-2 via US Postal Mail to:

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Service, AJR-322
2601 Meacham Boulevard
Fort Worth, TX 76193

Questions? Please contact the [appropriate representative](#).

If construction or alteration IS LOCATED on an airport:

You may file forms 7460-1 electronically via this website - [New User Registration](#).

or

Find the [FAA Airports Region / District Office](#) having jurisdiction over the airport on which the construction is located, and file to that address.

Once a user has created an account, they will be able to log in and will be directed to the OE/AAA Portal Page. This page displays a summary of any projects which have been entered into the website, categorized by off-airport and on-airport projects.


Adding a Sponsor

Before a user can enter project specific information, a project sponsor must be created. A sponsor is the person who is ultimately responsible for the construction or alteration. All FAA correspondence will be addressed to the sponsor. The sponsor could be the airport manager for projects proposed by the airport, or the developer proposing off airport construction. To create a sponsor contact, click “Add New Sponsor” on the “portal” page. From there the user can add sponsors for various projects.

B-18

Napa Countywide Airport Land Use Compatibility Plan (May 2024 Public Draft)

280

OE/AAA Portal Page			faa.gov Tools: Print this page																																	
<h3>My Account</h3> <p>Name: User Name: Login Time: IP Address:</p> <p>Actions: What's New Update Account Information Change Password Logout</p>	<h3>Off Airport Construction (includes on Military Airport)</h3> <p>My Cases (Off Airport) Add New Case (Off Airport) My Sponsors Add New Sponsor Air Traffic Areas of Responsibility</p> <p>My Cases by Status:</p> <table> <tr><td>Draft</td><td>0</td></tr> <tr><td>Accepted</td><td>0</td></tr> <tr><td>Add Letter</td><td>0</td></tr> <tr><td>Work in Progress</td><td>0</td></tr> <tr><td>Determined</td><td>0</td></tr> <tr><td>Circularized</td><td>0</td></tr> <tr><td>Terminated</td><td>0</td></tr> <tr><td>All</td><td>0</td></tr> </table> <p>Draft: Cases that have been saved by the user but have not been submitted to the FAA. Accepted: Cases that have been submitted to the FAA. Add Letter: Cases that have been reviewed by the FAA and require additional information from the user. Work in Progress: Cases that are being evaluated by the FAA. Determined: Cases that have completed aeronautical study and an FAA determination. Terminated: Cases that are no longer valid. Please allow the FAA a minimum of 30 days to complete a study. Click here to contact the appropriate representative.</p>	Draft	0	Accepted	0	Add Letter	0	Work in Progress	0	Determined	0	Circularized	0	Terminated	0	All	0	<h3>On Airport Construction (excludes on Military Airport)</h3> <p>My Cases (On Airport) Add New Case (On Airport) My Sponsors Add New Sponsor  Airports Regional Contacts</p> <p>My Cases by Status:</p> <table> <tr><td>Draft</td><td>0</td></tr> <tr><td>Waiting</td><td>0</td></tr> <tr><td>Accepted</td><td>179</td></tr> <tr><td>Add Letter</td><td>0</td></tr> <tr><td>Work in Progress</td><td>64</td></tr> <tr><td>Determined</td><td>4</td></tr> <tr><td>Terminated</td><td>0</td></tr> <tr><td>Deleted</td><td>0</td></tr> <tr><td>All</td><td>247</td></tr> </table> <p>Draft: Cases that have been saved by the user but have not been submitted to the FAA. Waiting: Cases that have not been submitted to the FAA and are waiting for an action from the user, either to verify the map or attach a sketch. Accepted: Cases that have been submitted to the FAA. Add Letter: Cases that have been reviewed by the FAA and require additional information from the user. Work in Progress: Cases that are being evaluated by the FAA. Determined: Cases that have completed a aeronautical study and an FAA determination. Terminated: Cases that are no longer valid.</p> <p>NOTE: Please use this section for filing on-airport constructions electronically.</p>	Draft	0	Waiting	0	Accepted	179	Add Letter	0	Work in Progress	64	Determined	4	Terminated	0	Deleted	0	All	247
Draft	0																																			
Accepted	0																																			
Add Letter	0																																			
Work in Progress	0																																			
Determined	0																																			
Circularized	0																																			
Terminated	0																																			
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Add Letter	0																																			
Work in Progress	64																																			
Determined	4																																			
Terminated	0																																			
Deleted	0																																			
All	247																																			
<h3>Email Notifications</h3> <p>Circularized Case Notification</p>	<h3>Help</h3> <p>OE/AAA Support Desk Phone: 202-580-7500 Email: oeaaa_helpdesk@cghtech.com</p>	<h3>Documents</h3> <ul style="list-style-type: none"> OE/AAA System User Guide FAA Acronyms 																																		

When the user selects “Add New Sponsor”, they will be presented with the following screen:

Add New Sponsor

[faa.gov Tools:](#) [Print this page](#)

- The Sponsor can be you, your company, or your client. The sponsor is the person or business ultimately responsible for the construction or alteration. The sponsor appears as the addressee on all correspondence from the FAA.
- Please populate the following form to add or update a Sponsor.
- Required fields indicated with *

* **Sponsor Name:**

* **Attention Of:**

* **Address:**

Address 2:

* **City:**

* **State:**

-OR-

* **Non-US State:**

* **Country:**

* **Zip / Post Code:**

* **Phone:** - - ext

* **Fax:** - -

* **Email:**

NOTE: The party submitting information through the FAA website **DOES NOT** have to be the same as the sponsor. Often, a consultant or other party under direction from the sponsor makes the submittal through the website

Creating a New Submittal

There are two options for creating a new 7460 submittal. Again on the left side, either click “Add New Case (off airport)” or “Add New Case (on airport)”

Obstruction Evaluation Version 2010.1.0	OE/AAA Portal Page	
Home	My Account	
FAA OE/AAA Offices	Name: User Name: Login Time: IP Address:	
View Determined Cases	Actions: What's New Update Account Information Change Password Logout	
View Proposed Cases		
View Supplemental Notices (Form 7460-2)		
View Circularized Cases		
Search Archives		
Download Archives		
Circle Search for Cases		
Circle Search for Airports		
Discretionary Review FAQs		
Notice Criteria Tool		
DoD Preliminary Screening Tool		
Distance Calculation Tool		
OE/AAA Account		
Portal Page		
My Cases (Off Airport)		
My Cases (On Airport)		
My Sponsors		
Add New Case (Off Airport)		
Add New Case (On Airport)		
Update User Account		
What's New	Email Notifications	
Change Password	Circularized Case Notification	
Logout		

There are some differences in the required fields for “on airport” vs. “off airport” but the differences are minor and self-explanatory. One tip: for off airport submittals there is a field for “requested marking/lighting”. If the user does not have a preference, select other from the pull down menu and in the “other field” state “no preference”.

Notice of Proposed Construction or Alteration - Off Airport faa.gov Tools: [Print this page](#)

Sponsor (person, company, etc. proposing this action)

* Sponsor:

Construction / Alteration Information

* Notice Of:

* Duration:

if Temporary : Months: Days:

Work Schedule - Start: (mm/dd/yyyy)

Work Schedule - End: (mm/dd/yyyy)

State Filing:

Structure Summary

* Structure Type:

* Structure Name:

FCC Number:

Prior ASN: - - - OE

Structure Details

* Latitude: ° ′ ″ N

* Longitude: ° ′ ″ W

* Horizontal Datum:

* Site Elevation (SE): (nearest foot)

* Structure Height (AGL): (nearest foot)

* Requested Marking/Lighting:

Other :

Audio Visual Warning System(AVWS): Yes

* Current Marking/Lighting:

Other :

* Nearest City:

* Nearest State:

* Description of Location:

* Description of Proposal:

Common Frequency Bands

	Low Freq	High Freq	Freq Unit	ERP	ERP Unit
<input type="checkbox"/>	806	824	MHz	500	W
<input type="checkbox"/>	824	849	MHz	500	W
<input type="checkbox"/>	851	866	MHz	500	W
<input type="checkbox"/>	869	894	MHz	500	W
<input type="checkbox"/>	896	901	MHz	500	W
<input type="checkbox"/>	901	902	MHz	7	W
<input type="checkbox"/>	930	931	MHz	3500	W
<input type="checkbox"/>	931	932	MHz	3500	W
<input type="checkbox"/>	932	932.5	MHz	17	dBW
<input type="checkbox"/>	935	940	MHz	1000	W
<input type="checkbox"/>	940	941	MHz	3500	W
<input type="checkbox"/>	1850	1910	MHz	1640	W
<input type="checkbox"/>	1930	1990	MHz	1640	W
<input type="checkbox"/>	2305	2310	MHz	2000	W
<input type="checkbox"/>	2345	2360	MHz	2000	W

Specific Frequencies

[Add Specific Frequency](#)

Additional Location(s)

[Add New Location\(s\)](#)

- The most common “notice of” is construction. Select from pull down menu.
- Latitude and longitude must be entered for the structure/construction activity.
- Most 7460 submittals will require multiple points with lat/long unless the 7460 is for a pole/tower/ or other single point object. Buildings and construction areas all require points indicating the extents of the building or area. More information is provided below on how to add additional points to a submittal.
- There is a field to describe the activity taking place. In some complex activities the field does not provide enough room for the required text. An additional explanatory letter can be attached. Additional information is provided in this section on how to add a letter or document to the submittal.
- Red asterisks indicate the required fields.
- Unless there has been a previous aeronautical study for this submittal leave the “prior study” fields blank.

Accurate lat/long and site elevation is critical for an accurate airspace determination.

It is recommended that survey quality data be obtained from a recent survey, a GPS unit, or worst case, scaled from a topo quad.

- Only select “common frequency bands” if the proposed structure will transmit a signal.

If the submittal is a building or construction area that is more than a single lat/long point the user must save the data first. Click save at the bottom of the page. This will bring up a summary screen of the case. To add more points click “clone” under the heading “actions”.

Notice of Proposed Construction or Alteration - Off Airport faa.gov Tools: Print this page

Project Name: TEST1-000119804-09 **Sponsor:** test10

Project Summary : TEST1-000119804-09
[Add Another Case to this Project](#)

Structure	City, State	Lat/Long	Map	Actions
sadfv Draft	edfv, TX	30° 30' 30.00" N 95° 30' 30.00" W	Verify Map	Delete Clone Upload a PDF
sadfv Draft	edfv, TX	30° 30' 3.00" N 95° 41' 1.00" W	Verify Map	Delete Clone Upload a PDF
sadfv Draft	edfv, TX	30° 30' 30.00" N 95° 1' 1.00" W	Verify Map	Delete Clone Upload a PDF
sadfv Draft	edfv, TX	30° 30' 9.00" N 94° 4' 7.00" W	Verify Map	Delete Clone Upload a PDF
sadfv Draft	edfv, TX	30° 30' 15.00" N 95° 41' 4.00" W	Verify Map	Delete Clone Upload a PDF

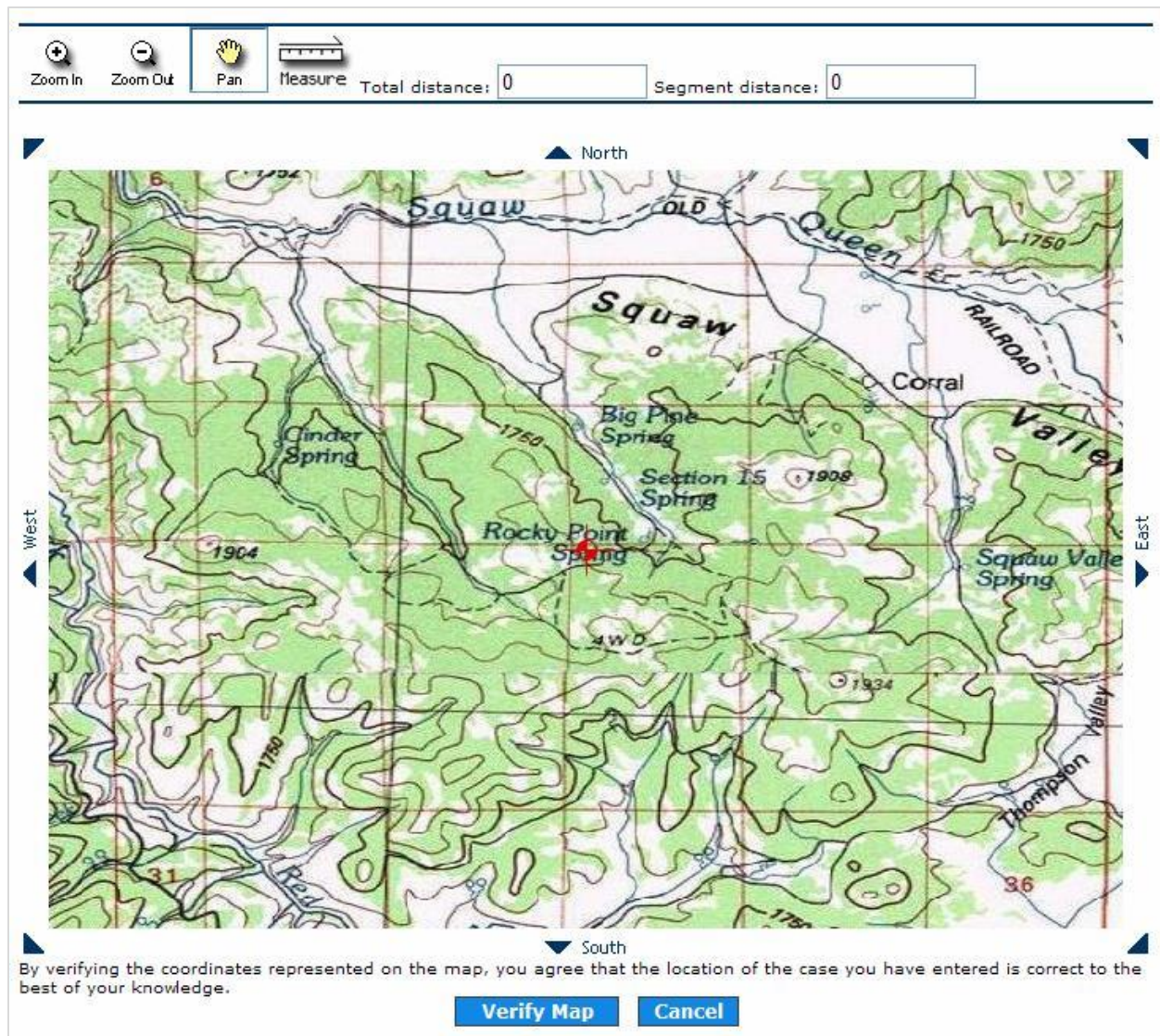
To submit this project, you must verify the coordinates of each case listed above.

The clone tool copies all the relevant information to a new page where an additional lat/long and elevation can be entered. However, the clone process does not number the various points of a proposed project. When entering the details for a point (see Image 5) it is helpful if the user assigns a number to the point and references the total number of points for the project (e.g. point 2 of 20). The numbering can be included in the project “description/remarks” field for each point.

It should be noted that each individual point associated with a project (e.g. each corner of a building) is evaluated individually, thus the importance of including a numbering system (2 of 20) in the text/description box.

Once done, click “save” again. Now the user will see two records under the “project summary” heading. Continue this process of cloning for all the remaining points.

Once all the points have been entered, each point must be verified. There is a red X with the words “verify map” indicating the user has not verified the location. Click Verify Map, a popup will display the lat/long point on a topo map and the user must verify that it is in the correct location. After clicking “verify map” on the popup, the red X will become a blue checkmark. It seems to be more efficient to enter all of the points associated with a project and then return to verify each point on the map at one time.



All on-airport project submittals must have a “project sketch” included. Under the “actions” column select “upload a PDF”. Once you have uploaded a sketch for all the points associated with the project the red X under “sketch” will turn to a green check mark. Off-airport projects do not require a “project sketch”, but the user can still upload one for informational purposes.

If the user needs to add any other information such as an explanatory letter, clicking on “upload a PDF” will allow the user to upload more documents, although only one at a time. Keep in mind that if additional PDFs or information are being provided, like the project sketch it must be uploaded to every point associated with the project.

Once the maps have been verified and sketches uploaded for all points associated with the case, the user will be able to submit the 7460 to the FAA for review.

Status of Submitted Projects

To check the status of a submittal, click on either “my cases (off airport)” or “my cases (on airport)” to see a list of what has been submitted. Each of the multiple points associated with one project will be listed as if they are separate, although still associated. The points will have a status:

ALL of My Cases (Off Airport)

faa.gov Tools Print this page

All Cases

Show All Cases (31)

Filter by Case Status

Draft (15) | Accepted (0) | Work in Progress (0)
Determined (0) | Circularized (0) | Terminated (16)

Cases Requiring Action

7460-2 Required (0) | Add Letter (0)

Records 1 to 20 of 31

Page 1 of 2
Next page →

Project Name	Structure Name	ASN	Status	Date Accepted	Date Determined	City	State
CITY -000038834-06	Test	2007-ASW-11935-OE	Terminated	12/27/2007	12/27/2007	Test	TX
CITY -000059482-07	sdv		Draft			ljknvasd	AS
CITY -000059483-07			Draft			1WADC	TX
CITY -000060676-07	Clearing		Draft			Loackhaven	PA
GLYN -000102789-08	Belgrade		Draft			Memphis	TN
TEST -000017393-05			Draft			Test	TX
TEST -000017393-05			Draft			Test	VA
TEST -000026823-05	-2 Test	2005-ASW-5900-OE	Terminated	10/24/2005	01/26/2006	Test	TX
TEST -000042518-06			Draft			Test	PW
TEST -000054890-06			Draft			Miami	HI
TEST -000062979-07	Test	2007-ASW-2891-OE	Terminated	03/31/2007	03/31/2007	Test	TX
TEST -000068585-07	Test	2007-ASW-4498-OE	Terminated	06/06/2007	06/06/2007	Test	TX
TEST -000070702-07	Test	2007-AAL-169-OE	Terminated	06/28/2007	06/28/2007	test	AK
TEST -000073196-07	Test	2007-ASW-6665-OE	Terminated	07/28/2007	07/28/2007	Test	TX
TEST -000076148-07	Test Case	2007-ASW-7840-OE	Terminated	08/30/2007	09/24/2007	Test	TX
TEST -000080619-07	Test	2007-ASW-9818-OE	Terminated	10/25/2007	10/25/2007	Test	TX
TEST -000089176-08	Test	2008-ASW-1637-OE	Terminated	02/28/2008	02/28/2008	Test	TX
TEST -000100444-08	test	2008-ASW-5488-OE	Terminated	08/04/2008	08/04/2008	Test	TX
TEST -000102395-08	test	2008-ASW-5898-OE	Terminated	08/28/2008	10/03/2008	Test	TX
TEST -000104649-08	test	2008-ASW-6317-OE	Terminated	10/03/2008	10/09/2008	test	TX

Rows per Page: 20

Records 1 to 20 of 31

Page: 1 2

Next page →

Page 1 of 2

Project Status Definitions:

Draft: Cases that have been saved by the user but have not been submitted to the FAA.

Waiting: Cases that have not been submitted to the FAA and are waiting for an action from the user, either to verify the map or attach a sketch.

Accepted: Cases that have been submitted to the FAA.

Add Letter: Cases that have been reviewed by the FAA and require additional information from the user.

Work in Progress: Cases that are being evaluated by the FAA.

Determined: Cases that have a completed aeronautical study and an FAA determination.

Terminated: Cases that are no longer valid.

These definitions are also shown at the bottom of the summary screen.

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Appendix C

Methods for Calculating Usage Intensity

INTRODUCTION

The underlying safety compatibility criterion employed in this *ALUCP* is “usage intensity”—the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum intensity, it is considered incompatible and thus inconsistent with compatibility planning policies. The usage intensity concept is identified in the *California Airport Land Use Planning Handbook (Handbook)* as the measure best suited for assessment of land use safety compatibility with airports. The *Handbook* is published by Caltrans and is required under state law to be used as a guide in preparation of airport land use compatibility plans.

It is recognized, though, that “people per acre” is not a common measure in other facets of land use planning. Therefore, this *ALUCP* also utilizes the more common measure of floor area ratio (FAR) as a means of implementing the usage intensity criteria on the local level. This appendix both provides guidance on how the usage intensity determination can be made and defines the relationships between this measure, FAR, and other measures found in land use planning.

COUNTING PEOPLE

The most difficult part about calculating a use’s intensity is estimating the number of people expected to use a particular facility under normal circumstances. All people—not just employees, but also customers and visitors—who may be on the property at a single point in time, whether indoors or outside, must be counted. The only exceptions are for rare special events, such as an air show at an airport, for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

Ideally, the actual number of people for which the facility is designed would be known. For example, the number of seats in a proposed movie theater can be determined with high accuracy once the theater size is decided. However, other buildings may be built as a shell and the eventual number of occupants would remain unknown until a specific tenant is found. Furthermore, the number of occupants can change in the future as tenants change. Even greater uncertainty is involved with relatively open uses that do not having fixed seating—e.g., retail stores or sports parks.

Absent clearly measurable occupancy numbers, other sources must be relied upon to estimate the number of people in a proposed development.

SURVEY OF SIMILAR USES

A survey of similar uses already in existence is one option; however, gathering data in this manner can be time-consuming and costly. Also, unless the survey sample is sufficiently large and conducted at various times, inconsistent numbers may result. Except for uncommon uses for which occupancy levels cannot be estimated through other means, surveys are most appropriate as supplemental information.

MAXIMUM OCCUPANCY

A second option for estimating the number of people who will be on a site is to rely upon data indicating the maximum occupancy of a building measured in terms of Occupancy Load Factor—the number of square feet per occupant. The number of people on the site, assuming limited outdoor or peripheral uses, can be calculated by dividing the total floor area of a proposed use by the Occupancy Load Factor. The challenge of this methodology lies in establishing realistic figures for square feet per occupant. The number varies greatly from one use to another and, for some uses, has changed over time as well.

A commonly used source of maximum occupancy data is the standards set in the California Building Code (CBC). The chart reproduced as **Exhibit C-1** indicates the Occupancy Load Factors for various types of uses. The CBC, though, is intended primarily for purposes of structural design and fire safety and represents a legal maximum occupancy in most jurisdictions. A CBC-based methodology consequently results in occupancy numbers that are higher than normal maximum usage in most instances. The numbers also are based upon usable floor area and do not take into account corridors, stairs, building equipment rooms, and other functions that are part of a building's gross square footage. Surveys of actual Occupancy Load Factors conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the *Handbook* indicates that the number of people calculated for office and retail uses can usually be divided in half to reflect the actual occupancy levels before making the final people-per-acre determination. Even with this adjustment, the CBC-based methodology typically produces intensities at the high end of the likely range.

Another source of data on square footage per occupant comes from the facility management industry. The data is used to help businesses determine how much building space they need to build or lease and thus tends to be more generous than the CBC standards. The numbers vary not only by the type of facility, as with the CBC, but also by type of industry. The following are selected examples of square footage per *employee* gathered from a variety of sources.

- | | |
|--|-----------|
| ▪ Call centers | 150 – 175 |
| ▪ Typical offices | 180 – 250 |
| ▪ Law, finance, real estate offices | 300 – 325 |
| ▪ Research & development, light industry | 300 – 500 |

- Health services 500

The numbers above do not take into account the customers who may also be present for certain uses. For retail business, dining establishments, theaters, and other uses where customers outnumber employees, either direct measures of occupancy—the number of seats, for example—or other methodologies must be used to estimate the potential number of people on the site.

PARKING SPACE REQUIREMENTS

For many jurisdictions and a wide variety of uses, the number of people present on a site can be calculated based upon the number of automobile parking spaces that are required. However, certain limitations and assumptions must be considered when applying this methodology. An obvious limitation is that parking space requirements can be correlated with occupancy numbers only where nearly all users arrive by private vehicle rather than by public transportation, walking, or other method. Secondly, the jurisdiction needs to have a well-defined parking ordinance that lists parking space requirements for a wide range of land uses. For most uses, these requirements are typically stated in terms of the number of parking spaces that must be provided per 1,000 square feet of gross building size or a similar ratio. Lastly, assumptions must be made with regard to the average number of people who will arrive in each car.

Both of the critical ratios associated with this methodology—parking spaces to building size and occupants to vehicles—vary from one jurisdiction to another even for the same types of uses. Research of local ordinances and other sources, though, indicates that the following ratios are typical.

- **Parking Space Ratios**—These examples of required parking space requirements are typical of those found in ordinances adopted by urban and suburban jurisdictions. The numbers are ratios of spaces required per 1,000 square feet of gross floor area. Gross floor area is normally measured to the outside surfaces of a building and includes all floor levels as well as stairways, elevators, storage, and mechanical rooms.

▪ Small Restaurants	10.0
▪ Medical Offices	4.0 – 5.7
▪ Shopping Centers	4.0 – 5.0
▪ Health Clubs	3.3 – 5.0
▪ Business Professional Offices	3.3 – 4.0
▪ Retail Stores	3.0 – 3.5
▪ Research & Development	2.5 – 4.0
▪ Manufacturing	2.0 – 2.5
▪ Furniture, Building Supply Stores	0.7 – 1.0

- **Vehicle Occupancy**—Data indicating the average number of people occupying each vehicle parking at a particular business or other land use can be found in various transportation surveys. The numbers vary both from one community or region to another and over time; thus, current local data is best if available. The following data represent typical vehicle occupancy for different trip purposes.

▪ Work	1.05 – 1.2
▪ Education	1.2 – 2.0
▪ Medical	1.5 – 1.7
▪ Shopping	1.5 – 1.8
▪ Dining, Social, Recreational	1.7 – 2.3

USAGE INTENSITY RELATIONSHIP TO OTHER DEVELOPMENT MEASURES

CALCULATING USAGE INTENSITIES

Once the number of people expected in a particular development—both over the entire site and within individual buildings—has been estimated, the usage intensity can be calculated. The criteria in this *ALUCP* are measured in terms of the average intensity over the entire project site.

The average intensity is calculated by dividing the total number of people on the site by the site size. A 10-acre site expected to be occupied by as many as 1,000 people at a time would have an average intensity of 100 people per acre. The site size equals the total size of the parcel or parcels to be developed.

Having calculated the usage intensities of a proposed development, a comparison can be made with the criteria set forth in the *ALUCP* to determine whether the proposal is consistent or inconsistent with the policies.

COMPARISON WITH FLOOR AREA RATIO

As noted earlier, usage intensity or people per acre is not a common metric in land use planning. Floor area ratio or FAR—the gross square footage of the buildings on a site divided by the site size—is a more common measure in land use planning. Some counties and cities adopt explicit FAR limits in their zoning ordinance or other policies. Those that do not set FAR limits often have other requirements, such as a maximum number of floors a building can have, minimum setback distances from the property line, and minimum number of parking spaces. These requirements effectively limit the floor area ratio as well.

To facilitate local jurisdiction implementation, the safety compatibility criteria in this *ALUCP* have been structured around FAR measures to determine usage intensity limits for many types of nonresidential land use development. To utilize FAR in this manner, a critical additional piece of information is necessary to overcome the major shortcoming of FAR as a safety compatibility measure. The problem with FAR is that it does not directly correlate with risks to people because different types of buildings with the same FAR can have vastly different numbers of people inside—a low-intensity warehouse versus a high-intensity restaurant, for example. For FAR to be applied as a factor in setting development limitations, assumptions must be made as to how much space each person (employees and others) in the building will occupy. The Safety Compatibility Criteria table

therefore indicates the assumed Occupancy Load Factor for various land uses. Mathematically, the relationship between usage intensity and FAR is:

$$\text{FAR} = \frac{(\text{allowable usage intensity}) \times (\text{Occupancy Load Factor})}{43,560}$$

where *usage intensity* is measured in terms of people per acre and *Occupancy Load Factor* as square feet per person.

Selection of the usage intensity, occupancy level, and FAR numbers that appear in the Basic Compatibility Criteria table was done in an iterative manner that considered each of the components both separately and together. Usage intensities were initially set with respect to guidelines provided in the *California Airport Land Use Planning Handbook*. Occupancy levels were derived from the CBC but were adjusted based upon additional research from both local and national sources in the manner discussed earlier in this appendix. The FAR limits were initially calculated from these other two numbers using the formula above.

COMPARISON WITH PARKING SPACE REQUIREMENTS

As discussed above, many jurisdictions have adopted parking space requirements that vary from one land use type to another. Factoring in an estimated vehicle occupancy rate for various land uses as described earlier, the Occupancy Load Factor can be calculated. For example, a typical parking space requirement for office uses is 4.0 spaces per 1,000 square feet or 1 space per 250 square feet. If each vehicle is assumed to be occupied by 1.1 persons, the equivalent Occupancy Load Factor would be 1 person per 227 square feet. This number falls squarely within the range noted above that was found through separate research of norms used by the facility management industry.

As an added note, the Occupancy Load Factor of 215 square feet per person indicated in the Basic Compatibility Criteria table for office uses is slightly more conservative than the above calculation produces. This means that, for a given usage intensity standard, the FAR limit in the table is slightly more restrictive than would result from a higher Occupancy Load Factor.

EXHIBIT C-1: OCCUPANT LOAD FACTORS - CALIFORNIA BUILDING CODE

Function of Space	Floor area per occupant (sq. ft.)
Accessory storage areas, mechanical equipment room	300 gross
Agricultural building	300 gross
Aircraft hangars	500 gross
Airport terminal	
Baggage claim	20 gross
Baggage handling	300 gross
Concourse	100 gross
Waiting areas	15 gross
Assembly	
Gaming floors (keno, slots, etc.)	11 gross
Assembly with fixed seats	See Section 1004.7
Assembly without fixed seats	
Concentrated (chairs only-not fixed)	15 net
Standing space	5 net
Unconcentrated (tables and chairs)	7 net
Bowling centers, allow 5 persons for each lane including 15 feet of runway, and for additional areas	7 net
Business areas	100 gross
Courtrooms-other than fixed seating areas	40 net
Day care	35 net
Dormitories	50 gross
Educational	
Classroom area	20 net
Shops and other vocational room areas	50 net
Exercise rooms	50 gross
H-5 Fabrication and manufacturing areas	200 gross
Industrial areas	100 gross
Institutional areas	
Inpatient treatment areas	240 gross
Outpatient treatment areas	100 gross
Sleeping areas	120 gross
Kitchens, commercial	200 gross
Laboratory	
Educational	50 net
Laboratories, non-educational	100 net
Laboratory suite	200 gross
Library	
Reading rooms	50 net
Stack area	100 gross
Locker rooms	50 gross
Mercantile	
Areas on other floors	60 gross
Basement and grade floor areas	30 gross
Storage, stock, shipping areas	300 gross
Parking garages	200 gross
Residential	200 gross
Skating rinks, swimming pools	
Rink and pool	50 gross
Decks	15 gross
Stages and platforms	15 net
Warehouses	500 gross

Source: California Building Code (2007), Table 1004.1.1

EXHIBIT C-2: SAMPLE PEOPLE-PER-ACRE CALCULATIONS**Example 1**

Proposed Development: Two office buildings, each two stories and containing 20,000 square feet of floor area per building. Site size is 3.0 net acres. Counting a portion of the adjacent road, the gross area of the site is 3.5± acres.

A. Calculation Based on Parking Space Requirements

For office uses, assume that a county or city parking ordinance requires 1 parking space for every 300 square feet of floor area. Data from traffic studies or other sources can be used to estimate the average vehicle occupancy. For the purposes of this example, the typical vehicle occupancy is assumed to equal 1.5 people per vehicle.

The average usage intensity would therefore be calculated as follows:

- 1) 40,000 sq. ft. floor area x 1.0 parking space per 300 sq. ft. = 134 required parking spaces
- 2) 134 parking spaces x 1.5 people per space = 201 people maximum on site
- 3) 201 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

B. Calculation Based on Uniform Building Code

Using the UBC (**ExhibitC-1**) as the basis for estimating building occupancy yields the following results for the above example:

- 1) 40,000 sq. ft. bldg. ÷ 100 sq. ft./occupant = 400 people max. bldg. occupancy (under UBC)
- 2) 400 max. bldg. occupancy x 50% adjustment = 200 people maximum on site
- 3) 200 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

C. Calculation of Single Acre Intensity

Assuming that occupancy of each building is relatively equal throughout, but that there is some separation between the buildings and outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

- 1) 20,000 sq. ft. bldg. ÷ 2 stories = 10,000 sq. ft. bldg. footprint
- 2) 10,000 sq. ft. bldg. footprint ÷ 43,560 sq. ft. per acre = 0.23 acre bldg. footprint
- 3) Building footprint < 1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 100 people per single acre (i.e., 200 people max. on site ÷ 2 bldgs.)

Conclusions: In this instance, both methodologies yield the same results. The 57 people per average acre and the 100 people per single acre results must be compared with the intensity limits provided in the Basic Compatibility Criteria tables in this *ALUCP*.

Continued on next page

Example 2

Proposed Development: Single-floor furniture store containing 24,000 square feet of floor area on a site of 2.0 gross acres and the net acreage (less internal roadways) is 1.7 acres.

