

Attachment A

Addendum No.1

Draft Napa Countywide Airport Land Use Compatibility Plan

November 1, 2024

This addendum contains the proposed revisions to the *Napa Countywide Airport Land Use Compatibility Plan (ALUCP)* containing the individual plans for: Angwin Airport – Parrett Field and Napa County Airport dated May 2024 (Public Draft). The proposed revisions are in response to the public comments received on the draft *ALUCP* (see **Attachment B**). Additions are shown as underlined text; deletions are shown as ~~strikeouts~~. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document. After adoption of the *ALUCP* by the Napa County Airport Land Use Commission (*ALUC*) all revisions will be incorporated into the *ALUCP* and a final document will be prepared and posted on the Napa County website ([Airport Land Use Commission | Napa County, CA \(countyofnapa.org\)](https://www.countyofnapa.org)).

CHAPTER 1, INTRODUCTION

Update date references on page 1-11 regarding the public review period and *ALUC* hearings. If the November 6, 2024, *ALUC* hearing is continued, these dates will be revised accordingly.

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~~ June 17, 2024, through July 17, 2024~~DATE~~. Written comments provided on the *ALUCP* and associated CEQA document during this timeframe up through the *ALUC* public hearing of November 6, 2024, 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 July 17, 2024 ~~DATE~~, which was continued until November 6, 2024. The *ALUC* considered comments offered in writing during the document review phase and at the hearings, 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 November 6, 2024 ~~DATE~~) and associated CEQA documents are available for review and comment on the Napa County website (Web Address).

CHAPTER 2, PROCEDURAL POLICIES

Modify Policy 2.2.4 as follows:

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~~ **November 6, 2024**.
 - (2) **Chapters 2, 3, and 5** for Napa County Airport: ~~month/date~~ **November 6, 2024**.

Modify Policy 2.2.6(d) as follows:

2.2.6 *Use by Affected Local Agencies*:

- (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 in 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.

Modify Policy 2.4.1 as follows:

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*.¹

- (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)~~(3) *Land Use Actions* for which a Special Conditions Exception is being sought under Policy 3.2.4.

Modify Policy 2.7.4 as follows:

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.
 - (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.

- (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.
- (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.
- (6) One caretaker unit is allowed on a property where the principal use is nonresidential (e.g., a mini-storage facility).
- ~~(b)~~ (b) Except in *Compatibility Zones A through C*, construction or establishment of an ancillary day care center serving no more than 14 children and associated with a business wherein a parent and/or legal guardian of every child present at the daycare is an employee of the primary use or the ancillary daycare center. The total number of people on site must comply with the associated intensity criteria.³⁰
- ~~(b)(c)~~ (c) 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.³¹
- ~~(e)(d)~~ (d) Except within *Compatibility Zones A, B, C, and D1* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, and C, and D1* for Napa County Airport, affordable housing developments, including workforce housing, in commercial zones or mixed-income housing developments along commercial corridors as defined by state law and local regulations.³²
- (e) Except in *Compatibility Zones A through C*, construction or establishment of ancillary workforce housing associated with a primary nonresidential use (e.g., Industrial) wherein at least one adult in each residence is an employee of an onsite business associated with the primary use. The total number of occupants in residential uses who are not working at a given time must be considered in the intensity calculations for the site.
- ~~(d)(f)~~ (f) 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*.³³

Footnote 30: Napa County Code of Ordinances, Section 18.08.040, Airport Compatibility Combination District. Ancillary day care centers associated with a business wherein a parent and/or legal guardian of every child present at the daycare is an employee of the primary use or the ancillary daycare center and the daycare does not exceed fifteen children.

Modify Policy 2.10.2 as follows:

- 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.

CHAPTER 3, COUNTYWIDE COMPATIBILITY POLICIES

Modify Policy 3.1.2(c) as follows:

- 3.1.2 *Elimination of Conflicts:* No direct conflicts can exist between the ALUCP and the Local Agency's general plan or specific plan.
- (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 ~~2.5.2(a)(9)~~ θ 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.

Modify Policy 3.2.4(b)(2) to include a description as to the purpose of each special building measure as follows:

- 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.
- (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 to improve structural integrity,
 - Limiting the number and size of windows to improve structural integrity,
 - Upgrading the strength of the building roof to improve structural integrity,
 - Avoiding skylights to improve structural integrity,
 - Enhancing the fire sprinkler system (e.g., dividing fire sprinkler system into zones so that if one zone is compromised the others are functional),
 - Limiting buildings to a single story to enable faster evacuation of buildings, and
 - Increasing the number of emergency exits to enable faster evacuation of buildings.

Modify Policy 3.4.1 as follows:

- 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).
 - (1) All residential uses must comply with the “sitewide average” usage *Density* limits indicated for each *Compatibility Zone*.
 - (2) 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.
 - (3) “Single-acre” *Density* is not limited.
 - (b) The maximum allowable “sitewide average” residential *Density* within each *Compatibility Zone* shall be as indicated in:
 - (1) **Error! Reference source not found.**, *Basic Compatibility Criteria*, Angwin Airport – Parrett Field (see **Chapter 4**); and
 - (2) **Error! Reference source not found.**, *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*.~~

CHAPTER 4, ANGWIN AIRPORT – PARRETT FIELD COMPATIBILITY POLICIES AND MAPS

Modify Exhibit 4-1, Basic Compatibility Criteria, Angwin Airport – Parrett Field, as reflected in Attachment A1.

Update source information for Notes Nos. 7 and 8 in Exhibit 4-3, Airspace Protection Map, Angwin Airport – Parrett Field, as follows:

- Source No. 7: FAA Advisory Circular 150/5200-33C; Hazardous Wildlife Attractants on or near Airports. [Zone reflects location of future runway ends as proposed by PUC.](#)
- Source No. 8: FAA – CFR Part 77; Objects Affecting Navigable Airspace. [Airspace surfaces reflect proposed location of future runway ends.](#)

CHAPTER 5, NAPA COUNTY AIRPORT COMPATIBILITY POLICES AND MAPS

Modify Exhibit 5-1, Basic Compatibility Criteria, Napa County Airport, as reflected in Attachment A2.

Update Exhibit 5-2, Compatibility Policy Map, Napa County Airport, as follows (see Attachment A3):

Compatibility Zone D1 and D2 boundary in the southeast quadrant of the Airport Influence Area is revised to more closely encompass aircraft overflight areas (see Attachment A3a). This adjustment is based on flight track data for the last full year from July 1, 2023, to June 30, 2024 (see Attachment A3b). The flight track data was also segregated to reflect arrivals and departures separately for a representative quarter to reflect operational and seasonal variations in flight patterns (see Attachment A3c).

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

Update Exhibit 6-8, General Plan Land Use Designations, to reflect updated land use designations (see Attachment A4)

Updated Exhibit 6-9: Aerial as follows (see Attachment A4):

- Add “[Draft Compatibility Zones A - E](#)” under “Draft Airport Influence Area” in legend.
- Add the following Airspace Policy Zones to the map and legend:

[Airspace Policy Zones](#)

- [Airspace Critical Protection Zone](#)
- Wildlife Hazard Critical Zone
- [FAA Notification Area](#)

CHAPTER 7, BACKGROUND DATA FOR NAPA COUNTY AIRPORT AND ENVIRONS

Update Exhibit 7-2, *Airport Features Summary*, to reflect the newly approved Runway 19R RNAV/GPS instrument approach (see Attachment A5).

Update the following exhibits to reflect the proposed adjustment to the *Compatibility Zone D1/D2* in the southeast quadrant of the *Airport Influence Area* (See Attachment A6).

- Exhibit 7-6, Exhibit 7-7, Exhibit 7-8, and Exhibit 7-9: Compatibility Factors
- Exhibit 7-10: Flight Track Heat Map
- Exhibit 7-12 and Exhibit 7-13: General Plan Land Use Designations
- Exhibit 7-14: Aerial

Update legend for Exhibit 7-7: Compatibility Factor – Overflight to acknowledge the recently approved Runway 19R instrument approach as follows (See Attachment A5):

- ~~Potential Future~~ Runway 19R GPS Instrument Approach

Update Exhibit 7-9: Compatibility Factor – Airspace Protection to add the following Airspace Policy Zones to the map and legend (see Attachment A6):

- Add the following Airspace Policy Zones to the map and legend:

Airspace Policy Zones

- Airspace Critical Protection Zone
- Airspace High Terrain Zone
- Wildlife Hazard Critical Zone
- FAA Notification Area

Update reference to Exhibit 7-10 on page 7-7 and associated exhibits as follows:

- **Exhibit 7-10A and 7-10B: Flight Track Heat Maps**—These maps show relative frequency of aircraft flight track density around Napa County Airport based on radar data. Exhibit 7-10A reflects flight track data for a full year from July 1, 2023, to June 30, 2024. Exhibit 7-10B presents flight track data segregated to reflect arrivals and departures separately for a representative quarter to reflect operational and seasonal variations in flight patterns.
- See **Attachment A6** for **Exhibits 7-10A and 7-10B**.

Updated Exhibit 7-14: Aerial as follows (see Attachment A6):




- Add “Draft Compatibility Zones A - E” under “Draft Airport Influence Area” in legend.
- Add the following Airspace Policy Zones to the map and legend:

Airspace Policy Zones

- Airspace Critical Protection Zone
- Airspace High Terrain Zone
- Wildlife Hazard Critical Zone
- FAA Notification Area

EXHIBIT 4-1: BASIC COMPATIBILITY CRITERIA, ANGWIN AIRPORT – PARRETT FIELD (NOVEMBER 2024 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	50	60	150	150	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Sitewide Average Density (dwelling units/acre)	Residential Prohibited ²				20	No limit	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement ²³	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 ³⁴	■ Normally Compatible	■ Conditional	■ 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
General Characteristics							
Any use having more than 1 habitable floor ⁴⁵							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 ⁵⁶
Any use creating visual or electronic hazards to flight ⁶⁷							
Outdoor Uses (no or limited indoor activities)							
Constructed/Enhanced Land/Water Features: -woods, brush lands, wetlands, reservoirs, detention/retention ponds ⁶⁸							C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵⁶
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land ⁶⁹							A: Objects above runway elevation not allowed in OFA ⁷⁰ All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵⁶ ; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms ⁷¹							B, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁵⁶ ; 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 ⁷²							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 ⁷³							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 ⁷⁴							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 ⁷⁵							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 ⁷⁶							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 ⁷⁷							D1: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels) ⁷⁸							B, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Residential and Lodging Uses							
Single-Family Residential ⁸² : individual dwellings, townhouses, mobile homes, bed and breakfast inns ⁷⁹							
Multi-Family Residential ⁸² : townhouses, apartments, condominiums ⁸⁰							D2: 20 dwelling units per acre <u>maximum</u>
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories ⁸¹							
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.69			D1: Ensure intensity criteria met
Short-Term Group Lodging: hostels, emergency/homeless shelters, farmworker housing [approx. 100 s.f./person]				0.34			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]				0.14			D1: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas ¹¹							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	50	60	150	150	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Sitewide Average Density (dwelling units/acre)	Residential Prohibited ²			20	No limit		▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement ²³	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 ³⁴				Normally Compatible	Conditional	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							D2: Ensure intensity criteria met
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 D2: 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, <u>cooperages, wineries (with limited tastings and events), low-intensity bottling facilities</u> [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




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	50	60	150	150	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Sitewide Average Density (dwelling units/acre)	Residential Prohibited ²				20	No limit	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement ²³	Avigation Easement			RON	APD		
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> ▶ 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 ³⁴ 	■ Normally Compatible	■ Conditional	■ Incompatible				<ul style="list-style-type: none"> ▶ 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 Storage: wholesale sales, distribution centers, warehouses, <u>winery warehousing</u> , 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
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 ⁵⁶
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 ⁵⁶
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 ⁵⁶

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 See Policy 2.7.4 <i>Development by Right, for exceptions to residential restrictions.</i></p> <p>²³ 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>³⁴ 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>⁴⁵ 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>⁵⁶ 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>⁶⁷ 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>⁷⁸ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See Exhibit 4-2. Error! Reference source not found.</p> <p>⁸ See Policy 2.7.4, <i>Development by Right, for exceptions to residential restrictions.</i></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>

EXHIBIT 5-1: BASIC COMPATIBILITY CRITERIA, NAPA COUNTY AIRPORT (NOVEMBER 2024 WORKING DRAFT)

