

NAPA COUNTYWIDE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE



Mead & Hunt

DUDEK

Agenda

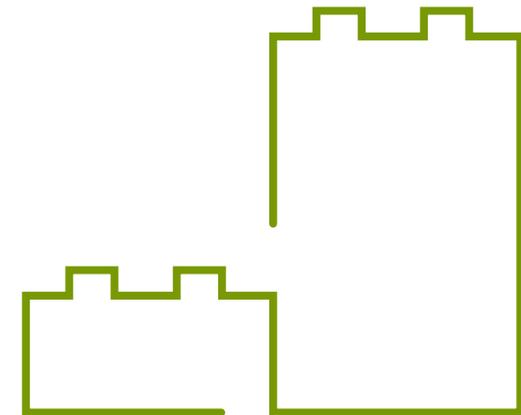
- Background
- Airport Land Use Compatibility Plan Update
- Public Comments
- Addendum
- CEQA
- Questions



Background

ALUC Overview

- **Napa County ALUC**
 - Designated Body
 - Napa County Planning Commissioners
 - Up to two at-large members with aviation expertise
 - Appointed by the Board of Supervisors
- **Airport Land Use Compatibility Plan (ALUCP)**
 - Adopted in 1991, amended in 1999
- **The proposed ALUCP will replace the 1999 edition**



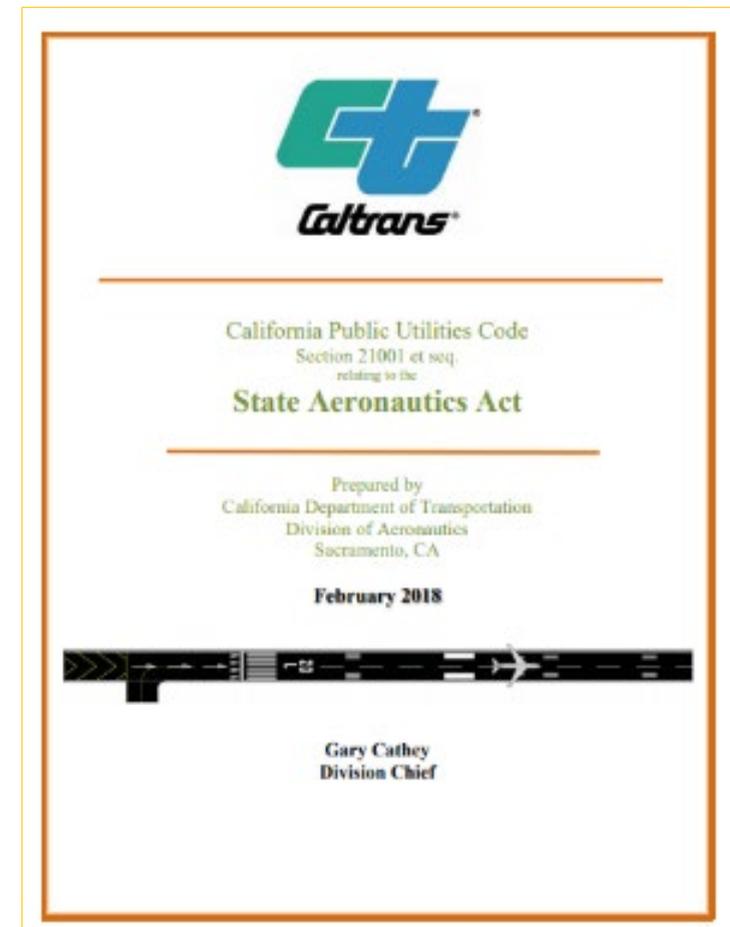
ALUC Role and Responsibilities

- **Purpose**

- Required by State Law (PUC Sections 21670 et seq)
- Protect public health, safety & welfare
- Promote orderly airport development
- Minimize airport/land use conflicts