A. Calculation Based on Parking Space Requirements

For furniture stores, assume that a county or city parking ordinance requires 1 parking space per 1,500 square feet of use area. Assuming 1.5 people per automobile results in the following intensity estimates:

The average usage intensity would be:

- 1) 24,000 sq. ft. bldg. x 1.0 parking space per 1,500 sq. ft. = 16 required parking spaces
- 2) 16 parking spaces x 1.5 people per space = 24 people maximum on site
- 3) 24 people ÷ 2.0 acres gross site size = 12 people per acre average for the site

B. Calculation Based on Uniform Building Code

For the purposes of the UBC-based methodology, the furniture store is assumed to consist of 50% retail sales floor (at 30 square feet per occupant) and 50% warehouse (at 500 square feet per occupant). Usage intensities would therefore be estimated as follows:

- 1) 12,000 sq. ft. retail floor area ÷ 30 sq. ft./occupant = 400 people max. occupancy in retail area
- 2) 12,000 sq. ft. warehouse floor area ÷ 500 sq. ft./occupant = 24 people max. occupancy in warehouse area
- 3) Maximum occupancy under UBC assumptions = 400 + 24 = 424 people
- 4) Assuming typical peak occupancy is 50% of UBC numbers = 212 people maximum on site
- 5) 212 people ÷ 2.0 acres = 106 people per acre average for the site

C. Calculation for Single Acre Intensity

With respect to the single-acre intensity criteria, the entire building occupancy would again be within less than 1.0 acre, thus yielding the same intensity of 24 or 212 people per single acre.

Again assuming a relatively balanced occupancy throughout the building and that outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

- 1) 24,000 sq. ft. bldg. footprint ÷ 43,560 sq. ft. per acre = 0.55 acre bldg. footprint
- 3) Building footprint < 1.0 acre; therefore, maximum people in 1 acre = bldg. occupancy = 24 or 212 people per single acre under parking space or UBC methodology, respectively

Conclusions: In this instance, the two methods produce very different results. The occupancy estimate of 30 square feet per person is undoubtedly low for a furniture store even after the 50% adjustment. On the other hand, the 12 people-per-acre estimate using the parking requirement methodology appears low but is probably closer to being realistic. Unless better data is available from surveys of similar uses, this proposal should reasonably be considered compatible within most compatibility zones, except *Zone A*.

Appendix D

General Plan Consistency Checklist

This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with this *ALUCP*. It is also designed to facilitate *ALUC* reviews of these local plans and policies.

COMPATIBILITY CRITERIA

General Plan Document

The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the *ALUCP*.

- **Land Use Map**—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the *ALUC* land use compatibility criteria.
 - Residential densities (dwelling units per acre) should not exceed the set limits.
 - Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below).
 - No new land uses of a type listed as specifically prohibited should be shown within affected areas.
- **Noise Element**—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent *ALUCP* criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).

Zoning or Other Policy Documents

The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the *ALUCP* may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document:

- **Intensity Limitations on Nonresidential Uses**—*ALUCPs* may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the *ALUCP*. Alternatively, *ALUCs* may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.
- **Identification of Prohibited Uses**—*ALUCPs* may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.
- **Open Land Requirements**—*ALUCP* requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.
- **Infill Development**—If an *ALUCP* contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.
- **Height Limitations and Other Hazards to Flight**—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.

Continued on next page

- **Buyer Awareness Measures**—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some *ALUCPs* require either dedication of an aviation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.
- **Nonconforming Uses and Reconstruction**—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the *ALUCP*, if any.

REVIEW PROCEDURES

In addition to incorporation of *ALUC* compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.

- **Actions Always Required to be Submitted for *ALUC* Review**—Public Utility Code Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.
- **Other Land Use Actions Potentially Subject to *ALUC* Review**—In addition to the above actions, *ALUCPs* may identify certain major land use actions for which referral to the *ALUC* is dependent upon agreement between the local agency and *ALUC*. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the *ALUC*, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the *ALUC* is mandatory. Local policies should indicate the local agency's intentions in this regard.

- **Process for Compatibility Reviews by Local Jurisdictions**—If a local agency chooses to submit only the mandatory actions for *ALUC* review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.
- **Variance Procedures**—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the *ALUCP* must be referred to the *ALUC* for review.
- **Enforcement**—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.

Source: *California Airport Land Use Planning Handbook* (October 2011)

Appendix E

Sample Implementation Documents

INTRODUCTION

The responsibility for implementation of the compatibility criteria set forth in the *Napa Countywide Airport Land Use Compatibility Plan (ALUCP)* rests largely with the Local Agencies in Napa County. Modification of general plans and specific plans for consistency with this *ALUCP* is the major step in this process. However, not all of the measures necessary for achievement of airport land use compatibility are necessarily included in general plans and specific plans. Other types of documents also serve to implement the *ALUCP* policies. Samples of such implementation documents are included in this appendix.

AIRPORT COMBINING ZONE ORDINANCE

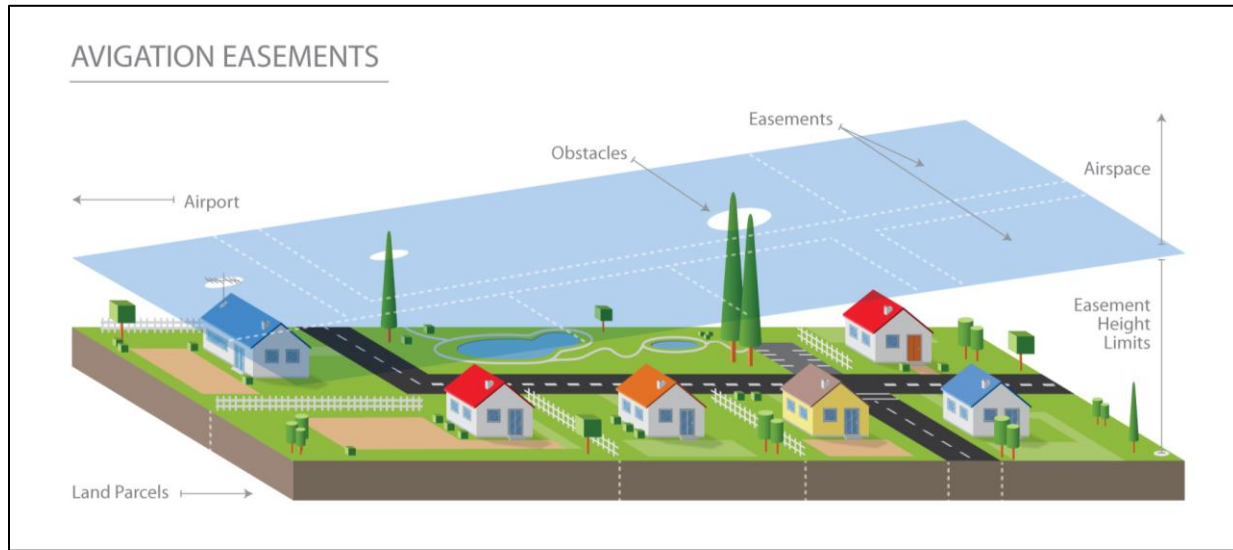
One option that the affected local jurisdictions can utilize to implement airport land use compatibility criteria and associated policies is adoption of an airport combining zone ordinance. An airport combining zone ordinance is a way of collecting various airport-related development conditions into one local policy document. Adoption of a combining zone is not required but is suggested as an option. **ExhibitE-2** describes some of the potential components of an airport combining zone ordinance.

BUYER AWARENESS MEASURES

Buyer awareness is an umbrella category for several types of implementation documents, all of which have the objective of ensuring that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. The *ALUCP* policies include each of these measures.

- **Avigation Easement**—Avigation easements transfer certain property rights from the owner of the underlying property to the owner of an airport or, in the case of military airports, to a local government agency on behalf of the federal government (the U.S. Department of Defense is not authorized to accept avigation easements) (see **ExhibitE-1**). This *ALUCP* requires avigation easement dedication as a condition for approval of development on property subject to high noise levels or a need to restrict heights of structures and trees to less than might ordinarily occur on the property. Specific easement dedication requirements are set forth in this *ALUCP*. Also, airports may require avigation easements in conjunction with programs for noise insulation of existing structures in the airport vicinity. A sample of a standard avigation easement is included in **ExhibitE-3**.

EXHIBIT E-1: AVIGATION EASEMENTS



Source: Mead & Hunt, Inc. 2020

- **Recorded Overflight Notification**—An overflight notification informs property owners that the property is subject to aircraft overflight and generation of noise and other impacts. No restrictions on the heights of objects, requirements for marking or lighting of objects, or access to the property for these purposes are included. An overflight notification serves only as buyer acceptance of overflight conditions. Suggested wording of an overflight notification is included in **Exhibit E-4**. Unlike an avigation easement, overflight easement, or other type of easement, an overflight notification is not a conveyance of property rights. However, like an easement, an overflight notification is recorded on the property deed and, therefore, remains in effect with sale of the property to subsequent owners. Overflight notifications are generally appropriate in areas outside the 60 dB CNEL noise contour, outside Safety Zones, and within areas where the height of structures and other objects would not pose a significant potential of being airspace obstruction hazards.
- **Airport Proximity Disclosure**—A less definitive, but more all-encompassing, form of buyer awareness measure is for the *ALUC* and local jurisdictions to establish a policy indicating that information about an airport's influence area should be disclosed to prospective buyers of all airport-vicinity properties prior to transfer of title. The advantage of this type of program is that it applies to previously existing land uses as well as to new development. The requirement for disclosure of information about the proximity of an airport has been present in state law for some time, but legislation adopted in 2002 and effective in January 2004 explicitly ties the requirement to the airport influence areas established by airport land use commissions (see **Appendix A** for excerpts from sections of the Business and Professions Code and Civil Code that define these requirements). With certain exceptions, these statutes require disclosure of a property's location within an airport influence area under any of the following three circumstances: (1) sale or lease of subdivided lands; (2) sale of common interest developments; and (3) sale of residential real property. In each case, the disclosure statement to be used is defined by state law as follows:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

EXHIBIT E-2: SAMPLE AIRPORT COMBINING ZONE COMPONENTS

An airport compatibility combining zoning ordinance might include some or all of the following components:

- **Airspace Protection**—A combining district can establish restrictions on the height of buildings, antennas, trees, and other objects as necessary to protect the airspace needed for operation of the airport. These restrictions should be based upon the current version of the Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, Subpart C. Additions or adjustment to take into account instrument approach (TERPS) surfaces should be made as necessary. Provisions prohibiting smoke, glare, bird attractions, and other hazards to flight should also be included.
- **FAA Notification Requirements**—Combining districts also can be used to ensure that project developers are informed about the need for compliance with the notification requirements of FAR Part 77. Subpart B of the regulations requires that the proponent of any project which exceeds a specified set of height criteria submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration prior to commencement of construction. The height criteria associated with this notification requirement are lower than those spelled out in Part 77, Subpart C, which define airspace obstructions. The purpose of the notification is to determine if the proposed construction would constitute a potential hazard or obstruction to flight. Notification is not required for proposed structures that would be shielded by existing structures or by natural terrain of equal or greater height, where it is obvious that the proposal would not adversely affect air safety.
- **State Regulation of Obstructions**—State law prohibits anyone from constructing or altering a structure or altering a structure or permitting an object of natural growth to exceed the heights established by FAR Part 77, Subpart C, unless the FAA has determined the object would or does not constitute a hazard to air navigation (Public Utilities Code, Section 21659). Additionally, a permit from the Department of Transportation is required for any structure taller than 500 feet above the ground unless the height is reviewed and approved by the Federal Communications Commission or the FAA (Section 21656).
- **Designation of High Noise-Impact Areas**—California state statutes require that multi-family residential structures in high-noise exposure areas be constructed so as to limit the interior noise to a Community Noise Equivalent Level of no more than 45 dB. A combining district could be used to indicate the locations where special construction techniques may be necessary in order to ensure compliance with this requirement. The combining district also could extend this criterion to single-family dwellings.
- **Maximum Densities/Intensities**—Airport noise and safety compatibility criteria are frequently expressed in terms of dwelling units per acre for residential uses and people per acre for other land uses. These standards can either be directly included in a combining zone or used to modify the underlying land use designations. For residential land uses, the correlation between the compatibility criteria and land use designations is direct. For other land uses, the method of calculating the intensity limitations needs to be defined. Alternatively, a matrix can be established indicating whether each specific type of land use is compatible with each compatibility zone. To be useful, the land use categories need to be more detailed than typically provided by general plan or zoning ordinance land use designations.
- **Open Areas for Emergency Landing of Aircraft**—In most circumstances in which an accident involving a small aircraft occurs near an airport, the aircraft is under control as it descends. When forced to make an off-airport emergency landing, pilots will usually attempt to do so in the most open areas readily available. To enhance safety both for people on the ground and the occupants of the aircraft, airport compatibility plans often contain criteria requiring a certain amount of open land near airports. These criteria are most effectively carried out by planning at the general or specific plan level, but may also need to be included in a combining district so that they will be applied to development of large parcels. Adequate open areas can often be provided by clustering of development on adjacent land.
- **Areas of Special Compatibility Concern**—A significant drawback of standard general plan and zoning ordinance land use designations is that they can be changed. Uses that are currently compatible are not assured of staying that way in the future. Designation of areas of special compatibility concern would serve as a reminder that airport impacts should be carefully considered in any decision to change the existing land use designation. [A legal consideration which supports the value of this concept is that down-zoning of a property to a less intensive use is becoming more difficult. It is much better not to have inappropriately up-zoned the property in the first place.]
- **Real Estate Disclosure Policies**—The geographic extent and specific language of recommended real estate disclosure statements can be described in an airport combining zone ordinance.

EXHIBIT E-3: TYPICAL AVIGATION EASEMENT**TYPICAL AVIGATION EASEMENT****[Airport Name]**

This indenture made this ____ day of _____, 20__, between _____ hereinafter referred to as Grantor, and the [Agency Name], a political subdivision in the State of California, hereinafter referred to as Grantee.

The Grantor, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant to the Grantee, its successors and assigns, a perpetual and assignable easement over the following described parcel of land in which the Grantor holds a fee simple estate. The property which is subject to this easement is depicted as _____ on "Exhibit A" attached and is more particularly described as follows:

[Insert legal description of real property]

The easement applies to the Airspace above an imaginary plane over the real property. The plane is described as follows:

The imaginary plane above the hereinbefore described real property, as such plane is defined by Part 77 of the Code of Federal Regulations, and consists of a plane [describe approach, transition, or horizontal surface]; the elevation of said plane being based upon the [Airport Name] official airport elevation of ____ feet Above Mean Sea Level (AMSL), as determined by the Airport Layout Plan, the approximate dimensions of which said plane are described and shown on Exhibit A attached hereto and incorporated herein by reference.

The aforesaid easement and right-of-way includes, but is not limited to:

- (1) For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons, or any aircraft, of any and all kinds now or hereafter known, in, through, across, or about any portion of the Airspace hereinabove described; and
- (2) The easement and right to cause or create, or permit or allow to be caused and created within all space above the existing surface of the hereinabove described real property and any and all Airspace laterally adjacent to said real property, such noise, vibration, currents and other effects of air illumination and fuel consumption as may be inherent in, or may arise or occur from or during the operation of aircraft of any and all kinds, now or hereafter known or used, for navigation of or flight in air; and
- (3) A continuing right to clear and keep clear from the Airspace any portions of buildings, structures or improvements of any kinds, and of trees or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees, or other things which extend into or above said Airspace, and the right to cut to the ground level and remove, any trees which extend into or above the Airspace; and
- (4) The right to prohibit or restrict land uses or site features that could attract hazardous wildlife to an Airport Influence Area;
- (5) The right to mark and light, or cause or require to be marked and lighted, as obstructions to air navigation, any and all buildings, structures or other improvements, and trees or other objects, which extend into or above the Airspace; and
- (6) The right of ingress to, passage within, and egress from the hereinabove described real property, for the purposes described in subparagraphs (3) and (4) above at reasonable times and after reasonable notice.

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the [Agency Name], for the direct benefit of the real property constituting the [Airport Name] hereinafter described, that neither the Grantor, nor its successors in interest or assigns will construct, install, erect, place or grow, in or upon the hereinabove described real property, nor will they permit or allow any building structure, improvement, tree, or other object to extend into or above the Airspace so as to constitute an obstruction to air navigation or to obstruct or interfere with the use of the easement and rights-of-way herein granted. If Grantor fails to comply with the foregoing obligations within ten (10) days after Grantee gives written notice of violation to Grantor by depositing said notice in the United States mail, Grantee may enter the above-described real property for the purposes described in subparagraphs (3) and/or (4), above, and charge Grantor for the cost thereof.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which constitutes the [Airport Name], in the County of Napa, State of California; and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the Grantee and any and all members of the general public who may use said easement or right-of-way, in landing at, taking off from or operating such aircraft in or about the [Airport Name], or in otherwise flying through said Airspace.

Grantor, together with its successors in interest and assigns, hereby waives its right to legal action against Grantee, its successors or assigns for monetary damages or other redress due to impacts, as described in paragraph (2) of the granted rights of easement, associated with aircraft operations in the air or on the ground at the airport, including future increases in the volume or changes in location of said operations. Furthermore, Grantee, its successors, and assigns shall have no duty to avoid or mitigate such damages through physical modification of airport facilities or establishment or modification of aircraft operational procedures or restrictions. However, this waiver shall not apply if the airport role or character of its usage (as identified in an adopted airport master plan, for example) changes in a fundamental manner which could not reasonably have been anticipated at the time of the granting of this easement and which results in a substantial increase in the in the impacts associated with aircraft operations. Also, this grant of easement shall not operate to deprive the Grantor, its successors or assigns of any rights which may from time to time have against any air carrier or private operator for negligent or unlawful operation of aircraft.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and, for the purpose of this instrument, the real property firstly hereinabove described is the servient tenement and said [Airport Name] is the dominant tenement.

DATED _____

STATE OF }
ss
COUNTY OF }

On _____, before me, the undersigned, a Notary Public in and for said County and State personally appeared _____, and _____ known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

Notary Public

Source: Modified from California Airport Land Use Planning Handbook (January 2002)

EXHIBIT E-4: SAMPLE RECORDED OVERFLIGHT NOTIFICATION**RECORDED OVERFLIGHT NOTIFICATION**

This *Overflight Notification* concerns the real property situated in the County of Napa and the City of _____, State of _____ California, described as _____ [APN No.: _____].

This *Overflight Notification* provides notification of the condition of the above described property in recognition of, and in compliance with, CALIFORNIA BUSINESS & PROFESSIONS CODE Section 11010 and CALIFORNIA CIVIL CODE Sections 1102.6, 1103.4 and 1353, effective January 1, 2004, and related state and local regulations and consistent with policies of the Airport Land Use Commission for Napa County for overflight notification provided in the Napa Countywide Airport Land Use Compatibility Plan.

NOTICE OF AIRPORT IN VICINITY: This property is located in the vicinity of an airport and within the airport influence area. The property may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations (for example: noise, vibration, overflights or odors). Individual sensitivities to those annoyances can vary from person to person. You should consider what airport annoyances, if any, affect the Property before you complete your purchase and whether they are acceptable to you.

The Federal Aviation Administration (FAA) has regulatory authority over the operation of aircraft in flight and on the runway and taxiway surfaces at [Airport Name]. The FAA is, therefore, exclusively responsible for airspace and air traffic management, including ensuring the safe and efficient use of navigable airspace, developing air traffic rules, assigning the use of airspace and controlling air traffic. Please contact the FAA for more detailed information regarding overflight and airspace protection issues associated with the operation of military aircraft.

The airport operator, the [Agency Name], maintains information regarding hours of operation and other relevant information regarding airport operations. Please contact your local airport operator for more detailed information regarding airport specific operational issues including hours of operation.

This *Overflight Notification* shall be duly recorded with the Napa County Assessor's Office, shall run with the Property, and shall be binding upon all parties having or acquiring any right, title or interest in the Property.


Effective Date: _____, 20__

Source: California Airport Land Use Planning Handbook (January 2002)

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Appendix F

Referral Form

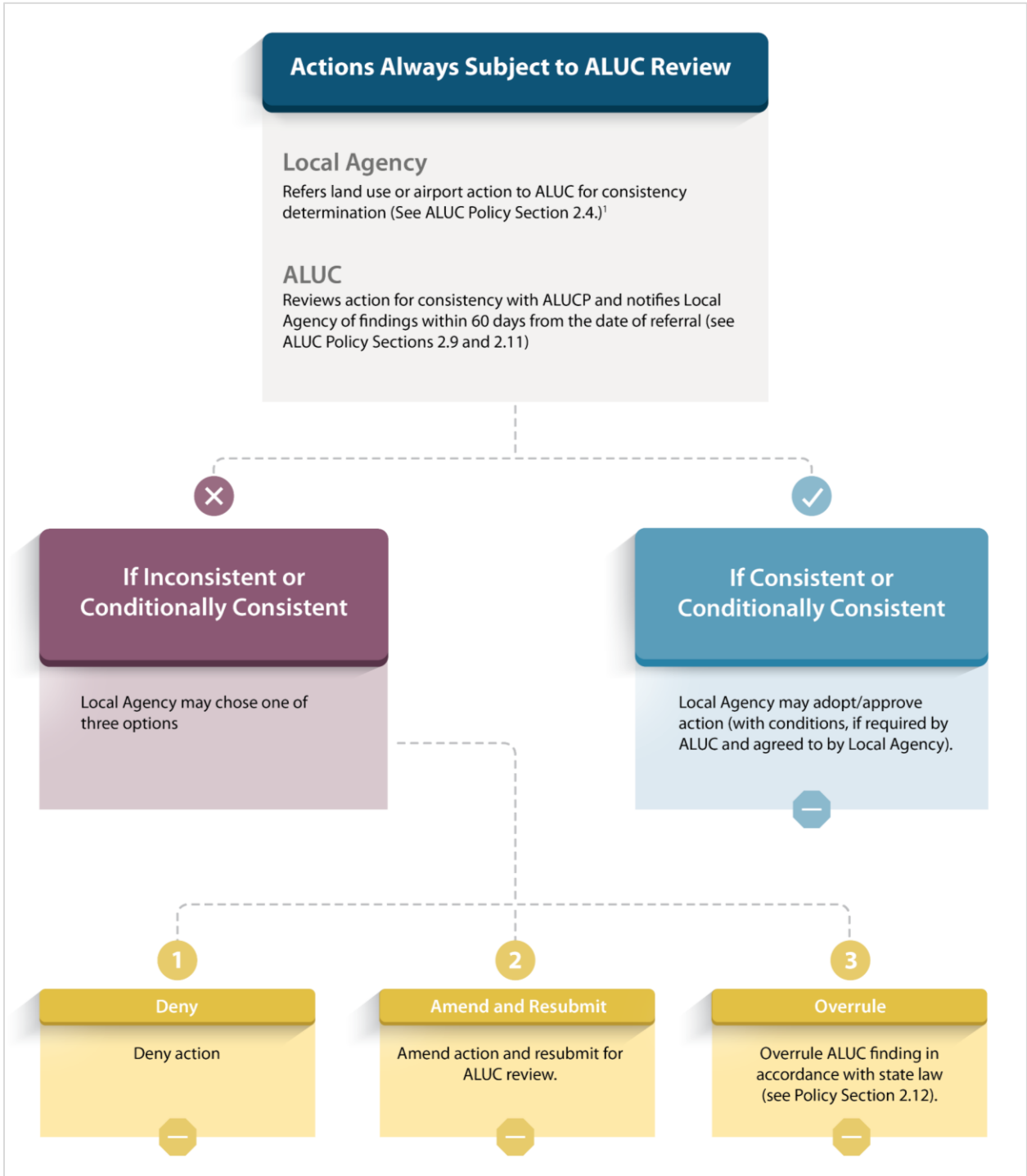
		PROJECT APPLICATION FOR LAND USE ACTION REVIEW		ALUC Identification No. _____	
PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)					
Date of Application _____		Phone Number _____			
Applicant _____		_____			
Mailing Address _____		_____			
_____		_____			
Agent (if any) _____		Phone Number _____			
Mailing Address _____		_____			
_____		_____			
PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)					
<i>Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways</i>					
Street Address _____		_____			
Assessor's Parcel No. _____		Parcel Size _____		_____	
Subdivision Name _____		Zoning _____		_____	
Lot Number _____		Classification _____		_____	
PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)					
<i>If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed</i>					
Existing Land Use (describe) _____		_____			
_____		_____			
Proposed Land Use (describe) _____		_____			
_____		_____			
For Residential Uses		Number of Parcels or Units on Site (exclude secondary units) _____			
For Other Land Uses		Hours of Use _____			
		Number of People		Maximum Number _____	
		On Site...		Method of Calculation _____	
Height Data		Height above Ground of Tallest Object (including antennas and trees) _____ ft.			
		Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.			
Flight Hazards		Does the Project Involve Characteristics that:			
		▪ Could Create Electrical Interference, Confusing Lights, Glare, Smoke, or Other Electrical or Visual Hazards to Aircraft Flight? <input type="checkbox"/> Yes <input type="checkbox"/> No			
		▪ Could Attract Birds or Other Wildlife to the Airport or Vicinity? <input type="checkbox"/> Yes <input type="checkbox"/> No			
		If Yes, Describe _____			

REFERRING AGENCY (TO BE COMPLETED BY SUBMITTING AGENCY STAFF)			
Date Received	_____		
Agency Name	_____		
Staff Contact	_____		
Phone Number	_____		
Agency's Project No.	_____		
Type of Project			
<input type="checkbox"/> General Plan Amendment			
<input type="checkbox"/> Zoning Amendment or Variance			
<input type="checkbox"/> Subdivision Approval			
<input type="checkbox"/> Use Permit			
<input type="checkbox"/> Public Facility			
<input type="checkbox"/> Other _____			
Inter-Agency Coordination: Indicate neighboring agencies that have been notified of project.			
<input type="checkbox"/> City of Napa <input type="checkbox"/> City of American Canyon <input type="checkbox"/> County of Napa <input type="checkbox"/> Other _____			
ALUC REVIEW (TO BE COMPLETED BY ALUC STAFF / ATTACH ADDITIONAL PAGES IF NECESSARY)			
Application	Date Received	By _____	
Receipt	Is Application Complete?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	If no, cite reasons	_____	
Airport	<input type="checkbox"/> Napa County Airport <input type="checkbox"/> Angwin Airport – Parrett Field		
Land Use Category/Categories _____			
Compatibility Zones	Angwin Airport – Parrett Field	<input type="checkbox"/> A	<input type="checkbox"/> B - - <input type="checkbox"/> C <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> E
	Napa County Airport	<input type="checkbox"/> A <input type="checkbox"/> B1 <input type="checkbox"/> B2	<input type="checkbox"/> B3 <input type="checkbox"/> C <input type="checkbox"/> D1 <input type="checkbox"/> D2 <input type="checkbox"/> E
	Land Use Acceptability	<input type="checkbox"/> Normally Compatible <input type="checkbox"/> Conditional <input type="checkbox"/> Incompatible	
	Sitewide Avg. Density/Intensity Criteria Met?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Single-Acre Density/Intensity Criteria Met?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Sound Attenuation Required?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Other Applicable Conditions Met?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Airspace Protection	Height Acceptable?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Compatibility	FAA Notified if Applicable?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Other Hazards to Flight Excluded?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Other Requirements	Avigation Easement Required?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Recorded Overflight Notification Required?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Executed?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Special Site/Project	Infill Parcel?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conditions	Other (describe)	_____	
ACTIONS TAKEN (TO BE COMPLETED BY ALUC STAFF)			
ALUC Staff	<input type="checkbox"/> Approve as Submitted Date _____		
Action	<input type="checkbox"/> Refer to ALUC <input type="checkbox"/> Include Conditions?		
	Conditions: _____		
ALUC	<input type="checkbox"/> Consistent Date _____		
Action	<input type="checkbox"/> Consistent with Conditions (list conditions / attach additional pages if needed)		

	<input type="checkbox"/> Inconsistent (list reasons / attach additional pages if needed)		

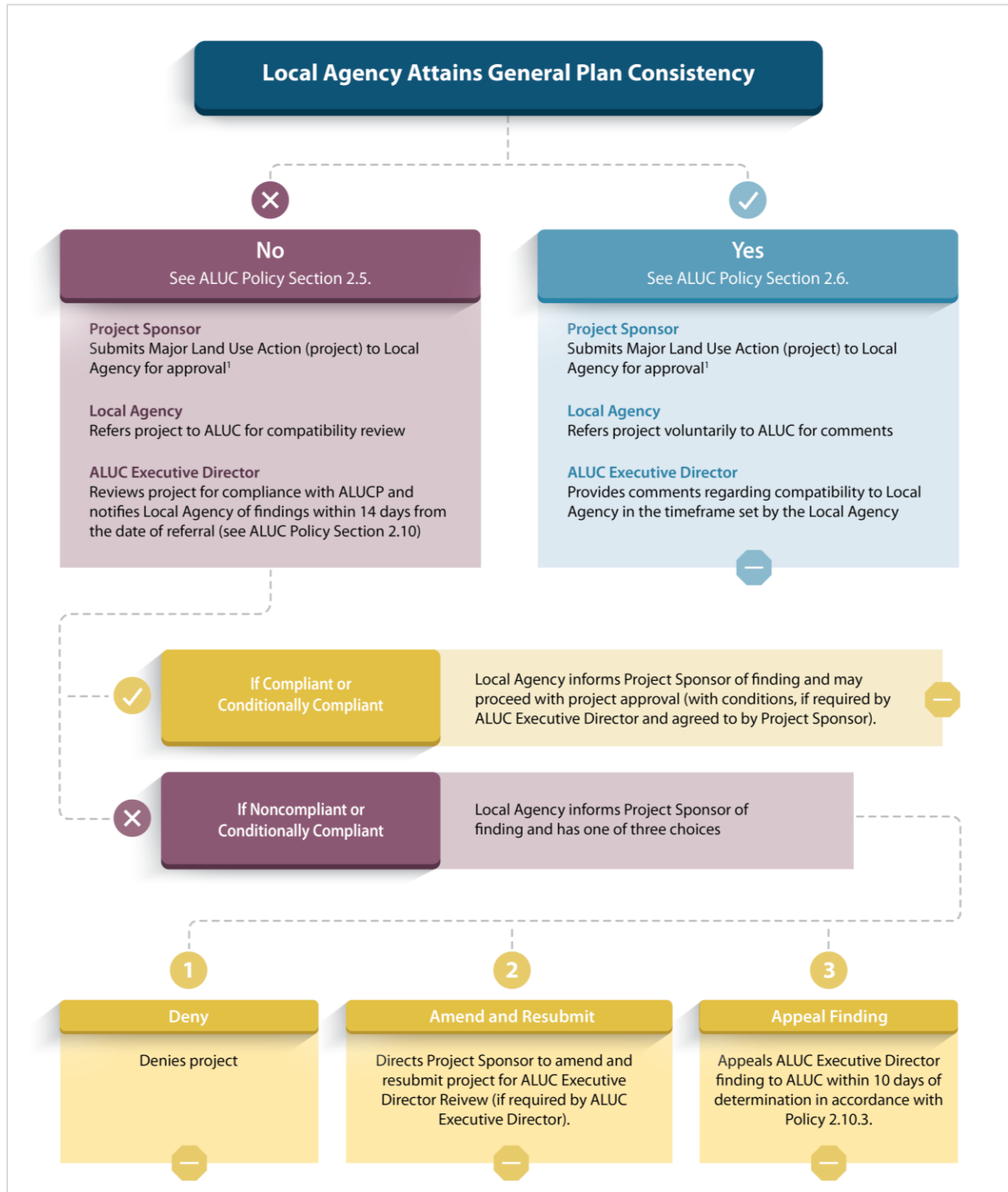
EXHIBIT F-1: ACTIONS ALWAYS SUBJECT TO *ALUC* REVIEW

See *ALUC* Policy Sections 2.4, 2.9, and 2.11.



Notes:

1. Actions requiring mandatory referral to the Airport Land Use Commission (*ALUC*) include new or amended general plans, specific plans, facility master plans, airport master plans, zoning ordinances, rezoning of property, and building regulations, as well as Special Conditions Exceptions sought under Policy 3.2.4.
2. Source: Mead & Hunt, Inc. 2021

EXHIBIT F-2: MAJOR LAND USE ACTIONS SUBJECT TO *ALUC* REVIEWSee *ALUC* Policy Sections 2.5, 2.6, and 2.10.