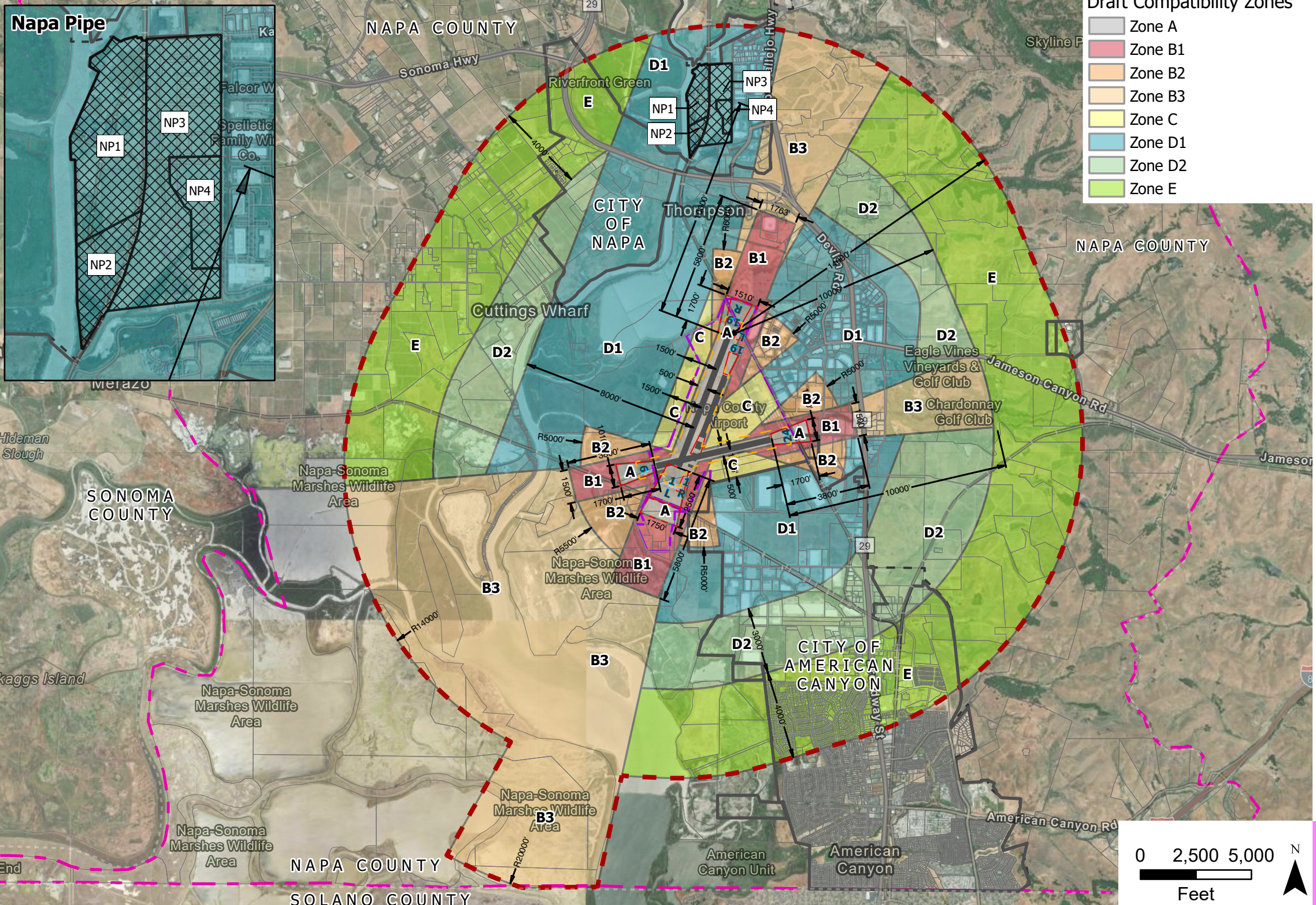
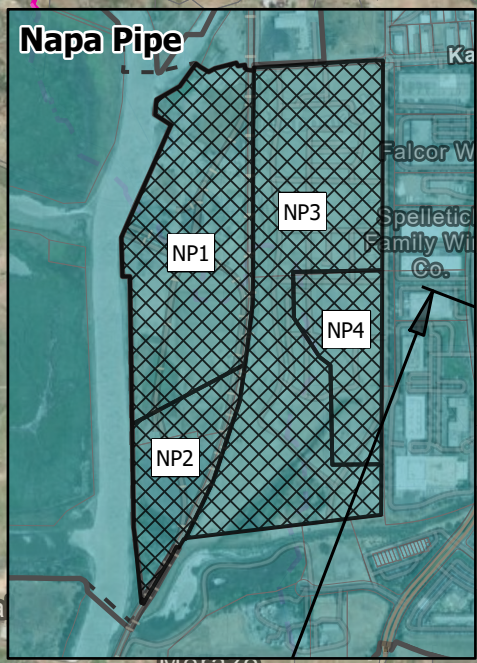
Intensity Criteria ¹	Compatibility Zones								Intensity Criteria Interpretation
	A	B1	B2	B3	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0	50	75	150	100	200	300	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Sitewide Average Density (dwelling units/acre)	Residential Prohibited ²						≤0.2 or 10-25	No limit	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement ²³	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 ³⁴	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> ■ Normally Compatible </div> <div style="text-align: center;"> ■ Conditional </div> <div style="text-align: center;"> ■ Incompatible </div> </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 ⁴⁵									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 ⁶⁶
Any use creating visual or electronic hazards to flight ⁶⁷									
Outdoor Uses (no or limited indoor activities)									
Constructed/Enhanced Land/Water Features:—woods, brush lands, wetlands, reservoirs, detention/retention ponds ⁶⁸									B3, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶⁶
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land ⁶⁹									A: Objects above runway elevation not allowed in OFA ⁷⁰ All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶⁶ ; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms ⁷¹									B1, B2, B3, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶⁶ ; 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 ⁷²									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 ⁷³									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 ⁷⁴									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 ⁷⁵									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 ⁷⁶									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 ⁷⁷									B3, C1: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels) ⁷⁸									B1, B2, B3, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Residential and Lodging Uses									
Single-Family Residential ⁸² : individual dwellings, townhouses, mobile homes, bed and breakfast inns ⁷⁹									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 ⁸² : townhouses, apartments, condominiums ⁸⁰									D2: 10-20-25 dwelling units per acre
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories ⁸¹									
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) ⁸³									D2: Ensure intensity criteria met

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	50	75	150	100	200	300	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits	
Sitewide Average Density (dwelling units/acre)	Residential Prohibited ²						≤0.2 or 10-25	No limit	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply	
Easement / Notification Requirement ²³	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 ³⁴	 Normally Compatible  Conditional  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	
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	
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									D2: Ensure intensity criteria met	
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	

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	50	75	150	100	200	300	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Sitewide Average Density (dwelling units/acre)	Residential Prohibited ²						≤0.2 or 10-25	No limit	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement ²³	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 ³⁴	 Normally Compatible  Conditional  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
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
Light Industrial, Low Intensity: machine shops, wood products, auto repair, cooperages, wineries (with limited tastings and events), low-intensity bottling facilities [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, winery warehousing, 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

- ➔ 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.
- ✳ 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.
- 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.
- ² See Policy 2.7.4, *Development by Right, for exceptions to residential restrictions. Portions of a site may have a lower density of at least 8 dwelling units per acre but the overall density of the site must comply with the density range of 10-25 dwelling units per acre within Compatibility Zone D2.*
- ²³ Airport Proximity Disclosure (APD) required within entire Airport Influence Area (AIA) which includes *Compatibility Zones A through E*. Avigation Easement Dedication also required within *Compatibility Zones A through D1* (see Policy 3.7.1) and a Recorded Overflight Notification (RON) is required within *Compatibility Zone D2* (see Policy 3.6.1).
- ³⁴ 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.
- ¹⁴⁵ 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.
- ⁴⁶ 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, *Hazardous Wildlife Attractants On or Near Airports* and Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports*. 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.
- ⁵⁷ 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.
- ⁶⁸ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See **Exhibit 5-2**.
- ¹⁴² ~~See Policy 2.7.4, *Development by Right, for exceptions to residential restrictions.*~~
- ¹³⁹ 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).
- ⁷¹⁰ See Policy 3.4.9, *Risk-Sensitive Land Uses*, for criteria related to uses having vulnerable occupants.



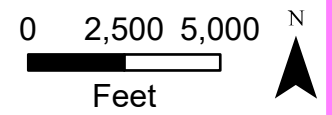
- Draft Compatibility Zones**
- Zone A
 - Zone B1
 - Zone B2
 - Zone B3
 - Zone C
 - Zone D1
 - Zone D2
 - Zone E

- Airport Property³
- City Limits³
- City Sphere of Influence³
- County Boundary³
- Existing Runway¹
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection (RPZ)²
- Future Runway Protection Zone²
- Object Free Area (OFA)²
- Draft Airport Influence Area

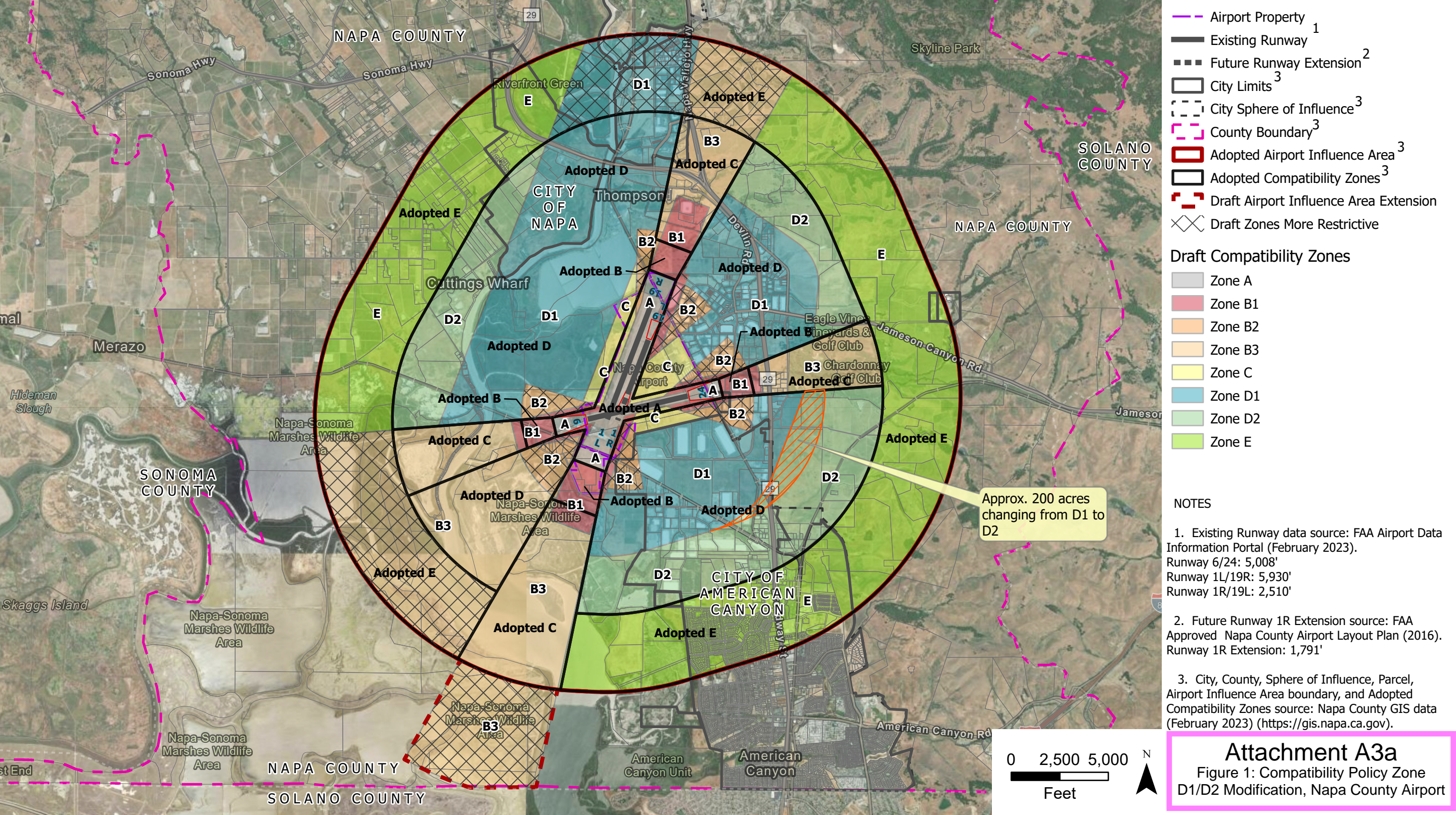
See Site Specific Exception Policy Section 5.3.2 for Napa Pipe Mixed-use Master Planned Development⁴

- NP1: MP-NP-MUR-W Subzone
- NP2: MP-NP-IBP-W Subzone
- NP3: MP-NP-IBP Subzone
- NP4: MP-NP-IL Subzone

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Subzone designation based on City of Napa Zoning Code.