- **Responsibilities**

- Adopt and amend ALUCPs
- Review local agency actions



BACKGROUND

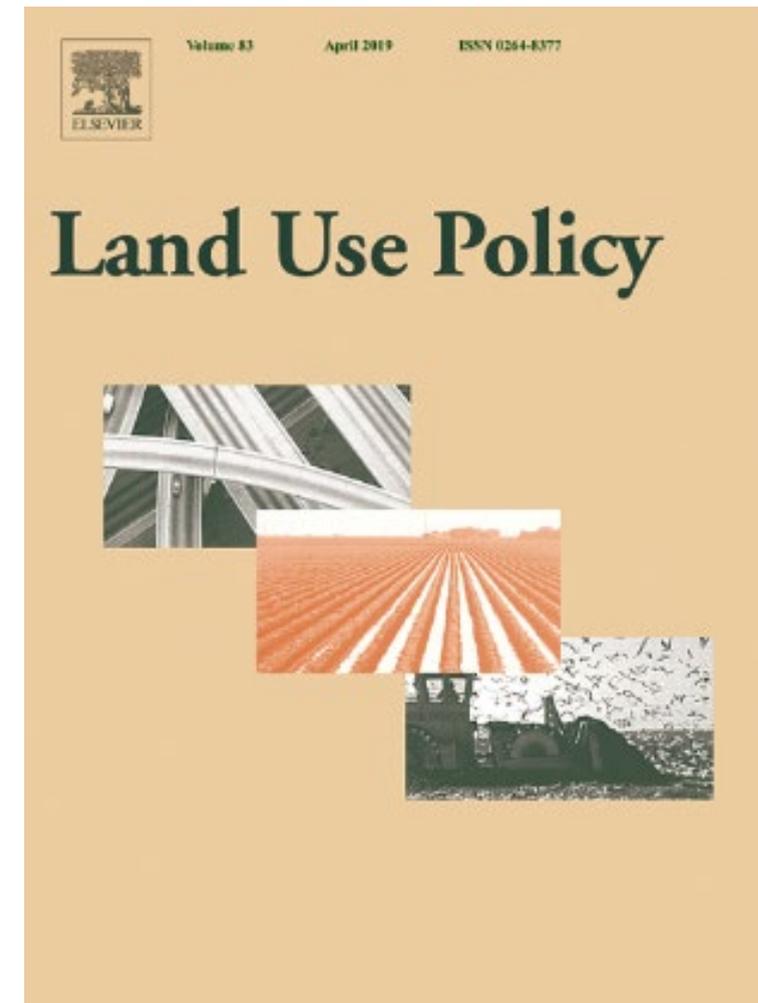
ALUC Limitations

- **No authority over**
 - Airport operations
 - Existing land uses
 - Federal, state, or tribal lands
- **No direct ability to**
 - Implement land use measures



Local Agency Responsibilities

- Attain general plan consistency
- Implement ALUCP
- Refer certain land use actions to ALUC for consistency determinations
- Opt to overrule ALUC action if disagree with consistency determination



Relationship to Other Plans



ALUCP Function

- Promote compatibility between airport & land uses
- Reflect current Airport Master Plan/Airport Layout Plan
- Recommend land use measures for local adoption

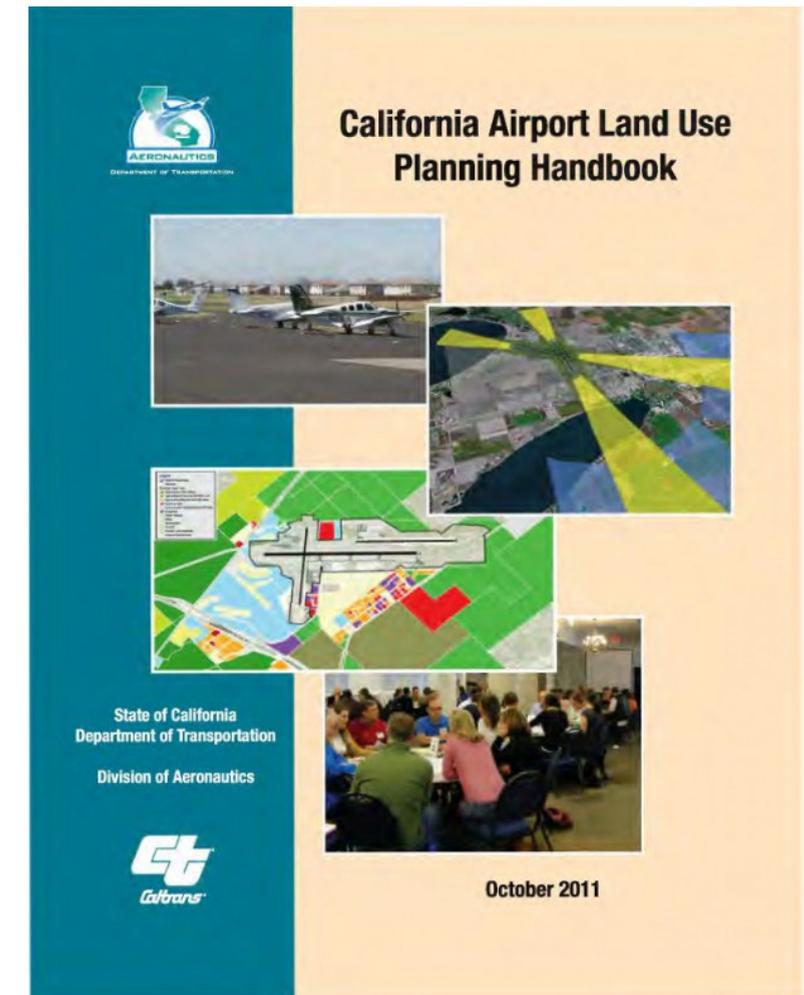
ALUCP Limitation

- Doesn't propose land use designations
- Doesn't propose future housing sites
- Doesn't propose construction