Notes:

1. If project includes a proposed rezoning, it requires mandatory referral to the Airport Land Use Commission (*ALUC*) (see Exhibit F-1).
2. Source: Mead & Hunt, Inc. 2021

Appendix G

Glossary of Terms

GLOSSARY

Term	Definition
14 Code of Federal Regulations (CFR) Part 77	The part of Federal Aviation Regulations that deals with objects affecting navigable airspace in the vicinity of airports. Objects that exceed the Part 77 height limits constitute airspace obstructions. CFR Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the FAA of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace.
14 CFR Part 77 Surfaces	Imaginary airspace surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.
Above Ground Level (AGL)	An elevation datum given in feet above ground level.
Accessory Dwelling Unit	An attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. [Gov Code 66314]
Accident Potential Zones (APZs)	A set of safety-related zones defined by AICUZ studies for areas beyond the ends of military airport runways. Typically, three types of zones are established: a clear zone closest to the runway end, then APZ I and APZ II. The potential for aircraft accidents and the corresponding need for land use restrictions is greatest with the clear zone and diminish with increased distance from the runway.
Acre	A unit of land measure equal to 43,560 square feet.
Advanced Air Mobility (AAM)	A broad concept focusing on emerging aviation markets and use cases for urban, suburban and rural operations. AAM includes local use cases of about a 50-mile radius in rural or urban areas, and intraregional use cases up to a few hundred miles.
Air Carriers	The commercial system of air transportation, consisting of the certificated air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

Air Installation Compatible Use Zones (AICUZ)	A land use compatible plan prepared by the U.S. Department of Defense for military airfields. AICUZ plans serve as recommendations to local governments bodies having jurisdiction over land uses surrounding these facilities.
Air Operations Area (AOA)	All airport areas where aircraft can operate, either under their own power or while in tow. The AOA includes runways, taxiways, and apron areas.
Aircraft Accident	<p>An occurrence incident to flight in which, as a result of the operation of an aircraft, a person (occupant or nonoccupant) receives fatal or serious injury or an aircraft receives substantial damage.</p> <ul style="list-style-type: none"> ▪ Except as provided below, <i>substantial damage</i> means damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component. ▪ Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage.
Aircraft Incident	A mishap associated with the operation of an aircraft in which neither fatal nor serious injuries nor substantial damage to the aircraft occurs.
Aircraft Mishap	The collective term for an aircraft accident or an incident.
Aircraft Operation	The airborne movement of aircraft at an airport or about an en route fix or at other point where counts can be made. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations. (FAA Stats)
Airport	An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its buildings and facilities if any. (FAR 1)
Airport Elevation	The highest point of an airport's useable runways, measured in feet above mean sea level. (AIM)
Airport Land Use Commission (ALUC)	A commission authorized under the provisions of California Public Utilities Code, Section 21670 et seq. and established (in any county within which a public-use airport is located) for the purpose of promoting compatibility between airports and the land uses surrounding them.
Airport Layout Plan (ALP)	A scale drawing of existing and proposed airport facilities, their location on an airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.
Airport Master Plan (AMP)	A long-range plan for development of an airport, including descriptions of the data and analyses on which the plan is based.
Airport Reference Code (ARC)	A coding system used to relate airport design criteria to the operation and physical characteristics of the airplanes intended to operate at an airport. (Airport Design AC)
Airports, Classes of	<p>For the purposes of issuing a Site Approval Permit, The California Department of Transportation, Division of Aeronautics classifies airports into the following categories: (CCR)</p> <ul style="list-style-type: none"> ▪ <i>Agricultural Airport or Heliport</i>: An airport restricted to use only be agricultural aerial applicator aircraft (FAR Part 137 operators).

- *Emergency Medical Services (EMS) Landing Site:* A site used for the landing and taking off of EMS helicopters that is located at or as near as practical to a medical emergency or at or near a medical facility and
 - (1) has been designated an EMS landing site by an officer authorized by a public safety agency, as defined in Public Utility Code Section 21662.1, using criteria that the public safety agency has determined is reasonable and prudent for the safe operation of EMS helicopters and
 - (2) is used, over any twelve month period, for no more than an average of six landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass casualty event even if that response causes the site to be used beyond these limits, and
 - (3) is not marked as a permitted heliport as described in Section 3554 of these regulations and
 - (4) is used only for emergency medical purposes.
- *Heliport on Offshore Oil Platform:* A heliport located on a structure in the ocean, not connected to the shore by pier, bridge, wharf, dock or breakwater, used in the support of petroleum exploration or production.
- *Personal-Use Airport:* An airport limited to the non-commercial use of an individual owner or family and occasional invited guests.
- *Public-Use Airport:* An airport that is open for aircraft operations to the general public and is listed in the current edition of the *Airport/Facility Directory* that is published by the National Ocean Service of the U.S. Department of Commerce.
- *Seaplane Landing Site:* An area of water used, or intended for use, for landing and takeoff of seaplanes.
- *Special-Use Airport or Heliport:* An airport not open to the general public, access to which is controlled by the owner in support of commercial activities, public service operations, and/or personal use.
- *Temporary Helicopter Landing Site:* A site, other than an emergency medical service landing site at or near a medical facility, which is used for landing and taking off of helicopters and
 - (1) is used or intended to be used for less than one year, except for recurrent annual events and
 - (2) is not marked or lighted to be distinguishable as a heliport and
 - (3) is not used exclusively for helicopter operations.

Ambient Noise Level	The level of noise that is all encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.
Annexation	The incorporation of land area into the jurisdiction of an existing city with a resulting change in the boundaries of that city.
Approach Protection Easement	A form of easement that both conveys all of the rights of an aviation easement and sets specified limitations on the type of land uses allowed to be developed on the property.
Approach Speed	The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration. (AIM)

Aviation-Related Use	Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations, terminal buildings, etc.
Avigation Easement	<p>A type of easement that typically conveys the following rights:</p> <ul style="list-style-type: none"> ▪ A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with CFR Part 77 criteria). ▪ A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity. ▪ A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace. ▪ The right to prohibit or restrict land uses or site features that could attract hazardous wildlife to an Airport Influence Area; ▪ A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace. ▪ A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.
Based Aircraft	Aircraft stationed at an airport on a long-term basis.
California Environmental Quality Act (CEQA)	Statutes adopted by the state legislature for the purpose of maintaining a quality environment for the people of the state now and in the future. The Act establishes a process for state and local agency review of projects, as defined in the implementing guidelines that may adversely affect the environment.
Ceiling	Height above the earth's surface to the lowest layer of clouds or obscuring phenomena. (AIM)
Circling Approach/Circle-to-Land Maneuver	A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or not desirable. (AIM)
Clear Zone	The military airport equivalent of runway protection zones at civilian airports.
Combining District	A zoning district that establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts.
Commercial Activities	Airport-related activities that may offer a facility, service or commodity for sale, hire or profit. Examples of commodities for sale are: food, lodging, entertainment, real estate, petroleum products, parts and equipment. Examples of services are: flight training, charter flights, maintenance, aircraft storage, and tiedown. (CCR)
Commercial Operator	A person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier. (FAR 1)
Community Noise Equivalent Level (CNEL)	The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. (State Airport Noise Standards)
Compatible	Capable of existing together without conflict or ill effects.

Compatibility Plan	As used herein, a plan, usually adopted by an Airport Land Use Commission that sets forth policies for promoting compatibility between airports and the land uses that surround them. Often referred to as a <i>Comprehensive Land Use Plan (CLUP)</i> .
Controlled Airspace	Any of several types of airspace within which some or all aircraft may be subject to air traffic control. (FAR 1)
Day-Night Average Sound Level (DNL)	The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods. The mathematical symbol is L_{dn} .
Decibel (dB)	A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an <i>A-weighted sound level</i> (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.
Deed Notice	A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft overflights. Deed notices are used as a form of buyer notification as a means of ensuring that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.
Density	The number of dwelling units per unit of land. Density usually is expressed “per acre” (e.g., a development with 100 units located on 20 acres has density of 5.0 units per acre).
Designated Body	A local government entity, such as a regional planning agency or a county planning commission, chosen by the county board of supervisors and the selection committee of city mayors to act in the capacity of an airport land use commission.
Displaced Threshold	A landing threshold that is located at a point on the runway other than the designated beginning of the runway (see <i>Threshold</i>). (AIM)
Dwelling Unit	Any building, structure or portion thereof which is occupied as, or designed or intended for occupancy as, a residence by one or more families, and any vacant land which is offered for sale or lease for the construction or location thereon of any such building, structure, or portion thereof. (HUD)
Easement	A less-than-fee-title transfer of real property rights from the property owner to the holder of the easement.
Equivalent Sound Level (L_{eq})	The level of constant sound that, in the given situation and time period, has the same average sound energy as does a time-varying sound.
Federal Aviation Administration (FAA)	The U.S. government agency that is responsible for ensuring the safe and efficient use of the nation’s airports and airspace.
Federal Aviation Regulations (FAR)	Regulations formally issued by the FAA to regulate air commerce.
Findings	Legally relevant subconclusions that expose a government agency’s mode of analysis of facts, regulations, and policies, and that bridge the analytical gap between raw data and ultimate decision.
Fixed Base Operator (FBO)	A business that operates at an airport and provides aircraft services to the general public including, but not limited to, sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tiedown or storage of aircraft; flight training; air taxi/charter

	operations; and specialty services, such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol.
General Aviation	That portion of civil aviation that encompasses all facets of aviation except air carriers. (FAA Stats)
General Plan	A legal document, adopted by the legislative body of a city or county, setting forth policies regarding long-term development. California law requires the preparation of seven elements or chapters in the General Plan: Land Use, Housing, Circulation, Conservation, Open Space, Noise, and Safety. Additional elements are permitted, such as Economic Development, Urban Design, and similar local concerns.
Glide Slope	An electronic signal radiated by a component of an ILS to provide vertical guidance for aircraft during approach and landing.
Global Positioning System (GPS)	A navigational system that utilizes a network of satellites to determine a positional fix almost anywhere on or above the earth. Developed and operated by the U.S. Department of Defense, GPS has been made available to the civilian sector for surface, marine, and aerial navigational use. For aviation purposes, the current form of GPS guidance provides en route aerial navigation and selected types of nonprecision instrument approaches. Eventual application of GPS as the principal system of navigational guidance throughout the world is anticipated.
Helipad	A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters. (AIM)
Heliport	A facility used for operating, basing, housing, and maintaining helicopters. (HAI)
Infill	Development that takes place on vacant property (usually individual lots or left-over properties) within areas that are largely surrounded by existing development, especially development that is similar in character.
Instrument Approach Procedure	A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority (refer to <i>Nonprecision Approach Procedure</i> and <i>Precision Approach Procedure</i>). (AIM)
Instrument Flight Rules (IFR)	Rules governing the procedures for conducting instrument flight. Generally, IFR applies when meteorological conditions with a ceiling below 1,000 feet and visibility less than 3 miles prevail. (AIM)
Instrument Landing System (ILS)	A precision instrument approach system that normally consists of the following electronic components and visual aids: (1) Localizer; (2) Glide Slope; (3) Outer Marker; (4) Middle Marker; (5) Approach Lights. (AIM)
Instrument Operation	An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility. (FAA ATA)
Instrument Runway	A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved. (AIM)
Inverse Condemnation	An action brought by a property owner seeking just compensation for land taken for a public use against a government or private entity having the power of eminent domain. It is a remedy peculiar to the property owner and is exercisable by that party where it appears that the taker of the property does not intend to bring eminent domain proceedings.

Land Use Density	A measure of the concentration of land use development in an area. Mostly the term is used with respect to residential development and refers to the number of dwelling units per acre.
Land Use Intensity	A measure of the concentration of nonresidential land use development in an area. For the purposes of airport land use planning, the term indicates the number of people per acre attracted by the land use.
Large Airplane	An airplane of more than 12,500 pounds maximum certificated takeoff weight. (Airport Design AC)
Localizer (LOC)	The component of an ILS that provides course guidance to the runway. (AIM)
Mean Sea Level (MSL)	An elevation datum given in feet from mean sea level.
Minimum Descent Altitude (MDA)	The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided. (FAR 1)
Missed Approach	A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. (AIM)
Mixed-Use	Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design.
Multi-Family Dwelling Unit	A building or portion thereof designed for or occupied by two or more families living independently of each other, including duplexes, quadplexes, apartments, and condominiums.
National Transportation Safety Board (NTSB)	The U.S. government agency responsible for investigating transportation accidents and incidents.
Navigational Aid (Navaid)	Any visual or electronic device airborne or on the surface that provides point-to-point guidance information or position data to aircraft in flight. (AIM)
Noise Contours	Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.
Noise Level Reduction (NLR)	A measure used to describe the reduction in sound level from environmental noise sources occurring between the outside and the inside of a structure.
Nonconforming Use	An existing land use that does not conform to subsequently adopted or amended zoning or other land use development standards.
Nonprecision Approach Procedure	A standard instrument approach procedure in which no electronic glide slope is provided. (FAR 1)
Nonprecision Instrument Runway	A runway with an approved or planned straight-in instrument approach procedure that has no existing or planned precision instrument approach procedure. (Airport Design AC)

Obstruction	Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceed the standards established in Subpart C of Federal Aviation Regulations Part 77, <i>Objects Affecting Navigable Airspace</i> .
Overflight	Any distinctly visible and/or audible passage of an aircraft in flight, not necessarily directly overhead.
Overflight Easement	An easement that describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes, and emissions. An overflight easement is used primarily as a form of buyer notification.
Overflight Zone	The area(s) where aircraft maneuver to enter or leave the traffic pattern, typically defined by the FAR Part 77 horizontal surface.
Overlay Zone	See <i>Combining District</i> .
Planning Area Boundary	An area surrounding an airport designated by an <i>ALUC</i> for the purpose of airport land use compatibility planning conducted in accordance with provisions of the State Aeronautics Act.
Precision Approach Procedure	A standard instrument approach procedure where an electronic glide slope is provided. (FAR 1)
Precision Instrument Runway	A runway with an existing or planned precision instrument approach procedure. (Airport Design AC)
Referral Area	The area around an airport defined by the planning area boundary adopted by an airport land use commission within which certain land use proposals are to be referred to the commission for review.
Runway Protection Zone (RPZ)	An area (formerly called a <i>clear zone</i>) off the end of a runway used to enhance the protection of people and property on the ground. (Airport Design AC)
Safety Zone	For the purpose of airport land use planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.
Secondary Dwelling Unit	An attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. (California Department of Housing and Community Development)
Single-Event Noise	As used in herein, the noise from an individual aircraft operation or overflight.
Single Event Noise Exposure Level (SENEL)	A measure, in decibels, of the noise exposure level of a single event, such as an aircraft flyby, measured over the time interval between the initial and final times for which the noise level of the event exceeds a threshold noise level and normalized to a reference duration of one second. SENEL is a noise metric established for use in California by the state Airport Noise Standards and is essentially identical to <i>Sound Exposure Level (SEL)</i> .
Site Approval Permit	A written approval issued by the California Department of Transportation authorizing construction of an airport in accordance with approved plans, specifications, and conditions. Both public-use and special-use airports require a site approval permit. (CCR)
Small Airplane	An airplane of 12,500 pounds or less maximum certificated takeoff weight. (Airport Design AC)

Sound Exposure Level (SEL)	A time-integrated metric (i.e., continuously summed over a time period) that quantifies the total energy in the A-weighted sound level measured during a transient noise event. The time period for this measurement is generally taken to be that between the moments when the A-weighted sound level is 10 dB below the maximum.
Straight-In Instrument Approach	An instrument approach wherein a final approach is begun without first having executed a procedure turn; it is not necessarily completed with a straight-in landing or made to straight-in landing weather minimums. (AIM)
Structure	Something that is constructed or erected.
Taking	Government appropriation of private land for which compensation must be paid as required by the Fifth Amendment of the U.S. Constitution. It is not essential that there be physical seizure or appropriation for a <i>taking</i> to occur, only that the government action directly interferes with or substantially disturbs the owner's right to use and enjoyment of the property.
Terminal Instrument Procedures (TERPS)	Procedures for instrument approach and departure of aircraft to and from civil and military airports. There are four types of terminal instrument procedures: precision approach, nonprecision approach, circling, and departure.
Threshold	The beginning of that portion of the runway usable for landing (also see <i>Displaced Threshold</i>). (AIM)
Touch-and-Go	An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. (AIM)
Traffic Pattern	The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach. (AIM)
Vertical Takeoff and Landing (VTOL) Aircraft	A vertical take-off and land (VTOL) aircraft that can take off, hover, and land vertically (FAA 2023).
Vertiport/Vertistop	A facility intended to accommodate vertical takeoff and landing (VTOL) aircraft landing pads and parked aircraft. A vertistop includes a single landing pad and parking stall intended to accommodate one or two parked VTOL aircraft. (FAA 2023)
Visual Approach	An approach where the pilot must use visual reference to the runway for landing under VFR conditions.
Visual Flight Rules (VFR)	Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum—generally, a 1,000-foot ceiling and 3-mile visibility.
Visual Runway	A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan. (Airport Design AC)
Zoning	A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts: the text and a map.

GLOSSARY SOURCES

FAR 1: Federal Aviation Regulations Part 1, Definitions and Abbreviations

AIM: Aeronautical Information Manual

Airport Design AC: Federal Aviation Administration, *Airport Design* Advisory Circular 150/5300-13

CCR: California Code of Regulations, Title 21, Section 3525 et seq., *Division of Aeronautics*

FAA ATA: Federal Aviation Administration, *Air Traffic Activity*

FAA Stats: Federal Aviation Administration, *Statistical Handbook of Aviation*

FAA 2023: Federal Aviation Administration, *Urban Air Mobility (UAM), Concept of Operations Version 2*

HAI: Helicopter Association International

NTSB: National Transportation and Safety Board

ACRONYMS

AAM	Advanced Air Mobility
AC	Advisory Circular
AGL	Above Ground Level
AIA	Airport Influence Area
AIASP	Airport Industrial Area Specific Plan
AICUZ	Air Installation Compatible Use Zones
ALP	Airport Layout Plan
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMP	Airport Master Plan
ANG	Angwin Airport – Parrett Field
AOA	Air Operations Area
APC	Napa County Airport
APZ	Accident Potential Zones
ARC	Airport Reference Code
ATCT	Air Traffic Control Tower
CBC	California Building Code
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CNEL	Community Noise Equivalent Level
dB	Decibel
DNL	Day-Night Average Sound Level
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FBO	Fixed Base Operator

GPS	Global Positioning System
HIRL	High-Intensity Runway Edge Lighting
IFR	Instrument Flight Rules
ILS	Instrument Landing System
LAFCOM	Local Agency Formation Commission
LIRL	Low Intensity Runway Lights
LLC	Limited Liability Company
LNAV	Lateral Navigation
LOC	Localizer
LPV	Localizer Performance with Vertical Guidance
LU	Land Use
MALS	Medium-Intensity Approach Lighting System
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MDA	Minimum Descent Altitude
MIRL	Medium-Intensity Runway Edge Lighting
MP	Master Plan
MSL	Mean Sea Level
NAVAID	Navigational Aid
NLR	Noise Level Reduction
NTSB	National Transportation Safety Board
OFA	Object Free Area
PAPI	Precision Approach Path Indicator
PDT	Project Development Team
PUC	Pacific Union College
RDC	Runway Design Code
REILS	Runway End Identifier Lights
RNAV	Area Navigation
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
SEL	Sound Exposure Level
SENEL	Single Event Noise Exposure Level
TERPS	Terminal Instrument Procedures
VFR	Visual Flight Rules
VNAV	Vertical Navigation
VOR	Very High Frequency Omnidirectional Range
VTOL	Vertical Takeoff and Landing
AAM	Advanced Air Mobility

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Initial Study/Negative Declaration

Draft Update to the 2024 Napa Countywide Airport Land Use Compatability Plan (ALUCP)

JUNE 2024

Prepared for:

NAPA COUNTY

1195 Third Street

Napa, California 94559

Contact: Dana E. Morrison

Prepared by:

DUDEK

1810 13th Street, Suite 110

Sacramento, California 92024

Contact: Brian Grattidge

Table of Contents

SECTION	PAGE
Acronyms and Abbreviations.....	iii
1 Introduction	1
1.1 Purpose of Document	1
1.2 Document Format.....	1
1.3 ALUCP Statutory Framework.....	2
1.4 Airport Land Use Commission for Napa County	2
1.5 CEQA Compliance	3
1.6 Public Review Process	4
2 Environmental Setting	5
2.1 Airport Background and Airport Master Plans	5
2.2 Project Sites and Surrounding Uses.....	5
3 Project Description.....	9
3.1 Project Objectives.....	9
3.2 Draft Airport Land Use Compatibility Plan.....	9
4 Analysis of Potentially Displaced Development	11
4.1 Introduction to Development Displacement Analysis	11
4.2 Displacement Analysis: Angwin Airport-Parrett Field.....	11
4.2.1 Residential Displacement within Angwin Airport-Parrett Field Airport Influence Area by Napa County Zoning Classification.....	12
4.2.2 Non-residential Displacement within Angwin Airport-Parrett Field Airport Influence Area by Napa County Zoning Classification.....	13
4.3 Displacement Analysis: Napa County Airport.....	14
4.3.1 Residential Displacement within Napa County Airport Influence Area by Napa County Zoning Classification	14
4.3.2 Residential Displacement within Napa County Airport Influence Area by City of Napa Zoning Classification	17
4.3.3 Residential Displacement within Napa County Airport Influence Area by City of American Canyon Zoning Classification	18
4.3.4 Non-residential Displacement within Napa County Airport Influence Area by Napa County Zoning Classification, City of Napa Zoning Classification, and City of American Canyon Zoning Classification	18
5 Initial Study Checklist.....	21
5.1 Aesthetics	23
5.2 Agriculture and Forestry Resources	24

5.3	Air Quality	25
5.4	Biological Resources	27
5.5	Cultural Resources	28
5.6	Energy	29
5.7	Geology and Soils	30
5.8	Greenhouse Gas Emissions	32
5.9	Hazards and Hazardous Materials	33
5.10	Hydrology and Water Quality	35
5.11	Land Use and Planning	37
5.12	Mineral Resources	42
5.13	Noise	43
5.14	Population and Housing	44
5.15	Public Services	45
5.16	Recreation	46
5.17	Transportation	47
5.18	Tribal Cultural Resources	48
5.19	Utilities and Service Systems	50
5.20	Wildfire	51
5.21	Mandatory Findings of Significance	53
6	References and Preparers	55
6.1	References Cited	55
6.2	List of Preparers	55

FIGURES

Figure 1	ANG Draft Policy Zones	57
Figure 2	APC Draft Policy Zones	59
Figure 3	ANG Land Use	61
Figure 4A	APC County Land Use	63
Figure 4B	APC City Land Use	65

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AIA	Airport Influence Area
CEQA	California Environmental Quality Act
du/ac	Dwelling units per acre
IS	Initial Study
ND	Negative Declaration

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1 Introduction

1.1 Purpose of Document

The update to the Napa Countywide (County) Airport Land Use Compatibility Plan (ALUCP) has been prepared by the Napa County Engineering and Conservation Division, acting in capacity of staff the County's Airport Land Use Commission (ALUC). The 2024 ALUCP applies to lands around the two public-use airports in the county: the Angwin Airport (Parrett Field) and the Napa County Airport. This initial study (IS) was prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the policies and criteria proposed in the 2024 ALUCP would result in significant environmental impacts .

The purpose of the ALUCP is “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses (Pub. Res. Code § 21000 et seq.).” The intent of the ALUCP is to discourage the expansion or introduction of incompatible land uses within an airport's area of influence. ALUCPs are reviewed to ensure consistency with existing general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies. Specifically, the plan addresses noise, safety, airspace protection, and overflight notification zones .

1.2 Document Format

The IS includes seven sections:

Introduction. The Introduction provides an overview of the project and states the project purpose. It includes an overview of the role of the Napa County Airport Land Use Commission and describes the CEQA process as it pertains to the ALUCP.

Environmental Setting. The Environmental Setting section describes the ALUCP region and relevant information regarding public County airports and surrounding areas.

Project Description. This section summarizes information contained in the ALUCP.

Analysis of Potentially Displaced Development. This section discusses the policies and criteria of the ALUCP which may displace potential future development should the Draft document be adopted and implemented.

Environmental Factors Potentially Affected. This section contains the CEQA environmental analysis checklist and rationale for determining impacts.

Determination. This section contains ALUC's official determination that, as demonstrated in this IS, the proposed 2024 ALUCP would not have a significant effect on the environment.

List of Preparers. This section lists the individuals responsible for preparing the IS.

1.3 ALUCP Statutory Framework

The State Aeronautics Act (Pub. Util. Code, § 21670 et seq.) was amended in 1967 to require the establishment of airport land use commissions in counties with one or more airports serving the general public. Section 21670 of the Public Utilities Code outlines the goals and purpose behind this requirement, and describes the extent to which the statute applies:

A1. It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.

A2. It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

B. In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline but is operated for the benefit of the general public, shall establish an airport land use commission.

In summary, the ALUC statutory mandate was enacted to inform future land use planning efforts and minimize incompatible land uses in proposed developments. The mandate seeks to protect the general public from hazards due to noise and flight, as well as inadequate safety measures and airspace protection. The statute empowers ALUCs to enact restrictions and specifications for future development surrounding the height of objects in airport vicinity (both naturally occurring and man-made structures), noise standards for the relevant airport vicinity, and other development features to prevent undue public health risk. However, ALUCs, and the ALUCP, have no authority over current land uses, nor do they hold authority over airport operations (Pub. Util. Code §§ 21674 (a) and (e)).

1.4 Airport Land Use Commission for Napa County

The Napa County ALUC was established in the 1970s (at that time consisting of the Planning Commission and Airport Advisory Committee). The Napa County ALUC operates under the “Designated Body” format described by the ALUC statutes (Pub. Util. Code § 21670.1(a)). The ALUC is comprised of the five (5) Napa County Planning Commissioners and two (2) at-large members with aviation expertise, appointed by the Board of Supervisors.

The Napa County ALUC is tasked with approving and guiding the development and implementation of the ALUCP. The ALUC also reviews regulations and policies of airport operators and local agencies to ensure compliance with the adopted ALUCP. Specifically, this involves collaborating with local agencies to ensure future development is compatible with the land uses articulated in the ALUCP. According to statute, the ALUC is tasked with “planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare” (Pub. Util. Code, § 21674(b)).

However, the ALUC is limited in its authority under the following statutes:

1. ALUCs do not hold authority over existing land uses. This restriction on authority exists regardless of whether such land uses are compatible with the activities and operations of the airport (Pub. Util. Code, § 21670 (a)(2) and § 21674(a));
2. ALUCs do not have authority over airport operations (Pub. Util. Code, §21674(e). However, ALUCs do hold authority over the development of land for non-aviation related purposes.
3. ALUCs do not hold authority over federal lands controlled by any federal agency or by Federally-recognized American Indian tribes.

Local agencies overseeing land within an Airport Influence Area, or AIA, are required to ensure their general plan is consistent with the ALUCP. However, the ALUC's determination may be overruled by a two-thirds majority vote by a local governing body, if findings are consistent with the criteria set forth in Article 3.5 of the State Aeronautics Act (Pub. Util. Code, §§ 21675.1(d), 21676, 21676.5(a)). However, ALUC statutes indicate that if a local agency other than the airport owner overrules the ALUC, the agency owning and operating the airport "shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the local agency's decision to overrule (Public Utilities Code Sections 21678 and 21675.1(f)).

Once adopted by the Napa County ALUC, the ALUCP will serve as the guiding document under which the ALUC enacts its authority to review proposed land use development within airport vicinity. This 2024 Napa Countywide Airport Land Use Compatibility Plan (ALUCP) will update and entirely replace the ALUCP adopted by the Napa County Airport Land Use Commission (ALUC) in April 1991 and most recently amended in December 1999.

1.5 CEQA Compliance

The California Environmental Quality Act (CEQA) applies to projects carried out, funded or approved by state or local government agencies (Pub. Res. Code § 21000 et seq.). CEQA requires that all potential environmental impacts of a proposed discretionary project be analyzed prior to its implementation. Under CEQA, adoption of local land use planning documents, including ALUCPs, are considered proposed discretionary projects.¹

The CEQA Guidelines state that the "Lead Agency" is "the public agency which has the principal responsibility for carrying out or approving a project (14 Cal. Code Regs. § 15367)." Therefore, the ALUC is the lead agency responsible for compliance with CEQA for the proposed project.

This IS contains the information required under Section 15063 of the CEQA Guidelines (14 Cal. Code Regs. § 15063). The required contents include a project description, identification of the environmental setting, a checklist identifying potential environmental effects, plans and other land use controls, and a list of all persons associated with the preparation of the IS.

As described in this IS, there is no substantial evidence in the record that the proposed 2024 ALUCP would result in a significant effect on the environment. Therefore, the County proposes the adoption of a Negative Declaration (ND).

¹ *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2007) 41 Cal.4th 372

1.6 Public Review Process

The IS and proposed ND will be circulated for public review for a period of 30 days, pursuant to CEQA Guidelines Section 15073(a). The ALUC will provide public notice at the beginning of the public review period.

Comments shall be submitted by the deadline established in the Notice of Intent to Adopt a Negative Declaration circulated by the ALUC. The Notice of Intent also includes the contact information for submitting comments, and where the IS and supporting documents, including the proposed 2024 ALUCP, can be reviewed.

Following the close of the 30-day review period, the ALUC will consider the IS/ND and all comments regarding environmental issues. At the scheduled public hearing, date yet uncertain, the ALUC shall adopt the proposed ND if it finds that there is no substantial evidence that the 2024 ALUCP would have a significant effect on the environment. The ALUC shall consider approval of the proposed 2024 ALUCP following adoption of the ND.

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2 Environmental Setting

2.1 Airport Background and Airport Master Plans

The 2024 Napa Countywide ALUCP applies to lands around the two public-used airports in the county: the Napa County Airport, and the Angwin Airport—Parrett Field. Napa County Airport is a public-use reliever airport, whereas Angwin Airport – Parrett Field is a public-use, privately-owned airport. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been considered in the preparation of this ALUCP. The airport plan status differs for each airport in Napa County.

Angwin Airport – Parrett Field

Angwin Airport – Parrett Field is a privately owned, public-use general aviation facility owned and operated by Pacific Union College (college), located one nautical mile from the business district of Angwin, CA in central Napa County. Angwin Airport– Parrett Field does not have a formal master plan. However, Napa County completed a Master Plan Feasibility and Alternate Site Selection Study—Angwin Airport/Parrett Field in 2010 that addressed whether the existing airport would meet long-term general aviation needs in the upper Napa Valley and included the development of an Airport Layout Plan (ALP) in late 2009. The college acknowledged in an April 21, 2023, letter that the 2009 ALP is an accurate representation of the airport’s existing conditions. Furthermore, although the college has no existing plans for future development, they concurred that the ultimate conditions shown on the ALP can serve as the basis for the Napa Countywide ALUCP future conditions. This ALP was accepted by the Caltrans Division of Aeronautics in November 2023 as the basis of this Angwin Airport – Parrett Field Land Use Compatibility Plan. The information contained in the 2009 ALP and supplemental data provided by airport personnel serve as the foundation for this ALUCP. The 2009 ALP calls for increasing the runway length from the current 3,217 feet to 4,317 feet by adding to the Runway 16 (south) end and moving the runway threshold on the Runway 34 end. It also calls for increasing the runway width from 50 to 75 feet. This runway design change directly affects the airport’s compatibility zone boundaries.

Napa County Airport

Napa County Airport is a general aviation facility owned and operated by Napa County. The Airport is located south of the City of Napa, and northwest of the City of American Canyon, less than two miles from the Napa River. The County of Napa adopted a master plan for Napa County Airport in March 2007. Since publication of the master plan, updates have been made to the ALP drawing to reflect recent and newly proposed construction projects. The current ALP was approved by the Federal Aviation Administration (FAA) in May 2016. The information contained on the 2016 ALP, together with supplemental information provided in the 2007 Master Plan and by airport personnel, form the foundation for this Airport Land Use Compatibility Plan (ALUCP) for Napa County Airport. The 2016 ALP was approved by the Caltrans Division of Aeronautics for compatibility planning purposes in November 2023.

2.2 Project Sites and Surrounding Uses

As discussed, the two public-used airports in the county are the Napa County Airport, and the Angwin Airport—Parrett Field. The Airport Influence Area (AIA) for each of the airports, as defined herein, extends roughly 1.5 to 4 miles

from the airport runways. These influence areas encompass lands within three local government jurisdictions in Napa County: Napa County, City of Napa, and City of American Canyon. These three local government jurisdictions—together with, any city, special district, school district, or community college district in Napa County that exists or may be established or expanded into any of the two Airport Influence Areas defined by this ALUCP—are subject to the provisions of the plan. Figure 1 shows the location of Angwin Airport and its AIA. Figure 2 shows the location of Napa County Airport and its AIA.

Angwin Airport: Location

Angwin Airport-Parrett Field is a 60-acre general aviation facility located adjacent to the unincorporated community of Angwin, approximately 20 miles north of the City of Napa. Owned and operated by Pacific Union College, the airport is open to the public and primarily serves Angwin and surrounding areas in central and northern Napa County. The airport is situated on Howell Mountain at an elevation of 1,875 feet mean sea level, with Napa Valley to the west and Pope Valley to the east. Ground elevations in most of the airport vicinity are lower than the airport elevation except to the northwest where a mountain ridge, approximately four miles to the northwest, reaches nearly 1,000 feet above the airport elevation.

Angwin: Surrounding Land Uses

The community of Angwin, including the Pacific Union College, to the west comprises the major area of development near Angwin Airport-Parrett Field. The areas to the north and east have scattered vineyards but are mostly undeveloped and heavily wooded land. To the south are vineyards and scattered residential land uses. County of Napa land use plans show additional residential uses and some future nonresidential areas west of the airport. Planned land uses reflect existing land use patterns. Figure 3 illustrates planned land use designations as reflected in the 2008 General Plan for Napa County.

Napa County Airport: Location

Napa County Airport is an 820-acre public, regional aviation facility serving Napa Valley and surrounding areas in the northern San Francisco Bay Area. The airport is owned and operated by the County of Napa and is located in Napa Valley, which is approximately 50 miles northeast of San Francisco, California. The airport is situated approximately 5 miles south of the City of Napa city center and two miles north of the American Canyon city center.

Napa County Airport: Surrounding Land Uses

Napa County Airport is situated in southern Napa County between the Cities of Napa and American Canyon. The airport was once surrounded by little other than agricultural and wetlands; however, over the last 30 years extensive light industrial, warehousing, and business park uses have been developed east of the airport along Highway 29. Today, surrounding lands contain a mixture of agricultural and wetlands to the west and southwest and industrial land uses to the north, east, and southeast. Within the City of Napa to the north and northwest, land use designations include agricultural, hospitality commercial, business park, and the Napa Pipe Mixed-Use Planned Development (north of Highway 29). Planned land uses reflect existing land use patterns. The City of American Canyon, which was incorporated in 1992, has experienced more industrial development immediately south of the airport. Vacant land remains available for industrial development in this area. The nearest residential uses are approximately two miles south of the airport property. Figure 4A and Figure 4B illustrate planned land use designations as reflected in the 2008 General Plan for Napa County, and the 2022 General Plan for the City of Napa and the 1994 General Plan for the City of American Canyon, respectively.