Attachment A3
Exhibit 5-2, Compatibility Policy Map,
Napa County Airport



- Airport Property ¹
- Existing Runway
- Future Runway Extension ²
- City Limits ³
- City Sphere of Influence ³
- County Boundary ³
- Adopted Airport Influence Area ³
- Adopted Compatibility Zones ³
- Draft Airport Influence Area Extension
- Draft Zones More Restrictive

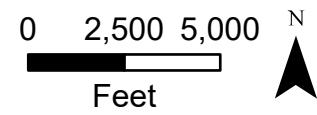
Draft Compatibility Zones

- Zone A
- Zone B1
- Zone B2
- Zone B3
- Zone C
- Zone D1
- Zone D2
- Zone E

NOTES









1. Existing Runway data source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
2. Future Runway 1R Extension source: FAA Approved Napa County Airport Layout Plan (2016).
Runway 1R Extension: 1,791'
3. City, County, Sphere of Influence, Parcel, Airport Influence Area boundary, and Adopted Compatibility Zones source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).

Approx. 200 acres changing from D1 to D2



Attachment A3a
Figure 1: Compatibility Policy Zone D1/D2 Modification, Napa County Airport

Draft Compatibility Zones

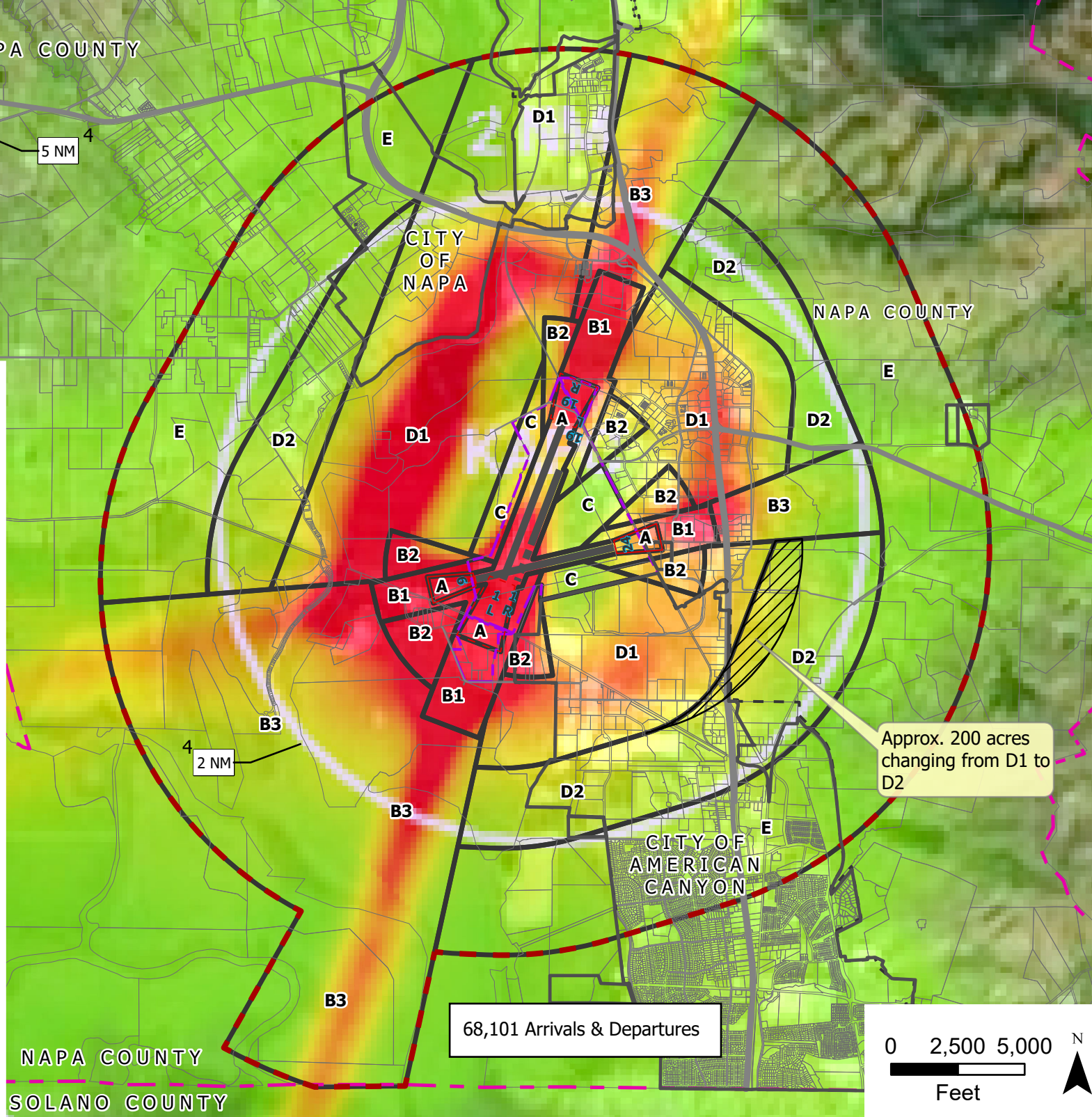
-  Zone A
-  Zone B1
-  Zone B2
-  Zone B3
-  Zone C
-  Zone D1
-  Zone D2
-  Zone E






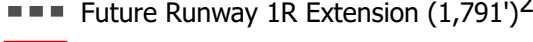



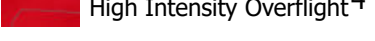


These heat maps geographically depict the relative intensity of aircraft overflights in the vicinity of Napa County Airport. The maps are prepared using software developed by Vector Airport Systems (<https://www.vector-us.com>) and obtained by Napa County Airport. Radar track data available from the FAA is the primary source of information for the maps and is supplemented by data gathered by the Vector software.

This map represents a year of airport activity from July 1, 2023, to June 30, 2024. The map includes both arrivals and departures and the two maps on the next page depict arrivals and departures separately for the same year of activity from July 1, 2023, to June 30, 2024. The area covered is approximately 3.0 nautical miles (about 18,200 feet) from the center of the airport.

To calculate the overflight intensities, the covered area is first divided into a grid of small cells, each 0.1 nautical miles square. The cell touched by the most overflights is set as the highest intensity cell and colored deep red. All other cells touched by 96% to 100% of the number of overflights in the highest intensity cell are also colored deep red. Next, cells touched by 86% to 95% of the highest-intensity cell's number of overflights are colored a lighter red. The remaining cells are then colored in a continual spectrum of colors in 10% increments down to light green cells where the overflight count is only 1% to 5% of the highest-intensity cell's count.

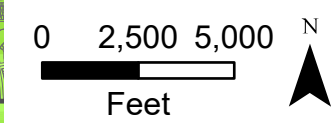
The number of overflights in the highest-intensity cell varies with each of the three heat maps. Each map, though, begins with the highest-intensity cell colored deep red. Therefore, a direct comparison cannot be made between a particular color on one map and the same color on the other maps with regard to the actual number of overflights. That is, deep red cells on the all-flights map experience roughly double the number of overflights in deep red cells shown on the individual arrival and departure maps. The number of overflights represented by each map is shown below the respective map.



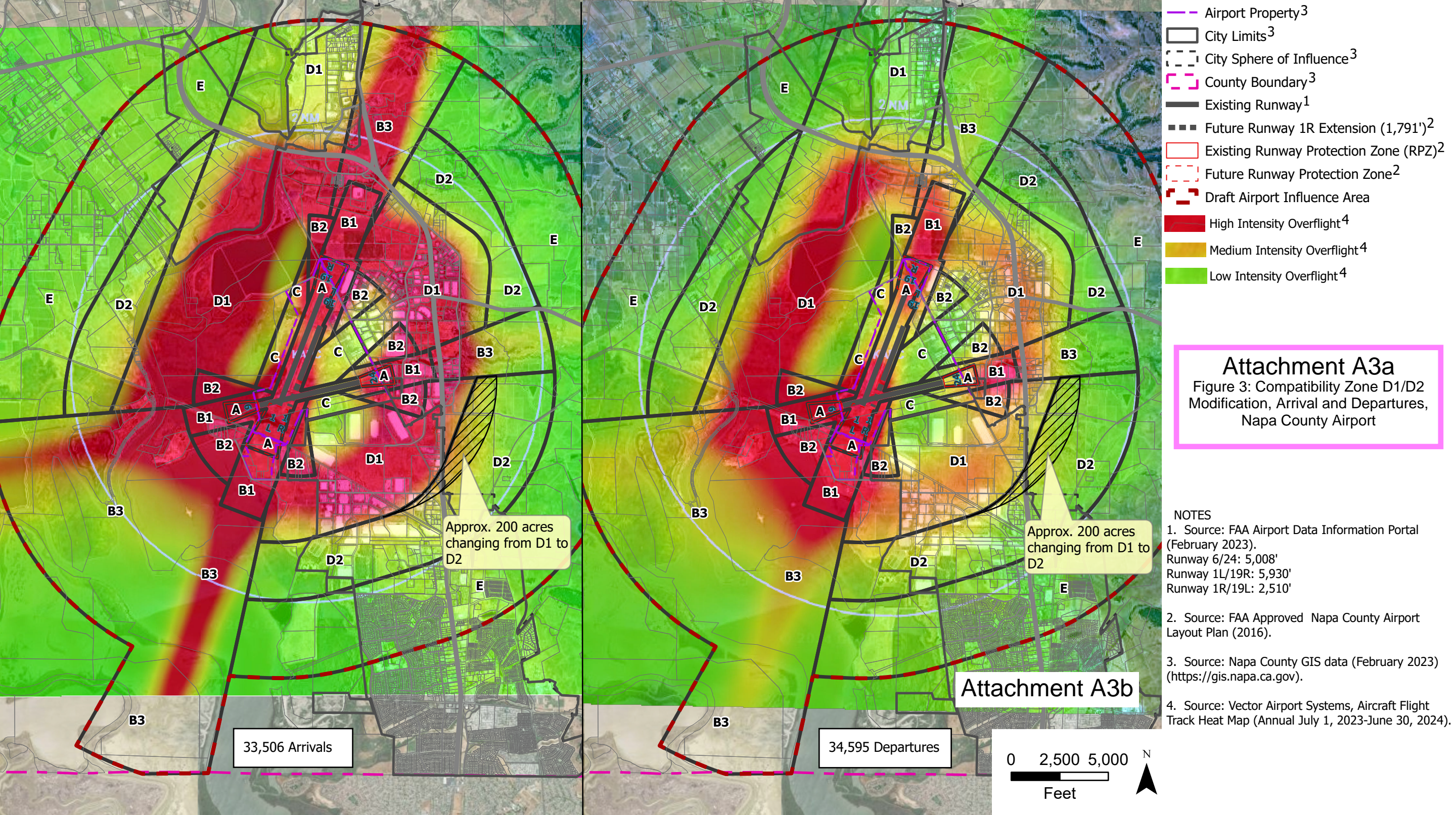
-  Airport Property³
-  City Limits³
-  City Sphere of Influence³
-  County Boundary³
-  Existing Runway¹
-  Future Runway 1R Extension (1,791')²
-  Existing Runway Protection Zone (RPZ)²
-  Future Runway Protection Zone²
-  Draft Airport Influence Area
-  High Intensity Overflight⁴
-  Medium Intensity Overflight⁴
-  Low Intensity Overflight⁴

Attachment A3a
Figure 2: Compatibility Zone D1/D2 Modification, Annual Flight Tracks, Napa County Airport

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Source: Vector Airport Systems, Aircraft Activity Heat Map (Annual July 1, 2023-June 30, 2024). Gray lines represents a 2 and 5 Nautical Mile boundary used for radar collection.