ALUCP Update

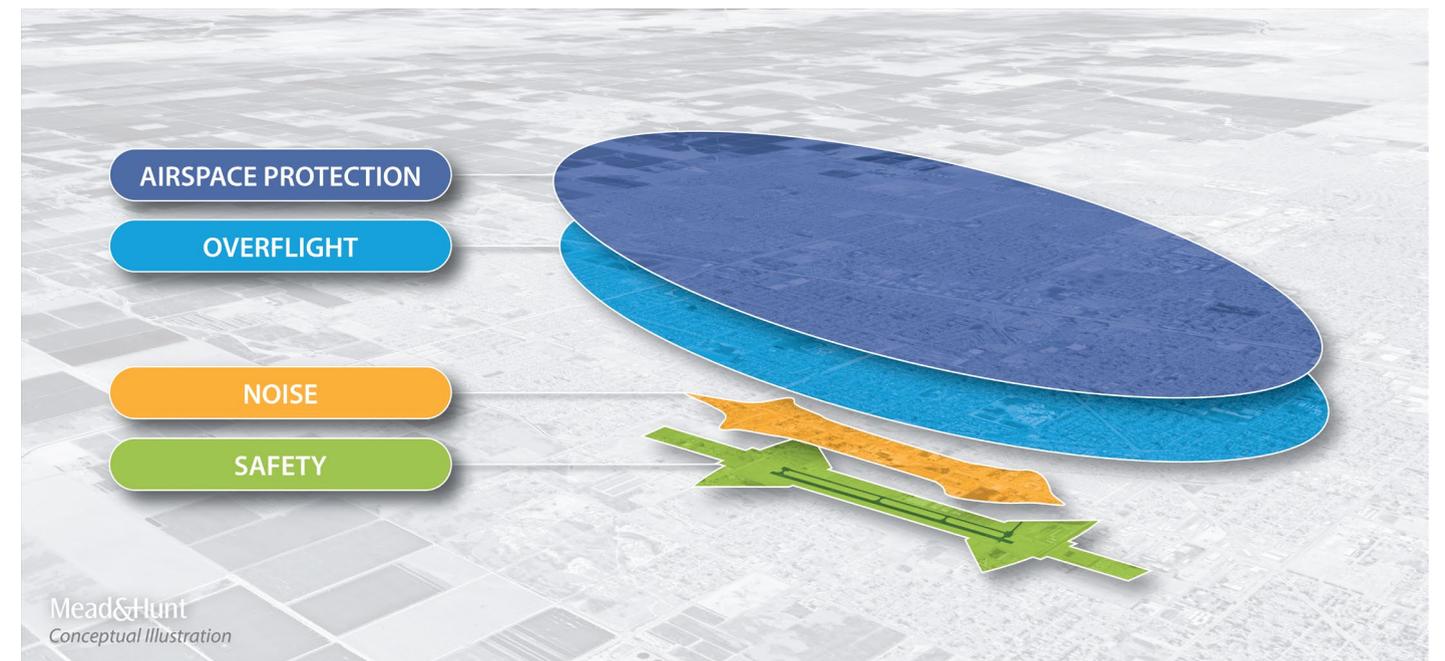
Requirement

- Guided by statewide guidance provided in the *California Airport Land Use Planning Handbook*
- Based on a long-range master plan (or airport layout plan) that reflects the 20-year growth of the airport
- Cover a time horizon of at least 20 years
- Establish the planning boundary of the ALUCP (Airport Influence Area, AIA)
- Specify restrictions on land uses, densities/intensities, height, and other building standards within the AIA



Scope

- Bring the plan up to current standards
- Reflect current Airport Layout Plans (ALPs)
 - Angwin Airport - Parrett Field
 - Napa County Airport
- Remove Calistoga Gliderport
- Clarify certain ALUC policies
- Provide implementation tools



Project Development Team

- Project Development Team (PDT)
 - County of Napa Planning, Building & Environmental Services
 - Napa County Airport
 - City of Napa Planning Division
 - City of American Canyon Community Development
 - Pacific Union College, Angwin Airport - Parrett Field
 - Caltrans Division of Aeronautics
 - Project Consultants (Mead & Hunt, Inc. and Dudek)