The airport has few documented noise complaints (see Draft ALUCP Chapter 6). The complaints that do occur are generally to the west in unincorporated Napa County along Milton Road. This area is subject to frequent overflight by aircraft operating southwest of the airfield. Noise complaints also occur to the north within the City of Napa and appear to result from times when the traffic pattern extends farther from the airport because of high traffic volume, or perhaps from aircraft on a low-altitude circling approach to Runway 19R. Nearby uses remain largely compatible with airport activities.

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3 Project Description

The proposed project for the purposes of this Initial Study is the 2024 Napa Countywide Airport Land Use Compatibility Plan (ALUCP) update. A draft of the ALUCP will be circulated for public review concurrent with the circulation of this Initial Study. Section 1.6 provides additional information as to where to view the Draft ALUCP and how to issue a public comment. The Draft ALUCP is incorporated by reference into this Initial Study.

3.1 Project Objectives

The 2024 ALUCP applies to lands around the two public-used airports in the county: the Napa County Airport, and the Angwin Airport—Parrett Field. Napa County Airport is a public-use reliever airport, whereas Angwin Airport – Parrett Field is a public-use, privately-owned airport. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been considered in the preparation of this ALUCP. The 2024 ALUCP includes the following project objectives:

1. To maintain the viability of the Airport by safeguarding it from further encroachment by incompatible land uses that limit its ability to meet its functions and purpose.
2. To protect the wellbeing of the general public and lands around the Airport by ensuring a development pattern that is compatible with airport operations and limits, to the extent practicable, the noise and other adverse impacts experienced by the community.
3. To prevent development that will adversely impact the quantity and quality of navigable airspace in the Airport environs.
4. To provide guidelines for local land uses agencies as to which land uses are compatible within the Airport influence areas.

3.2 Draft Airport Land Use Compatibility Plan

This 2024 ALUCP updates and entirely replaces the ALUCP adopted by the Napa County Airport Land Use Commission (ALUC) in April 1991 and amended in December 1999. This 2024 ALUCP applies to lands around the two public-used airports in the county:

- Angwin Airport – Parrett Field
- Napa County Airport

The need for the comprehensive update arose primarily because of a desire to bring the plan up to current standards, reflect current airport layout plans (ALPs), and address stakeholder needs.

In addition to these two airports, the 1999 ALUCP also contained compatibility policies for areas around the Calistoga Gliderport. This facility has since ceased to exist, thus none of the policies contained in the 1999 ALUCP remain in effect for that facility and this document also does not apply to it.

As adopted by the ALUC, the basic function of this ALUCP is to promote compatibility between the two airports and future land use development in their surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport. Additionally, the ALUCP serves as a tool for use by the ALUC in fulfilling its duty to review plans, regulations and Major Land Use Actions of local agencies for consistency with the ALUCP criteria. Airport development plans, including plans for any new heliport or vertiport anywhere in the county, are also subject to review by the ALUC. However, neither this ALUCP nor the ALUC have authority over existing land uses or over the operation of the airports.

The geographic extent of the ALUCP compatibility policy and criteria applicability is limited to the Airport Influence Area (AIA). The AIA of each airport is shown in Figure 1 and Figure 2, and includes area within the jurisdictions of Napa County, City of Napa, and the City of American Canyon. The AIA is discussed in Draft ALUCP Policy 2.3, Geographic Scope. The AIA consists of a single-review area comprised of four compatibility factors in a composite manner: areas contained within the noise contours, safety zones, within the Airport's airspace surfaces as defined by 14 CFR Part 77, and the overflight notification area.

The 2024 ALUCP was prepared using the Handbook produced by the California Department of Transportation (Caltrans), Division of Aeronautics in the latest version of the California Airport Land Use Planning Handbook (Caltrans 2011).

The ALUCP presents policy, both general and specific, to guide regulation and implementation. Policies are to be utilized by the ALUC, local agencies, and others, to implement related outcomes of the ALUCP. Specific policies in the ALUCP focus on four compatibility factors. These factors include:

Noise – The aircraft noise policies promote the goals of the California Airport Noise Standards (Cal. Code Regs., tit. 21, § 5000 et seq.) and the California Noise Insulation Standards (25 Cal. Admin Code § 1092) by avoiding the establishment of noise-sensitive land uses in areas around the Airport that experience significant levels of aircraft noise.

Safety – The safety policies minimize the potential number of future residents and land use occupants that could experience hazards related to aircraft operations.

Airspace Protection – The airspace protection policies ensure the safe, orderly operation of the airspace surrounding the Airport and prevent potential hazards to aircrafts in flight. These policies optimize the navigable airspace around the airport consistent with 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), and other relevant regulations.

Overflight Notification – The overflight notification policies dictate when certain disclosures, such as real estate disclosure notices, are required pursuant to state law (Bus. and Prof. Code, § 11010 and Civ. Code, §§ 1102.6 and 1103.4). Overflight notification policies identify areas where flights into and out of the airport occur frequently and at a low altitude, which could be noticeable to sensitive residents.

As previously stated, ALUCPs have no authority over areas “already devoted to incompatible uses.” The common interpretation of this clause is that ALUCPs have no jurisdiction over existing land uses even if those uses are incompatible with airport activities. An ALUCP cannot, for example, require that an existing incompatible use be converted to something compatible.

4 Analysis of Potentially Displaced Development

4.1 Introduction to Development Displacement Analysis

The adoption of an ALUCP may change, or restrict, future land uses in some areas, based on airport compatibility factors. Currently permissible land uses may become incompatible and “displace” development proposed in approved planning documents, such as the General Plan and Zoning Ordinance. To determine if the 2024 ALUCP will cause displacement, land uses were analyzed for potential displacement based on proposed policy changes in the ALUCP. An analysis of potential displacement is presented in this chapter.

Again, it is important to note that the 2024 ALUCP may only restrict future development opportunities and does not impact existing land uses. Thus, there is no potential for the displacement of existing land uses due to the adoption of the 2024 ALUCP.

Note that the term “zone” as used in the displacement analysis refers to both compatibility zones described in the existing and proposed ALUCP, and to land use zoning districts per the zoning ordinances of the County, the City of Napa, and the City of American Canyon. Therefore, the discussion below differentiates between City/County zoning (zone, zoning district or zoning “classification”), the adopted compatibility zones (1999 ALUCP) and the Draft compatibility zones (proposed 2024 ALUCP).

4.2 Displacement Analysis: Angwin Airport-Parrett Field

A displacement analysis was conducted for the Angwin Airport-Parrett Field Airport Influence Area. This analysis estimates the number of displaced units under the adoption of the 2024 ALUCP by comparing land use compatibility in the adopted 1999 ALUCP against the Draft 2024 ALUCP. Development potential is based on the general plan land use classification and zoning districts, taking into consideration factors that may limit residential density and non-residential intensity to less than the theoretical maximum. Draft Zones A through D2 of the Angwin Airport-Parrett Field were analyzed for displacement within each compatibility zone. Draft Zone E was not analyzed because this zone has no development limits. In summary, none of the County zones experienced a net displacement, as all potential displacement was offset by expansions in allowed land uses within each respective zone.

The Angwin AIA includes County General Plan land use classifications Urban Residential, Rural Residential, Public-Institutional, Agriculture Watershed and Open Space, and Agricultural Resource (see Figure 3). County zoning districts associated with these general plan land use classifications include Airport Compatibility Combination, Agricultural Watershed, Agricultural Watershed: Airport Compatibility Combination, Planned Development: Airport Compatibility Combination, and Planned Development: Affordable Housing Combination: Airport Compatibility Combination

Displacement analysis by each respective County zoning code is outlined below.

4.2.1 Residential Displacement within Angwin Airport-Parrett Field Airport Influence Area by Napa County Zoning Classification

Airport Compatibility Combination (AV:AC): There is no significant residential displacement in the Airport Compatibility Combination (AV:AC) Zone because this zone does not allow for residential uses by right (Napa County 1999).

Agricultural Watershed (AW): Overall, there is no significant displacement to AW zoned land. There is no AW-zoned acreage in Draft Zones A and B so there is no residential displacement in these zones. In other compatibility zones within the AW zoning district, residential uses that are currently allowed by right would continue under proposed ALUCP Policy 2.7.4.

There are 59.37 acres of land that were in Zones C-D of the 1999 Adopted ALUCP that are outside of the Draft 2024 ALUCP AIA. Parcels in this area would no longer be restricted by the Adopted ALUCP and therefore have a negative displacement of 12 units per parcel. Because of the common parcels across the AW zone and the AW:AC zone, the displacement for both zones is analyzed jointly below.

Agricultural Watershed: Airport Compatibility Combination (AW:AC): This area is entirely covered by an Airport Overlay District which does not allow residential land uses in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residence which are considered allowed by right. Therefore, there is only potential for residential displacement in Draft Zone A and farmworker housing displacement in Zones A and B where land is outside adopted Zones A-D. In other zones, uses are allowed by right. There is no significant displacement in Draft Zones C-D2.

There are 20.6 acres (across five parcels) zoned AW:AC within Draft Zone A. Draft Zone A is entirely within Overlay District which does not allow residential in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residences on agricultural parcels. Therefore, maximum displacement is one (1) single-family residence per parcel. There are five AW:AC-zoned parcels within Draft Zone A. However, each of the five parcels are partially outside Draft Zone A, and a single-family residence could be built outside the Draft Zone A-portion of each respective parcel. Additionally, per Napa County's Measure J, these parcels cannot be further divided. Thus, there is no significant displacement within this draft zone. The five parcels that overlap Draft Zone A are as follows: 024-080-048, 024-080-049, 024-080-050, 024-080-051, 024-080-053.

There are 192.05 acres zoned AW:AC in Draft Zone B. All acreage is within Airport Overlay District which does not allow residential development in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residences on agricultural parcels. Approximately 169.02 acres of Draft Zone B are within Adopted Zones A-D. The Draft 2024 ALUCP and the Adopted 1999 ALUCP both allow for single-family residential development by right on agricultural parcels in this zone. Thus, there here is no significant displacement in this 169.02-acre section of Draft Zone B,

Additionally, there are 80.76 acres of land that were in Zones C-D of the 1999 ALUCP that are outside of the Draft 2024 ALUCP AIA. Parcels in this area would no longer be restricted by the Adopted ALUCP and therefore have a negative displacement of 12 units per parcel. Because of the common parcels across the AW:AC zone and the AW zone, the displacement for these two zones and summed and considered jointly. Across both AW:AC and AW, there are 22 affected parcels for a total displacement of -264 units in this area.

There are 23.03 acres in Draft Zone B zoned AW:AC within adopted Zone F and outside adopted ALUCP AIA. These acres allow single family units on legal lots under Policy 2.7.4, Development by Right, but are subject to displacement of up to 12 units per lot for farmworker housing. In total, 108 units are displaced across 9 parcels. However, this displacement is mitigated because farmworker housing could be located on acreage outside of Draft Zone B. Additionally, the compatibility criteria allow up to 20 du/acre in Draft Zone D2 resulting in 4,213 potential units that would offset displacement in Draft Zone B. Affected APNS include 018-120-018, 024-080-019, -025, -026, -049, -051, 024-300-015, -077, and 024-360-005.

In summary, adoption of the 2024 Draft ALUCP would allow for 4,213 additional units, compared to the 1999 Adopted ALUCP. Furthermore, lands previously included in adopted Zones C and D are no longer restricted under the 2024 ALUCP, as they fall outside the new AIA. This results in an additional 264 units allowed, resulting in a total of 4,477 units in the AW and AW:AC zones. This addition of 4,477 units completely offsets the displacement of 108 units in Draft Zone B. Under the 2024 Draft ALUCP, 4,369 residential units will be allowed in the AW:AC and AW zones.

Planned Development: Airport Compatibility Combination (PD:AC): This zone is subject to ALUCP and a use permit. All land within this zone is under the jurisdiction of the Pacific Union College (the College). The College has no planned development within Draft Zone A. Existing planned development within Draft Zones B and C is included within a special exception area (Policy 4.3.2) that allows development in accordance with the College's Master Plan. Allowed development in Draft Zone D2 is consistent with Pacific Union College Master Plan. In summary, adoption of the 2024 ALUCP will not result in displacement in the PD:AC zone.

Planned Development: Affordable Housing Combination: Airport Compatibility Combination (PD:AH:AC): This 44.5-acre area is identified in the 2014 Housing Element as Angwin Site B covering parcels 024-080-035, -036, and portions of 024-080-033, -028, and 024-300-027 (current parcels are 024-080-028, -035, -036, -048, and 024-300-077). Appendix H-36 of the Napa County General Plan 2014 Housing Element indicates a density of 12 du/ac, but shows a realistic yield of 77 units across 44.5 acres (averaging 1.73 du/acre).

Additionally, the Draft Zone D2 allows up to 20 du/ac for the 29.07 acres resulting in a potential of up to 581 units, which would offset the displacement in Angwin Site B. In summary, the 2024 ALUCP will allow for 581 additional units zoned PD:AH:AC, which will completely offset potential displacement.

4.2.2 Non-residential Displacement within Angwin Airport-Parrett Field Airport Influence Area by Napa County Zoning Classification

While there is no significant non-residential displacement within the Angwin Airport AIA, some non-residential land uses may be restricted under the Draft ALUCP. In Draft Zone A, land zoned AW:AC may no longer allow for the following land uses: one single family home per lot, second units, small residential day care (>6 children), small or large (7-12 children) day cares (if no other daycares are within 300'), guest cottages, wineries, antennas, telecoms, small hunting clubs, overnight lodging, RV parks or campgrounds, floating docks, farmworker housing (up to 12 units) quasi-private recreation use, grading/paving contractors. In Draft Zone B, land zoned AW:AC may no longer allow for the following land uses: residential day cares, antennas, or telecoms. Additionally, lands zone PD:AH:AC in Draft Zone B may restrict minor antennas and telecoms. In Draft Zone C, land zoned PD:AH:AC may also restrict minor antennas and telecoms. Additionally, land zoned AW:AC in Draft Zone C could restrict residential day cares, antennas, or telecom. In Draft Zone D1, land zoned AW and AW:AC may no longer allow for residential day cares,

antennas, or telecoms. In Zone D2, land zoned AW and AW:AC may no longer allow for antennas or telecoms. In summary, while no significant non-residential displacement is anticipated under the Draft ALUCP, sensitive land uses, such as day care, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Angwin Airport- Parret Field AIA.

4.3 Displacement Analysis: Napa County Airport

Similarly to the analysis presented in section 4.2, displacement analysis was conducted for the Napa County Airport Influence Area. This analysis estimates the number of displaced units resulting from the adoption of the 2024 ALUCP by comparing land use compatibility in the 1999 ALUCP against the proposed plan. In summary, none of the Napa County, City of American Canyon, and City of Napa zones experienced significant displacement, as all potential displacement was offset by expansions in allowed land uses within each respective zone.

The Napa County Airport AIA includes County General Plan land use classifications Urban Residential, Industrial, Public-Institutional, Napa Pipe Mixed-Used, and Study Area (see Figure 4A). County zoning districts associated with these general plan land use classifications include Airport Compatibility Combination, Agricultural Watershed: Airport Compatibility Combination, Agricultural Watershed, Commercial Limited: Airport Compatibility Overlay, General Industrial: Airport Compatibility Overlay, Industrial: Airport Compatibility Overlay, Industrial Park: Airport Compatibility Overlay, Marine Commercial: Airport Compatibility Overlay, Public Lands: Airport Compatibility Overlay, and Residential Single: Airport Compatibility Overlay.

The Napa County Airport AIA includes City of Napa General Plan land use classifications Hospitality Commercial, Napa Pipe Mixed Use, Light Industrial, Business Park, Public-Serving, Open Space & Parks, Greenbelt, and Agriculture (see Figure 4B). City of Napa zoning districts associated with these general plan land use classifications include Devlin Road Transfer Station, Agricultural Resource, Industrial Park (Areas A, B, and C), Light Industrial, Master Plan - Napa Pipe - Industrial / Business Park, Master Plan- Napa Pipe - Light Industrial, Master Plan - Napa Pipe - Mixed-use Residential – Waterfront, Master Plan, Park or Open Space, and Public-Quasi Public Schools and Health Facilities.

The Napa County Airport AIA includes City of American Canyon General Plan land use classifications Agriculture – Special Study Area, Community Commercial, Neighborhood Commercial, Commercial Recreation, Industrial, Industrial/Commercial Recreation, Commercial Specialty, Open Space, Public, Residential Estate, High Residential, Low Residential, Medium Residential, Southeast Area Specific Plan, Napa County Airport Industrial Area Specific Plan, and Town Center (see Figure 4B). City of American Canyon zoning districts associated with these general plan land use classifications include Community Commercial, Recreation, General Industrial, Light Industrial, Light Industrial: Special Commercial, Open Space, Public, Residential Estate, Specific Plan NCA Industrial Area, and Town Center.

Displacement analysis by each respective County zoning code is outlined below.

4.3.1 Residential Displacement within Napa County Airport Influence Area by Napa County Zoning Classification

Most Napa County-zoned acreage within the Drafted Napa County Airport Influence Area is within the Airport Combination District, which does not allow residential uses in Zones A through D of the 1999 Adopted Plan. The

only potential residential displacement is in Draft Zone A and Zones B1, B2, B3 for farmworker housing, where even development by right uses would be restricted (Policy 2.7.4).

Airport: Airport Compatibility Combination (AV:AC): There is no significant residential displacement in the Airport Compatibility Combination (AV:AC) Zone because this zone does not allow for residential uses by right.

Agricultural Watershed: Airport Compatibility Combination (AW:AC): This area is entirely covered by an Airport Overlay District which does not allow residential land uses in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residence which are considered allowed by right. Therefore, there is only potential for residential displacement in Draft Zone A and farmworker housing displacement in Zones A and B1, B2, and B3 where land is outside adopted Zones A-D. In other zones, uses are allowed by right. There is no significant displacement in Draft Zones C-D2.

Overall, there is no significant displacement within AW-zoned acreage in the Draft Airport Influence Area. There are 20.57 AW:AC-zoned acres (across 1 parcel) within Draft Zone A and Adopted Zone A. Adopted Zones A through D do not allow residential uses except the development of single-family residence which are considered allowed by right. Therefore, maximum displacement is one (1) single-family residence per parcel. However, the AW:AC-zoned parcel is partially outside Draft Zone A, and a single-family residence could be built outside the Draft Zone A-portion of the parcel. Per Napa County's Measure J, this parcel cannot be further divided. Thus, there is no significant displacement within this draft zone. The parcel overlapping Draft Zone A is 058-010-005.

The 185.42 AW:AC-zoned acres in Draft Zone B1 and 177.94 AW:AC-zoned acres in Draft Zone B2 are within adopted Zones A-D, which do not allow residential uses except the development of single-family residences on agricultural parcels. The Draft 2024 ALUCP and the Adopted 1999 ALUCP both allow for single-family residential development by right on agricultural parcels in this zone. Thus, there is no potential displacement in Draft Zones B1-B2.

The 2309.58 AW:AC-zoned acres within Draft Zone B3 are within adopted Zones B-D, which do not allow residential uses except the development of single-family residences on agricultural parcels. The Draft 2024 ALUCP and the Adopted 1999 ALUCP both allow for single-family residential development by right on agricultural parcels in this zone. Thus, there is no displacement for this acreage.

There are 1650.37 AW:AC-zoned acres of Draft Zone B3 that are within Adopted Zone E and outside of Adopted 1999 ALUCP AIA. This zoning classification would allow single family units on legal lots, under Policy 2.7.4, Development by Right, but not the additional 12 units for farmworker housing. Displacement is calculated at 12 units per lot for farmworker housing because this is the housing not allowed under the Draft 2024 ALUCP. The area includes 22 lots; however, five lots are the same APNs as within the AW:AC zone above and 3 are within the Napa Pipe Exception area (Policy 5.3.2). Thus, potential displacement was only calculated for 14 lots for a potential displacement of 168 units. The fourteen affected APNS are as follows: 046-370-029, -031, 046-400-034, -052, -053, -056, -057, 048-010-004, -005, 048-020-006, -009, -010, 057-070-019, and 058-020-001.

However, potential displacement in Draft Zone B3 is offset because farmworker housing could be located on acreage outside of Zone B3 for all but six parcels. Additionally, the compatibility criteria for Draft Zone D2 allows for 20 du/acre, resulting in the addition of 40,499 potential units to offset any farmworker unit displacement. In summary, under the Draft 2024 ALUCP, an addition of 40,259 units within the AW:AC zoning classification.

Agricultural Watershed (AW): This area is entirely covered by an Airport Overlay District which does not allow residential land uses in Zones A-D of 1999 Adopted ALUCP, except the development of single-family residence which are considered allowed by right. Therefore, there is only potential for residential displacement in Draft Zone A and farmworker housing displacement in Zones A and B1, B2, and B3 where land is outside adopted Zones A-D. In other zones, uses are allowed by right. There is no significant displacement in Draft Zones C-D2.

There are 686.80 acres zoned AW in Draft Zone B3. 1.79 acres is within Adopted Zone C Airport Overlay District which does not allow residential development in Zones A-D of 1999 Adopted ALUCP except the development of single-family residences on agricultural parcels. The Draft 2024 ALUCP and the Adopted 1999 ALUCP both allow for single-family residential development by right on agricultural parcels. Thus, there is no significant displacement in this portion of Draft Zone B3.

There are 685.01 acres of Draft Zone B3 area that are within adopted Zone E and outside of the adopted ALUCP AIA. These acres allow single family units on legal lots under Policy 2.7.4, Development by Right, but not the additional 12 units for farmworker housing. Displacement is calculated at 12 units per lot for farmworker housing. Within B3, there are six affected parcels for a total displacement of 72 units. The affected parcels are 048-070-004, -005, and 048-100-001, -002, -003, and -004. This displacement could be partially mitigated as the farmworker housing could be located on the parcels outside of Zone B3. Furthermore, much of this area to the southwest of the airport is undevelopable marshland.

Commercial Limited: Airport Compatibility Overlay (CL:AC): There is no significant residential displacement in CL:AC-zoned acreage because this zone does not allow residential uses by right.

General Industrial: Airport Compatibility Overlay (GI:AC): There is no significant residential displacement in GI:AC acreage because this zone does not allow residential uses by right.

Industrial: Airport Compatibility Overlay (I:AC): There is no significant residential displacement in I:AC-zoned acreage because this zone does not allow residential uses by right.

Industrial Park: Airport Compatibility Overlay (IP:AC): There is no significant residential displacement in IP:AC-zoned acreage because this zone does not allow residential uses by right.

Marine Commercial: Airport Compatibility Overlay (MC: AC): There is no significant residential displacement in MC:AC-zoned acreage because this zone does not allow residential uses by right.

Public Lands: Airport Compatibility Overlay (PL:AC): There is no significant residential displacement in MC:AC-zoned acreage because this zone does not allow residential uses by right.

Residential Single: Airport Compatibility Overlay (RS:AC): RS:AC-zone acreage within Draft Zone B3 is entirely within Adopted Zones C-D, which do not allow residential uses. Thus, there is no significant displacement in Draft Zone B3. Additionally, there is no significant displacement in Draft Zone D1 because residential uses are allowed under Policy 2.7.4, Development by Right in this area. Furthermore, Draft Zone D2 allows 20 du/acre, which will allow for an additional 1,319 units in this zoning classification.

4.3.2 Residential Displacement within Napa County Airport Influence Area by City of Napa Zoning Classification

Devlin Road Transfer Station: There is no significant displacement within Devlin Road Transfer Station acreage because this site is developed as a waste transfer station. The site is not zoned for residential uses.

City: Agricultural Resource: All acreage in this zone is in Zones D1 and D2, where allowed residential uses are allowed under Policy 2.7.4, Development by Right. Thus, there is no significant displacement in this zone.

City: Industrial Park (Area A): There is no significant displacement within Industrial Park: Area A because this zone does not allow residential uses by right.

City: Industrial Park (Area B): There is no significant displacement within Industrial Park: Area B because this zone does not allow residential uses by right.

City: Industrial Park (Area C): There is no significant displacement within Industrial Park: Area C because this zone does not allow residential uses by right.

City: Light Industrial (IL): There is no significant displacement within IL-zoned area because this zone does not allow residential uses by right.

Master Plan - Napa Pipe - Industrial / Business Park (MP-NP-IBP): There is no significant residential displacement in MP-NP-IBP-zoned acreage since this area is covered by the Napa Pipe special exception (Policy 5.3.2), which permits all uses allowed under the Development Agreement for Napa Pipe Mixed-Use Master Planned Development.

Master Plan- Napa Pipe - Light Industrial (MP-NP-IL): There is no significant residential displacement in MP-NP-IL-zoned acreage since this area is covered by the Napa Pipe special exception, which permits all uses allowed under the Development Agreement for Napa Pipe Mixed-Use Master Planned Development.

Master Plan - Napa Pipe - Mixed-use Residential - Waterfront (MP-NP-MUR-W): There is no significant residential displacement in MP-NP-MUR-W-zoned acreage since this area is covered by the Napa Pipe special exception, which permits all uses allowed under the Development Agreement for Napa Pipe Mixed-Use Master Planned Development.

Master Plan (MP-S): MP-S-zoned acreage is covered by the Stanly Ranch Master Planned Development, which is entirely built out. Thus, there is no significant residential displacement.

City: Park or Open Space (POS): There is no significant displacement within POS-zoned area because this zone does not allow residential uses by right.

City: Public-Quasi Public Schools and Health Facilities (PQ): There is no significant displacement within PQ-zoned area because this zone does not allow residential uses by right.

4.3.3 Residential Displacement within Napa County Airport Influence Area by City of American Canyon Zoning Classification

For all American Canyon zoning classifications, permitted and conditionally permitted uses on parcels located within a designated Napa County Airport compatibility zone may be restricted or prohibited. Uses are subject to the requirements of the policies related to airport compatibility in the American Canyon General Plan and the Napa Countywide ALUCP. Restrictions may include the requirement for recordation of overflight or avigation easements.

Community Commercial (CC): All CC-zoned acreage is within Draft Zone D2, which allows up to 1 du/5 acres (average density), 4 du/single acre, or 10-20 du/acre (average density). Multi-family housing development in the CC zoning district is subject to General Plan Policy 1.15.1, which states that up to 25% of site can be multi-family housing at a density of 16-20 du/acre. This conditional allowance of multifamily housing is only in conjunction with permitted commercial uses on the ground floor of parcels without Hwy 29 frontage. There is no potential displacement within this zoning classification.

Recreation (CR): There is no significant displacement within CR-zoned acreage because single-family residential is allowed by right (Policy 2.7.4).

General Industrial (GI): There is no significant displacement within GI-zoned acreage because this zone does not allow residential uses by right.

Light Industrial (LI): There is no significant displacement within LI-zoned acreage because this zone does not allow residential uses by right.

Light Industrial: Special commercial (LI:CS): There is no significant displacement within LI:CS-zoned acreage because this zone does not allow residential uses by right.

Open Space (OS): There is no significant displacement within OS-zoned acreage because this zone does not allow residential uses by right.

Public (P): There is no significant displacement within P-zoned acreage because this zone does not allow residential uses by right.

Residential Estate (RE): All RE-zoned acreage is in Draft Zones D2, where residential uses are permitted. Thus, there is no significant displacement.

Specific Plan, NCA Industrial Area (SP-2): There is no significant displacement within SP-2-zoned acreage because this zone does not allow residential uses by right.

Town Center (TC): There is no significant displacement within TC-zoned acreage because this zone does not allow residential uses by right.

4.3.4 Non-residential Displacement within Napa County Airport Influence Area by Napa County Zoning Classification, City

of Napa Zoning Classification, and City of American Canyon Zoning Classification

While there is no significant non-residential displacement within the Napa County Airport AIA, some non-residential land uses may be restricted under the Draft ALUCP. In Draft Zone B1, land zoned AW:AC by Napa County may no longer allow for the following land uses: residential day care, antennas, telecoms, farmworker housing (up to 12 units), overnight lodging, or RV park or campgrounds. Land in County zones GI:AC and IP:AC may no longer permit the following land uses: antennas, telecoms. In Draft Zone B2, land zoned PL:AC by Napa County may no longer allow for the following land uses: residential day care, antennas, telecoms, farmworker housing (up to 12 units), overnight lodging, or RV park or campgrounds. County zones GI:AC, I:AC, and IP:AC may no longer permit the following land uses: antennas, telecoms. In County zone PL:AC, antennas, telecoms, and governmental offices may become restricted land uses. In Draft Zone B3, land zoned AW:AC by Napa County may no longer allow for small residential day care (<6). In Draft Zone D2, land zoned NP-MUR-WLAC by Napa County may place restrictions on multi-unit housing of at least 20 du/acre and restrict density to a maximum of 700 total residential units. Additionally, County zones NP-IBP-W:AC in Draft Zone D2 may restrict antennas and telecoms.

In Draft Zones B1 and B2, the Devlin Road Transfer Station, an existing land use in the City of Napa, would not be affected by changes to the ALUCP. In Draft Zone B2, land zoned IP-A by the City of Napa may have allowed land uses restricted by ALUCP policies: laboratories, research and development, and public schools. In Draft Zone D2, land zoned for the Napa Pipe mixed-use development is covered by a Master Plan. The Master Plan incorporates airport compatibility policies that would not be affected by the Draft ALUCP. In Draft Zone D2, land zoned by the City of Napa as AR may restrict future development of large employee housing and public schools in this area. Additionally, in Draft Zone D2, public schools may also no longer be permitted in lands zoned PQ and IL by the City of Napa. In Zone D2, future development of laboratories, research and development, and public schools in land zoned IP-A, IP-B, and IP-C by the City of Napa may be restricted under the Draft ALUCP.

In Draft Zone B2, land zoned for General Industrial by the City of American Canyon may restrict the following land uses: drugstores, professional and medical offices, research and development, small-cell antenna facilities, government facilities, public safety facilities, transportation terminals, and utilities.

In summary, some sensitive land uses, such as day care, public schools, research and development/laboratories, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Napa County Airport AIA. However, this land may be used for a variety of non-residential uses that do not require high concentrations of persons. Sufficient non-residential land is available in the City of American Canyon to absorb demand for these more specialized uses. Thus, there would not be a significant impact to land use.

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5 Initial Study Checklist

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

5.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – d) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not adversely impact scenic vistas within the AIA, nor does the ALUCP substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There are no scenic highways within the AIA of Angwin Airport. The AIA of Napa County Airport includes two eligible scenic highways: SR 37 and SR 4 (Caltrans 2024). The ALUCP does not substantially degrade the existing visual character or quality of public views of the site and its surroundings in non-urbanized areas. The Draft 2024 ALUCP does not create new source of light or glare that would impact affect daytime or nighttime views.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted

for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to aesthetics resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – e) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. Agricultural resources are present within the AIA for both the Angwin Airport- Parrett Field and the Napa County Airport (DOC 2024). However, the ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) into non-agricultural uses, nor does it create conflict with existing zoning for agricultural use, or a Williamson Act contract land. The Draft ALUCP would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). Adoption of the Draft ALUCP would not result in the loss of forest land or conversion of forest land to non-forest use. The Draft ALUCP will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to agricultural resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – d) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not conflict or obstruct the implementation of the applicable air quality plan, nor does it result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. The Draft ALUCP will not expose sensitive receptors to substantial pollutant concentrations, nor will it result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to air quality resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – f) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of

Fish and Wildlife or U.S. Fish and Wildlife Service. The Draft ALUCP does not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The Draft ALUCP does not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, nor does it interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The Draft ALUCP will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, nor will it conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Specifically, wildlife hazard policies (Policy 3.5.3) of the Draft ALUCP restrict land uses that attract wildlife within Draft Zone A, including the creation of wetland mitigation sites, conservation areas, and wildlife preserves. This policy also recommends the avoidance of these land uses in the wildlife critical zone.

Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, including planned habitat and wildlife areas. Demand for a particular land use that is restricted by the ALUCP may result in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses. As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to biological resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – c) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft 2024 Napa Countywide ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, nor does it cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. The Draft ALUCP does not disturb any human remains, including those interred outside of formal cemeteries.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to cultural resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – b) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft

ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, nor does it conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to energy resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – f) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 1) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, 2) strong seismic ground shaking, 3) seismic-related ground failure, including liquefaction, or 4) landslides. The Draft ALUCP will not result in substantial soil erosion or loss of topsoil. The Draft ALUCP will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the ALUCP, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The Draft ALUCP is not located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. The Draft ALUCP does not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water. The Draft ALUCP does not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land

uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to geological resources resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) – b) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. The Draft ALUCP does not generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to GHG emissions resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – d, f, g) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor does it create

a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Draft ALUP does not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Draft ALUCP would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and it would not create a significant hazard to the public or the environment. The Draft ALUCP will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, nor project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to hazards and hazardous materials resulting from adoption of the 2024 ALUCP are found to be less than significant.

- e) The Draft 2024 ALUCP includes policies that are designed to protect the public from safety hazards and reduce future exposure to noise hazards within the Airport Influence Area (AIA). Airport safety zones and noise contours specific to the two airports were used to prepare the Draft 2024 ALUCP compatibility criteria.