68,101 Arrivals & Departures



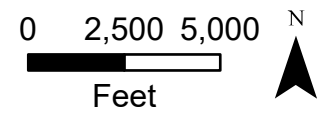
- Airport Property³
- City Limits³
- City Sphere of Influence³
- County Boundary³
- Existing Runway¹
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- Draft Airport Influence Area
- High Intensity Overflight⁴
- Medium Intensity Overflight⁴
- Low Intensity Overflight⁴

Attachment A3a
 Figure 3: Compatibility Zone D1/D2 Modification, Arrival and Departures, Napa County Airport

33,506 Arrivals

34,995 Departures

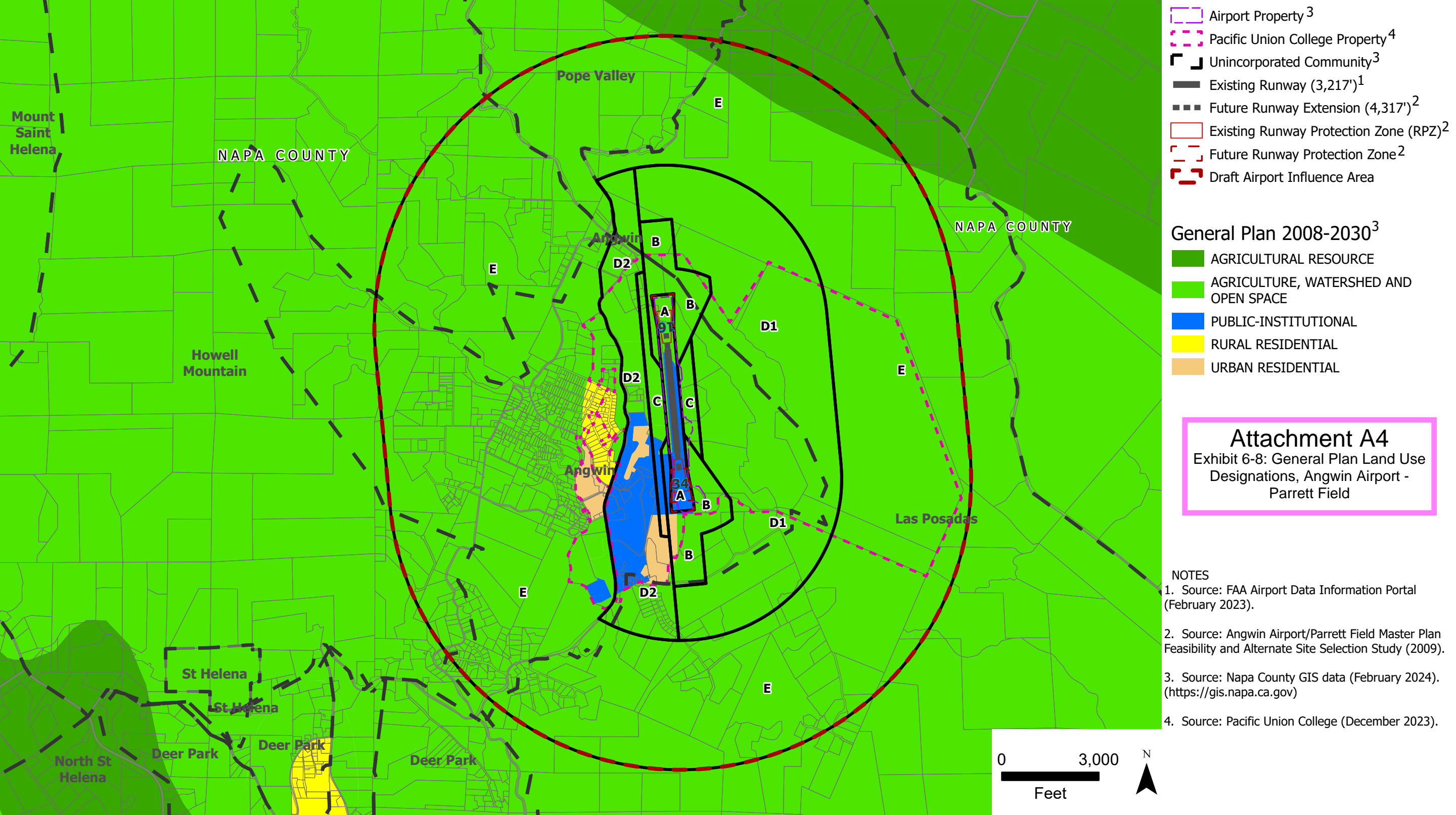
Attachment A3b



Approx. 200 acres changing from D1 to D2

Approx. 200 acres changing from D1 to D2

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
 Runway 6/24: 5,008'
 Runway 1L/19R: 5,930'
 Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Source: Vector Airport Systems, Aircraft Flight Track Heat Map (Annual July 1, 2023-June 30, 2024).



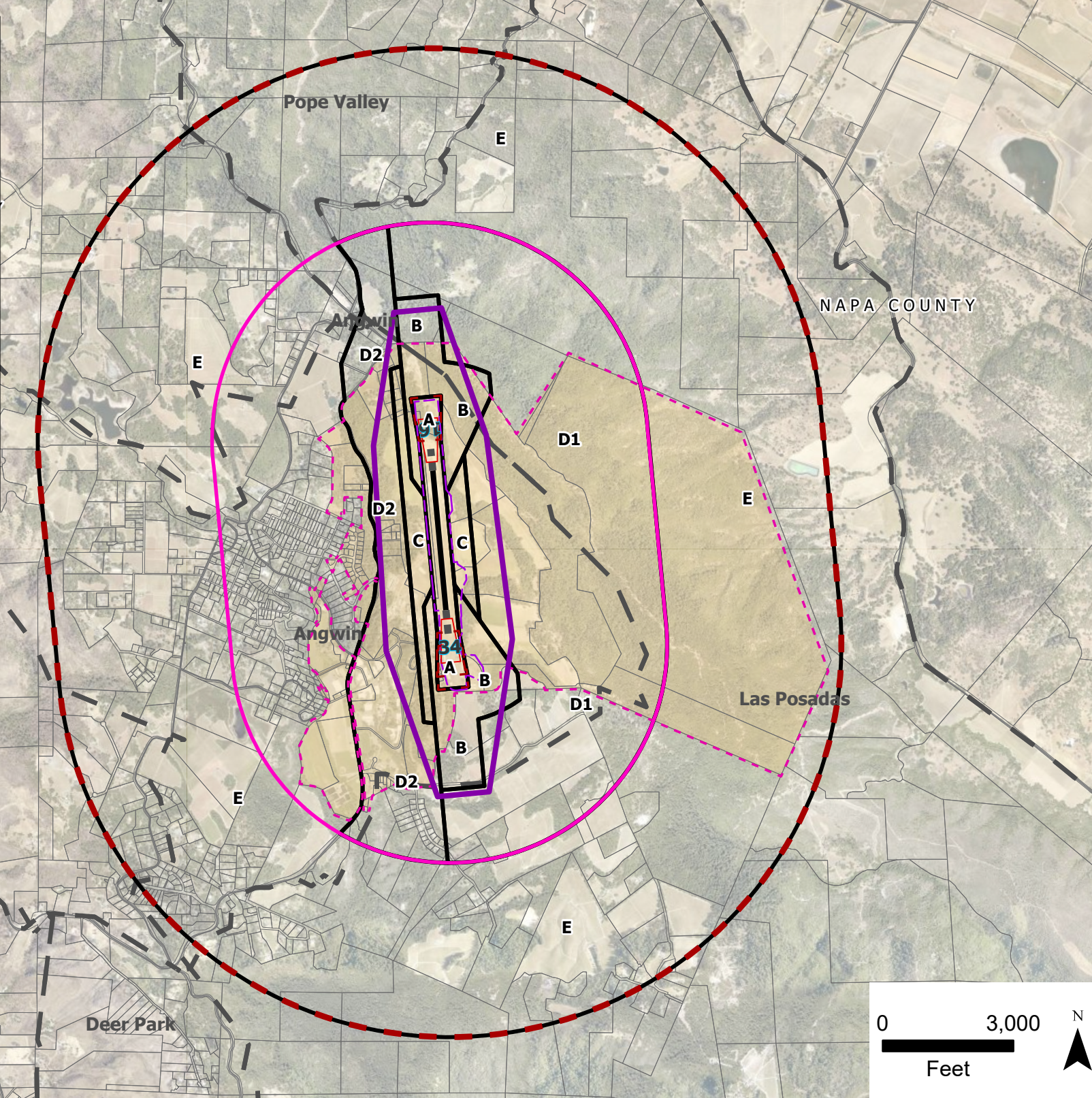
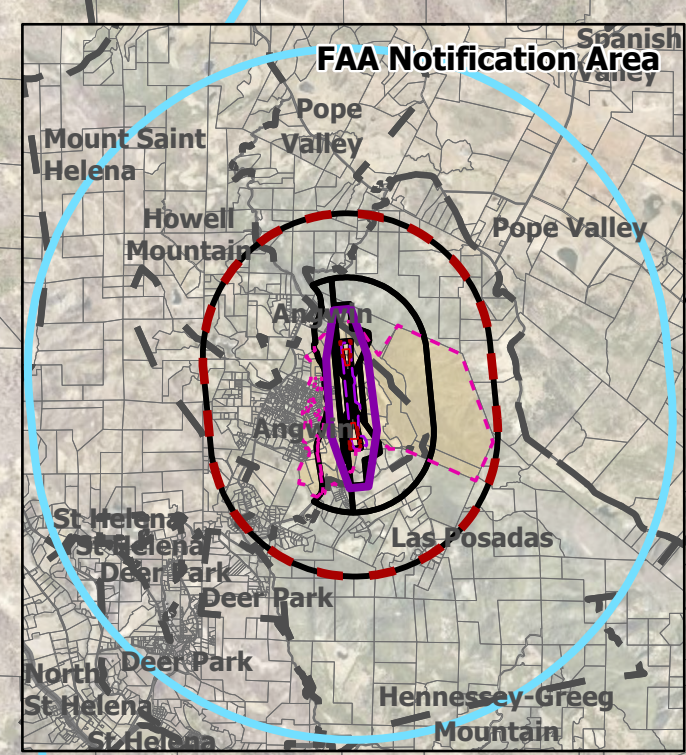
- Airport Property³
- Pacific Union College Property⁴
- Unincorporated Community³
- Existing Runway (3,217')¹
- Future Runway Extension (4,317')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- Draft Airport Influence Area

- General Plan 2008-2030³**
- AGRICULTURAL RESOURCE
 - AGRICULTURE, WATERSHED AND OPEN SPACE
 - PUBLIC-INSTITUTIONAL
 - RURAL RESIDENTIAL
 - URBAN RESIDENTIAL

Attachment A4
Exhibit 6-8: General Plan Land Use Designations, Angwin Airport - Parrett Field

- NOTES
1. Source: FAA Airport Data Information Portal (February 2023).
 2. Source: Angwin Airport/Parrett Field Master Plan Feasibility and Alternate Site Selection Study (2009).
 3. Source: Napa County GIS data (February 2024). (<https://gis.napa.ca.gov>)
 4. Source: Pacific Union College (December 2023).





- Airport Property³
- Pacific Union College Property⁴
- Unincorporated Community³
- Existing Runway (3,217')¹
- Future Runway (4,317')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- Draft Airport Influence Area
- Draft Compatibility Zones A - E
- Airspace Policy Zones**
- Wildlife Hazard Critical Zone (5,000 ft)⁵
- Airspace Critical Protection Zone⁶
- FAA Notification Surface (100:1 Slope for 20,000 ft)⁷

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
 2. Source: Angwin Airport/Parrett Field Master Plan Feasibility and Alternate Site Selection Study (2009).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Source: Pacific Union College (December 2023).
 5. Source: FAA Advisory Circular 150/5200-33C; Hazard Wildlife Attractants on or near Airports.
 6. Includes the Part 77 airspace surfaces where these surfaces intersect with the horizontal surface together with the Airspace High Terrain Zone (Policy 3.5.1(b)).
 7. Source: FAA - CFR Part 77; Objects Affecting Navigable Airspace.