Stakeholder Engagement

- 4 Project Development Team (PDT) Meetings Feb - Nov 2023
- 2 Public Workshops Nov - Dec 2023
- Stakeholder Meetings Mar 2023 - Jun 2024; Jul - Oct 2024
- ALUC and Public Workshops May 2024
- 30-Day Public Review Period Mid Jun - Mid Jul 2024
- ALUC Hearing July 17, 2024; continued to November 6, 2024

Public Comments

Public Comments

- Telephone Inquiries
 - What is the ALUCP update?
 - How would it affect my property?
- Written Comments (20 comments as of November 4, 2024)
 - Support for proposed ALUCP
 - Potential impacts to biological resources
 - Applicability of ALUCP to special districts (e.g., fire districts)
 - Adjustments to policy zone boundaries and/or criteria
 - Implementation of the land use criteria matrix (Exhibits 4-1 and 5-1)
 - Consideration for ancillary workforce housing and on-site day care facilities
 - Request for hearing continuance (scheduled for November 6, 2024)

Addendum

(Substantive Changes)

Addendum: Chapter 1, Introduction

- Section 1.5.1, Napa County Airport Land Use Commission (ALUC)
 - Clarified formation of the ALUC
 - Board Resolutions will be included as Attachment A to the ALUCP
- Section 1.5.5, *ALUCP Adoption and Amendment Process*
 - Updated date references
 - Adoption resolutions will be included as Attachment A to the ALUCP

Addendum: Chapter 2, Procedural Policies

- Policy 2.4.1, *Mandatory Referral of Local Agency Actions*
 - Removed reference to the ALUC Executive Officer
- Policy 2.7.4, *Development by Right*
 - Ancillary day care facilities
 - Ancillary workforce housing

Addendum: Chapter 3, Countywide Compatibility Policies

- Policy 3.2.4(b)(2), *Special Conditions Exception*
 - Clarified purpose of listed building design measures
- Policy 3.4.1, *Residential Development Density Criterion*
 - Specifies the need to meet the “sitewide average” density limits for Zone D2 (see Exhibits 4-1 and 5-1)
 - Removes the “single-acre” density criterion
- Policy 3.5.5, *Requirements for FAA Notification of Proposed Construction*
 - FAA determination of “No Hazard” does not automatically qualify as a consistency determination by the ALUC

Example

- Using concrete walls improves the structural integrity of the building

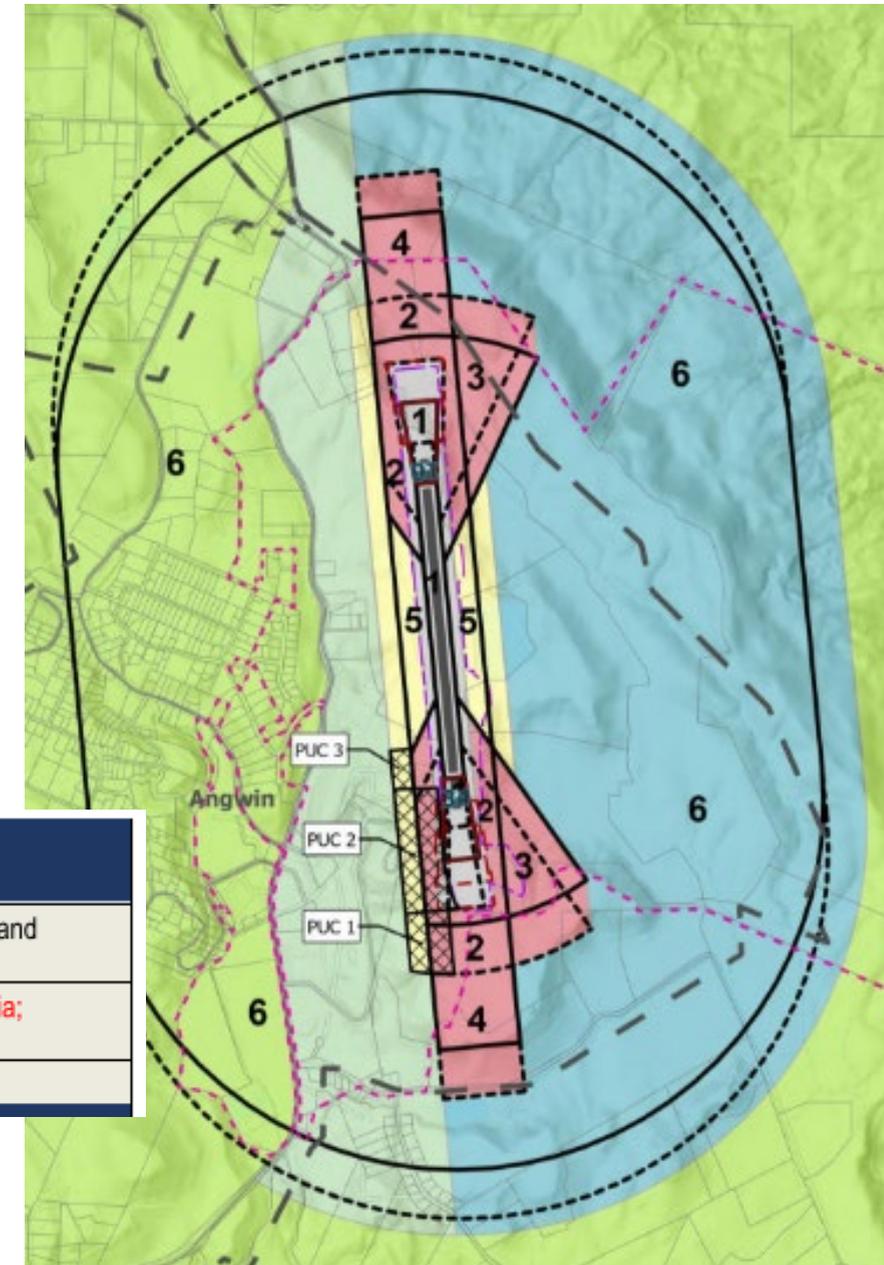
Example (Zone D2, Napa County Airport)