The Draft ALUCP uses the aircraft accident risk data and safety compatibility concepts provided in the California Airport Land Use Planning Handbook (Caltrans, 2011) to establish airport land use compatibility zones to include areas exposed to significant safety hazards. The Draft ALUCP also establishes safety criteria and policies that limit concentrations of people within the compatibility zones. The purpose of the policies is to minimize the risks and potential consequences associated with an off-airport aircraft accident or emergency landing. The policies consider the risks both to people and property in the vicinity of the airport and to people on board the aircraft.

The risks of an aircraft accident occurrence is further reduced by airspace protection policies that limit the height of structures, trees, and other objects that might penetrate the airport's airspace as defined by Federal Aviation Regulations (FAR), Part 77, "Safe, Efficient Use, and Preservation of the Navigable Airspace." The airspace protection policies also restrict land use features that may generate other hazards to flight such as visual hazards (i.e., smoke, dust, steam, etc.), electronic hazards that may disrupt aircraft communications or navigation, and wildlife hazards (i.e., uses which would attract hazardous wildlife to airport environs).

Airport-related noise and its impacts on land uses were considered in the development of the Draft ALUCP. The forecast noise contours from the Angwin 2009 ALP and supplemental data, and the 2007 Napa County Airport Master Plan and 2016 ALP were used to update the noise compatibility factors in the ALUCP. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted

by the State of California for land use planning purposes. In accordance with PUC Section 21675(a), the airport noise contours cover the requisite 20-year planning timeframe and represent approximately 14,000 annual aircraft operations for Angwin Airport – Parrett Field and 260,000 annual aircraft operations for Napa County Airport. The updated ALUCP establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 60 dB CNEL or higher.

Thus, the proposed ALUCP would not expose people residing or working in the area to excessive safety hazards or noise exposure.

5.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – e) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, nor will it substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The Draft ALUCP will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 1) result in substantial erosion or siltation on- or off-site, 2) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, 3) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or 4) impede or redirect flood flows. The Draft ALUCP will not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone. The Draft ALUCP does not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to hydrology and water quality resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document authorize development that could physically divide an established community. Thus, the Draft ALUCP’s potential to divide an established community is less than significant .

b) The Draft ALUCP does not directly or indirectly impact or conflict with relevant land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Conflicts between the Draft ALUCP and relevant policies/plans can be reconciled by either amending existing plans to be consistent with the ALUCP, or overrule the ALUCP pursuant to Section 21676 of the Public Utilities Code. Section 65302.3 of the Government Code, requires relevant agencies to amend their general plans and specific plans to be consistent with the ALUCP within 180 days. Alternatively, the local agencies can choose to override ALUCP policies.

The Draft ALUCP does not (1) conflict with general plan land use policies related airport land use compatibility; or (2) conflict with allowable land uses under a general plan or zoning ordinance such that future development would be displaced by implementation of the Draft ALUCP. These two issues are discussed below.

The Napa County General Plan includes the following policies and action items related to airport compatibility:

Action Item AG/LU-30.1: Develop a Workforce Housing Ordinance, including revisions to the current Inclusionary Housing Ordinance, to define workforce housing and establish additional workforce and inclusionary housing requirements for all multifamily housing proposals consisting of eight or more units constructed in the unincorporated County. Such an ordinance could also require on-site workforce housing in place of in-lieu fees for any large commercial or institutional projects constructed outside of areas where housing would be inconsistent with the applicable airport land use compatibility plan.

Policy AG/LU-38: The Airport Industrial Area Specific Plan (AIASP) was adopted in 1986 to set forth detailed land use and circulation standards, capital improvement requirements, associated financing, and improvement sequencing measures, as well as necessary supporting policies and regulatory procedures for the industrial area near Napa County Airport. The AIASP, as amended, implements the General Plan in the Airport Industrial Area.

Policy AG/LU-49: The County shall use zoning to ensure that land uses in airport approach zones comply with applicable Airport Land Use Compatibility policies. If necessary, the County shall acquire development rights in airport approach zones. This policy shall apply to the Napa County Airport and Angwin Airport (Parrett Field).

Policy AG/LU-66: The County supports the ongoing operation of Angwin Airport (Parrett Field), including any improvements approved by the Federal Aviation Administration within the AV zoning district.

Action Item AG/LU-94.1: Prior to approving non-industrial development the County shall adopt development standards for the Pacific Coast/Boca and Napa Pipe sites which shall include, but may not be limited to, buffering and visual screening from existing industrial uses and Syar Quarry, design features that include physical buffers (e.g., vegetation, landscape features, or walls in unique circumstances), building placement and orientation in a manner that physically separates these sites from incompatible operations of adjacent uses (e.g., truck traffic, odors, stationary noise sources), and implementation of other measures to address noise and vibration. Standards for the Napa Pipe site shall ensure conformance with the Napa County Airport Land Use Compatibility Plan.

Policy AG/LU-95: New land uses in the South County Industrial Areas shall be compatible with or buffered from adjacent industrial uses and consistent with the Land Use Compatibility Plan for Napa Airport.

Policy AG/LU-96: The Airport Industrial Area is planned for industrial and business/industrial park uses that support agriculture and meet industrial and business park needs consistent with the 1986 Airport Industrial Area Specific Plan. In 2004, the Airport Industrial Area Specific Plan was amended to recognize two hotels which were subsequently approved for construction. Further commercial uses in the area shall be limited to local-serving uses that support or serve the industrial and business park uses.

Policy AG/LU-124: The County shall establish general school site location criteria such as:

- a) New school facilities shall not be located within two miles of an airport unless approved by the State Department of Education.
- b) School facilities shall, whenever practical, be located in areas designated in the appropriate general plan for urban development.
- c) Coordinate County plans and ordinances to be supportive of school use and to minimize the need for busing students.
- d) Ensure that proposals for multi-family housing or multiple-lot subdivisions within the unincorporated area are evaluated to determine their impact on schools and are modified to address potential impacts, including the need for new facilities, if any. :

Policy AG/LU-125: New churches or institutions providing religious instruction shall not be located within proximity to an airport unless they are located in an area where residential uses would be compatible under the applicable Airport Land Use Compatibility Plan.

Generally these policies support (promote?) development that is compatible with the ALUCP, and incorporate compatibility into specific plans and master planned development. The Draft ALUCP would not be in conflict with these policies that promote land use compatibility.

The City of American Canyon contains the following goals, objectives, and policies related to airport compatibility:

Goal 1N Ensure the compatibility of development within American Canyon with the Napa County Airport.

Objective 1.27 Ensure that lands in American Canyon are developed in a manner which protects them from the noise and operational impacts of, and does not adversely constrain, the Napa County Airport.

Policy 1.27.1 Require that development comply with the land use and development conditions stipulated in Tables 1-1 and 1-2 for areas depicted on Figure 1-3. (I 1.1, I 1.4, I 1.5, I 1.8, and I 1.11)

Policy 1.27.2 Review all applications for new development, expansion of existing uses, and re -use within Napa County Airport Compatibility Zones “A” through “E” for compliance with the appropriate use and development conditions. (I1.11)

Policy 1.27.3 Work with the Napa County Airport Authority to ensure that onsite ground activities of the Airport do not adversely impact (e.g., noise, vibration, air emissions, or other pollution) the City of American Canyon. (I 1.22)

Policy 1.27.4 Work with the Napa County Airport Authority to ensure that airport vehicular access does not adversely impact the City of American Canyon. (I1.22)

Policy 1.27.5 Work with the Napa County Airport Authority to ensure that any expanded operations of the Airport do not adversely impact existing land uses and development in the City of American Canyon. (I 1.22)

Policy 1.27.6 Work with the Napa County Airport Authority and other appropriate agencies to ensure that emergency preparedness plans are maintained to protect American Canyon residents and development. (I 1.22)

Policy 1.27.7 Recognize the importance of the Napa County Airport to City residents, including the economic, transportation and recreational benefits, and ensure that land use decisions rendered for this area do not negatively impact Airport operations (I 1.22).

The policies generally promote coordination with Napa County and encourage compatible land uses. The Draft ALUCP would not conflict with these General Plan policies. The City’s General Plan does include the ALUCP compatibility matrix. While this does not create a conflict, the City may wish to update this information in the General Plan should the Draft ALUCP be adopted.

The City of Napa does not have airport-related policies in its land use element. However it has the following General Plan Goal regarding the Napa County Airport:

Goal TE-8: Coordinate with Napa County and other agencies to continue the safe and efficient operation of the Napa County Airport, Napa River waterfront, and railroads and roadways serving freight movement.

Policy SN 6-2: Consider long-term compatibility between proposed new land uses surrounding the Napa County Airport.

These policies, located in the circulation and safety elements respectively, encourage compatibility but do not create any specific development regulations. Thus, the Draft ALUCP would not conflict with these policies.

Displacement

Displacement analysis was prepared to evaluate the impact of the Draft ALUCP on the development of units on certain land uses within each AIA. These areas are located within Draft Compatibility Zones A, B, C, D1, D2, and E for the Angwin Airport–Parrett Field, and Zones A, B1, B2, B3, C, D1, D2, and E for the Napa County Airport. Draft Compatibility Zones limit land use development based on the joint impact of noise and safety hazards for each respective zone. The following sections describe potential conflicts in the Draft Compatibility Zones:

Angwin Airport- Parrett Field

The Angwin Airport- Parrett Field AIA consists of parcels zoned for Agricultural Watershed- Airport Compatibility (AW:AC), Airport- Airport Compatibility (AV:AC), Planned Development- Airport Compatibility (PD:AC), Planned Development-Affordable Housing-Airport Compatibility (PD:AH:AC), Commercial Neighborhood (CN), Planned Development (PD), Planned Development Affordable Housing (PD:AH), and Residential, Single, 5 acres (RS:B-5) under the Napa County Zoning Ordinance. Per the displacement analysis in Section 4 of this IS, there is no significant residential displacement in any of the zoning classifications and rather, there is an overall increase in the number of permitted units across the entire AIA, as well as within each classification.

While there is no significant non-residential displacement within the Angwin Airport AIA, some non-residential land uses may be restricted under the Draft ALUCP. In Draft Zone A, land zoned AW:AC may no longer allow for the following land uses: one single family home per lot, second units, small residential day care (>6 children), small or large (7-12 children) day cares (if no other daycares are within 300'), guest cottages, wineries, antennas, telecoms, small hunting clubs, overnight lodging, RV parks or campgrounds, floating docks, farmworker housing (up to 12 units) quasi-private recreation use, grading/paving contractors. In Draft Zone B, land zoned AW:AC may no longer allow for the following land uses: residential day cares, antennas, or telecoms. Additionally, lands zone PD:AH:AC in Draft Zone B may restrict minor antennas and telecoms. In Draft Zone C, land zoned PD:AH:AC may also restrict minor antennas and telecoms. Additionally, land zoned AW:AC in Draft Zone C could restrict residential day cares, antennas, or telecom. In Draft Zone D1, land zoned AW and AW:AC may no longer allow for residential day cares, antennas, or telecoms. In Zone D2, land zoned AW and AW:AC may no longer allow for antennas or telecoms. In summary, while no significant non-residential displacement is anticipated under the Draft

ALUCP, sensitive land uses, such as day care, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Angwin Airport- Parret Field AIA.

Napa County Airport

The Napa County Airport AIA consists of parcels with Napa County, City of Napa, and City of American Canyon zoning classifications. Land within the Napa County Airport AIA has the following County zoning classifications: Agricultural Watershed (AW), Agricultural Watershed-Airport Compatibility (AW:AC), General Industrial- Airport Compatibility (GI:AC), Industrial Park- Airport Compatibility (IP:AC), Airport- Airport Compatibility (AV:AC), Public Lands- Airport Compatibility (PL:AC), Industrial–Airport Compatibility (I:AC), Napa Pipe Industrial/Business Park-Waterfront: Airport (NP-IBP-W:AC), and Napa Pipe Mixed Use Residential-Waterfront: Airport Compatibility (NP-MUR-W:AC). Land within the Napa County Airport AIA has the following City of Napa zoning classifications: Devlin Road Transfer Station, Industrial Park, Area A (IP-A), Industrial Park, Area B (IP-B), Industrial Park, Area C (IP-C), Napa Pipe Master Plan (MP-NP-IL, -IBP, -IBP-W, -MUR, -W), Agricultural Resources (AR), Public-Quasi Public Schools and Health Facilities (PQ), and Light Industrial (IL). Finally, land within the Napa County Airport AIA has the following City of American Canyon zoning classifications: General Industrial.

Per the displacement analysis presented in Section 4, there is no significant residential displacement in any of the zoning classifications and rather, there is an overall increase in the number of permitted units across the entire AIA, as well as within each classification. Furthermore, while there is no significant non-residential displacement within the Napa County Airport AIA, some non-residential land uses may be restricted under the Draft ALUCP. In Draft Zone B1, land zoned AW:AC by Napa County may no longer allow for the following land uses: residential day care, antennas, telecoms, farmworker housing (up to 12 units), overnight lodging, or RV park or campgrounds. Land in County zones GI:AC and IP:AC may no longer permit the following land uses: antennas, telecoms. In Draft Zone B2, land zoned PL:AC by Napa County may no longer allow for the following land uses: residential day care, antennas, telecoms, farmworker housing (up to 12 units), overnight lodging, or RV park or campgrounds. County zones GI:AC, I:AC, and IP:AC may no longer permit the following land uses: antennas, telecoms. In County zone PL:AC, antennas, telecoms, and governmental offices may become restricted land uses. In Draft Zone B3, land zoned AW:AC by Napa County may no longer allow for small residential day care (<6). In Draft Zone D2, land zoned NP-MUR-WLAC by Napa County may place restrictions on multi-unit housing of at least 20 du/acre, and restrict density to a maximum of 700 total residential units. Additionally, County zones NP-IBP-W:AC in Draft Zone D2 may restrict antennas and telecoms.

In Draft Zones B1 and B2, the Devlin Road Transfer Station, an existing land use in the City of Napa, would not be affected by changes to the ALUCP. In Draft Zone B2, land zoned IP-A by the City of Napa may have allowed land uses restricted by ALUCP policies: laboratories, research and development, and public schools. In Draft Zone D2, land zoned for the Napa Pipe mixed-use development is covered by a Master Plan. The Master Plan incorporates airport compatibility policies that would not be affected by the Draft ALUCP. In Draft Zone D2, land zoned by the City of Napa as AR may restrict future development of large employee housing and public schools in this area. Additionally, in Draft Zone D2, public schools may also no longer be permitted in lands zoned PQ and IL by the City of Napa. In Zone D2, future development of laboratories, research and development, and public schools in land zoned IP-A, IP-B, and IP-C by the City of Napa may be restricted under the Draft ALUCP.

In Draft Zone B2, land zoned for General Industrial by the City of American Canyon may restrict the following land uses: drugstores, professional and medical offices, research and development, small-cell antenna facilities, government facilities, public safety facilities, transportation terminals, and utilities.

In summary, some sensitive land uses, such as day care, public schools, research and development/laboratories, antennas, and telecoms, may be restricted in some Draft Compatibility Zones for the Napa County Airport AIA. However, this land may be used for a variety of non-residential uses that do not require high concentrations of persons. Sufficient non-residential land is available in the City of American Canyon to absorb demand for these more specialized uses. Thus, there would not be a significant impact to land use.

5.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – b) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, nor will it result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to mineral resources resulting from adoption of the 2024 ALUCP are found to be less than significant..

5.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a– b) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Draft ALUCP will not result in generation of excessive groundborne vibration or groundborne noise levels.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects related to noise resulting from adoption of the 2024 ALUCP are found to be less than significant.

- c)** Generally speaking, aircraft noise is prevalent at an airport and within its influence area. The Draft ALUCP outlines policies for assessing noise impacts within the AIA and restricting/expanding land uses accordingly. The policies outlined in the Draft ALUCP are designed to reduce noise exposure for sensitive land uses, such as daycares, public schools, and government/medical offices, by developing noise contours and establishing noise computability criteria.

As discussed in Section 3.9, airport-related noise and its impacts on land uses were considered in the development of the Draft ALUCP. The forecast noise contours from the Angwin 2009 ALP and supplemental data, and the 2007 Napa County Airport Master Plan and 2016 ALP were used to update the noise compatibility factors in the ALUCP. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes. In accordance with PUC Section 21675(a), the airport noise contours cover the requisite 20-year planning timeframe and represent approximately 14,000 annual aircraft operations for Angwin Airport – Parrett Field and 260,000 annual aircraft operations for Napa County Airport. The updated ALUCP establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 60 dB CNEL or higher. Thus, the proposed ALUCP updates noise compatibility to protect sensitive land uses from excessive noise, which protects people residing or working in the area from noise and associated hazards.

5.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a - b) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The ALUCP

does not impact existing land uses, nor does the document include physical activities that would result in construction or demolition of housing units.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to population and housing resulting from adoption of the 2024 ALUCP are found to be less than significant. On the contrary, the adoption of the Draft ALUCP is expected to result in a net increase in allowed housing units for both the Angwin Airport—Parrett Field AIA and the Napa County Airport AIA. Within the Angwin Airport—Parrett Field AIA, an additional 5,426 housing units will be allowed, and 87 units will have restrictions removed when the Draft ALUCP is adopted. This results in a net increase in 5,513 allowed housing units within the Angwin Airport—Parrett Field AIA. Within the Napa County Airport AIA, 240 units are displaced upon adoption of the Draft ALUCP; however, this displacement is completely offset by an increase in allowed units of 41,818 units. Thus, the adoption of the Draft ALUCP will result in a net increase in 41,578 units within the Napa County AIA. The adoption of the Draft ALUCP imposes minimal risk to the County meeting its Regional Housing Needs Assessment (RHNA) allocation. The original RHNA allocation was set at 1,014 units for 2023 through 2031. However, a series of proposed transfers to incorporated cities within the County would lower the County’s allocation to 106 units (Napa County 2023).

5.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES – Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: 1) fire protection, 2) police protection, 3) schools, 4) parks, or 5) other public facilities. The adoption and implementation of the Draft ALUCP may require additional staff time for local jurisdictions to review and reconcile the proposed ALUCP with the general plan as required. However, this does not represent a substantial service demand such that expanded or new facilities would be required, and therefore would have no environmental impact.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4. Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in new demand for public services facilities resulting in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to public services resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – b) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, nor will it include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. For example, some Draft ALUCP policies limit large gatherings and land uses/features that would attract wildlife, which could limit recreational facilities in intensity and density. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to recreation resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – d) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, nor will it conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Consistency of the Draft ALUCP with airport-related general plan policies are further discussed in Section 3.11 Land Use and Planning.

The Draft ALUCP will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), nor will it result in inadequate emergency access.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to transportation resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – b) Discussion

The County notified California Native American tribes, having previously requested notice, of the proposed project and offered consultation pursuant to Public Resources Code section 21080.3.1.

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or 2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to tribal cultural resources from adoption of the 2024 ALUCP are found to be less than significant.

5.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – e) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, nor will it have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The Draft ALUCP will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The Draft ALUCP will result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. The Draft ALUCP will not generate

solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The Draft ALUCP will comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to public utilities and service systems resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a – d) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP not substantially impair an adopted emergency response plan or emergency evacuation plan, nor will it exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, due to slope, prevailing winds, and other factors. The Draft ALUCP will not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The Draft ALUCP will not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect effects to wildfire hazards resulting from adoption of the 2024 ALUCP are found to be less than significant.

5.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Discussion

The Draft 2024 Napa Countywide ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP will not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The Draft ALUCP will not have impacts that are individually limited, but cumulatively considerable (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) The Draft ALUCP will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

However, the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, where demand for a particular land use that is restricted by the ALUCP results in the need to develop those land uses elsewhere. This in turn may result in physical changes to the environment that were not accounted for in local plans and associated environmental analysis, resulting in potentially significant impacts. Displacement may occur with both residential and non-residential uses.

As discussed in Section 4, the displacement analysis prepared for the 2024 ALUCP found that displacement effects would be less than significant. Thus, indirect environmental effects from adoption of the 2024 ALUCP are found to be less than significant.

- b)** No other airport planning projects are proposed that would result in significant cumulative changes to land use planning.
- c)** The Draft 2024 ALUCP is a policy document that directs future land use development within the Airport Influence Area (AIA) for each respective public-use airport within Napa County. The Draft ALUCP does not authorize development that could directly affect human beings. In addition, the draft plan is protective of human beings, by developing safety and noise compatibility criteria for land uses within the two AIAs. Therefore, the 2024 ALUCP's effect on human beings would be less than significant.

6 References and Preparers

6.1 References Cited

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Napa County. 1999. Code of Ordinances.. Title 18 Zoning. Revised 1999.
https://library.municode.com/ca/napa_county/codes/code_of_ordinances?nodeId=TIT18ZO.

Napa County. 2023. 2023 – 2031 Housing Element. Adopted Feb. 21, 2023.

6.2 List of Preparers

Dudek

Maryse Suppiger, Planner
Brian Grattidge, Environmental Project Manager

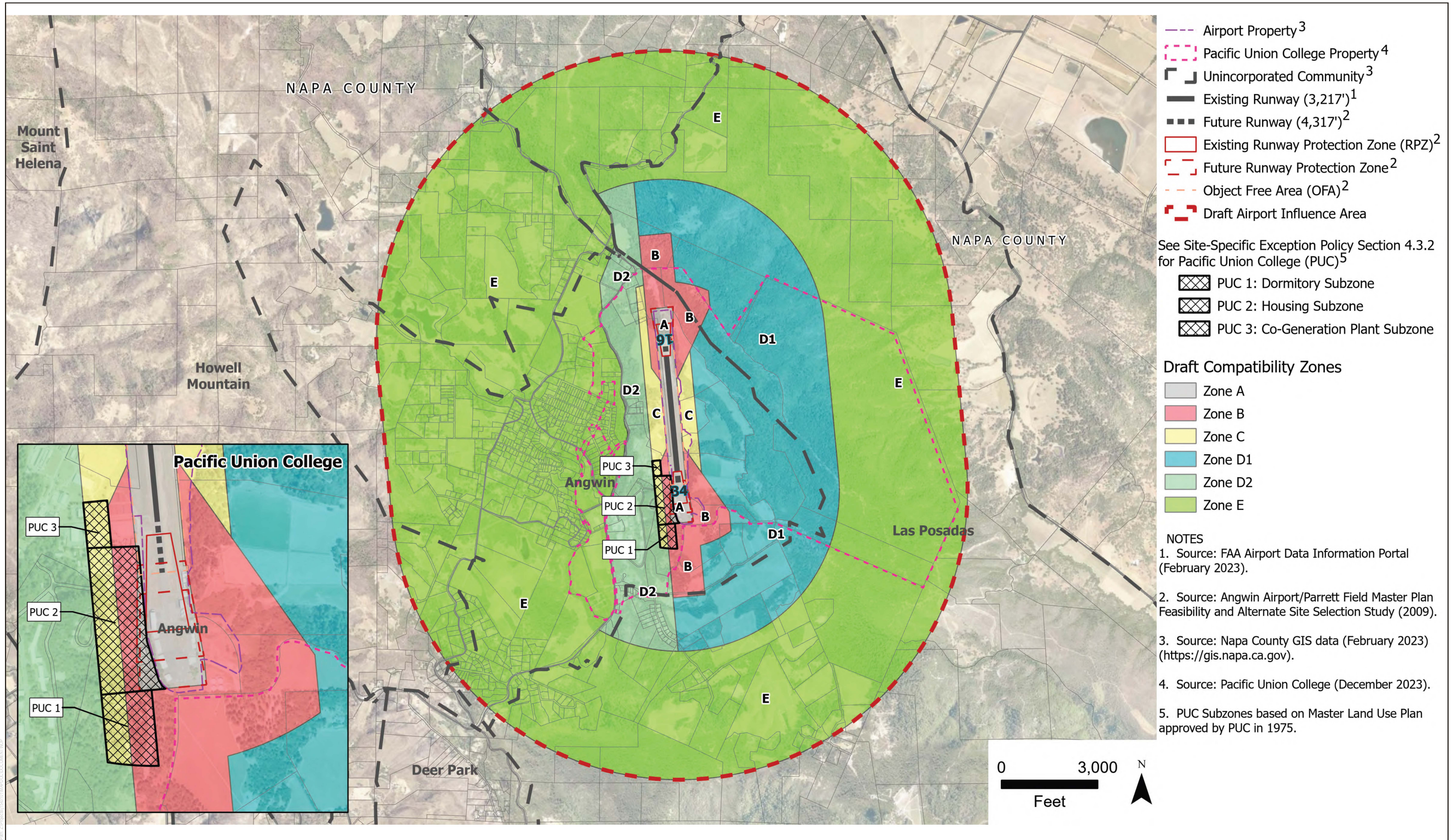
Mead & Hunt

Marieke Armstong, ALUCP Planner
Maranda Thompson, Project Manager

Napa County

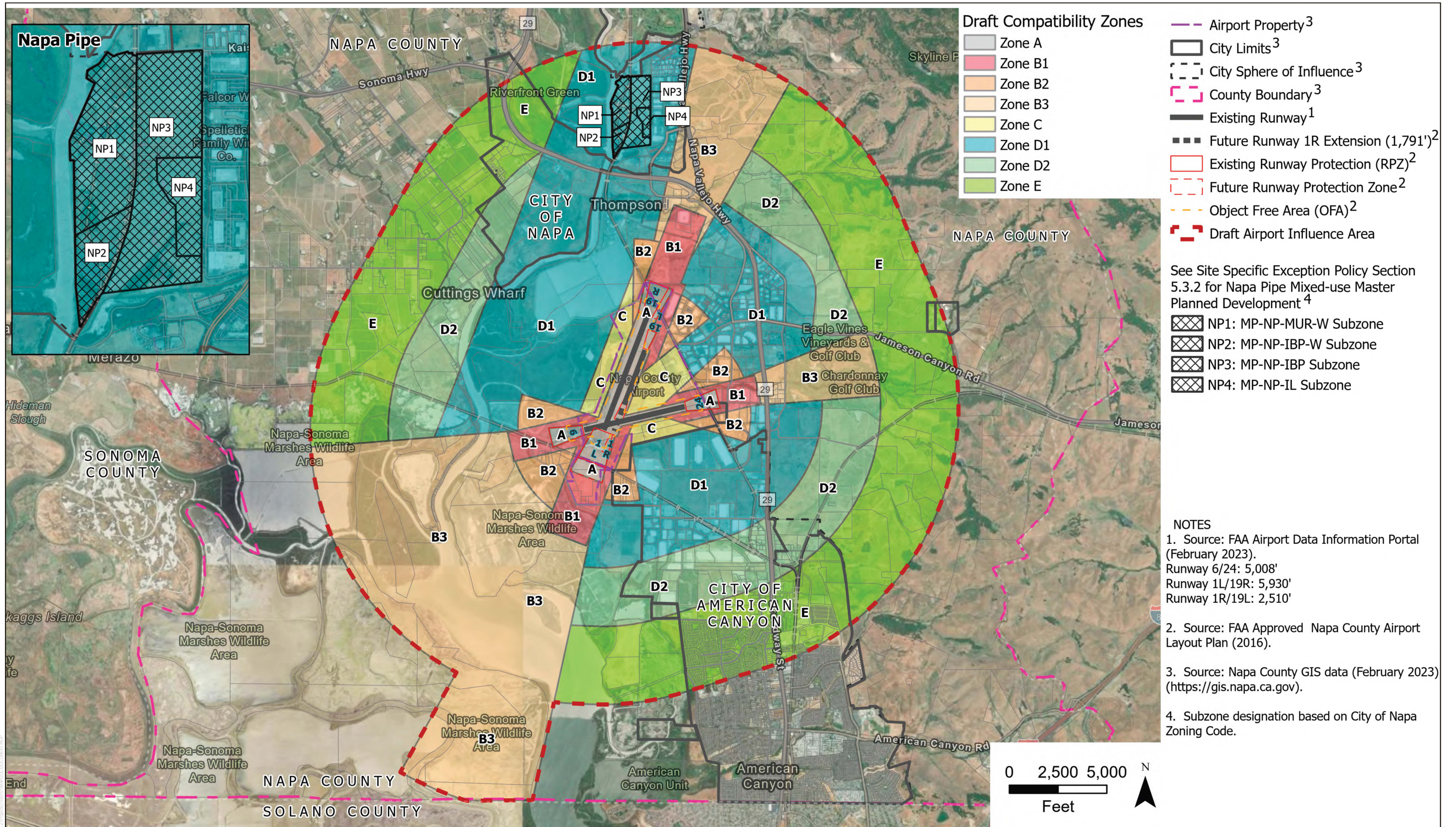
Dana Morrison, Supervising Planner

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SOURCE: Mead & Hunt 2024

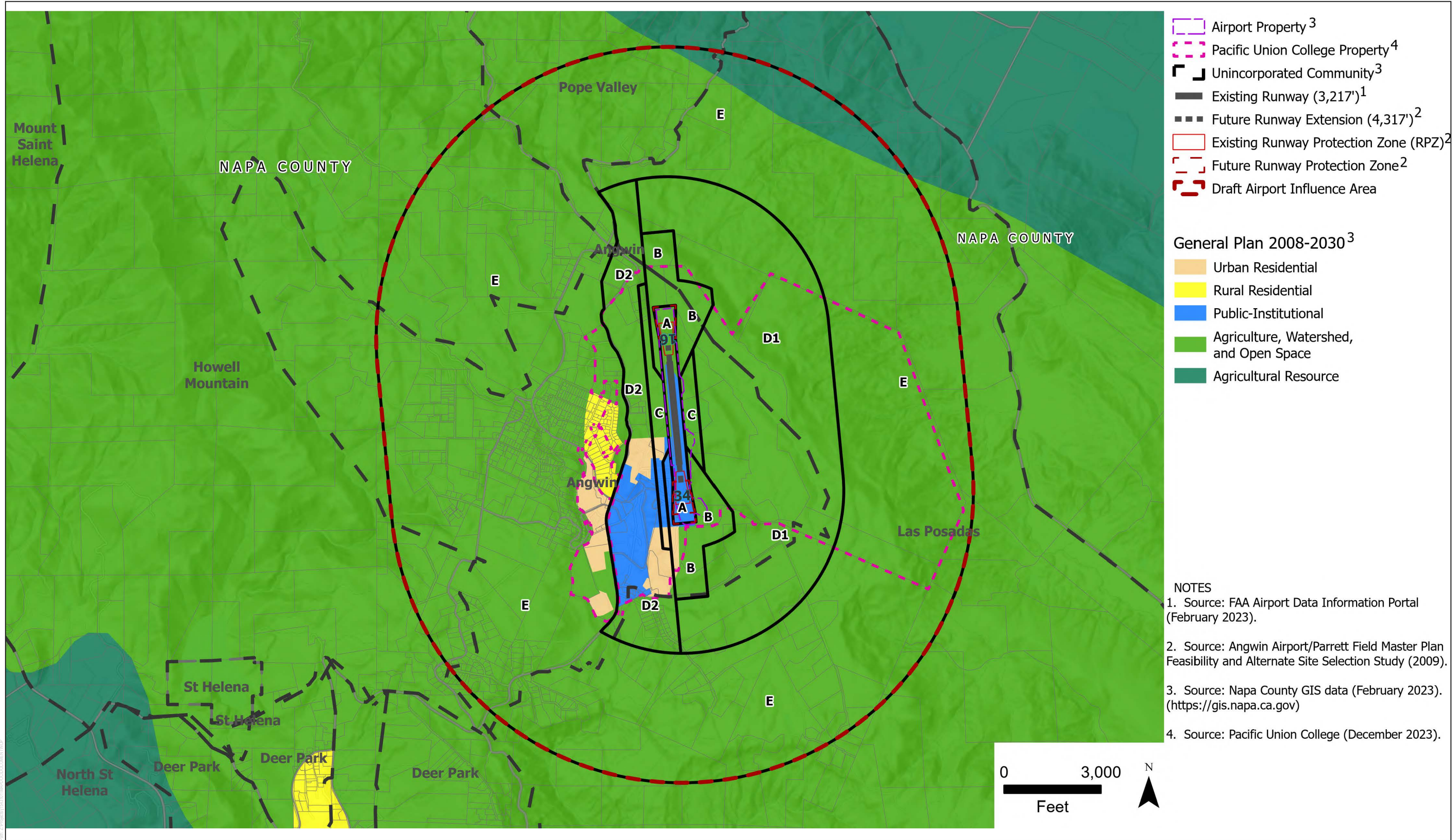
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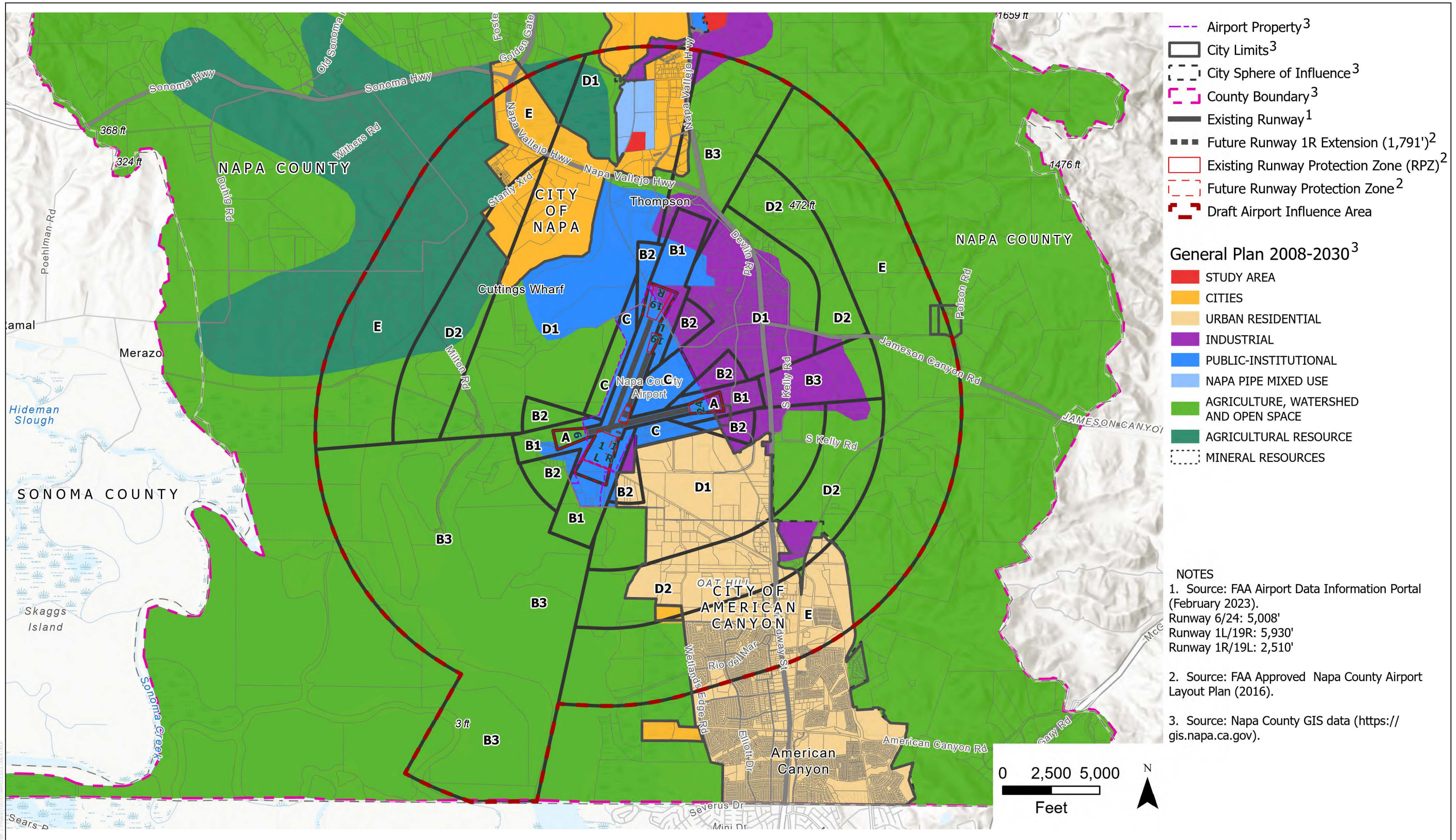
FIGURE 2