Attachment A4
Exhibit 6-9: General Plan Land Use Designations, Angwin Airport

EXHIBIT 7-2: AIRPORT FEATURES SUMMARY

<p>GENERAL INFORMATION ^a</p> <ul style="list-style-type: none"> ▪ Airport Ownership: County of Napa ▪ Property Size <ul style="list-style-type: none"> – 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) <hr/> <p>RUNWAY/TAXIWAY DESIGN ^a</p> <p>Runway 1L-19R</p> <ul style="list-style-type: none"> ▪ 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) <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – Current: Medium-Intensity Runway Edge Lighting (MIRL); Runway 1L Medium-Intensity Approach Lighting System (MALS) – Future: High-Intensity Runway Edge Lighting (HIRL) ▪ Runway Markings: <ul style="list-style-type: none"> – Runway 1L: precision – Runway 19R: non-precision <p>Runway 1R-19L</p> <ul style="list-style-type: none"> ▪ Runway Design Code: B-I (small)-VIS; future: C-III-2400 ▪ Critical Aircraft: Piper PA-28R; future: no change ▪ Dimensions: <ul style="list-style-type: none"> – 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) <ul style="list-style-type: none"> – 12,500 lbs. (single-wheel) ▪ Effective Gradient: 0.34% ▪ Runway Lighting: None ▪ Runway Markings: <ul style="list-style-type: none"> – Runway 1R: visual – Runway 19L: visual <p>Runway 6-24</p> <ul style="list-style-type: none"> ▪ 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) <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – Medium-Intensity Runway Edge Lighting (MIRL) ▪ Runway Markings: <ul style="list-style-type: none"> – Runway 6: non-precision – Runway 24: non-precision 	<p>APPROACH PROTECTION ^a</p> <p>Runway Protection Zones (RPZs)</p> <ul style="list-style-type: none"> ▪ Runway 1L: <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – Based on B-I visual – Width 250 ft. inner, 450 ft. outer; length 1,000 ft. – All on airport property ▪ Runway 19L: <ul style="list-style-type: none"> – Based on B-I visual – Width 250 ft. inner, 450 ft. outer; length 1,000 ft. – All on airport property ▪ Runway 6: <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – 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. <p>Approach Obstacles</p> <ul style="list-style-type: none"> ▪ All Runways: None <hr/> <p>BUILDING AREA ^{a/c}</p> <p>Locations</p> <ul style="list-style-type: none"> ▪ Area east of Taxiway A: <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – California Highway Patrol (CHP) facility – FAA Air Traffic Control Facility – Box hangars <p>Services</p> <ul style="list-style-type: none"> ▪ 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; 11/8 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 19R RNAV (GPS):**
 - RNAV with Final Approach Course offset 20° westward
Category A/B – 650 ft. AGL Min. Decent Altitude: 1 mile Visibility
Category C/D – 650 ft. AGL Min. Decent Altitude: 1-7/8 mile Visibility
 - Circling
Category A/B – 644 ft. AGL Min. Decent Altitude: 1 mile Visibility
Category C – 1,244 ft. AGL Min. Decent Altitude: 3 mile Visibility
Category D – 1,264 ft. AGL Min. Decent 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), 1¼ (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; 1¼ mile Visibility (Cat. A), 1½ (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; 1¼ mile Visibility (Category A), 1½ (Cat. B), 3 (Cat. C/D)
 - Circling (Category A/B) – 1,000 ft. AGL Min. Descent Altitude; 1¼ mile Visibility (Category A), 1½ (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

Draft Compatibility Zones

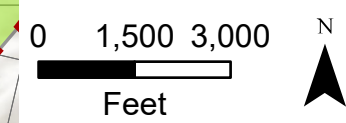
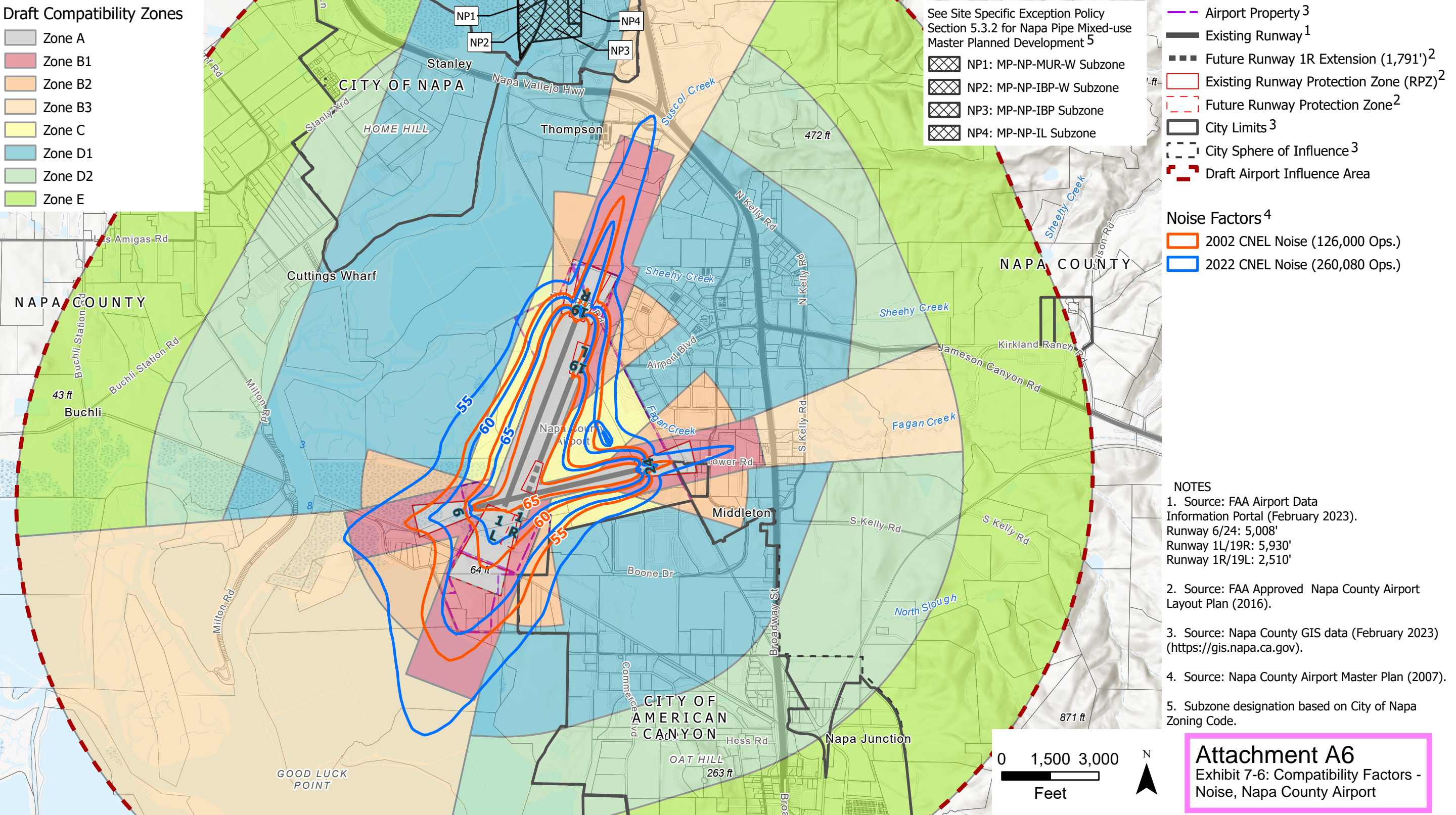
- Zone A
- Zone B1
- Zone B2
- Zone B3
- Zone C
- Zone D1
- Zone D2
- Zone E

- See Site Specific Exception Policy Section 5.3.2 for Napa Pipe Mixed-use Master Planned Development ⁵
- NP1: MP-NP-MUR-W Subzone
 - NP2: MP-NP-IBP-W Subzone
 - NP3: MP-NP-IBP Subzone
 - NP4: MP-NP-IL Subzone

- Airport Property ³
- Existing Runway ¹
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- City Limits ³
- City Sphere of Influence ³
- Draft Airport Influence Area

- ### Noise Factors ⁴
- 2002 CNEL Noise (126,000 Ops.)
 - 2022 CNEL Noise (260,080 Ops.)

- ### NOTES
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Source: Napa County Airport Master Plan (2007).
 5. Subzone designation based on City of Napa Zoning Code.



Attachment A6
Exhibit 7-6: Compatibility Factors - Noise, Napa County Airport

Draft Compatibility Zones

- Zone A
- Zone B1
- Zone B2
- Zone B3
- Zone C
- Zone D1
- Zone D2
- Zone E

See Site Specific Exception Policy Section 5.3.2 for Napa Pipe Mixed-use Master Planned Development 6

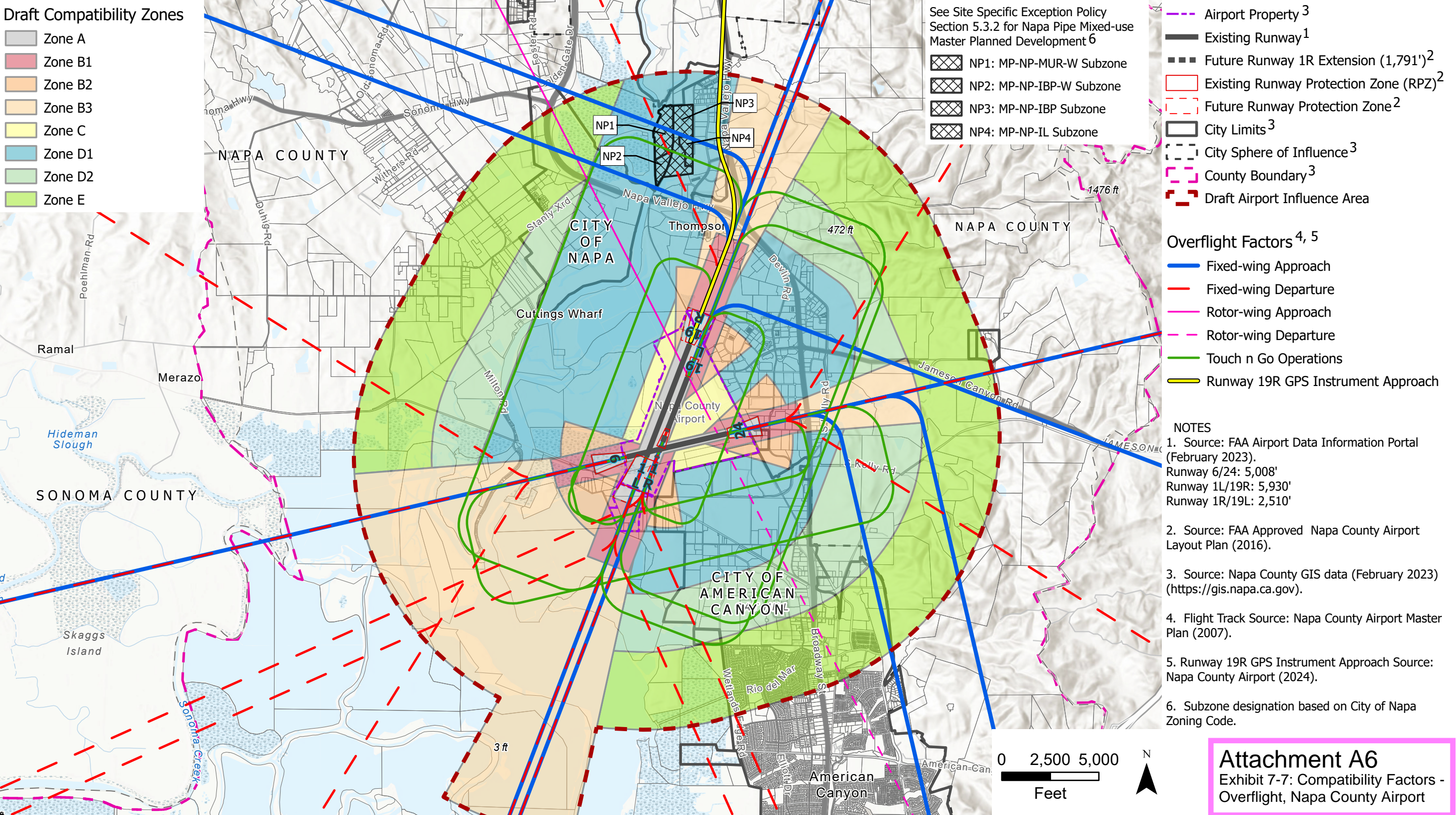
- NP1: MP-NP-MUR-W Subzone
- NP2: MP-NP-IBP-W Subzone
- NP3: MP-NP-IBP Subzone
- NP4: MP-NP-IL Subzone

- Airport Property 3
- Existing Runway 1
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- City Limits³
- City Sphere of Influence³
- County Boundary³
- Draft Airport Influence Area

Overflight Factors 4, 5

- Fixed-wing Approach
- Fixed-wing Departure
- Rotor-wing Approach
- Rotor-wing Departure
- Touch n Go Operations
- Runway 19R GPS Instrument Approach

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Flight Track Source: Napa County Airport Master Plan (2007).
 5. Runway 19R GPS Instrument Approach Source: Napa County Airport (2024).
 6. Subzone designation based on City of Napa Zoning Code.