- Sitewide avg. density: 20 units per acre
- Single-acre intensity: 1,200 people per acre
 - 10-acre parcel x 20 du/ac = 200 units
 - 30-40 units on a single acre
 - 40 units x 8 people/household (320 people per single acre)

Addendum: Chapter 4, Angwin Airport Policies and Maps

- Exhibit 4-1, *Basic Compatibility Criteria*
 - Minor corrections and clarifications
- Policy 4.2.2, *Compatibility Policy Map Boundary Determinants*
 - Describes the specific factors influencing the Compatibility Zones
- Exhibit 4-4, *Compatibility Zone Delineation*
 - Expanded aeronautical reasoning for westerly boundary Zone D2

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	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Single-Acre Intensity (people/acre)	0	100	120	600	600	limit	
Max. Sitewide Average Density (dwelling units/acre)	Residential Prohibited ²				20	No	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
						limit	
Easement / Notification Requirement ^{2a}	Avigation Easement				RON	APD	



Addendum: Chapter 5, Napa County Airport Policies and Maps

- Exhibit 5-1, *Basic Compatibility Criteria*
 - Minor corrections and clarifications

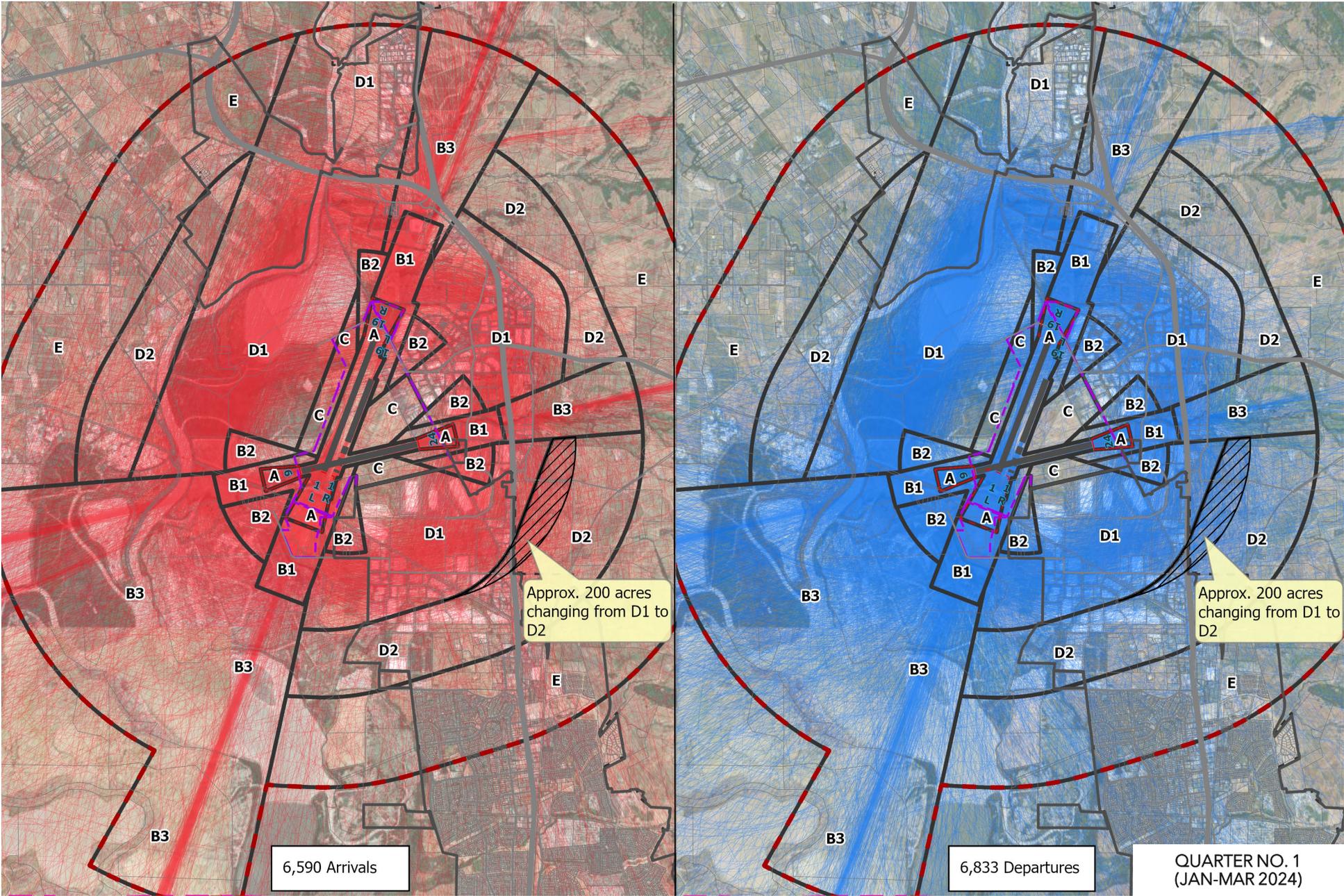
Intensity Criteria ¹	Compatibility Zones								Intensity Criteria Interpretation
	A	B1	B2	B3	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre)	0	50	75	150	100	200	300	No	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Single-Acre Intensity (people/acre)	0	100	225	450	300	800	1200	limit	
<u>Sitewide Average Density (dwelling units/acre)</u>	<u>Residential Prohibited ²</u>						<u>≤0.2 or</u>	<u>No</u>	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement ³	Avigation Easement						<u>10-25</u>	<u>limit</u>	
							RON	APD	

Light Industrial, Low Intensity: machine shops, wood products, auto repair, <u>cooperages, wineries (with limited tastings and events), low-intensity bottling facilities ¹¹</u> [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 ¹¹ [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, <u>winery warehousing</u> , mini/other indoor storage, barns, greenhouses ¹¹ [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