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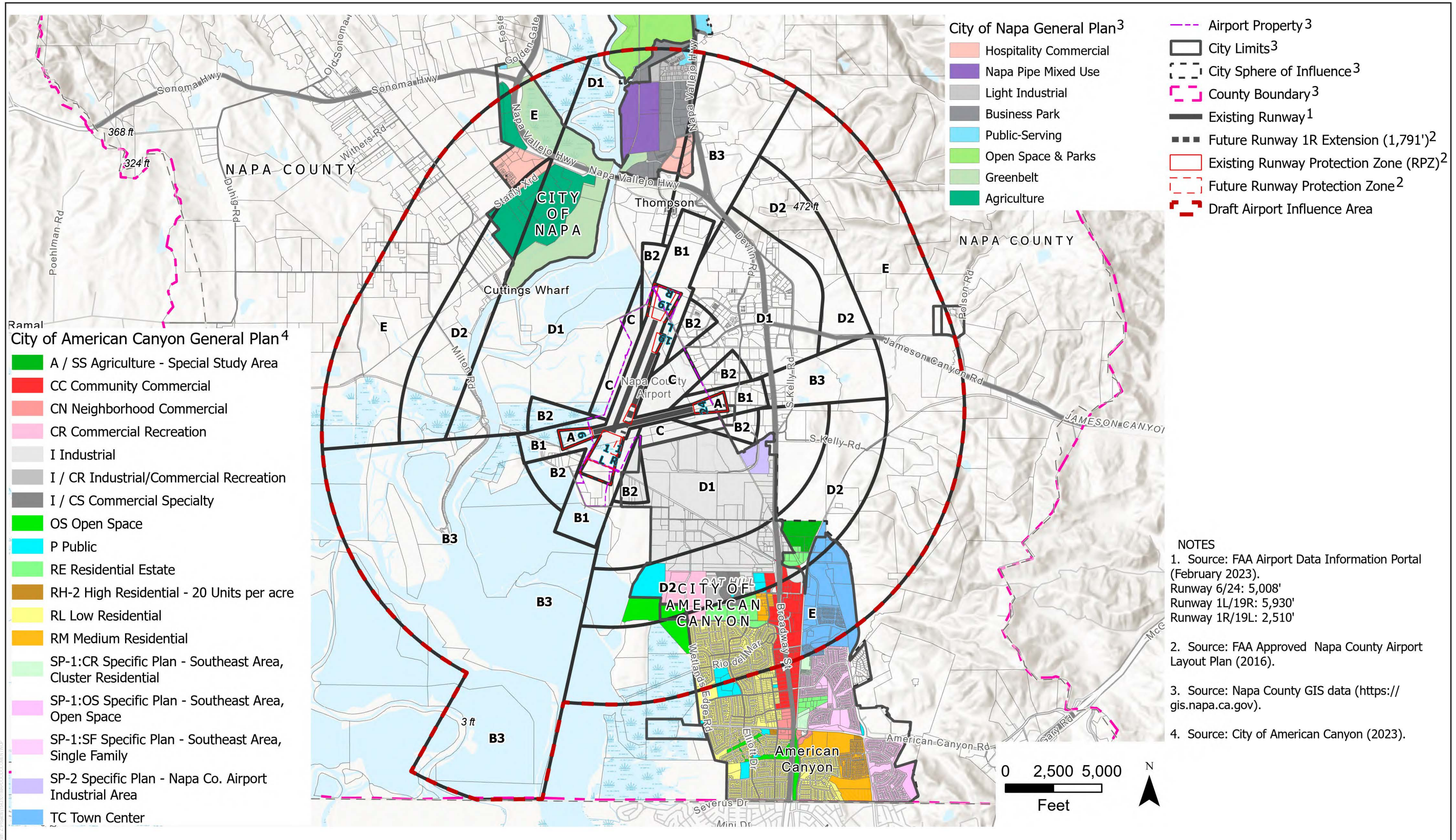
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SOURCE: Mead & Hunt 2024

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SOURCE: Mead & Hunt 2024

FIGURE 4B

APC City Land Use

Napa County Airport Land Use Compatibility Plan Upd



A Tradition of Stewardship
A Commitment to Service

Department of Public Works
Napa County Airport

2000 Airport Road
Napa, CA 94558
www.napacountyairport.org

Main: (707) 253-4300
Fax: (707) 299-4482

Steven Lederer
Director

July 9, 2024

Sent Electronically

Ms. Dana Morrison
Supervising Planner - Conservation
Napa County - PBES
1195 Third Street, Suite 210
Napa, CA 94559

Ms. Maranda Thompson
Ms. Marieke Armstrong
Mead & Hunt
180 Promenade Cir Suite 240
Sacramento, CA 95834

Subject: Proposed ALUCP Support

Dear Ms. Morrison,

As the Napa County Airport Manager, I support the final draft of the proposed ALUCP as presented in the public workshop.

The Project Development Team (PDT), for which I was a member, evaluated the proposed elements for conformance with the updated California handbook guidance and discussed the factors for which a functioning and growing airport should limit responsible developers. The PDT meetings included respectful dialogue on the growing pressures for development opportunity that are opposing the standing subjects of aviation safety, aircraft overflight, and noise-sensitive building occupancies.

I support the proposed revisions to the Napa County Airport compatibility zones. This does not impart significant adverse impacts to future private land use. It also demonstrates reasonable flexibility in allowing expanded housing development (splitting D Zone into D1 and D2). The provided work aides (graphics) developed in the package are substantial improvements for staff administration of the ALUCP policies.

As a member of the Project Development Team (PDT), PBES and Mead & Hunt as consultant did a great job creating the technical papers and moving the work through our thoughtful review. I look to follow the public process bringing forward community views about the ways in which property owners can make the best use of their land with a safe and thriving airport in their midst.

Thank you,

Mark Witsoe

Mark Witsoe, A.A.E./CAE
Airport Manager

C: Wendy Dau, Dep. County Counsel
Leigh Sharp, Dep. Dir. Public Works

From: [Mike Conklin](#)
To: [Morrison, Dana](#)
Subject: RE: Napa 25.44 acres / APN 057-040-007
Date: Wednesday, June 26, 2024 10:46:16 AM
Attachments: [image001.png](#)

[External Email - Use Caution]

6/26/2024 10:43:55 AM

Thank you Dana,
I hope this doesn't cause anyone any stress, but as it relates to our ownership, I think it's appropriate to ask these questions.

The basic questions I have are related to why the change was made, what the reasons were, who the influencers were, and how it will affect our proposed uses.

Thank you again.

Very best, Mike

Mike Conklin

Chairman and CEO

Please click in here → ([Schedule A Chat](#))

With me by Phone or ZOOM to give you an update on our program.

Thank you, Mike Conklin

Office: (925) 380-6342 x301

Cell: (925) 216-8583

Email: mconklin@sentinelsoffreedom.org

Address: PO Box 1316, San Ramon, CA 94583

Information Links:

[Veterans Never Stop Serving Podcast Interviews](#)

[Listen to My Interview with American Warrior Radio](#)

[Watch Johnny Joey Jones Speak at Our Annual Gala](#)

[View Our 2021 Annual Report](#)

From: Morrison, Dana <dana.morrison@countyofnapa.org>

Sent: Wednesday, June 26, 2024 10:37 AM

To: Mike Conklin <mconklin@sentinelsoffreedom.org>

Subject: RE: Napa 25.44 acres / APN 057-040-007

Hi Mike,

I wanted to let you know that I forwarded your message to Mead & Hunt and they are working

on responding – once they have complied their research they will reach out to arrange a time to discuss.

Cheers,



A Tradition of Stewardship
A Commitment to Service

Dana Morrison (she | her | hers)

Supervising Planner - Conservation
Planning, Building, & Environmental Services
Napa County

Phone: 707-253-4437

1195 Third Street, Suite 210
Napa, CA 94559

www.countyofnapa.org

From: Mike Conklin <mconklin@sentinelsoffreedom.org>

Sent: Wednesday, June 19, 2024 10:41 AM

To: Morrison, Dana <dana.morrison@countyofnapa.org>

Subject: Napa 25.44 acres / APN 057-040-007

[External Email - Use Caution]



A Tradition of Stewardship
A Commitment to Service

Dana Morrison (she | her | hers)

Supervising Planner - Conservation
Planning, Building, & Environmental Services
Napa County

Phone: 707-253-4437

1195 Third Street, Suite 210
Napa, CA 94559

www.countyofnapa.org

Wednesday, June 19, 2024

Dear Ms. Morrison,

Thank you again for all your professional help and information with regards to our Napa property (25.44) acres zoned Light Industrial / APN 057-040-007.

In reviewing the Draft Napa County Airport Land Use Compatibility Public Plan, by Mead & Hunt (May 2024), I have some questions I'd like to get answers to prior to the July 17th 2024 Public Hearing, regarding our parcel APN 057-040-007, and how if approved and implemented it would relate to any use changes less than the use of today's existing zoning.

In reference to your email to me on June 18th 2024, you confirmed that the new designation in the recommendation from Mead & Hunt is that our parcel be newly designated as B2 . We are currently D1 or D2 , I'm not sure which.

In the Napa County Airport Land Use Compatibility Public Draft Plan by Mead & Hunt, I see no specific mention of our parcel as it relates to this change and the possible impacts to our existing use designation. At this point we are looking at options of land use. Right now we are looking at Warehouse, RV & Boat and Industrial Storage as uses we see that fit the zoning on our parcel , which we believe is in general compliance with existing zoning through the application process of a Land Use Permit.

I would like to request that Mead & Hunt provide clarification on the following questions.

1. I'm requesting Mead & Hunt provide us with the internal discussions with the County and Airport Staff as to the work documents, meeting notes, records , in deciding this change with regards in specific to our parcel. In other words, please clarify the reasoning behind the change in destination from (D) to (B2) .
2. I'd like to see a side by side analysis of what we have now and what we will possibly lose with respect to existing use designation in the (D) category. By obtaining this information I hope to better understand where we stand in our planned development options.

I hope everyone will understand that as Chairman & CEO of our organization , Sentinels of Freedom , a 501c3 , that this is my fiduciary responsibility to ask for this accommodation, and in no way to be considered as counter to the good of the public.

My responsibility to our Board of Directors, Donors and the veterans we serve as to maintaining the value of our property rights should be easily respected.

I hope this is not too much to ask, and I'm open for a phone call anytime to discuss with you my requests.

Overall , the Mead & Hunt Draft looks to be very well done, and I congratulate you and the related of the Staff at Napa County for your dedication and professionalism with regard to said plan.

Thank you again.

Very Respectfully, Mike Conklin

Mike Conklin
Chairman and CEO

Please click in here → ([Schedule A Chat](#))

With me by Phone or ZOOM to give you an update on our program.

Thank you, Mike Conklin

Office: (925) 380-6342 x301

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[Listen to My Interview with American Warrior Radio](#)

[Watch Johnny Joey Jones Speak at Our Annual Gala](#)

[View Our 2021 Annual Report](#)

Hello Mike,

It was a pleasure speaking with meeting with you yesterday to discuss the ALUCP update and its potential impacts to your parcel .

I was able to confirm with Mead & Hunt that your parcel will be zoned as B2 under the ALUCP update.

I have attached a copy of the Public Hearing notice for July 17, for your convenience.

As noted in our correspondence from back in December, RV storage would be a conditionally compatible use, as this would be storage and the ancillary use of solar should also be conditionally compatible (though a glare may be required and you want to design the system to ensure that glare does not occur).

Once you are ready to submit for the proposed RV storage with ancillary solar then you will need to apply for both a Use Permit for the land use entitlement request for an RV storage park and for an Airport Land Use Compatibility Determination for the proposed project. I would strongly recommend setting up and Pre-Application meeting once you are ready to move forward, details on that are located at the end of this email. The parcel is zoned Industrial Park so you will want to review the Industrial Park Zoning Code and the applicable Napa Valley Business Park Specific Plan which has specific development requirements for this area, links below:

Industrial Park: https://library.municode.com/ca/napa_county/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.40IPINPAZODI

NV Business Park Specific Plan:
<https://www.countyofnapa.org/DocumentCenter/View/3343/Napa-Valley-Business-Park-Specific-Plan-and-EIR-PDF?bidId=>

Please find below the instructions on how to apply for a Pre-App meeting:

Pre-application meetings are an opportunity to meet with staff from all Divisions and receive valuable feedback on more complex projects involving a Use Permit/Major Modification or other Use

Permit related application, such as winery uses or development projects. For Pre-Application Meetings require either the Planning and/or Conservation division to be attending, other divisions are optional. Fees will be charged for the pre-application meeting service. There are two types of meetings: Office Only and On-Site meetings. For now, this online permit center process is only to accommodate office meetings.

This guide will display how to submit an application & schedule a meeting through the Online Permit Center. Napa County's Online Permit Center:

<https://citizen.countyofnapa.org/citizenaccess/Customization/NAPACO/launchpad.aspx>

*Registration is required to submit an application via the Online Permit Center, if not registered please click on the following for the steps to register: [How-To: Register for an Account \(countyofnapa.org\)](#)

Please do not hesitate to reach out if you have any questions or would like to discuss further.
Regards,



A Tradition of Stewardship
A Commitment to Service

Dana Morrison (she | her | hers)

Supervising Planner - Conservation
Planning, Building, & Environmental Services
Napa County

Phone: 707-253-4437

1195 Third Street, Suite 210
Napa, CA 94559

www.countyofnapa.org



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 Bay Delta Region
 2825 Cordelia Road, Suite 100
 Fairfield, CA 94534
 (707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



July 10, 2024

Dana Morrison
 Napa County
 1195 Third Street
 Napa, CA 94559
Dana.Morrison@countyofnapa.org

Subject: Napa County Airport Land Use Combability Plan (ALUCP) Update, Initial Study/Negative Declaration, SCH No. 2024060773, Napa County

Dear Ms. Morrison,

The California Department of Fish and Wildlife (CDFW) received an Initial Study/Negative Declaration (IS/ND) from Napa County (County) for the Napa County Airport Land Use Combability Plan (ALUCP) Update (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.

CDFW is submitting comments on the IS/ND to inform the County, as the Lead Agency, of potentially significant impacts to biological resources associated with the Project.

CDFW ROLE

CDFW is a **Trustee Agency** with responsibility under CEQA pursuant to CEQA Guidelines section 15386 for commenting on projects that could impact fish, plant, and wildlife resources. CDFW is also considered a **Responsible Agency** if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), the Lake and Streambed Alteration (LSA) Program, or other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife trust resources.

PROJECT DESCRIPTION SUMMARY

Proponent: Napa County

Objective: The Project is an update to the Napa Countywide (County) Airport Land Use Compatibility Plan (ALUCP) applies to lands around the two public-use airports in the county: the Angwin Airport (Parrett Field) and the Napa County Airport.

The purpose of the ALUCP is “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” The intent of the ALUCP is to discourage the expansion or introduction of incompatible land uses within an airport’s area of influence. ALUCPs are reviewed to ensure

Dana Morrison
 Napa County
 July 10, 2024
 Page 2

consistency with existing general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies.

Location: The Project applies to two airports in Napa County and the parcels covered by the Airport Influence Area (AIA). Angwin Airport-Parrett Field is located at 1 Airport Way, Angwin, CA 94508; APN 024-080-048-000, and at approximately 38.57262°N and -122.43447°W. Napa County Airport is located at 2000 Airport Road, Napa, CA 94558; APN 057-050-009-000, and at approximately 38.21312°N and -122.28017°W.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the County in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. As the Project impacts to biological resources are unclear as outlined in the below comments, CDFW is uncertain if an IS/ND is appropriate for the Project.

COMMENT 1: Potentially Significant Impacts to Sensitive Fish and Wildlife Species and their Habitats

Napa-Sonoma Marshes Wildlife Area and Fagan Slough Ecological Reserve

It is unclear if the Project has the potential to impact sensitive biological resources associated with CDFW's Napa-Sonoma Marshes Wildlife Area and Fagan Slough Ecological Reserve/California Marine Protected Area (CDFW Properties), located directly adjacent to the Napa County Airport, for the reasons outlined in the following paragraph. CDFW Properties contains habitat for several Fully Protected, CESA listed, and California Rare Plant Rank 1B.2 species including California Ridgway's rail (*Rallus obsoletus obsoletus*), California black rail (*Laterallus jamaicensis coturniculus*), saltmarsh harvest mouse (*Reithrodontomys raviventris*), and Suisun marsh aster (*Symphyotrichum lentum*). According to Figure 4A (page 63) of the IS/ND, CDFW Properties are included in the Draft Airport Influence Area (AIA) boundary.

The IS/ND (pages 27-28) states that "The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service." On the other hand, the IS/ND states that "...the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Specifically, wildlife hazard policies (Policy 3.5.3) of the Draft ALUCP restrict land uses that attract wildlife within Draft Zone A, including the creation of wetland mitigation sites, conservation areas, and wildlife preserves. This policy also recommends the avoidance of these land uses in the wildlife

Dana Morrison
 Napa County
 July 10, 2024
 Page 3

critical zone”, and “Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, including planned habitat and wildlife areas.” Based on the above information, it appears that the ALUCP requirements may supersede or otherwise impact existing land use designations thereby putting CDFW’s Properties, including Fully Protected and CESA listed species, at risk.

Napa Plant Site Restoration Project

The IS/ND does not evaluate how the adopted ALUCP may affect CDFW’s existing Napa-Sonoma Marshes Wildlife Area Land Management Plan and associated Napa Plant Site Restoration Project success criteria and goals.

Runway Safety Area Tidal Wetlands and Sea Level Rise

During the Napa Plant Site Restoration Project planning, CDFW worked with the Federal Aviation Administration, California Department of Transportation Aeronautics, and Napa County Airport and agreed to leave 8.86 acres of CDFW land out of the restoration project, knowing the Napa County Airport will eventually need to extend its Runway Safety Area (RSA). Since 2008, the RSA has subsided and reverted to muted tidal wetlands and is known to support salt marsh harvest mouse (*Reithrodontomys raviventris*) and Suisun Marsh aster. Additionally, the ALUCP does not address the potential issues of climate change and sea level rise. “No name creek” was overtopping in the mid to late 2000’s causing flooding issues and Fagan Creek has been known to overtop. Has the ALUCP used climate change projections to anticipate increased flooding issues? It seems that the above issues could affect future airport use/expansion, which could in turn result in impacts to CDFW Properties and sensitive biological resources.

Recommendations: The Project’s Initial Study should include the following information:

- Clarify if there will be any land use impacts to CDFW’s Properties including, but not limited to, if the ALUCP could supersede CDFW Properties’ land uses and describe any potential impacts to CDFW’s Properties and any other sensitive biological resources within the AIA of both airports;
- Evaluate how the adopted ALUCP may affect CDFW’s existing Napa-Sonoma Marshes Wildlife Area Land Management Plan and associated Napa Plant Site Restoration Project success criteria and goals;
- Evaluate how the future RSA and climate change and associated sea level rise could affect future airport use/expansion, and in turn result in impacts to CDFW Properties and sensitive biological resources; and

Dana Morrison
Napa County
July 10, 2024
Page 4

- Include mitigation measures to reduce any impacts to CDFW Properties or sensitive biological resources to less-than-significant, such as modifications to land uses or direct or indirect impacts to special-status species or their habitats. CDFW requests that the County coordinate with CDFW to develop appropriate mitigation measures if such impacts are anticipated.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be filled out and submitted online at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final. (See: Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/ND to assist the County in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Nicholas Magnuson, Environmental Scientist, at (707) 815-4166 or Nicholas.Magnuson@wildlife.ca.gov; or Melanie Day, Senior Environmental Scientist (Supervisory), at (707) 210-4415 or Melanie.Day@wildlife.ca.gov.

Sincerely,

DocuSigned by:

Erin Chappell

B77E9A6211EF486...

Erin Chappell
Regional Manager
Bay Delta Region

Dana Morrison
Napa County
July 10, 2024
Page 5

ec: Office of Planning and Research, State Clearinghouse (SCH No. 2024060773)
Craig Weightman, CDFW Bay Delta Region - Craig.Weightman@wildlife.ca.gov
Greg Martinelli, CDFW Bay Delta Region - Greg.Martinelli@wildlife.ca.gov
Laureen Thompson, CDFW Bay Delta Region -
Laureen.Thompson@wildlife.ca.gov

July 16, 2024

VIA E-MAIL

Dana Morrison
ALUC Executive Officer
Napa County
1195 Third Street, Suite 210
Napa, CA 94559
dana.morrison@countyofnapa.org

Re: Napa Countywide ALUCP Update

Dear Ms. Morrison:

We represent Hess Persson Estates Winery, which owns property in the Airport Influence Area (“AIA”) of the Napa County Airport. Only recently did we (or our clients) learn of the Napa County Airport Land Use Commission’s (“ALUC”) impending intent to adopt a wholesale update of the Napa Countywide Airport Land Use Compatibility Plan (“ALUCP”) on July 17, 2024, including the related preparation of an Initial Study/Negative Declaration (“IS/ND”).

We were surprised to learn of these efforts barely a week before the intended adoption date, particularly given recent controversies regarding the ALUCP. We do not know what public noticing has been provided to date, but it appears not to have been sufficient to notify all interested parties, and public outreach and coordination in connection with the update generally appear to have been minimal.¹ Certainly our clients appear to have received no direct notice.

We have not had time to fully review the proposed ALUCP update, much of which requires technical expertise to properly assess. The limited review we have been able to conduct, however, with the assistance of aviation consultant Nick Johnson (at Johnson Aviation), has raised significant concerns. We also have identified significant inadequacies in the IS/ND.

While our preliminary comments are set forth below, we are strongly urging the ALUC to defer action on the proposed ALUCP until such time that a robust public process can occur, and all interested parties have been provided with an opportunity to comment on any update. The ALUCP stands to guide local planning efforts within the Napa County AIA likely for decades

¹ It appears that general public involvement may have been limited to: (i) a February 1, 2023 “kick off” ALUC meeting; (ii) a December 7, 2023 public workshop; and (iii) a May 29, 2024 ALUC meeting. We do not know the extent to which any public comment actually was provided at any of these meetings.

(the current ALUCP has not been amended in some 25 years), and there has been disagreement in the past regarding the way the ALUCP should be prepared and administered, particularly with respect to the development of residential uses, which are an ongoing matter of statewide concern. It is imperative that sufficient time be given to all interested parties, and that the time be taken to prepare an ALUCP that reflects the input of a wide variety of public and private stakeholders. If the ALUC were to proceed now, such action also would be subject to numerous legal infirmities.

1. Inter-Jurisdictional Coordination and Public Involvement Regarding the Proposed ALUCP Update Have Been Insufficient

Any change in an ALUCP—much less wholesale adoption of a new ALUCP in light of recent controversies—will have substantial implications for both public and private entities. Under state law, for instance, local agencies must amend their local planning documents within 180 days (or approve an override) in order to maintain consistency with an updated ALUCP. (Gov. Code, § 65302.3.) If an agency fails to take such action, it is required to submit all land use development actions involving property in the AIA to the ALUC for review. (Pub. Util. Code, § 21676.5.) Coordination with local agencies (which, here, involves Napa County as well as the City of Napa and the City of American Canyon) thus is critical. Indeed, the California Airport Land Use Planning Handbook notes that “[i]nformation and input from local agencies is essential to the preparation of airport land use compatibility plans,” particularly in those instances where proposed changes may affect local plan consistency with the ALUCP. (Handbook, § 2.4.)

This interaction between ALUCPs and local planning efforts is particularly important for housing, which is an ongoing matter of statewide concern. (See, e.g., Gov. Code, § 65589.5(g) [Legislature finding “that the lack of housing, including emergency shelter, is a critical statewide problem”]; see also *id.* § 65589.5(a)(2) [“California has a housing supply and affordability crisis of historic proportions.”].) Housing law has considerably evolved over the past decades, with the adoption and/or strengthening of laws such as the State Housing Element Law, Housing Crisis Act, Housing Accountability Act, and State Density Bonus Law). ALUC implementation of any airport-related planning obligations under the State Aeronautics Act must be implemented within this broader housing-related context, and any obligations under the statutes must be harmonized. (See *Linovitz Capo Shores LLC v. California Coastal Commission* (2021) 65 Cal.App.5th 1106, 1117 [where multiple statutes are involved, they must be harmonized to give force and effect to all relevant provisions].) It is not clear that the current draft ALUCP update fully considered its potential implication within this broader context, particularly in the City of American Canyon, where a substantial portion of land is located within the Napa County Airport AIA.²

² For example, within Compatibility Zones A through D1, the draft ALUCP update purports not to allow development in commercial zones that otherwise is provided for under state law. (Draft ALUCP, § 2.7.4.) The draft also appears not to have substantively considered all potentially relevant state housing laws, including for instance SB 35/SB 423 (Gov. Code, § 65913.4) and portions of the Housing Accountability Act that pertain to housing for very low, low, or moderate income households (*id.* § 65589.5(d)).

Notwithstanding the above, it does not appear that a fulsome public process has occurred. We are concerned that coordination with the City of Napa and the City of American Canyon has been lacking. For instance, the City of American Canyon currently is undergoing its own General Plan update, and it does not appear that the draft ALUCP substantively accounted for updates being considered. Both the ALUCP and General Plan will guide development potentially for decades, and it is vital that these efforts be coordinated. It also is our understanding that there are many private landowners within the Napa County Airport AIA who, like our clients, have been totally unaware of the ongoing ALUCP planning process, and whose ability to develop their property could be substantially impacted. Action on the proposed ALUCP update, therefore, should be postponed to allow for inter-jurisdictional coordination and a robust public process.

2. Adoption of the ALUCP Update as Currently Proposed Would be Arbitrary, Capricious, Lacking in Evidentiary Support, and Unlawfully Unfair

We engaged Nick Johnson (at Johnson Aviation) to assist in a preliminary review of the draft update. Given substantial time constraints, Mr. Johnson only completed an initial analysis. That review, however, reflects significant issues with the proposed ALUCP update that would render any ALUC approval arbitrary, capricious, lacking in evidentiary support, and unlawfully or procedurally unfair. (See *Muzzy Ranch. Co. v. Solano County Airport Land Use Commission* (2008) 164 Cal.App.4th 1, 13 [standard of review for ALUCP is whether decision was “arbitrary, capricious, entirely lacking in evidentiary support, or unlawfully or procedurally unfair”].)

The various deficiencies are summarized in more detail in the attached technical memorandum from Mr. Johnson (see **Exhibit 1**) and are broadly summarized as follows:

- The wholesale ALUCP update was developed without sufficient local agency and public involvement, particularly given potential impacts on these parties.
- There is no analysis of policy changes from the now existing ALUCP.
- The draft ALUCP includes composite compatibility zones that conflate noise, safety, overflight, and airspace protection criteria rather than providing form-based, individual criteria that would allow local agencies and landowners the ability to plan and develop the highest and best use of land within an AIA.
- The aviation noise analysis is factually incorrect, overstated, technically inadequate, and in conflict with other published airport-related analyses.
- The aviation safety information is outdated, factually incorrect, overstated, and technically inadequate as the basis for establishing the respective safety zones.
- Compatibility Zone D1 references Caltrans Handbook Zone 6 but only follows the Caltrans guidance with regard to dimensions while ignoring the land use

guidance allowing residential development based on the actual low safety risk and reasonable overflight notification.

- The aviation overflight information is factually incorrect, overstated, and technically inadequate as the basis for establishing the compatibility zones.

3. The IS/ND is Flawed and Fails as an Informational Document

In addition, the IS/ND prepared in connection with the proposed ALUCP update is technically inadequate and largely conclusory. As presently constituted, it does not constitute substantial evidence supporting a conclusion that there would not be any significant impacts.

(a) The Displacement Analysis is Methodologically Flawed and Confusing

As the IS/ND recognizes, adoption of an ALUCP has the potential to indirectly cause the displacement of otherwise planned development to other areas, leading to environmental impacts in those other areas. (*Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2007) 41 Cal.4th 372, 383 “[A] government agency may reasonably anticipate that its placing a ban on development in one area of a jurisdiction may have the consequence, notwithstanding existing zoning or land use planning, of displacing development to other areas of the jurisdiction.”); see also *Saint Vincent’s School for Boys, Catholic Charities CYO v. City of San Rafael* (2008) 161 Cal.App.4th 989, 1006 [considering displacement].) Such displacement could occur where an updated ALUCP would restrict development compared to what otherwise would be allowed under local agency planning documents, resulting in a need to develop those uses elsewhere.

Here, while the IS/ND purports to analyze displacement, the analysis is flawed. Rather than comparing what would be (dis)allowed under the ALUCP update with what otherwise is contemplated in local planning documents (e.g., local General Plans and Zoning Ordinances), the IS/ND principally compares “land use compatibility in the 1999 ALUCP against the proposed [ALUCP].” (IS/ND, pp. 11, 14.) The operative question is *not*, however, whether the proposed ALUCP might allow more or less development in certain zones as compared to the currently operative ALUCP (which has not substantively been updated in 25 years). The question is whether the proposed ALUCP might displace land uses that are *currently planned for* in local agency planning documents, forcing such planned development to instead locate elsewhere.³ The now-existing ALUCP provisions may be one of various factors to consider in concert with this analysis, but they should not be the primary point of comparison in the displacement analysis.

³ A displacement analysis prepared for the Lake Tahoe Airport ALUCP, for instance, states: “[p]otential displacement occurs where a *currently* allowed land use is deemed incompatible under the policies and compatibility criteria of the Draft ALUCP.” (<https://tinyurl.com/zanu8sv8>, p. 3-1 [emphasis added].) That analysis went to consider the then-existing ALUCP land use compatibility zones as one of various factors.

This basic failing in the IS/ND's methodology may best be reflected in the conclusion that displacement would not occur because the update could "result[] in the addition of 40,499 potential units" within a portion of the Napa County AIA.⁴ (IS/ND, p. 15.) This statement lacks any supporting analysis and appears to be based on the fact that newly proposed Zone D2 would allow for residential uses of up to 20 dwelling units per acre, where such uses are not currently allowed within Zone D. (*Id.*) There does not appear to have been any consideration, however, as to whether (or to what extent) local land use plans even allow (or ever could allow) residential development (much less at what density) on the more than 2,000 acres of land needed to achieve 40,499 units at 20 units per acre. Lacking any further analysis, the purported "addition" of some 40,499 units, based solely on a comparison of the current and the proposed ALUCP, is illusory, and the IS/ND cannot meaningfully evaluate the extent to which displacement may occur.⁵

The displacement analysis, in and of itself, is also vague, confusing, and conclusory. The analysis merely summarizes rather than shows and/or details any informed analysis. Instead of analyzing individual parcels, the IS/ND also compares various "zones," which term is used at times to refer to: (i) current ALUCP land use compatibility "zones"; (ii) proposed ALUCP land use compatibility "zones"; and (iii) local agency "zones." In many instances, it is unclear which "zone" is being referenced, rendering portions of the analysis vague and essentially meaningless. The IS/ND also continually refers to overlapping "zones," as though such areas are self-evident, leaving the reader with the likely impossible task of decoding what parcels statements such as the following are referencing: (i) "59.37 acres of land that were in Zones C-D of the 1999 Adopted ALUCP that are outside of the Draft 2024 ALUCP AIA" (p. 12); (ii) "Zones A and B1, B2, and B3 where land is outside adopted Zones A-D" (p. 15); and (iii) "1650.37 AW:AC-zoned acres of Draft Zone B3 that are within Adopted Zone E and outside of Adopted 1999 ALUCP AIA" (p. 15). Lacking any further clarification—or maps or other visual depictions—a reader cannot possibly be expected to meaningfully review the displacement analysis.