Attachment A6
Exhibit 7-7: Compatibility Factors - Overflight, Napa County Airport

Draft Compatibility Zones

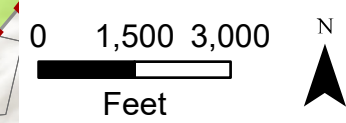
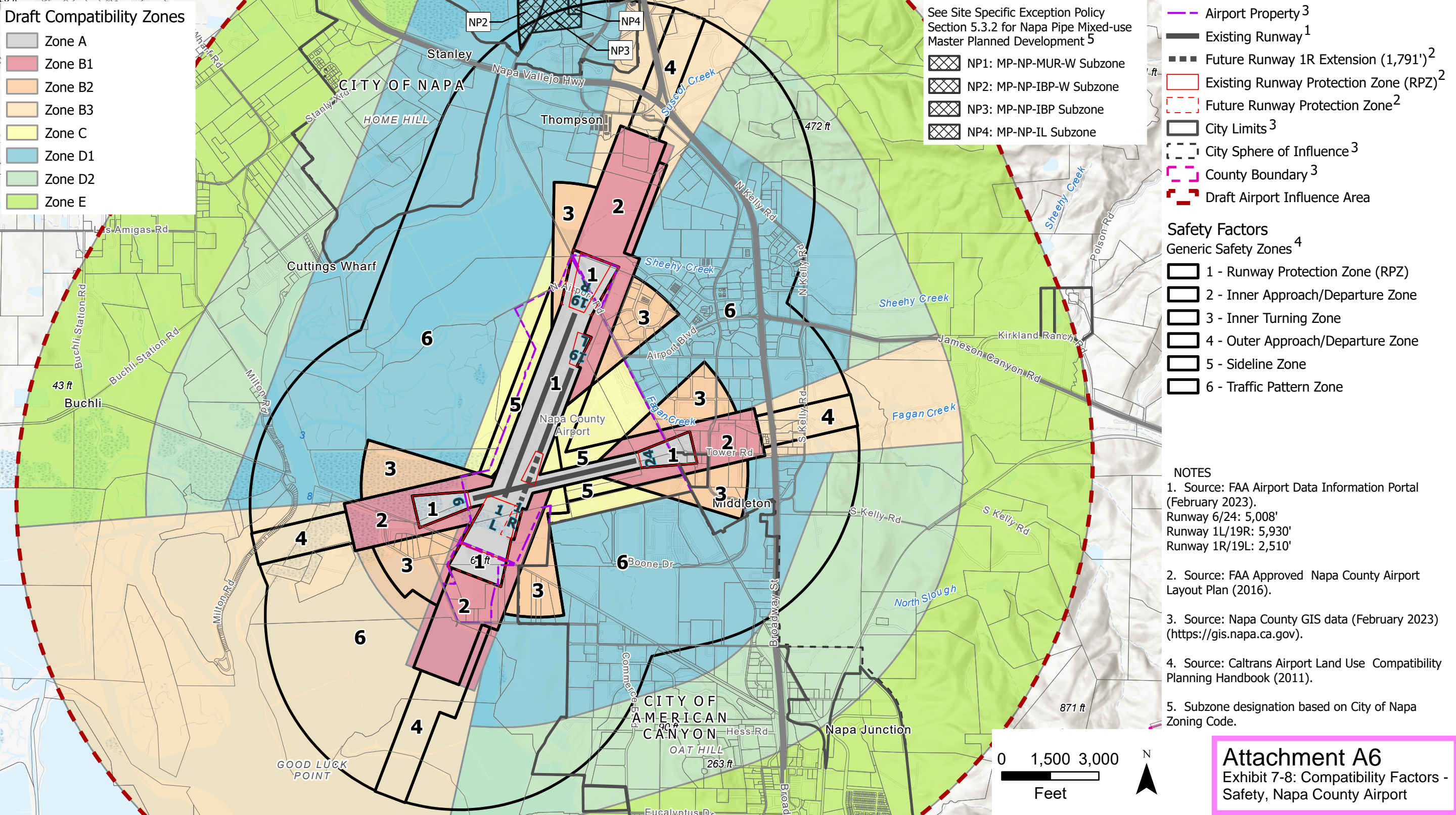
- Zone A
- Zone B1
- Zone B2
- Zone B3
- Zone C
- Zone D1
- Zone D2
- Zone E

- See Site Specific Exception Policy Section 5.3.2 for Napa Pipe Mixed-use Master Planned Development 5
- NP1: MP-NP-MUR-W Subzone
 - NP2: MP-NP-IBP-W Subzone
 - NP3: MP-NP-IBP Subzone
 - NP4: MP-NP-IL Subzone

- Airport Property 3
- Existing Runway 1
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- City Limits³
- City Sphere of Influence³
- County Boundary³
- Draft Airport Influence Area

- Safety Factors**
- Generic Safety Zones 4
- 1 - Runway Protection Zone (RPZ)
 - 2 - Inner Approach/Departure Zone
 - 3 - Inner Turning Zone
 - 4 - Outer Approach/Departure Zone
 - 5 - Sideline Zone
 - 6 - Traffic Pattern Zone

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Source: Caltrans Airport Land Use Compatibility Planning Handbook (2011).
 5. Subzone designation based on City of Napa Zoning Code.



Draft Compatibility Zones

- Zone A
- Zone B1
- Zone B2
- Zone B3
- Zone C
- Zone D1
- Zone D2
- Zone E

Airspace Policy Zones

- Airspace Critical Protection Zone⁷
- Wildlife Hazard Critical Zone (10,000 ft)⁸
- FAA Notification Area (100:1 Slope for 20,000 ft)⁵

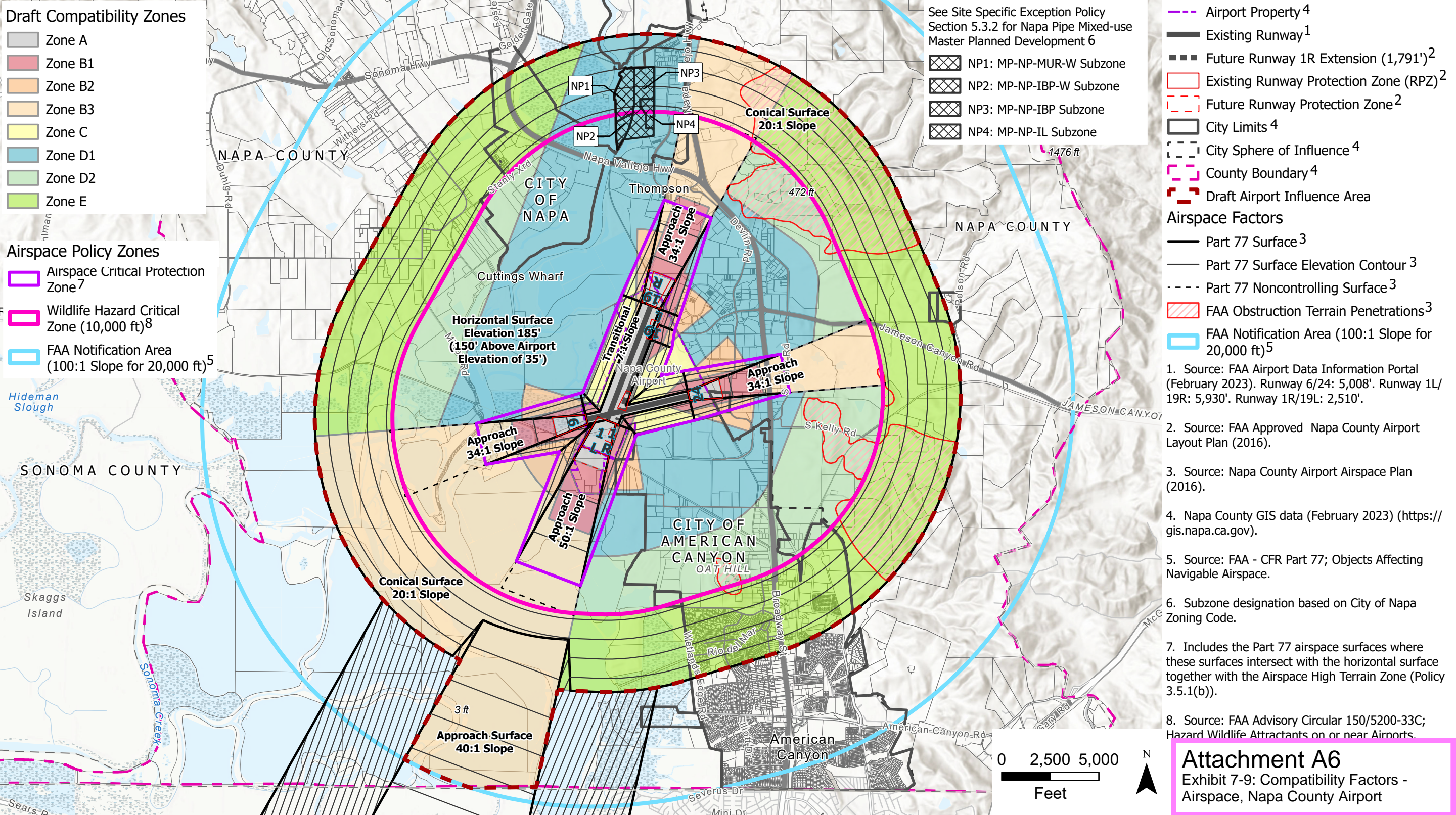
See Site Specific Exception Policy Section 5.3.2 for Napa Pipe Mixed-use Master Planned Development 6

- NP1: MP-NP-MUR-W Subzone
- NP2: MP-NP-IBP-W Subzone
- NP3: MP-NP-IBP Subzone
- NP4: MP-NP-IL Subzone










- Airport Property⁴
- Existing Runway¹
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- City Limits⁴
- City Sphere of Influence⁴
- County Boundary⁴
- Draft Airport Influence Area

- Airspace Factors**
- Part 77 Surface³
 - Part 77 Surface Elevation Contour³
 - Part 77 Noncontrolling Surface³
 - FAA Obstruction Terrain Penetrations³
 - FAA Notification Area (100:1 Slope for 20,000 ft)⁵

1. Source: FAA Airport Data Information Portal (February 2023). Runway 6/24: 5,008'. Runway 1L/19R: 5,930'. Runway 1R/19L: 2,510'.
2. Source: FAA Approved Napa County Airport Layout Plan (2016).
3. Source: Napa County Airport Airspace Plan (2016).
4. Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
5. Source: FAA - CFR Part 77; Objects Affecting Navigable Airspace.
6. Subzone designation based on City of Napa Zoning Code.
7. Includes the Part 77 airspace surfaces where these surfaces intersect with the horizontal surface together with the Airspace High Terrain Zone (Policy 3.5.1(b)).
8. Source: FAA Advisory Circular 150/5200-33C; Hazard Wildlife Attractants on or near Airports.