Single-Family Residential ⁴² : individual dwellings, townhouses, mobile homes, bed and breakfast inns →									D2 (<u>Low-Density Option</u>): Up to 1 dwelling unit on a 5-acre lot (0.2 dwelling units per acre); CNEL 45 dB max. interior noise level <u>D2 (High-Density Option): 10-20 dwelling units per acre</u>
Multi-Family Residential ⁴² : townhouses, apartments condominiums →									D2: <u>10-20-25</u> dwelling units per acre

Addendum: Chapter 5, Napa County Airport Policies and Maps

- Exhibit 5-2, *Compatibility Policy Map*
 - Adjusts Zone D1/D2 boundary closer to airport to more closely encompass aircraft overflight areas
 - Updated exhibits in Chapter 7, *Background Data*, to reflect Zone D1/D2 adjustment



CEQA

Environmental Review: Final Negative Declaration

- ALUCP adoption is a “project” under the California Environmental Quality Act (CEQA).
- A Negative Declaration was prepared and circulated for public review.
 - Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration together with any comments received during the public review process.
 - Seven (7) comment letters were received during the 30-day public review of the Negative Declaration. None of the letters raised significant environmental issues requiring revisions to the Negative Declaration. Most of the comments concerned the revised plan policies and the adoption process. The California Department of Fish and Wildlife commented on the existing wildlife areas, including state-owned lands, within the proposed AIA. Staff and consultant team provided a response: notably, that existing land uses and state-owned lands are not subject to the ALUCP. Impacts to wildlife were previously considered in the environmental assessment for the Napa County Airport Master Plan, which is also the basis of the updated ALUCP, and no operational changes are proposed.