Our preliminary review also identified the following additional issues:

- In addition to land use compatibility (i.e., ALUCP zones), the displacement analysis should consider displacement that could occur due to noise policies or any other ALUCP factor that might reasonably displace development.
- The IS/ND's singular reference to local agency zoning, to the exclusion of applicable General Plan land use designations, lacks justification. Under the State Housing Accountability Act, a housing development project is deemed to be

⁴ Elsewhere, the IS/ND similarly states that the ALUCP update "would allow for 4,213 additional units, compared to the 1999 Adopted ALUCP," within the Angwin Airport-Parrett Field AIA. (IS/ND, p. 13.)

⁵ On the other hand, to the extent the ALUCP update would in fact provide for the "addition of 40,499 potential units," any such substantial addition of residential uses, as well as any related displacement of non-residential uses currently planned for in these areas, should be analyzed in the CEQA document.

consistent with local standards—and does not require a rezoning—if the project is consistent with applicable General Plan standards and criteria but the zoning is inconsistent with the General Plan (i.e., development may proceed even if residential uses are not allowed in the zoning). (Gov. Code, § 65589.5(j)(4).) Any displacement analysis therefore must consider the local General Plans.

- It is unclear whether the IS/ND accounted for any land that may not *currently* be designated for residential use, but which is part of a program to rezone for such *future* use as part of an agency’s Housing Element, to meet RHNA obligations.⁶ The IS/ND also should consider the extent to which, generally, any other local land use planning documents might generally contemplate future residential use on parcels within the AIA that may not already be zoned for such use. Given the long-term nature of the ALUCP, the IS/ND should have considered not only the local agencies’ current housing elements but also housing demand that will undoubtedly increase in the region beyond the current RHNA cycle.
- The IS/ND does not discuss the City of American Canyon’s pending general plan update process. The NOP for the City’s update was issued in July 2022, so the ALUC had notice of this pending action, which should be considered a reasonably foreseeable project for purposes of analysis under CEQA.
- The analysis should have considered displacement that might potentially result from reduced Floor Area Ratios (“FAR”) for non-residential uses, not just displacement of categories of non-residential uses themselves. Reduced FARs could have meaningfully impacts on the viability of uses on particular parcels.

In short, the IS/ND’s displacement analysis is methodologically flawed, incomplete, and confusing in a manner that precludes any meaningful public review. A new analysis should be prepared that evaluates any potential displacement that may occur in relation to local planning documents and in the context of State Housing Laws, and which does so in a manner that is both parcel-specific and clear. Presumably, this requires preparation of a separate technical analysis, as has been done in other CEQA documents prepared for other ALUCPs,⁷ as opposed to the relatively brief, summary analysis currently presented in the IS/ND. Lacking any such thorough, technical analysis, substantial evidence does not exist to support the IS/ND’s conclusions.

⁶ Under State Housing Element law, local agencies are required to accommodate their share of regional housing needs (or “RHNA”). (Gov. Code, § 65580 et seq.) As part of this process, Housing Elements must “identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction’s share of the regional housing need for all income levels.” (Gov. Code, § 65583.2(a)). This can result in the identification of land to be rezoned for residential uses.

⁷ See, e.g., Appendix A to the IS/ND for the Mather ALUCP (<https://tinyurl.com/4wh6p53d>) and the displacement analysis for the IS/ND for the Lake Tahoe Airport ALUCP (<https://tinyurl.com/zanu8sv8>). Each of these analyses included a parcel-specific analysis of potential displacement within the AIAs.

(b) *The Faulty Displacement Analysis Renders the IS/ND Insufficient, and the Analysis as it Currently Exists is Deficient*

The faulty displacement analysis renders the remainder of the IS/ND inadequate, as each individual environmental topic simply cross-references the displacement analysis. The analysis as it currently stands also is, in and of itself, insufficient. For each environmental topic, the IS/ND summarily states that the displacement analysis “found that displacement effects would be less than significant.” (See, e.g., IS/ND, p. 24.) But the displacement analysis only found that, for each of the two airports, there would be “no significant displacement.” (See, e.g., IS/ND, p. 18.) This is not the same as saying that impacts for each respective environmental topic would be less than significant; each section still requires its own separate analysis. Following preparation of an updated displacement analysis, Section 5 of the IS/ND should be updated to provide analysis that is specific to each environmental area, according to the extent any displacement might occur.

(c) *The IS/ND Suffers From Various Other Deficiencies*

In addition to the above overall concerns, we identified the following deficiencies:

- The IS/ND’s analysis of Population and Housing refers only to Napa County’s RHNA allocation and fails to mention the independent obligations of the City of Napa and the City of American Canyon respectively. (IS/ND, pp. 44-45.)
- The IS/ND’s cumulative analysis improperly limits its analysis to “other airport planning projects.” (IS/ND, p. 54.) Under CEQA, however, “cumulative impacts” refers to “two or more individual *effects* which, when considered together, are considerable or which compound or increase other environmental impacts.” (CEQA Guidelines, § 15355 [emphasis added].) These effects may be changes resulting from a single project or from other closely related past, present, and reasonably foreseeable probable future projects. (*Id.*) Nothing in this language allows the IS/ND to limit its consideration to “other airport planning projects.” In a revised IS/ND, the analysis should consider the proposed ALUCP update in the context of any closely related past, present, or reasonably foreseeable projects, including but not limited to the City of American Canyon’s general plan update.

* * *

Based on the foregoing, we urge the ALUC to postpone action on the ALUCP update until a robust public process has occurred, and all of the relevant issues have been considered. In connection with such further process, we request an opportunity for our team, including Mr. Johnson, to meet with the ALUC and its consulting team regarding the proposed update.

Dana Morrison
July 16, 2024
Page 8

We appreciate the opportunity to submit these comments. Please do not hesitate to contact me if you have any questions regarding any of the above.

Sincerely,



Clark Morrison

cc: Wendy Atkins, ALUC Staff Liaison (wendy.atkins@countyofnapa.org)
Tim Persson, Hess Persson Estates (tpersson@hesspersson.com)
Steve Brock, Land Value Investment, LLC (steve@landvalueinvestment.com)
Jason Dooley, Deputy County Counsel, Napa County (jason.dooley@countyofnapa.org)
William Ross, City Attorney, American Canyon (wross@lawross.com)

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EXHIBIT 1

EXHIBIT 1

Technical Memorandum

To: Clark Morrison, Cox, Castle & Nicholson LLP
From: Nick Johnson, Johnson Aviation, Inc.
Date: July 15, 2024



Subject: Napa County Airport Land Use Compatibility Plan Update Comments

Purpose

The purpose of this technical memorandum is to provide initial comments regarding the Draft Napa County Airport Land Use Compatibility Plan (ALUCP or “Plan”) Update and the associated Initial Study and Negative Determination (IS/ND) prepared pursuant to the California Environmental Quality Act (CEQA). Our firm has been retained to provide technical airport land use compatibility planning guidance related to the Hess Persson Estate (HPE) Winery regarding this proposed ALUCP Update located within the Napa County Airport (APC or “Airport”) and its Airport Influence Area (AIA). The focus of our comments in this memo pertain to the portions of the Plan covering Countywide issues and specifics for APC and do not address the specifics of Angwin Airport – Parrett Field. Our staff is available to engage with the County’s Project Development Team (PDT) to address the comments provided and resolve conflicts associated with the Plan and its implementation for surrounding affected landowners and local jurisdictions.

The HPE Winery is the primary landowner in the Hess Collection-Laird General Plan Amendment and Rezoning Project (“Project”). The Project site (See Figure 1) comprises approximately 279 acres located at 5750 Kelly Road, north of the City of American Canyon (“City”), on the east side of State Route (SR) 29 between South Kelly Road and Watson Lane, in unincorporated Napa County (“County”). This site is located east/southeast of APC within the APC AIA and involving the Commission and staff of the County ALUC. This location and the Project are subject to the APC ALUCP and are also subject to height restrictions by the Federal Aviation Administration (FAA) and other development restrictions by the County and the Cities of Napa and American Canyon.

The ALUC has developed a draft update to the ALUCP and has also completed an IS/ND under CEQA to support the formal ALUC adoption of the ALUCP Update. The comment period on the draft ALUCP and the IS/ND is currently open and is scheduled to close on July 17, 2024. An ALUC hearing has been scheduled for July 17, 2024, at 9 a.m. to take public comment on the Plan and IS/ND. Once an ALUCP Update has been adopted, the affected local jurisdictions will have 180 days to make their general plans and zoning codes consistent with the land use restrictions associated with the Plan as required by State law. Until the local general plans and zoning codes are consistent with the new Plan, all projects within the jurisdiction will require ALUC review.

Draft ALUCP Review Comments

The following review comments are based on our initial review of the draft ALUCP Update and the underlying policy and technical information provided and/or cited in the draft Plan. While the Plan is voluminous in both the direct information provided and the sources cited, it fails to establish the policy authority for the layers of policy and technical requirements placed on landowners and local jurisdictions that work to control and limit highest and best use of private land within the AIA. As stated in the first paragraph of the Plan, it “updates and entirely replaces the ALUCP adopted by the Napa County Airport Land Use Commission (ALUC) in April 1991 and amended in December 1999 (1999 ALUCP).” While this update is certainly needed, the underlying overly restrictive and unfounded policy and technical basis for the Plan remains from the basic tenets of the 1999 ALUCP. That same opening paragraph goes on to state

that one of the primary drivers of the ALUCP Update is to “address stakeholders needs.” Given that landowners with property located within the AIA are the most impacted stakeholders of the Plan, it appears that this Plan would severely limit their property development options and do little to address their needs.

1. The wholesale ALUCP update was developed without sufficient local agency and public involvement, particularly given the potential impacts on these parties.

The ALUC PDT does not appear to have involved any landowners as primary affected stakeholders in the airport land use compatibility planning process. Further, while local jurisdiction representatives may have participated in meetings and received draft Plan documentation, it is unclear if anyone with airport land use compatibility planning expertise independently represented these agency participants. The ALUC was well represented by its consultants with their expertise in preparing the draft plan in this detailed policy and technical process.

It is critical to involve landowners and affected jurisdictions in an ALUCP update process and ensure that they fully understand the implications of this long-term plan. The layers of policy and technical restrictions on development need to be clear to all parties in the process. Unfortunately, this critical step has not been accomplished and further vetting and outreach is required. It has been 25 years since the last update and there is no urgency now to make wholesale changes without local agencies and the public fully understanding the effects of the Plan on their property and the highest and best use of that property.

2. There is no analysis of policy changes from the now existing 1999 ALUCP.

The ALUCP Update involves layers of policy and technical changes that represent a wholesale change from the existing 1999 ALUCP. Despite this change and despite the voluminous documentation, there is no prefatory analysis of the policy changes that ALUC staff is asking the ALUC, and subsequently the local affected jurisdictions, to adopt. ALUC staff should be able to clearly and concisely provide a comparison of the policy objectives of the current plan and the proposed plan so that decision makers and affected parties can clearly see the intent of the changes. Without this clear policy analysis, it appears that the Plan works to severely limit landowner development rights and local jurisdiction’s land use authority. To state that local jurisdictions have the power to overrule the ALUC plan both belittles the gravity of the overrule action and the level of uncertainty this state of limbo leaves for landowners in the meantime as they invest in development to drive Napa County’s economy and create housing for its residents.

3. The draft ALUCP includes composite compatibility zones that conflate noise, safety, overflight, and airspace protection criteria rather than providing form-based, individual criteria that would allow local agencies and landowners the ability to plan and develop the highest and best use of land within an AIA.

Exhibits 5-1, 5-2, 5-3, and 5-4 combine to outline land use restrictions, mapping and limitations that the Plan solidifies without individually substantiating the technical basis for these restrictions. Chapter 7 of the Plan provides background APC data for the individual safety, noise, overflight and airspace protection criteria by overstating each criterion’s basis and associated impact on land development. Cross referencing policy restrictions that are set out in Chapter 3 further complicates this web of policy and technical restrictions. The result amounts to two fundamental conclusions. First, the draft ALUCP Update is an attempt to technically justify long-standing residential land use prohibitions anywhere within the AIA that are contained in the existing 1999 ALUCP and promulgated by ALUC actions over the years. Second, the draft ALUCP Update appears to accommodate future residential construction within established flight patterns to the north (i.e., the Napa Pipe Project) while precluding the potential for development in other

areas with less overflight and located in CalTrans' Zone 6 (which would accommodate residential development). We acknowledge the justification for accommodating residential construction to the north, but it belies the notion that non-industrial development of the Hess-Laird property would be problematic. The following comments provide additional details on each of these points.

4. The aviation noise analysis is factually incorrect, overstated, technically inadequate, and in conflict with other published airport-related analyses.

Napa County Airport is an important general aviation facility to Napa County and its residents and visitors. That stated, it is a small general aviation airport with relatively low levels of aircraft operations activity. Current demand-based levels of activity amount to approximately 65,000 annual aircraft operations, the majority of which consist of small, locally based training aircraft activity. The FAA's Terminal Area Forecast (TAF) provides a projection of APC activity out to 2050. Over that 25-year period APC activity is projected to be basically flat at approximately 68,000 annual operations.

The noise analysis associated with this ALUCP update is overstated by a factor of four at 260,000 annual operations. Not only is this top line operations information overstated, the assumed changes in makeup of the fleet mix and time of day distribution is likewise not supported by a credible demand forecast. By relying on outdated Master Plan forecasts that would not be accepted by the FAA under their current review criteria, this ALUCP update creates a factually incorrect basis for the Plan that follows.

5. The aviation safety information is outdated, factually incorrect, overstated, and technically inadequate as the basis for establishing the respective safety zones.

General aviation safety has been steadily improving over the last 20 years even with expanded numbers of aircraft operations¹. The vast majority of general aviation accidents and incidents take place on and around the runway within the runway safety and protection zones. The Caltrans Handbook research into aviation safety and accident/incident information was originally produced for its 2002 Edition of the Handbook. That information was reviewed for the 2011 Handbook Update but has not been updated and refined to track with current trends in aviation safety. The Caltrans safety zones were referenced in the ALUCP update but only from a general geographic basis. The actual safety risk factors and associated land use restrictions associated with each zone is not uniformly adopted within the ALUCP update. Instead, the basic historical safety zones from the current 1999 ALUCP are largely repeated within the Plan update. These historical safety zones conflated safety, noise, overflight and airspace protection as a way of expanding the size and scope of ALUC influence over land use decisions, particularly related to residential land uses.

The individual wind, weather and activity parameters that define APC operations are the best indication of the overall safety record and level at the Airport. Despite the readily available National Transportation Safety Board (NTSB) accident and incident information available for APC, this information is not included in the ALUCP.

6. Compatibility Zone D1 references Caltrans Handbook Zone 6 but only follows the Caltrans guidance with regard to dimensions while ignoring the land use guidance

¹ Aircraft Owners and Pilots Association (AOPA), The Richard G. McSpadden Report, 33rd AOPA Air Safety Institute Accident Report, <https://www.aopa.org/training-and-safety/air-safety-institute/accident-analysis/richard-g-mcspadden-report>.

allowing residential development based on the actual low safety risk and reasonable overflight notification.

Compatibility Zone D1 as identified and restricted within the ALUCP update has no basis in the actual safety risk associated with this land area. Section 7.4 of the Plan update identifies that Caltrans Handbook safety zones are used as the basis of this land use area. However, this is true only as it relates to the general geographic size and configuration of this safety zone. The Caltrans Handbook Zone 6 or overflight zone has no restrictions for residential land uses within this zone as a result of the low safety risk in this very large geographic area. Instead of unnecessarily restricting residential land use in this area, the Handbook recommends that review of overflight activity and ensuring that stringent buyer awareness disclosure is associated with these land uses. This balanced approach avoids unnecessarily restrictive limits on needed residential development while also acknowledging that some people would be annoyed by aircraft overflights and they should be fully informed before choosing to live in these areas.

7. The aviation overflight information is factually incorrect, overstated, and technically inadequate as the basis for establishing the compatibility zones.

Aviation overflight information included in Chapter 7 of the ALUCP update provides little meaningful insight or necessary disclosure related to the level of land use restriction that it purports to represent. Simply showing where aircraft overfly the airport in no way represents the actual flight information that is relevant to understanding the potential impacts to residential land use. Further, the “heat map” provided as Exhibit 7-10 is of no practical decision-making value without the full data and context to understand its implications. The underlying flight data used to create this exhibit is not provided. The legend on the map provides a relative scale of high, medium and low overflight activity without defining these relative parameters. Overflight information matters as it relates to the specific types, classes, speeds, altitudes, engine types, and time of day to be of any notional value in defining overflight impact on existing or potential future land uses.

By choosing to be more restrictive than technically supported and then shift the burden of proof and analysis to landowners is a conscious choice by the ALUC to unnecessarily restrict land use beyond their policy and legal mandate and authority. This has been the history of the Napa County ALUC in the application of the existing 1999 ALUCP. Indications from the planning and results of the ALUCP Update are that the policy objectives and lack of factual technical support are intended to continue with the illusion of a more comprehensive planning document. We request instead to work closely with the RPT to broaden the input to this Plan from all affected stakeholders to ensure that its long-term approach and application will actually support and further the interests of the entire community represented within the AIA.

Qualifications

NICK JOHNSON

PRESIDENT & CEO – JOHNSON AVIATION, INC

TOTAL YEARS EXPERIENCE: 35 YEARS – 20 YEARS WITH JA, INC

Nick Johnson is a Complex Strategy Advisor leading airport land use compatibility, regulatory, facilities entitlement and financial project solutions. He has 35 years of experience in airport planning and development at and near airports of all sizes. This experience includes project development on airports, off-airports and adjacent “through-the-fence” by applying a broad array of expertise from business and financial analysis to airspace and operational procedures improvement. He does so as a collaborator with teams of all sizes to meet client needs and expectations. Specialties include master plans, land use plans, lease negotiations, business strategy, facilities planning, ownership transfer, environmental entitlements, regulatory certification, security planning, real estate strategy and construction planning. Nick founded Johnson Aviation in 2004 providing leadership on high profile and contentious airport master planning and environmental projects.

Nick is currently developing a Vertiport Feasibility Study at John Wayne Airport, Orange County California for fixed-base operator ACI Jet Orange County as part of its comprehensive facilities renovation project. The FAA, through its planning, design and advisory process has acknowledged that Advanced Air Mobility (AAM) is an emerging aviation ecosystem that leverages new aircraft and array of innovative technologies to provide the opportunity for more efficient, sustainable, and equitable transportation options, including serving airport passenger access. The purpose of the study is to draw together the uncertain and developing AAM possibilities with safe, efficient, and compatible needs of constrained airport infrastructure. Building stakeholder consensus on vertiport facilities is an added objective of the study.

Nick has also worked closely with the San Diego County Regional Airport Authority (SDCRAA) on its Airport Development Program (ADP) to complete the long-term redevelopment of San Diego International Airport. He worked as part of the Authority’s team to entitle a replacement to Terminal 1, develop airfield improvements to optimize the efficiency of the busiest single-runway airport in the U.S. and optimize landside access. The project is currently under construction. He has also supported the Authority’s CFR Part 150 study update to reduce community noise impacts and improve land use compatibility.

From 2011 to 2018, Nick worked closely with the City of Ontario and the Ontario International Airport Authority (OIAA) to transfer ownership and operation of Ontario International Airport (ONT). He worked with a small team to develop the strategic business plan adopted in 2013 that defines and guides the Authority’s mission. In 2015 and 2016, Nick led a large and diverse ownership transfer team to meet all regulatory, operational, financial, environmental, and legal requirements of the FAA. That team successfully transferred the ownership and operation of the Airport in 15 months. Johnson Aviation staff continued as the Airport’s planning and development program managers for 20 months during the staffing transition negotiating long-term leases for the airport’s FBO redevelopment and for a FedEx Regional Sorting Hub relocation and expansion that is now fully operational.

Since 2017 Nick has assisted Google with the Master Planning and development of their Proposed San Jose Campus in the City of San Jose, California and within the Mineta San Jose International Airport (SJC), Airport Influence Area (AIA) in Santa Clara County California. The Google Campus has the potential to transform Downtown San Jose with many new and expanded live/work development options. By focusing on the expansion of the existing Diridon Station, the Google Campus will complete station infrastructure for the California High Speed Rail, Bay Area Rapid Transit (BART) and Valley Transit Authority (VTA) systems. The project will both improve and potentially modify SJC air service depending on the various

building heights and locations on the site. The total campus development is likely to exceed 10 million square feet of office, residential and retail uses that will be developed over the coming years.

Property redevelopment and land use compatibility on and near airports taking full advantage of the airport economic engine is one of Nick's unique contributions to airport communities. In addition to a land use compatibility plan for Colorado Springs Airport, he has also served the City of Perris, California and various developers near March Air Reserve Base in Riverside County to both preserve and expand the vitality of the Base and its civilian cargo operations. He has worked with Boeing and their development successors to redevelop manufacturing facilities at Long Beach Airport, El Segundo, Seal Beach and Mesa Arizona. Other current airport land use compatibility planning includes the City of Goleta, City of San Luis Obispo, San Diego International Airport, City of Pleasanton and Fairfax County Virginia.

Nick assisted the FAA on updates and revisions to its key airport planning guidance documents. The FAA's Master Plan Advisory Circular (AC) was revised and updated to address innovations and lessons learned in the field of airport planning. The FAA's Airport Land Use Compatibility AC was completely rewritten to address the challenges of effective land use planning near airports to ensure the safe and compatible use of nearby land while maximizing the economic development characteristics of these surrounding areas. The FAA's Solar Guidance document was updated to consider the most recent findings of solar panel glare analyses and the effects on safe air navigation.

Nick worked closely with Los Angeles World Airports (LAWA) to secure City Council approval of the LAX Master Plan entitlements that were ultimately approved in December 2004. He provided technical planning support to the legal defense team on the LAX Master Plan when it was sued in State and federal courts. Four legal challenges related to the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) and to the National Environmental Policy Act (NEPA) ROD were successfully settled in December 2005. Nick also facilitated a required review and approval of key settlement provisions by the Federal Aviation Administration.

Nick worked with LAWA and its consulting team in the early phase of a multi-year study of key components of the LAX Master Plan. Together, they crafted an approach in close coordination with airline and community stakeholders. This planning initiative by LAWA was intended to modernize LAX and expand regional airport capacity throughout Southern California.

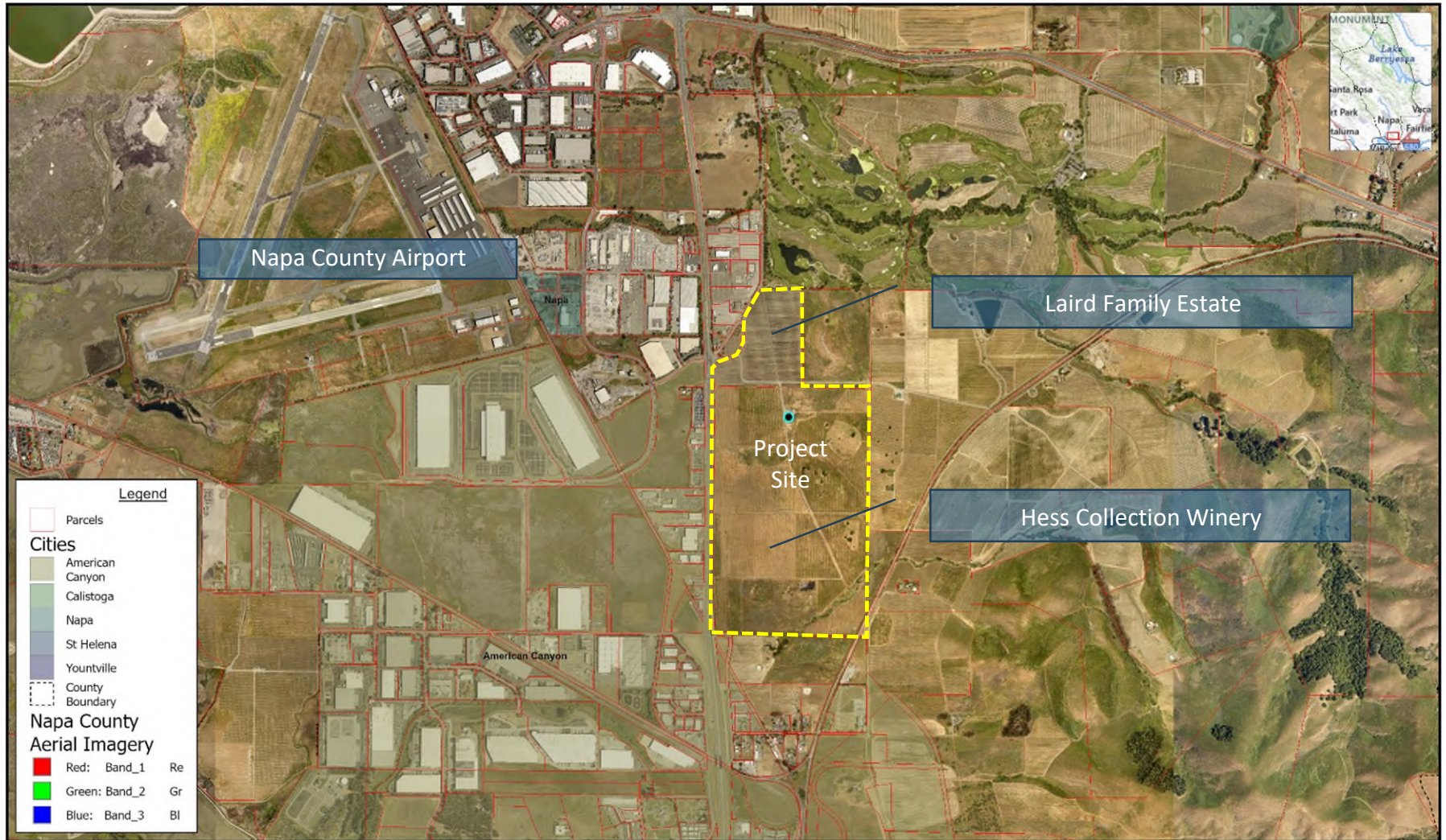
Nick provided strategic guidance to a team of airport planners from HNTB Corporation on the San Diego International Airport Master Plan. This plan was developed to meet the immediate needs of the airport and airline community while the policy for the long-term future of the airport was resolved. The Green Build terminal project was the first major plan component completed in 2013.

Prior to starting Johnson Aviation, Nick was a Vice President with Landrum & Brown in the firm's airport planning practice. He served as Landrum & Brown's Project Manager for the Los Angeles International Airport (LAX) Master Plan. He led the way in developing a plan for LAX that balanced the needs of the regional economy while finding practical solutions for the local impact to nearby communities as part of a multi-discipline consultant team. Nick also led various land re-use and property development projects for Landrum & Brown at other major California airports.

Education

Master of Public Administration, Aviation Administration – Southern Illinois University
Bachelor of Science, Aviation Management - Southern Illinois University
Air Traffic Control Internship – Federal Aviation Administration
Aviation Flight Program– Southern Illinois University
General Aviation Private Pilot (9/19/1986)

Figure 1 – Hess Collection-Laird Location Map



County of Napa

Printed On: 7/7/2024

County of Napa | ITS Dept

0 500 1,000 2,000
Disclaimer: This map was prepared for informational purposes only. No liability is assumed for the accuracy of the data delineated herein.



July 16, 2024

VIA E-MAIL

Dana Morrison, Executive Officer
Napa County Airport Land Use Commission
1195 Third Street, Suite 210
Napa, California 94559
dana.morrison@countyofnapa.org

Re: Request for Extension of Time in Response to Notice of Napa County Airport Land Use Commission Intent to Adopt a Negative Declaration; July 17, 2024, Special Meeting; Agenda Item No. 7

Dear Executive Officer Morrison:

The City of American Canyon ("City") is in receipt of the County of Napa ("County") Airport Land Use Commission's ("ALUC") Notice and publication of the Airport Land Use Compatibility Plan ("ALUCP") Update and Negative Declaration Adoption Hearing under the California Environmental Quality Act ("CEQA") agendized for an ALUC Special Meeting on July 17, 2024.

The City has also, in the process of the ALUCP and as a member of the Project Development Team ("PDT"), submitted comments on the ALUCP revision dated May 31, 2023, and December 14, 2023. Notwithstanding those previous comments, the City believes it would be in the interest of both the ALUC and other interested parties for a continuance of the ALUC's consideration of the ALUCP for at least sixty (60) days as referenced in this communication.

As you are aware, the City is, and has been, in the process of completing a General Plan Update of the original City General Plan dated 1994 (link: <https://www.americancanyon.gov/Work/Community-Infrastructure-Development/Growth-Development-Strategy/General-Plan-AmCan2040>).

The possibility of the coordinating the ALUCP with at least a discretionary review by the City Planning Commission to achieve consistency of proposed land-use designations within the ALUCP and City General Plan, would be beneficial for several reasons. It is estimated that the Draft City Comprehensive Plan, which has been coordinated to efforts in the ALUCP, will be released along with its companion Draft Environmental Impact Report in the immediate future.

As with the ALUCP, this effort has been extraordinary and consistent with extensive public involvement as well as review for the State mandated process of achieving consistency of the City's Housing Element with the criteria for maximizing the generation of housing and particularly affordable housing.

The achievement of a certified Housing Element is a significant step in the State mandated process for complying with the several unfunded State mandates concerning housing land-use designation and land designated for housing and affordable housing development.

The existing ALUCP addresses this process partially on pages 2-16 and 2-17. However, when the specific basis for information concerning the Napa County Airport is dealt with in Chapter 7, only the City's November 4, 1994 General Plan is referenced. See, p. 7-21.

Stated differently, integration between the City and ALUC would lead to a coordinated land-use document beneficial to both the ALUC and the City.

The consistency of the recently proposed ALUCP with the individual General Plan Elements and individual General Plan Goals and Policies is critical, involving detailed City analysis and review to achieve compliance with statutory and resulting General Plan internal consistency. See, Government Code Section 65300. This process, and analysis, and its relationship cannot be completed by the planned and agendized ALUC hearing date of July 17, 2024.

Based on the foregoing, the City requests an extension of time to respond on the ALUCP update agendized for consideration and adoption at the ALUC, to at least September 18, 2024.

There are specific areas of the existing draft that need to be corrected, noting recent actions with respect to the City Housing Element (link: <https://www.americancanyon.gov/Work/Community-Infrastructure-Development/Growth-Development-Strategy/General-Plan-AmCan2040/Housing-Element>) and its certification and approval by the State Department of Housing and Community Development.

The City is *very close* to completing the Draft Comprehensive Plan which would include the recent State-certified Housing Element for discretionary review by the City Planning Commission and the City Council. This discretionary review would add certainty to the land use designations set forth in the ALUCP which is not now certain and would avoid future piecemealed designations for areas within the land-use jurisdiction of the City.

FURTHER PUBLIC OUTREACH

We have conferred with several landowners and residents within the ALUCP area who have not received notice of the ALUCP update or the proposed hearing of July 17, 2024, or both. We respectfully suggest that the time for the public to respond or otherwise comment also be extended to at least September 18, 2024.

The City of American Canyon Fire Protection District ("District") also did not receive adequate notice of the ALUCP revision and proposed hearing as a responsible agency. Under CEQA, the term "responsible agency" includes all public agencies, other than the lead agency, which have approval power over the project (CEQA Guidelines Section 15381). Here, the District provides fire and life safety services to the City and portions of unincorporated County, including D1 and D2 of the ALUCP area. As such the District should have received adequate notice of the Negative Declaration, which is required under CEQA Guidelines Section 15072(a).

Your consideration and response are requested.

Very truly yours,



William D. Ross
City Attorney

cc: Leon Garcia, Mayor
David Oro, Vice Mayor
Mariam Aboudamous, Councilmember
Mark Joseph, Councilmember
Pierre Washington, Councilmember
Jason Holley, City Manager
Brent Cooper, Director of Community Development
City of American Canyon

Jason Dooley, County Counsel, ALUC Counsel
Jason.Dooley@countyofnapa.org

Wendy Atkins, ALUC Staff Liaison
Wendy.Atkins@countyofnapa.org

California Department of Transportation

DIVISION OF AERONAUTICS - M.S. #40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711
www.dot.ca.gov



July 16, 2024

Dana Morrison Electronically Sent <dana.morrison@countyofnapa.org>
ALUC Executive Officer
Napa County Building & Environmental Services
1195 Third Street, Suite 210
Napa, CA 94559

Dear Ms. Morrison:

On June 16th, 2024, the California Department of Transportation (Caltrans), Division of Aeronautics (Division) received a Public Notice of an Airport Land Use Commission Special Meeting Public Hearing & Intent to Adopt a Negative Declaration, with the web link containing the Draft of the Napa Countywide Airport Land Use Compatibility Plan (ALUCP) dated May 2024. This Public Notice requested that any comments regarding the draft ALUCP to be submitted by July 17th, 2024.