Draft Compatibility Zones

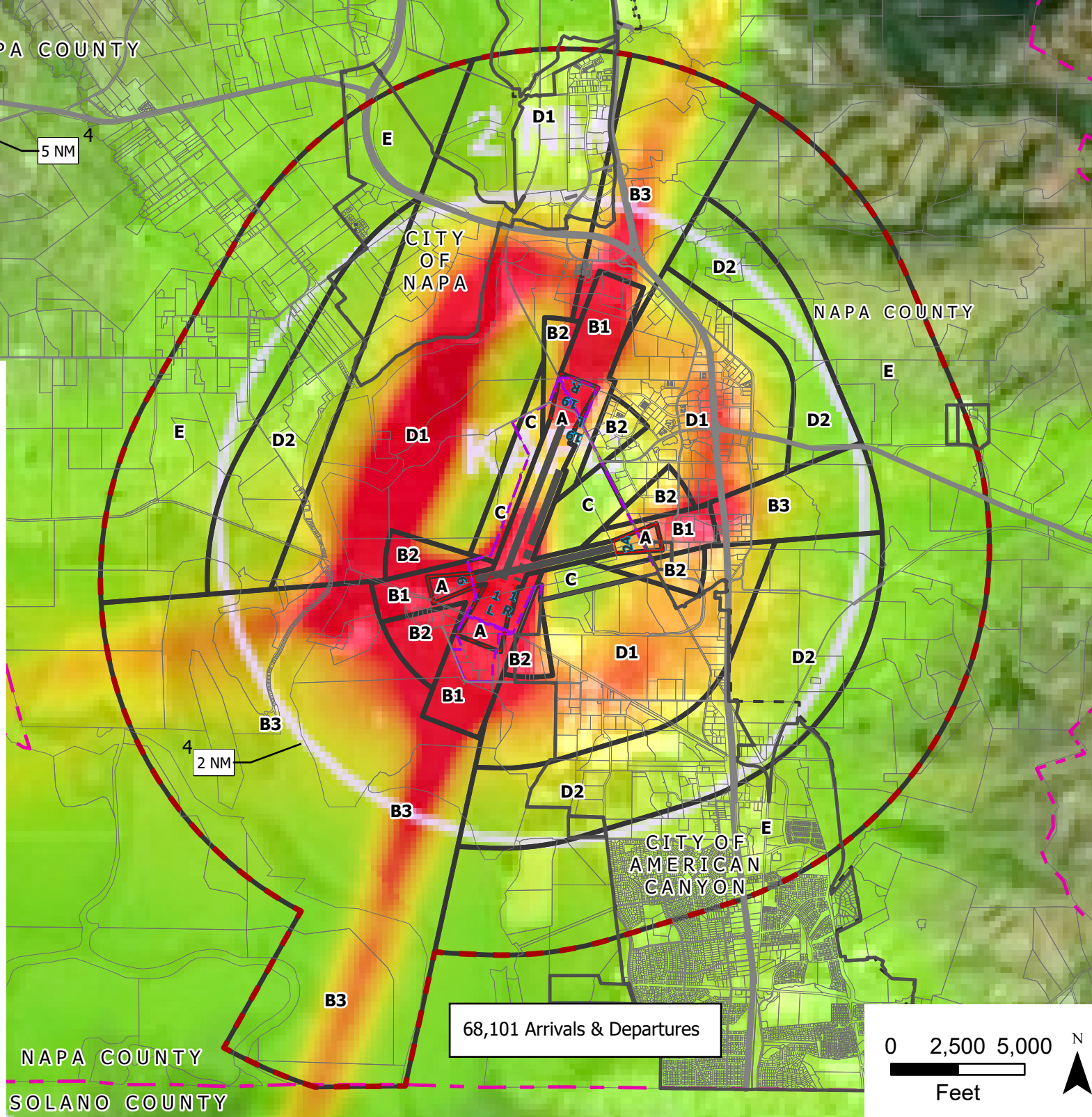
-  Zone A
-  Zone B1
-  Zone B2
-  Zone B3
-  Zone C
-  Zone D1
-  Zone D2
-  Zone D3
-  Zone E






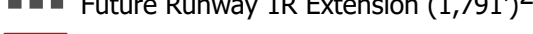
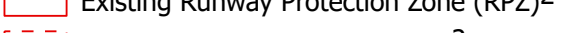

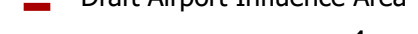
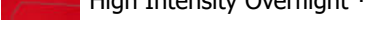

These heat maps geographically depict the relative intensity of aircraft overflights in the vicinity of Napa County Airport. The maps are prepared using software developed by Vector Airport Systems (<https://www.vector-us.com>) and obtained by Napa County Airport. Radar track data available from the FAA is the primary source of information for the maps and is supplemented by data gathered by the Vector software.

This map represents a year of airport activity from July 1, 2023, to June 30, 2024. The map includes both arrivals and departures and the two maps on the next page depict arrivals and departures separately for the same year of activity from July 1, 2023, to June 30, 2024. The area covered is approximately 3.0 nautical miles (about 18,200 feet) from the center of the airport.

To calculate the overflight intensities, the covered area is first divided into a grid of small cells, each 0.1 nautical miles square. The cell touched by the most overflights is set as the highest intensity cell and colored deep red. All other cells touched by 96% to 100% of the number of overflights in the highest intensity cell are also colored deep red. Next, cells touched by 86% to 95% of the highest-intensity cell's number of overflights are colored a lighter red. The remaining cells are then colored in a continual spectrum of colors in 10% increments down to light green cells where the overflight count is only 1% to 5% of the highest-intensity cell's count.

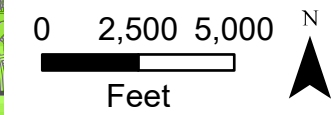
The number of overflights in the highest-intensity cell varies with each of the three heat maps. Each map, though, begins with the highest-intensity cell colored deep red. Therefore, a direct comparison cannot be made between a particular color on one map and the same color on the other maps with regard to the actual number of overflights. That is, deep red cells on the all-flights map experience roughly double the number of overflights in deep red cells shown on the individual arrival and departure maps. The number of overflights represented by each map is shown below the respective map.



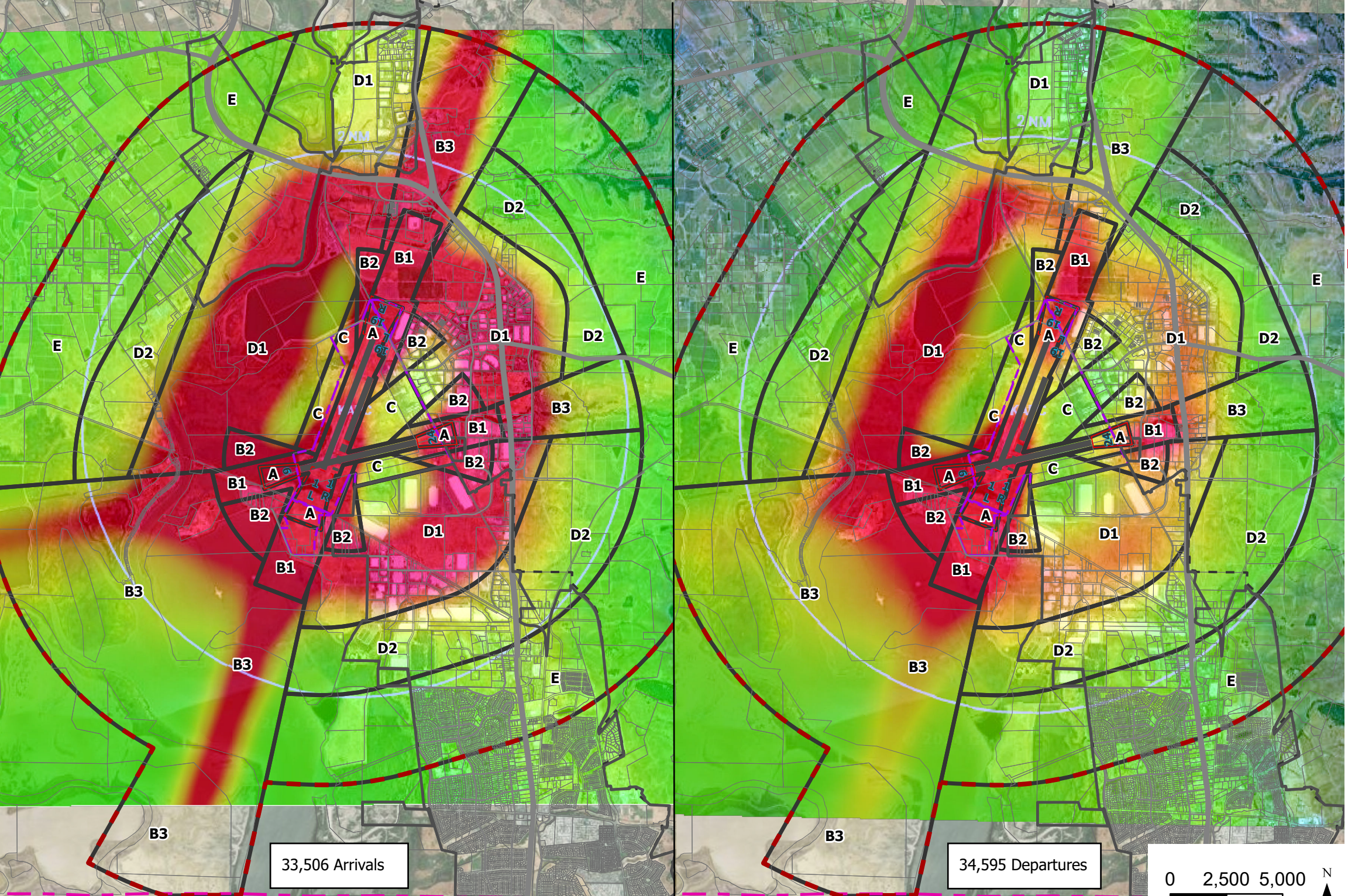
-  Airport Property³
-  City Limits³
-  City Sphere of Influence³
-  County Boundary³
-  Existing Runway¹
-  Future Runway 1R Extension (1,791')²
-  Existing Runway Protection Zone (RPZ)²
-  Future Runway Protection Zone²
-  Draft Airport Influence Area
-  High Intensity Overflight⁴
-  Medium Intensity Overflight⁴
-  Low Intensity Overflight⁴

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Source: Vector Airport Systems, Aircraft Activity Heat Map (Annual July 1, 2023-June 30, 2024). Gray lines represents a 2 and 5 Nautical Mile boundary used for radar collection.

68,101 Arrivals & Departures



Attachment A6
Exhibit 7-10a: Flight Track Heat Map, Napa County Airport

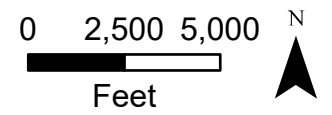


- Airport Property³
- City Limits³
- City Sphere of Influence³
- County Boundary³
- Existing Runway¹
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- Draft Airport Influence Area
- High Intensity Overflight⁴
- Medium Intensity Overflight⁴
- Low Intensity Overflight⁴

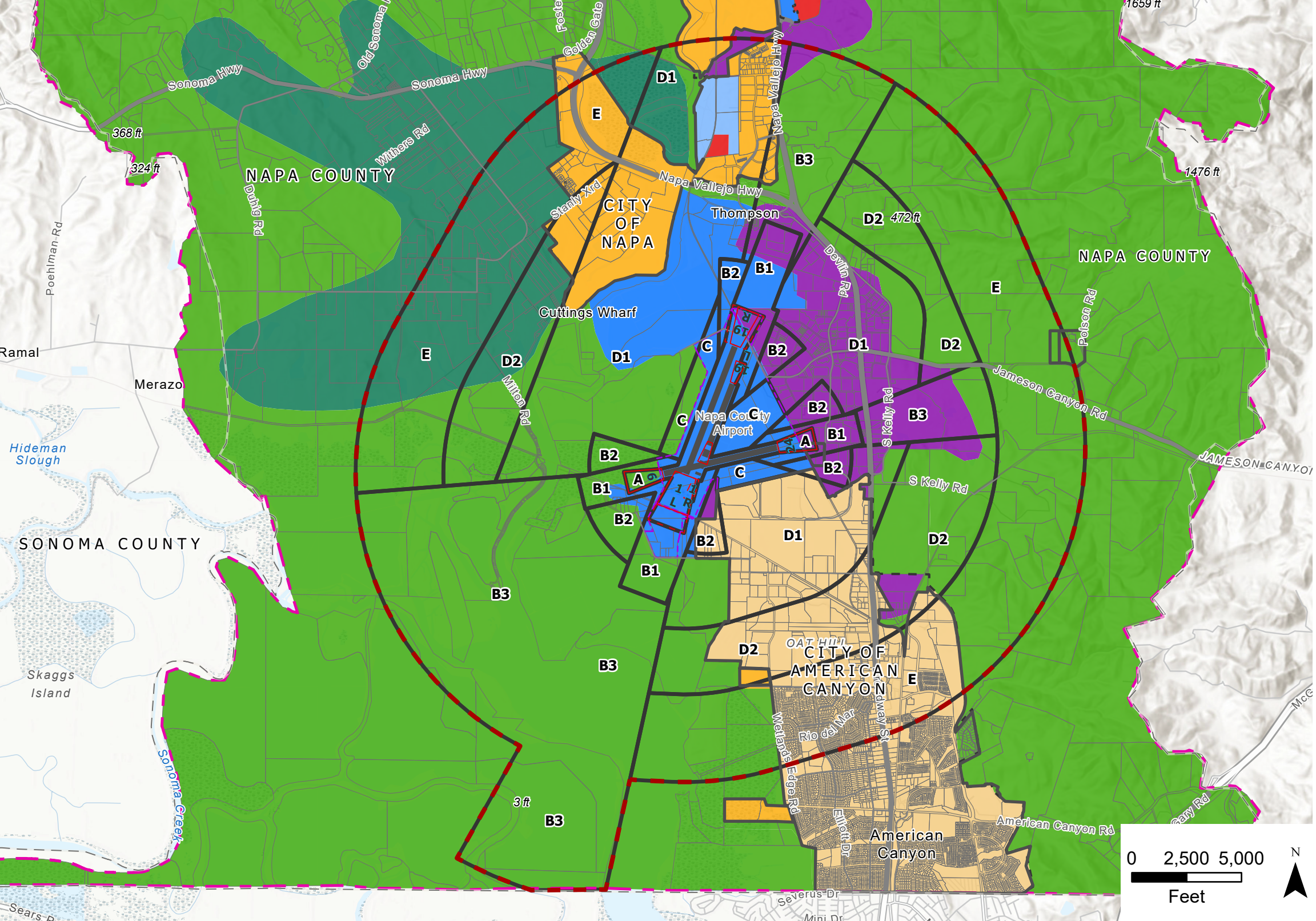
- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Source: Vector Airport Systems, Aircraft Flight Track Heat Map (Annual July 1, 2023-June 30, 2024).