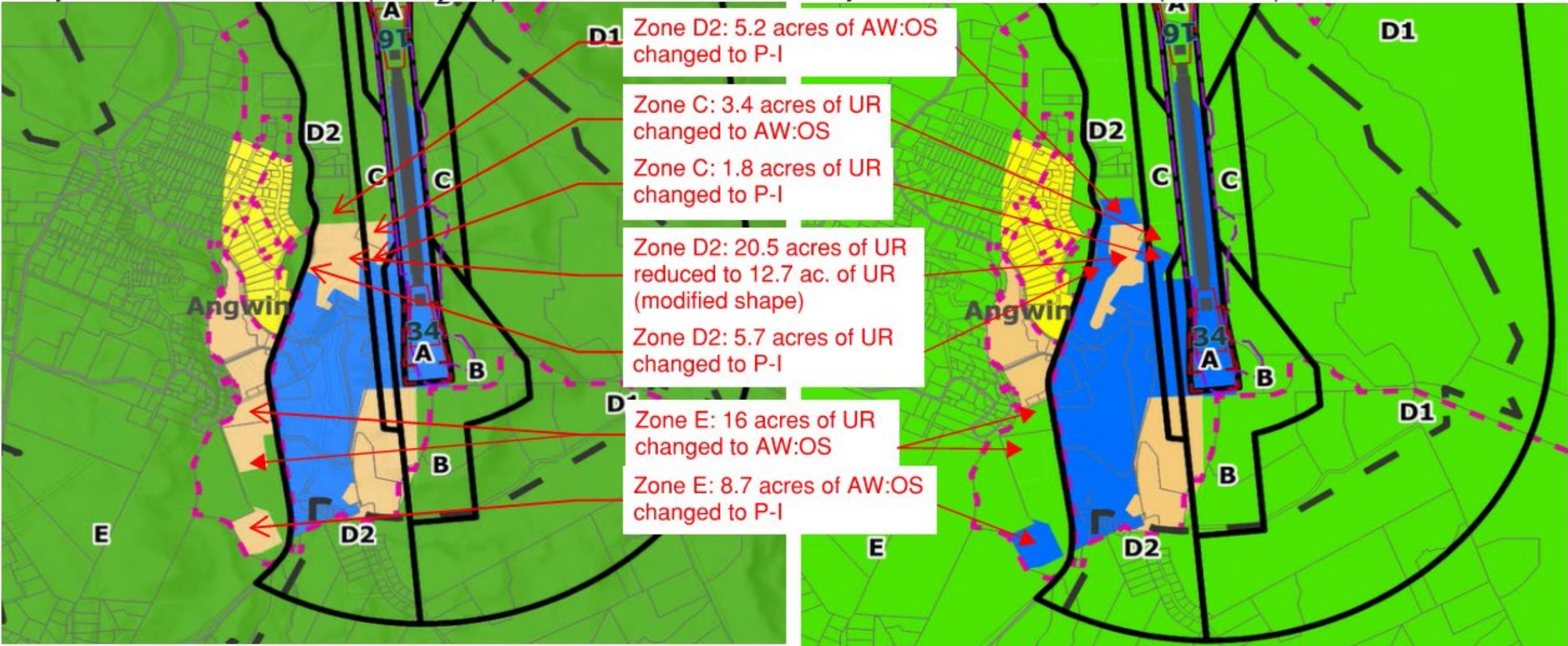
Environmental Review: Final Negative Declaration (cont.)

- The Final Negative Declaration includes the following revisions and clarifications:
 - The County General Plan Land Use classifications were revised to reflect the most current plan amendments in the Angwin community (see Neg. Dec. pp. 11-12). This does not result in any change to land use compatibility or potential displacement. Most revisions were located outside the proposed AIA.
 - Subsequent to the July 17, 2024, hearing, various revisions have been made to the proposed ALUCP (“Addendum”). Most notably for purposed of the environmental review, 194.9 acres of land within the Napa County Airport AIA would be changed from proposed Zone D1 to proposed Zone D2 (see p. 15). As this land is primarily non-residential (158 acres being classified agricultural/watershed/open space), this change does not have a significant change to the displacement analysis.
 - Clarifications to the displacement analysis were made regarding potential residential development under the updated plan (pp. 16, 40, 45). The draft negative declaration noted that the displacement analysis showed a net gain of 40,259 residential units. This number does not reflect actual development potential and has been removed. This number was based on the maximum per acre density for farmworker housing (20 du/acre) across the entire Napa Airport AIA. Farmworker housing is generally restricted by development code to 12 units per parcel, and related to that specific agricultural operation.