We would like to thank you and the County of Napa (County) for taking the initiative at the County's expense to conduct the update of the Napa Countywide ALUCP.

The Division has completed a partial review of the Draft ALUCP pursuant to the California State Aeronautics Act (SAA) and California Public Utilities Code (PUC), section 21670 et seq., with respect to airport-related noise, safety impacts, and regional aviation land use planning issues. Additionally, this ALUCP was reviewed for consistency with the concepts, principles, practices, and policies contained in the California Airport Land Use Planning Handbook (Handbook) dated October 2011. In accordance with the PUC, Section 21674.7(b) states:

It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the Division . . .

Our comments are intended to ensure that the requirements and processes of PUC, Section 21670 et seq., and the Handbook are properly implemented but are not intended to establish land uses in the vicinity of the Napa County Airport and the Angwin Airport-Parrett Field located in Napa County.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Ms. Dana Morrison, ALUC Executive Officer
July 16, 2024
Page 2

Our comments of the Draft Napa Countywide ALUCP for Napa County Airport and the Angwin Airport-Parrett Field are as follows:

Pages: 2-10, 2-11, 2-17, 2-18, 2-20, 2-21, 2-22, 2-23, 2-26

Policies: 2.4., 2.5., 2.8.1., 2.8.2.(b), 2.10.1., 2.10.2., 2.10.3., 2.10.4., 2.10.5., 2.12.3.

These policies infer to an Airport Land Use Commission (ALUC) Executive Officer that has delegated authority from the ALUC to do the following: Provide formal consistency determinations and comments for major land use actions referred to the ALUC and to provide comments on proposed overruling decisions.

The PUC does not authorize the delegation of the ALUC's duty to anyone else, or in this case, an ALUC Executive Officer. PUC Section 21671.5 (e) states:

The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.

It is a requirement by law that participation of the majority of the commission members are to constitute a quorum to take any formal action, which includes consistency determinations. PUC, Section 21674, sets forth the powers and duties of the "commission" only.

The Division recognizes the intent of the ALUC Executive Officer to alleviate the workload of the ALUC and to review voluntary referrals, amongst other administrative matters for the ALUC. However, under no circumstances can the ALUC Executive Officer have delegated authority for actions that are mandatory by the ALUC. Please clarify the language in the relevant policies to provide added clarity on this differentiation and to avoid misinterpretation of the policies and subsequent actions, in addition to differentiate authority powers related to Major Land Use Actions, Interim Mandatory Referral of Major Land Use Actions, and Mandatory Land Use Actions.

Safety Zone D1 (Traffic Pattern Zone) and D2 (Other Airport Environs) Exhibit 4-2 – Compatibility Policy Map, Angwin Airport-Parrett Field

From an initial review of the Draft ALUCP it is noted that Zone D1 (Traffic Pattern Zone) only properly encompasses the right side of the runway and does not encompass the left side of the runway, as guided by the CA Airport Land Use Planning Handbook, per the State Aeronautics Act (SAA). The Handbook acts as the starting point for determining airport safety zones and compatibility policies. By not including Zone D1 on the left side, or Zone 6 per the Handbook safety zones, and instead classifying it as Zone D2 (Outer Airport Environs), this would be less restrictive than what the Handbook stipulates for Zone 6 and would not align with the Handbook safety zones. Zone 6 per the Handbook has no limits for residential densities therefore should not be a conflicting factor in expanding Zone D1 onto the other side of the runway.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Ms. Dana Morrison, ALUC Executive Officer
July 16, 2024
Page 3

While a single-sided traffic pattern may eliminate the turning zone on the non-pattern side of the runway, it still calls for some amount of buffer to be maintained (PG 3-23 2011 Handbook). Please also note Example 4 on Page 3-18 of the 2011 Handbook, the short General Aviation (GA) runway for a single sided traffic pattern eliminates zone 3 on one side but still contains the full dimensions of Safety Zone 6.

This variation creates a significant problem with the maximum densities and intensities identified for these zones and the compatibility policies of the Angwin Airport-Parrett Field. These ALUCP Zones need to be corrected to encompass at least the minimum areas stipulated in the Handbook on pages 3-17 through 3-19.

Sufficient aeronautical reason should be provided for any variations in the safety zones and their associated compatibility policies. As it stands, Safety Zones D1 and D2 are not in alignment with the guidance of safety zones as stipulated in the Handbook.

Thank you for the opportunity to provide a partial review and comment on the Draft ALUCP for Napa County. A thorough review will subsequently be completed in a timely manner for further consideration by the ALUC and staff. We look forward to continuing our collaboration with the ALUC on these matters.

Sincerely,



Tiffany Martinez
Aviation Planner, Office of Aviation Planning
Division of Aeronautics
California Department of Transportation

c: Wendy Atkins, ALUC Staff Liaison, Napa County <Wendy.Atkins@countyofnapa.org>, Charles Koch, ALUC Chair, Napa County <charles.koch@countyofnapa.org>, Matthew Friedman, Office Chief, Office of Aviation Planning, Caltrans Division of Aeronautics <matthew.friedman@dot.ca.gov>, Tarek Tabshouri, Acting Division Chief, Caltrans Division of Aeronautics <tarek.tabshouri@dot.ca.gov>

bc: Cameron Oaks, Deputy Division Director, District 4 Division of Transportation Planning and Local Assistance <cameron.oakes@dot.ca.gov>, Alexandria Quackenbush, Meeting Clerk, Napa County <meetingclerk@countyofnapa.org>

Napa Countywide Airport Land Use Compatibility Plan Update
Public Comment and Response Matrix

July 17, 2024

This attachment contains the public comments received on the *Draft Napa Countywide Airport Land Use Compatibility Plan (ALUCP)* dated May 2024 (Public Review Draft) and CEQA *Initial Study/Negative Declaration* dated June 2024 and their respective responses in the table on the following pages. Comments are presented verbatim.

Commenter Information	Comment	Response	Recommended Action
<p>Name: Mike Conklin</p> <p>Representing: Sentinels of Freedom</p> <p>Comment Method: Phone call with D. Morrison 6/17/24 followed by email dated 6/19/24</p>	<p>Wednesday, June 19, 2024</p> <p>Dear Ms. Morrison,</p> <p>Thank you again for all your professional help and information with regards to our Napa property (25.44) acres zoned Light Industrial / APN 057-040-007.</p> <p>In reviewing the Draft Napa County Airport Land Use Compatibility Public Plan, by Mead & Hunt (May 2024), I have some questions I'd like to get answers to prior to the July 17th 2024 Public Hearing, regarding our parcel APN 057-040-007, and how if approved and implemented it would relate to any use changes less than the use of today's existing zoning.</p> <p>In reference to your email to me on June 18th 2024, you confirmed that the new designation in the recommendation from Mead & Hunt is that our parcel be newly designated as B2 . We are currently D1 or D2 , I'm not sure which.</p> <p>In the Napa County Airport Land Use Compatibility Public Draft Plan by Mead & Hunt, I see no specific mention of our parcel as it relates to this change and the possible impacts to our existing use designation. At this point we are looking at options of land use. Right now we are looking at Warehouse, RV & Boat and Industrial Storage as uses we see that fit the zoning on our parcel , which we believe is in general compliance with existing zoning through the application process of a Land Use Permit.</p> <p>I would like to request that Mead & Hunt provide clarification on the following questions.</p> <p>I'm requesting Mead & Hunt provide us with the internal discussions with the County and Airport Staff as to the work documents, meeting notes, records , in deciding this change with regards in specific to our parcel. In other words, please clarify the reasoning behind the change in destination from (D) to (B2).</p> <p>I'd like to see a side by side analysis of what we have now and what we will possibly lose with respect to existing use designation in the (D) category. By obtaining this</p>	<p>The proposed use of Warehouse, RV & Boat and Industrial Storage appears to be a compatible land use under the Draft Airport Land Use Compatibility Plan (Draft ALUCP) as long as the average and single-acre intensity (people per acre) limits are met. Additional clarification for the two questions is included below.</p> <p>1. The adopted compatibility zones were based on guidance from the 1993 California Airport Land Use Planning Handbook. The draft compatibility zones were drawn based on the adopted Napa County Airport - Airport Layout Plan (ALP (Exhibit 7-3 of Draft ALUCP https://pbes.cloud/index.php/s/bPMDHF3fgEDER8A)) and updated criteria from the 2011 California Airport Land Use Planning Handbook (Handbook). Based on the ALP, the nearest runways to APN 057-040-007 are as follows:</p> <ul style="list-style-type: none"> • 1L/19R: 5,930' x 150' (existing and future) • 1R/19L: 2,510' x 75' (existing) and 4,301' x 75' (future) – extension on 1R end. <p>Changes to the compatibility zones on parcel 057-040-007 are directly related to the generic safety zone criteria in the Handbook (Figure 3A, p. 3-17 https://dot.ca.gov/-/media/dot-media/programs/aero-nautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf) for a medium general aviation runway. The composite existing and future safety zones for all runways, based on the generic zones, were used to reassess the delineation of the compatibility zones. APN 057-040-007 is located within Handbook safety zone 3, inner turning zone. The draft compatibility zone extents and criteria were based on this zone and criteria guidance as outlined in the Handbook.</p> <p>2. See Attachment A-1 for site map. In the 1999 Airport Land Use Compatibility Plan (ALUCP), APN 057-040-007 is within Zone D and in the Draft ALUCP it within Zone B2. Residential uses were not allowed under the adopted ALUCP and this remains unchanged. Intensity criteria under the adopted plan Zone D allowed up to 100</p>	<p>No change proposed.</p>

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT A

Commenter Information	Comment	Response	Recommended Action
	<p>information I hope to better understand where we stand in our planned development options.</p> <p>I hope everyone will understand that as Chairman & CEO of our organization , Sentinels of Freedom , a 501c3 , that this is my fiduciary responsibility to ask for this accommodation, and in no way to be considered as counter to the good of the public.</p> <p>My responsibility to our Board of Directors, Donors and the veterans we serve as to maintaining the value of our property rights should be easily respected.</p> <p>I hope this is not too much to ask, and I'm open for a phone call anytime to discuss with you my requests.</p> <p>Overall , the Mead & Hunt Draft looks to be very well done, and I congratulate you and the related of the Staff at Napa County for your dedication and professionalism with regard to said plan.</p> <p>Thank you again.</p> <p>Very Respectfully, Mike Conklin</p>	<p>people per acre on average and up to 150 on a single acre. The draft plan Zone B2 allows for up to 75 people on average per acre (decrease) and up to 225 people on a single acre (increase). The proposed new intensity criteria are consistent with Handbook guidance (Handbook Figure 4D, p.4-22).</p> <p>The parcel (APN 057-040-007) is zoned Industrial Park within the Airport Compatibility Overlay District, which applies Adopted 1991 ALUCP compatibility criteria. According to the land use matrix included in the draft ALUCP (Exhibit 5-1), non-residential uses including large assembly, educational and institutional uses, as well as high intensity commercial, and heavy or high intensity industrial uses are generally incompatible under the draft ALUCP. However, the primary difference between the adopted and draft ALUCPs is the lower average intensity criteria. Most of the allowed uses (Napa County Code of Ordinances §18.40.020) within the Industrial Park Zone, even those that require a use permit, would be allowed under the draft ALUCP, however, the lower intensity criteria must be met. A couple of land uses that could be considered incompatible include telecommunications facilities and primary-use commercial renewable energy facilities (excluding renewable energy such as solar that is an accessory use) both because of potential heights or electronic interference (telecommunications) that could interfere with aircraft and the possibility that an accident that destroys the facility could have far reaching effects on the community and public that depends on services the facility provides.</p>	

Commenter Information	Comment	Response	Recommended Action
Name: Mark Witsoe Representing: Napa County Airport Comment Method: July 9, 2024 letter (via email)	<p>July 9, 2024</p> <p>Subject: Proposed ALUCP Support</p> <p>Dear Ms. Morrison,</p> <p>As the Napa County Airport Manager, I support the final draft of the proposed ALUCP as presented in the public workshop.</p> <p>The Project Development Team (PDT), for which I was a member, evaluated the proposed elements for conformance with the updated California handbook guidance and discussed the factors for which a functioning and growing airport should limit responsible developers. The PDT meetings included respectful dialogue on the growing pressures for development opportunity that are opposing the standing subjects of aviation safety, aircraft overflight, and noise-sensitive building occupancies.</p> <p>I support the proposed revisions to the Napa County Airport compatibility zones. This does not impart significant adverse impacts to future private land use. It also demonstrates reasonable flexibility in allowing expanded housing development (splitting D Zone into D1 and D2). The provided work aides (graphics) developed in the package are substantial improvements for staff administration of the ALUCP policies.</p> <p>As a member of the Project Development Team (PDT), PBES and Mead & Hunt as consultant did a great job creating the technical papers and moving the work through our thoughtful review. I look to follow the public process bringing forward community views about the ways in which property owners can make the best use of their land with a safe and thriving airport in their midst.</p> <p>Thank you,</p> <p>Mark Witsoe Mark Witsoe, A.A.E./CAE Airport Manager</p>	<p>Comment noted.</p>	<p>No action necessary.</p>
Name: Mr. Glibreth	<p>Mr. Gilbreth has stake in a property located in Napa County immediately adjacent to the City of American Canyon and</p>	<p>Napa County ALUC staff met with Mr. Gilbreth on July 12 to discuss the ALUCP update, the noticing that</p>	<p>No action necessary.</p>

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT A

Committer Information	Comment	Response	Recommended Action
<p>Representing: individual Comment Method: July 10 voicemail</p>	<p>he requested to speak with staff and hopefully discuss the possibility of a hearing continuance to have more time to review the document.</p>	<p>occurred in anticipation of the hearing and throughout the ALUCP update process, as well the uses deemed compatible under the existing and proposed ALUCP.</p> <p>The parcel is currently located in Zone D of the adopted ALUCP which does not deem any residential development compatible, other than those uses allowed by right in parcels with Agricultural Zoning (AW and AP): single-family residence, Accessory Dwelling Unit, Junior Accessory Dwelling Unit, guest house, various residential accessory structures, and upon granting of a Use Permit – Farmworker housing. Under the updated ALUCP the ~157 acre parcel will predominantly located in Zoned D1, and will have sections which are in Zone D2 (~15 acres) and Zone B1 (~2 acres).</p> <p>Zone D1 does deem compatible (normally compatible and conditionally compatible) development of short-term group lodging (hostels, shelter, farmworker housing), short-term lodging (hotels, motels and other transient lodgings), and long-term lodging (extended-stay hotels, dormitories). Long-term lodging and single family residential are considered Normally Compatible, while the two short-term options are conditionally compatible (need to ensure intensity criteria is met). Also, per Section 2.7.4 – Development by Right the parcel can also be developed with a single-family residence, accessory dwelling unit, Junior ADU, as others uses as noted in that section.</p> <p>Zone D2 does deem compatible (normally and conditionally) development of all that was mentioned above in Zone D1 as well single-family residential development and multi-family residential development. Both are considered conditionally compatible (need to ensure density criteria is met). D2 allows for 10-20 dwelling units per acre. With ~15 acres of Zone D2, there is the potential to develop 300 units on that section of the parcel and be deemed conditionally compatible. As noted earlier, the existing ALUCP Zone D does not allow for any residential development other than the by-right land uses allowed in agriculturally zoned parcel.</p>	

Commenter Information	Comment	Response	Recommended Action
		<p>Zone B1 is more restrictive given that it is located in the Inner Approach/Departure Zone, but there are a variety of uses which are a considered conditionally compatible with that zone provided they meet various criteria. Agriculture, live stock uses, outdoor non-group recreation, local community parks, cemeteries (no chapels), limited retail/wholesale, offices, personal/miscellaneous services, fueling facilities, light industrial, R&D laboratories, indoor and outdoor storage, mining and extraction, transportation stations, transportation routes, and auto parking.</p> <p>Staff encouraged Mr. Gilbreth to submit an official comment to the ALUC.</p>	
<p>Name: Erin Chappell Representing: California Department of Fish & Wildlife (CDFW) Comment Method: July 10, 2024 letter (via email)</p>	<p>July 10, 2024</p> <p>Dear Ms. Morrison,</p> <p>The California Department of Fish and Wildlife (CDFW) received an Initial Study/Negative Declaration (IS/ND) from Napa County (County) for the Napa County Airport Land Use Combability Plan (ALUCP) Update (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines. CDFW is submitting comments on the IS/ND to inform the County, as the Lead Agency, of potentially significant impacts to biological resources associated with the Project.</p> <p>CDFW ROLE</p> <p>CDFW is a Trustee Agency with responsibility under CEQA pursuant to CEQA Guidelines section 15386 for commenting on projects that could impact fish, plant, and wildlife resources. CDFW is also considered a Responsible Agency if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), the Lake and Streambed Alteration (LSA) Program, or other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife trust resources.</p> <p>PROJECT DESCRIPTION SUMMARY</p>	<p>As stated in Policy 2.7.3, the ALUCP does not apply to existing land uses, and thus, current land uses on CDFW properties are not significantly altered by the adoption of this Draft ALUCP. Furthermore, as stated in Policy 2.7.2 of the Draft ALUCP, "lands controlled (i.e. owned, leased, or in trust) by federal or state agencies or by Native American tribes are not subject to the provisions of the state ALUC statutes or this ALUCP". Thus, impacts associated with the adoption of the ALUCP would not affect CDFW Properties, including impacts to the Napa-Sonoma Marshes Wildlife Area, the Fagan Slough Ecological Reserve, and the Napa Plant Site Restoration Project. To the extent CDFW may seek to expand restoration areas in the future within the AIA, and particularly with Zone A, they are encouraged to consider the ALUCP and FAA guidance regarding wildlife hazards.</p> <p>State agency conservation plans, such as the Sonoma Marshes Wildlife Area Land Management Plan, are not subject to ALUCP consistency requirements. Thus, consistency with the Sonoma Marshes Wildlife Area Land Management Plan is outside the scope of IS/MD analysis.</p> <p>The purpose of the ALUCP is to encourage the compatibility of future development with airport operations. The ALUCP therefore relies upon the adopted Airport Layout Plans and Airport Master Plans. It is noted</p>	No change proposed.

Committer Information	Comment	Response	Recommended Action
	<p>Proponent: Napa County</p> <p>Objective: The Project is an update to the Napa Countywide (County) Airport Land Use Compatibility Plan (ALUCP) applies to lands around the two public-use airports in the county: the Angwin Airport (Parrett Field) and the Napa County Airport.</p> <p>The purpose of the ALUCP is “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” The intent of the ALUCP is to discourage the expansion or introduction of incompatible land uses within an airport’s area of influence. ALUCPs are reviewed to ensure consistency with existing general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies.</p> <p>Location: The Project applies to two airports in Napa County and the parcels covered by the Airport Influence Area (AIA). Angwin Airport-Parrett Field is located at 1 Airport Way, Angwin, CA 94508; APN 024-080-048-000, and at approximately 38.57262°N and -122.43447°W. Napa County Airport is located at 2000 Airport Road, Napa, CA 94558; APN 057-050-009-000, and at approximately 38.21312°N and -122.28017°W.</p> <p>COMMENTS AND RECOMMENDATIONS</p> <p>CDFW offers the comments and recommendations below to assist the County in adequately identifying and/or mitigating the Project’s significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. As the Project impacts to biological resources are unclear as outlined in the below comments, CDFW is uncertain if an IS/ND is appropriate for the Project.</p> <p>COMMENT 1: Potentially Significant Impacts to Sensitive Fish and Wildlife Species and their Habitats</p>	<p>that the Environmental Assessment of the Napa County Airport Master Plan considers the environmental issues raised in the comments, including impacts associated with Water Quality (3.5); Fish, Wildlife, and Plants (3.8); Special Status Species Flora and Fauna (3.9); Wetlands, Jurisdictional or Non-Jurisdictional; Floodplains (3.11); and Coastal Reserves (3.12) due to the presence of the airport and airport operations.</p> <p>The ALUCP considers the planned extension of the short parallel runway (Runway 1R/19L) to the southwest, based on the 2007 Master Plan. The increase in runway length is proposed to be achieved by adding pavement to the south (1R) end of the runway. An aircraft landing on Runway 19L would still touchdown at the same point as currently, but it would have an additional 1,791 feet of pavement available for departures. The RPZ for Runway End 1R would be shifted with the runway extension; however, the dimensions would not be changed. The shifted future RPZ would remain on airport property and would not involve any property acquisition.</p> <p>As mentioned above, the ALCUP is based on the Master Plan but has no authority over on-site aviation facilities. Future expansion of the runway was considered in the Master Plan EA. Additional environmental analysis may be required when the runway expansion is proposed for construction, including impacts to special status species and any future infrastructure improvements proposed to address sea level rise.</p>	

Commenter Information	Comment	Response	Recommended Action
	<p><u>Napa-Sonoma Marshes Wildlife Area and Fagan Slough Ecological Reserve</u></p> <p>It is unclear if the Project has the potential to impact sensitive biological resources associated with CDFW's Napa-Sonoma Marshes Wildlife Area and Fagan Slough Ecological Reserve/California Marine Protected Area (CDFW Properties), located directly adjacent to the Napa County Airport, for the reasons outlined in the following paragraph. CDFW Properties contains habitat for several Fully Protected, CESA listed, and California Rare Plant Rank 1B.2 species including California Ridgway's rail (<i>Rallus obsoletus obsoletus</i>), California black rail (<i>Laterallus jamaicensis coturniculus</i>), saltmarsh harvest mouse (<i>Reithrodontomys raviventris</i>), and Suisun marsh aster (<i>Symphyotrichum lentum</i>). According to Figure 4A (page 63) of the IS/ND, CDFW Properties are included in the Draft Airport Influence Area (AIA) boundary.</p> <p>The IS/ND (pages 27-28) states that "The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service." On the other hand, the IS/ND states that "...the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Specifically, wildlife hazard policies (Policy 3.5.3) of the Draft ALUCP restrict land uses that attract wildlife within Draft Zone A, including the creation of wetland mitigation sites, conservation areas, and wildlife preserves. This policy also recommends the avoidance of these land uses in the wildlife critical zone", and "Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, including planned habitat and wildlife areas." Based on the above information, it appears that the ALUCP requirements may supersede or otherwise impact existing land use designations thereby</p>		

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT A

Commenter Information	Comment	Response	Recommended Action
	<p>putting CDFW's Properties, including Fully Protected and CESA listed species, at risk.</p> <p><u>Napa Plant Site Restoration Project</u></p> <p>The IS/ND does not evaluate how the adopted ALUCP may affect CDFW's existing Napa-Sonoma Marshes Wildlife Area Land Management Plan and associated Napa Plant Site Restoration Project success criteria and goals.</p> <p><u>Runway Safety Area Tidal Wetlands and Sea Level Rise</u></p> <p>During the Napa Plant Site Restoration Project planning, CDFW worked with the Federal Aviation Administration, California Department of Transportation Aeronautics, and Napa County Airport and agreed to leave 8.86 acres of CDFW land out of the restoration project, knowing the Napa County Airport will eventually need to extend its Runway Safety Area (RSA). Since 2008, the RSA has subsided and reverted to muted tidal wetlands and is known to support salt marsh harvest mouse (<i>Reithrodontomys raviventris</i>) and Suisun Marsh aster. Additionally, the ALUCP does not address the potential issues of climate change and sea level rise. "No name creek" was overtopping in the mid to late 2000's causing flooding issues and Fagan Creek has been known to overtop. Has the ALUCP used climate change projections to anticipate increased flooding issues? It seems that the above issues could affect future airport use/expansion, which could in turn result in impacts to CDFW Properties and sensitive biological resources.</p> <p>Recommendations: The Project's Initial Study should include the following information:</p> <ul style="list-style-type: none"> • Clarify if there will be any land use impacts to CDFW's Properties including, but not limited to, if the ALUCP could supersede CDFW Properties' land uses and describe any potential impacts to CDFW's Properties and any other sensitive biological resources within the AIA of both airports; • Evaluate how the adopted ALUCP may affect CDFW's existing Napa-Sonoma Marshes Wildlife Area Land Management Plan and associated Napa Plant Site Restoration Project success criteria and goals; 		

Commenter Information	Comment	Response	Recommended Action
	<ul style="list-style-type: none"> • Evaluate how the future RSA and climate change and associated sea level rise could affect future airport use/expansion, and in turn result in impacts to CDFW Properties and sensitive biological resources; and • Include mitigation measures to reduce any impacts to CDFW Properties or sensitive biological resources to less-than-significant, such as modifications to land uses or direct or indirect impacts to special-status species or their habitats. CDFW requests that the County coordinate with CDFW to develop appropriate mitigation measures if such impacts are anticipated. <p>ENVIRONMENTAL DATA</p> <p>CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data. The types of information reported to CNDDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals</p> <p>ENVIRONMENTAL DOCUMENT FILING FEES</p> <p>The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final. (See: Cal. Code Regs. tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).</p> <p>CONCLUSION</p>		

PUBLIC COMMENT AND RESPONSE MATRIX ATTACHMENT A

Committer Information	Comment	Response	Recommended Action
	<p>CDFW appreciates the opportunity to comment on the IS/ND to assist the County in identifying and mitigating Project impacts on biological resources. Questions regarding this letter or further coordination should be directed to Nicholas Magnuson, Environmental Scientist, at (707) 815-4166 or Nicholas.Magnuson@wildlife.ca.gov; or Melanie Day, Senior Environmental Scientist (Supervisory), at (707) 210-4415 or Melanie.Day@wildlife.ca.gov.</p> <p>Sincerely, Erin Chappell Regional Manager Bay Delta Region</p> <p>cc: Office of Planning and Research, State Clearinghouse (SCH No. 2024060773) Craig Weightman, CDFW Bay Delta Region - Craig.Weightman@wildlife.ca.gov Greg Martinelli, CDFW Bay Delta Region - Greg.Martinelli@wildlife.ca.gov Laureen Thompson, CDFW Bay Delta Region - Laureen.Thompson@wildlife.ca.gov</p>		



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 Bay Delta Region
 2825 Cordelia Road, Suite 100
 Fairfield, CA 94534
 (707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



July 10, 2024

Dana Morrison
 Napa County
 1195 Third Street
 Napa, CA 94559
Dana.Morrison@countyofnapa.org

Subject: Napa County Airport Land Use Combability Plan (ALUCP) Update, Initial Study/Negative Declaration, SCH No. 2024060773, Napa County

Dear Ms. Morrison,

The California Department of Fish and Wildlife (CDFW) received an Initial Study/Negative Declaration (IS/ND) from Napa County (County) for the Napa County Airport Land Use Combability Plan (ALUCP) Update (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.

CDFW is submitting comments on the IS/ND to inform the County, as the Lead Agency, of potentially significant impacts to biological resources associated with the Project.

CDFW ROLE

CDFW is a **Trustee Agency** with responsibility under CEQA pursuant to CEQA Guidelines section 15386 for commenting on projects that could impact fish, plant, and wildlife resources. CDFW is also considered a **Responsible Agency** if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), the Lake and Streambed Alteration (LSA) Program, or other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife trust resources.

PROJECT DESCRIPTION SUMMARY

Proponent: Napa County

Objective: The Project is an update to the Napa Countywide (County) Airport Land Use Compatibility Plan (ALUCP) applies to lands around the two public-use airports in the county: the Angwin Airport (Parrett Field) and the Napa County Airport.

The purpose of the ALUCP is “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” The intent of the ALUCP is to discourage the expansion or introduction of incompatible land uses within an airport’s area of influence. ALUCPs are reviewed to ensure

Dana Morrison
 Napa County
 July 10, 2024
 Page 2

consistency with existing general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies.

Location: The Project applies to two airports in Napa County and the parcels covered by the Airport Influence Area (AIA). Angwin Airport-Parrett Field is located at 1 Airport Way, Angwin, CA 94508; APN 024-080-048-000, and at approximately 38.57262°N and -122.43447°W. Napa County Airport is located at 2000 Airport Road, Napa, CA 94558; APN 057-050-009-000, and at approximately 38.21312°N and -122.28017°W.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the County in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. As the Project impacts to biological resources are unclear as outlined in the below comments, CDFW is uncertain if an IS/ND is appropriate for the Project.

COMMENT 1: Potentially Significant Impacts to Sensitive Fish and Wildlife Species and their Habitats

Napa-Sonoma Marshes Wildlife Area and Fagan Slough Ecological Reserve

It is unclear if the Project has the potential to impact sensitive biological resources associated with CDFW's Napa-Sonoma Marshes Wildlife Area and Fagan Slough Ecological Reserve/California Marine Protected Area (CDFW Properties), located directly adjacent to the Napa County Airport, for the reasons outlined in the following paragraph. CDFW Properties contains habitat for several Fully Protected, CESA listed, and California Rare Plant Rank 1B.2 species including California Ridgway's rail (*Rallus obsoletus obsoletus*), California black rail (*Laterallus jamaicensis coturniculus*), saltmarsh harvest mouse (*Reithrodontomys raviventris*), and Suisun marsh aster (*Symphyotrichum lentum*). According to Figure 4A (page 63) of the IS/ND, CDFW Properties are included in the Draft Airport Influence Area (AIA) boundary.

The IS/ND (pages 27-28) states that "The Draft ALUCP does not impact existing land uses, nor does the document include physical activities that would directly impact the AIA environment. Thus, the Draft ALUCP does not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service." On the other hand, the IS/ND states that "...the Draft ALUCP may indirectly affect future land development within the AIA of each airport. Specifically, wildlife hazard policies (Policy 3.5.3) of the Draft ALUCP restrict land uses that attract wildlife within Draft Zone A, including the creation of wetland mitigation sites, conservation areas, and wildlife preserves. This policy also recommends the avoidance of these land uses in the wildlife

Dana Morrison
 Napa County
 July 10, 2024
 Page 3

critical zone”, and “Local general plans, specific plans, and zoning ordinances must be consistent with an adopted ALUCP (unless the local jurisdiction overrides the ALUCP as described in Section 1.4). Thus, inconsistency between the adopted ALUCP and current land use plans could result in displacement of planned land uses, including planned habitat and wildlife areas.” Based on the above information, it appears that the ALUCP requirements may supersede or otherwise impact existing land use designations thereby putting CDFW’s Properties, including Fully Protected and CESA listed species, at risk.

Napa Plant Site Restoration Project

The IS/ND does not evaluate how the adopted ALUCP may affect CDFW’s existing Napa-Sonoma Marshes Wildlife Area Land Management Plan and associated Napa Plant Site Restoration Project success criteria and goals.

Runway Safety Area Tidal Wetlands and Sea Level Rise

During the Napa Plant Site Restoration Project planning, CDFW worked with the Federal Aviation Administration, California Department of Transportation Aeronautics, and Napa County Airport and agreed to leave 8.86 acres of CDFW land out of the restoration project, knowing the Napa County Airport will eventually need to extend its Runway Safety Area (RSA). Since 2008, the RSA has subsided and reverted to muted tidal wetlands and is known to support salt marsh harvest mouse (*Reithrodontomys raviventris*) and Suisun Marsh aster. Additionally, the ALUCP does not address the potential issues of climate change and sea level rise. “No name creek” was overtopping in the mid to late 2000’s causing flooding issues and Fagan Creek has been known to overtop. Has the ALUCP used climate change projections to anticipate increased flooding issues? It seems that the above issues could affect future airport use/expansion, which could in turn result in impacts to CDFW Properties and sensitive biological resources.

Recommendations: The Project’s Initial Study should include the following information:

- Clarify if there will be any land use impacts to CDFW’s Properties including, but not limited to, if the ALUCP could supersede CDFW Properties’ land uses and describe any potential impacts to CDFW’s Properties and any other sensitive biological resources within the AIA of both airports;
- Evaluate how the adopted ALUCP may affect CDFW’s existing Napa-Sonoma Marshes Wildlife Area Land Management Plan and associated Napa Plant Site Restoration Project success criteria and goals;
- Evaluate how the future RSA and climate change and associated sea level rise could affect future airport use/expansion, and in turn result in impacts to CDFW Properties and sensitive biological resources; and

Dana Morrison
Napa County
July 10, 2024
Page 4

- Include mitigation measures to reduce any impacts to CDFW Properties or sensitive biological resources to less-than-significant, such as modifications to land uses or direct or indirect impacts to special-status species or their habitats. CDFW requests that the County coordinate with CDFW to develop appropriate mitigation measures if such impacts are anticipated.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be filled out and submitted online at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final. (See: Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/ND to assist the County in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Nicholas Magnuson, Environmental Scientist, at (707) 815-4166 or Nicholas.Magnuson@wildlife.ca.gov; or Melanie Day, Senior Environmental Scientist (Supervisory), at (707) 210-4415 or Melanie.Day@wildlife.ca.gov.

Sincerely,

DocuSigned by:

Erin Chappell

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Erin Chappell
Regional Manager
Bay Delta Region

Dana Morrison
Napa County
July 10, 2024
Page 5

ec: Office of Planning and Research, State Clearinghouse (SCH No. 2024060773)
Craig Weightman, CDFW Bay Delta Region - Craig.Weightman@wildlife.ca.gov
Greg Martinelli, CDFW Bay Delta Region - Greg.Martinelli@wildlife.ca.gov
Laureen Thompson, CDFW Bay Delta Region -
Laureen.Thompson@wildlife.ca.gov