33,506 Arrivals

34,595 Departures



Attachment A6
Exhibit 7-10b: Flight Track Heat Map, Napa County Airport

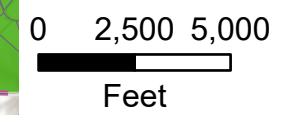


- Airport Property³
- City Limits³
- City Sphere of Influence³
- County Boundary³
- Existing Runway¹
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- Draft Airport Influence Area

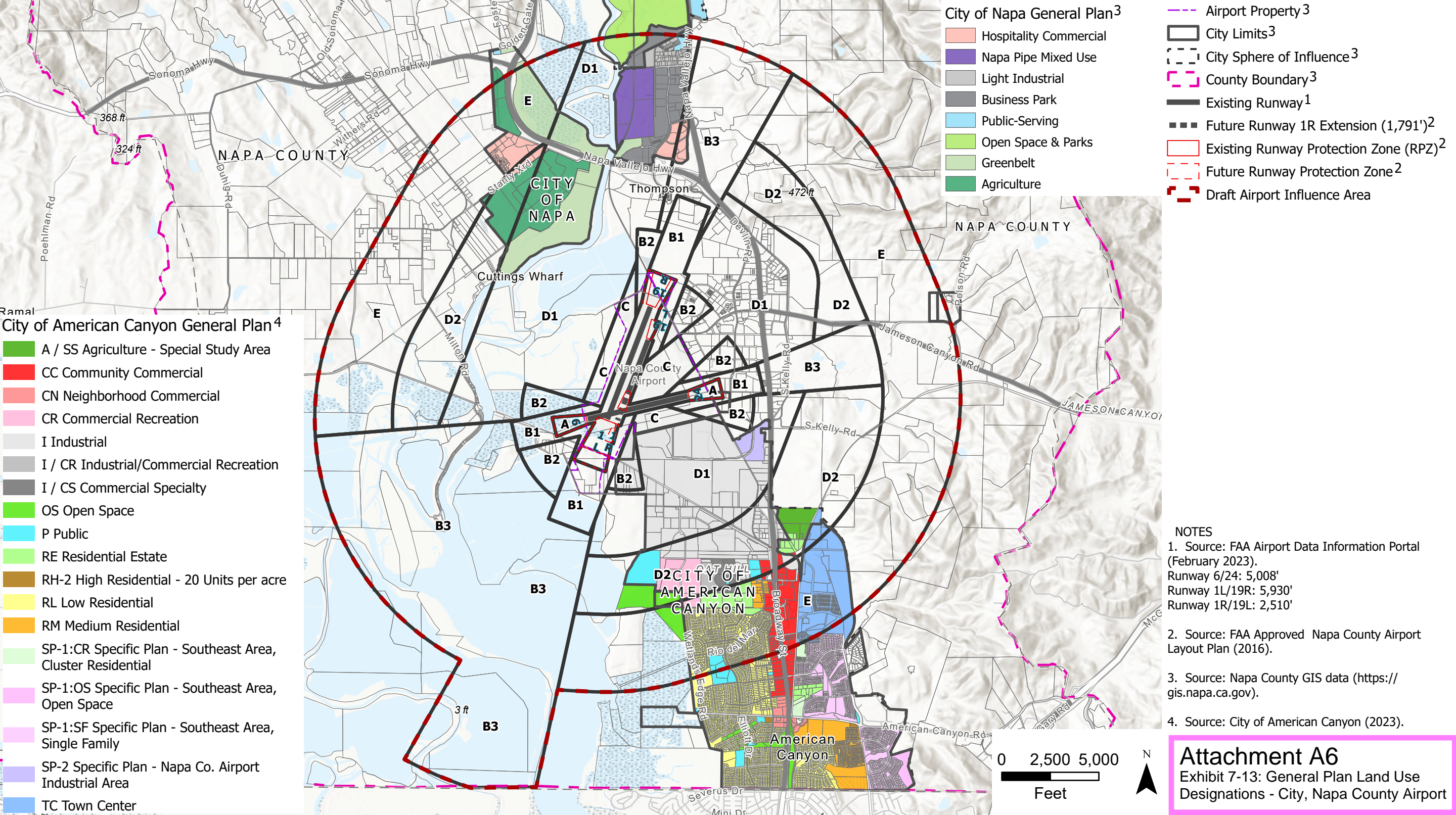
General Plan 2008-2030³

- STUDY AREA
- CITIES
- URBAN RESIDENTIAL
- INDUSTRIAL
- PUBLIC-INSTITUTIONAL
- NAPA PIPE MIXED USE
- AGRICULTURE, WATERSHED AND OPEN SPACE
- AGRICULTURAL RESOURCE
- MINERAL RESOURCES

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (<https://gis.napa.ca.gov/>)



Attachment A6
Exhibit 7-12: General Plan Land Use Designations - County, Napa County Airport



City of Napa General Plan³

- Hospitality Commercial
- Napa Pipe Mixed Use
- Light Industrial
- Business Park
- Public-Serving
- Open Space & Parks
- Greenbelt
- Agriculture

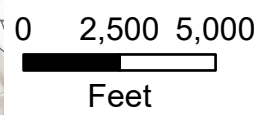
Airport Property³

- City Limits³
- City Sphere of Influence³
- County Boundary³
- Existing Runway¹
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- Draft Airport Influence Area

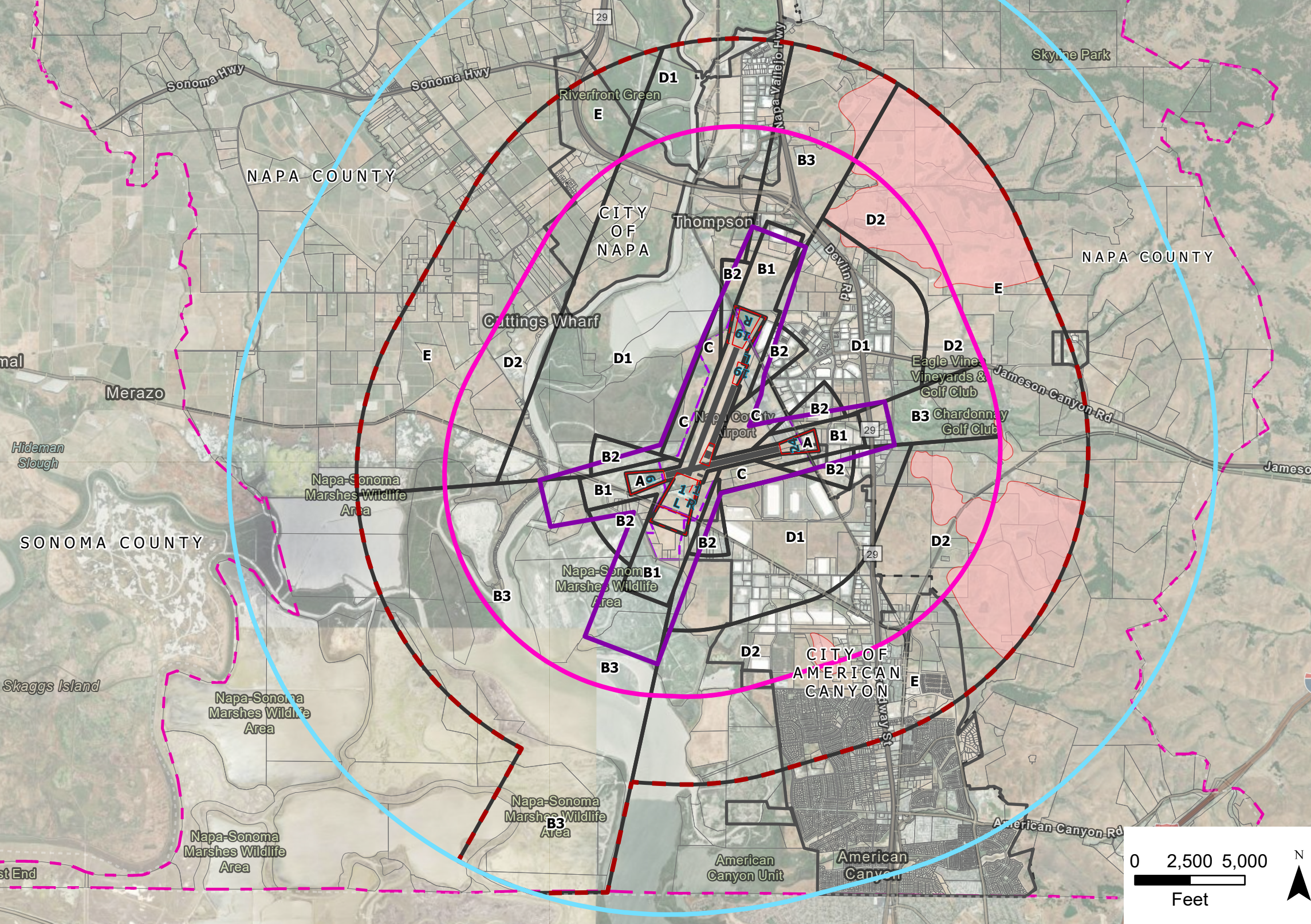
City of American Canyon General Plan⁴

- A / SS Agriculture - Special Study Area
- CC Community Commercial
- CN Neighborhood Commercial
- CR Commercial Recreation
- I Industrial
- I / CR Industrial/Commercial Recreation
- I / CS Commercial Specialty
- OS Open Space
- P Public
- RE Residential Estate
- RH-2 High Residential - 20 Units per acre
- RL Low Residential
- RM Medium Residential
- SP-1:CR Specific Plan - Southeast Area, Cluster Residential
- SP-1:OS Specific Plan - Southeast Area, Open Space
- SP-1:SF Specific Plan - Southeast Area, Single Family
- SP-2 Specific Plan - Napa Co. Airport Industrial Area
- TC Town Center

- NOTES**
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'
 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (<https://gis.napa.ca.gov>).
 4. Source: City of American Canyon (2023).



Attachment A6
Exhibit 7-13: General Plan Land Use Designations - City, Napa County Airport



- Airport Property⁴
- City Limits⁴
- City Sphere of Influence⁴
- County Boundary⁴
- Existing Runway¹
- Future Runway 1R Extension (1,791')²
- Existing Runway Protection Zone (RPZ)²
- Future Runway Protection Zone²
- Draft Airport Influence Area
- Draft Compatibility Zones A - E
- Airspace Policy Zones**
- Airspace Critical Protection Zone⁵
- Airspace High Terrain Zone³
- Wildlife Hazard Critical Zone (10,000 ft)⁶
- FAA Notification Area (100:1 Slope for 20,000 ft)⁷

1. Source: FAA Airport Data Information Portal (February 2023).
 Runway 6/24: 5,008'
 Runway 1L/19R: 5,930'
 Runway 1R/19L: 2,510'

2. Source: FAA Approved Napa County Airport Layout Plan (2016).

3. Source: Napa County Airport Airspace Plan (2016).

4. Source: Napa County GIS data (<https://gis.napa.ca.gov>).

5. Includes the Part 77 airspace surfaces where these surfaces intersect with the horizontal surface together with the Airspace High Terrain Zone (Policy 3.5.1(b)).

6. Source: FAA Advisory Circular 150/5200-33C; Hazard Wildlife Attractants on or near Airports.

7. Source: FAA - CFR Part 77; Objects Affecting Navigable Airspace.