Angwin Airport: County Land Use Map Changes

County General Plan Land Use Desinations (February 2024)

County General Plan Land Use Desinations (October 2024)



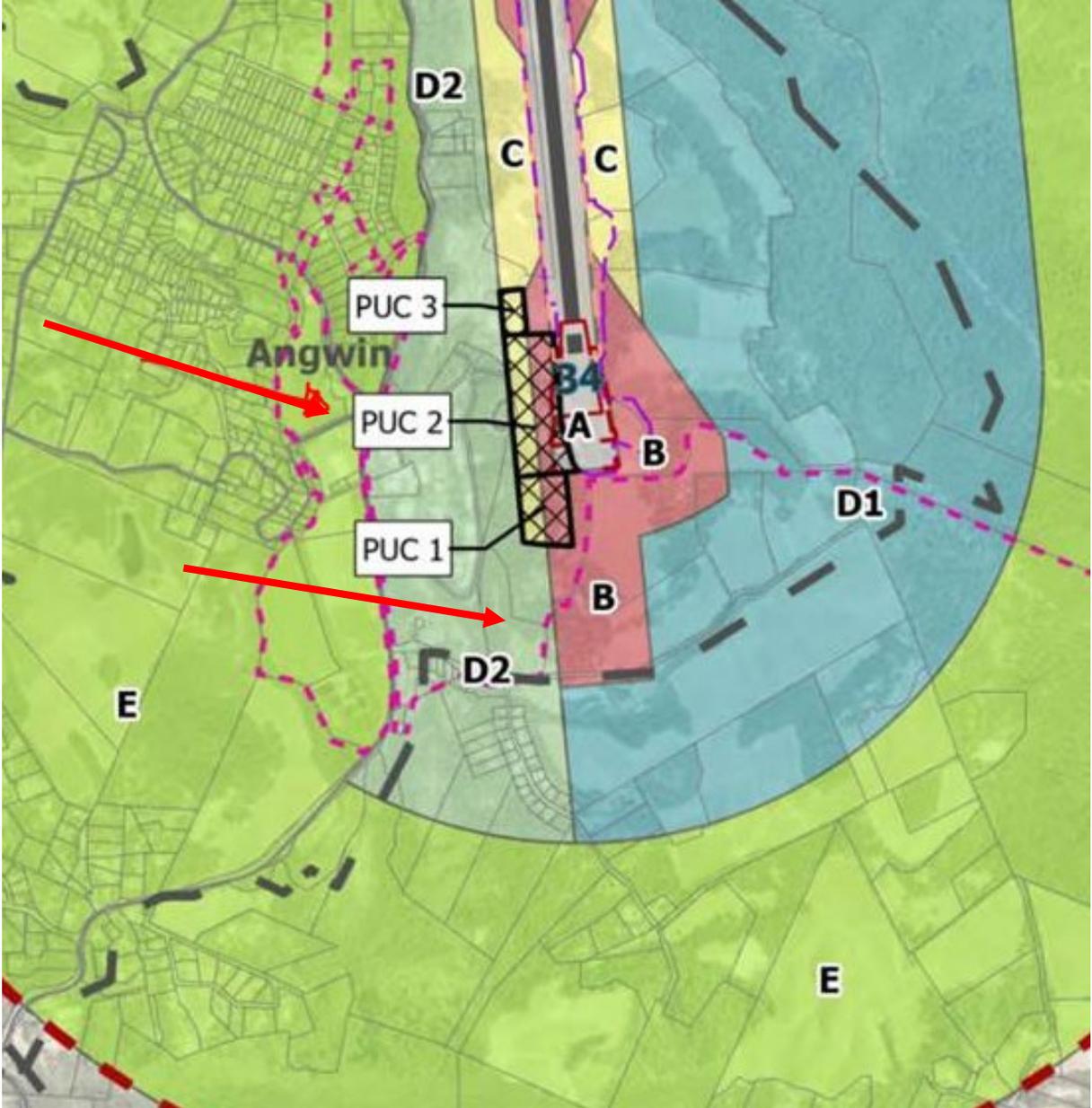
Next Steps

Next Steps

- Finalize ALUCP
 - Reflect changes identified in addendums, as modified by ALUC action
 - Upload new ALUCP to website
- Local Agency Responsibilities
 - Initiate process to amend General Plans to be consistent with new ALUCP
 - Submit draft General Plan update for ALUC consistency determination

Questions & Answers

Angwin: Housing Sites



Contact Us



Napa County

[https://www.countyofnapa.org/1603/
Airport-Land-Use-Commission](https://www.countyofnapa.org/1603/Airport-Land-Use-Commission)

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