

Attachment B

Addendum No. 3

Draft Napa Countywide Airport Land Use Compatibility Plan

December 4, 2024 Public Draft

(Updated 12/3/24)

Addendum No. 3 consolidates Addenda No. 1 and 2, both dated November 5, 2024, to clearly show the complete list of proposed revisions which have been incorporated into the Final Draft ALUCP dated December 4, 2024. This addendum includes 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 D**). Additions are shown as underlined text; deletions are shown as ~~strikeouts~~. Only substantive changes are identified below; minor typographical corrections (e.g., grammar, footnote numbers, and policy cross references) are not called out. 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 Section 1.5.1 as follows:

1.5.1 *Napa County Airport Land Use Commission (ALUC)*: The Napa County ALUC was established in 1970 by Board of Supervisors Resolution No. 70-159 and pursuant to Public Utilities Code Section 21670.1. Under this resolution, the Napa County Planning Commission and the Napa County Airport Committee jointly served as the Napa County ALUC.

The 1970 resolution was rescinded in 1975 by Resolution No. 75-51 and the Napa County Planning Commission, previously renamed as the Conservation, Development, and Planning Commission, was designated to act by itself as the ALUC. The Select Committee of Mayors for the County of Napa determined by majority vote that this designation was appropriate.

A subsequent 1987 change in the state statute dictated that when a designated body serves as the ALUC in a county, as was the case under the 1975 resolution, that body must be augmented by at least two members having “expertise in aviation” as defined in the statute. To fulfill this requirement, the Board of Supervisors adopted Resolution 90-22 in 1990. This resolution states that “anytime there is a change in membership of either the Napa County Conservation, Development, and Planning Commission or the Airport Land Use Commission, this Board shall determine how many members of the Conservation, Development, and Planning Commission have an ‘expertise in aviation.’” Further, “the Board shall augment, to the extent necessary, the Napa County Conservation, Development, and Planning Commission, whenever said Commission functions as the Airport Land Use Commission, by adding up to two persons to ensure that the Airport Land Use Commission is comprised of at least two members having an expertise in aviation as defined in California Public Utilities Code Section 21670(e).” The 1990 resolution remains in effect as of the

time of adoption of the ALUCP contained in this document, and the ALUC is formatted accordingly as a “Designated Body.”¹⁷ Copies of the resolutions are included in Appendix H1.

The Napa County ALUC was established in the 1970s (at that time consisting of the Planning Commission and Airport Advisory Committee). The Napa County ALUC operates under the “Designated Body” format described by the ALUC statutes.¹⁷The ALUC comprises the five Napa County Planning Commissioners and two at large members with aviation expertise, which are appointed by the Board of Supervisors.

Footnote: ¹⁷ See Public Utilities Code Sections 21670.1(a).

Update date references in Paragraph 1.5.5 on page 1-11 regarding the public review period and ALUC hearings. If the December 4, 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 December 4, 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, and again to December 4, 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-Appendix H2 and H3 at the back of this document for copies of the 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 December 4, 2024 ~~DATE~~) and associated CEQA documents are available for review and comment on the Napa County ALUC website (Website <https://www.countyofnapa.org/1603/Airport-Land-Use-Commission>).

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~~ December 4, 2024.
 - (2) **Chapters 2, 3, and 5** for Napa County Airport: ~~month/date~~ December 4, 2024.

Fix typo in 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 within an *Airport Influence Area*.

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*.³⁰
- (a) *Land Use Actions* always requiring *ALUC* review include:
- (1) *Local Agency* adoption or approval of any new general plan, specific plan, or facility master plan, or any amendment thereto, that affects lands within an *Airport Influence Area*. This includes actions that are applicable throughout a land use jurisdiction as well as for development proposals for an individual site.
 - (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 2.5.2 as follows:

- 2.5.2 *Major Land Use Actions:* Under the conditions indicated in Policy **Error! Reference source not found.**, state law allows *ALUCs* to require *Local Agencies* to refer all actions, regulations, and permits involving land within an *Airport Influence Area* to the *ALUC* for review.¹ Rather than reviewing “all actions, regulations, and permits,” the *ALUC* has opted only to review a select list of *Major Land Use Actions*:
- (a) Any of the following types of *Land Use Actions* proposed for land within *Compatibility Zones A, B, C, D1* and *D2* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, C, D1* and *D2* for Napa County Airport:
- (1) Expansion of the sphere of influence of a city or special district if the expansion includes or supports future land use development within the expansion area and is not merely extending services to existing land uses.

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.⁴³
 - (3) Construction of a single accessory dwelling unit on a legal lot of record in an area zoned for single-family residential, multifamily, or mixed-use as defined by state law and local regulations.⁴⁴
 - (4) Construction of a single junior accessory dwelling unit on a legal lot of record in an area zoned for single-family residential as defined by state law and local regulations.⁴⁵
 - (5) Construction or establishment of a family day care home serving 14 or fewer children either in an existing dwelling or in a new dwelling permitted by the policies of this *ALUCP*.
 - (6) One caretaker unit is allowed on a property where the principal use is nonresidential (e.g., a mini-storage facility).⁴⁶
- (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. ⁴⁷

- (b)(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. ⁴⁸
- (e)(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 as indicated in Paragraph (e) below, in commercial zones or mixed-income housing developments along commercial corridors as defined by state law and local regulations. ⁴⁹
- (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) 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*. ⁵⁰

Footnote ⁴⁷: 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 opening paragraph of 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 2.5.4 or on~~ a voluntary basis under Policy 2.6.1. All land use or airport actions for which referral to the ALUC is mandatory will be given to the ALUC for decision.

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) to include a description as to the purpose of special building measures 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. In general, the risks to building occupants can be reduced by making the potential for a

crashing aircraft to intrude into the building less likely, enhancing the building’s fire control measures, and/or enabling faster egress from the building in the event of an aircraft crash.

- (1) Such measures must provide a clear, demonstrable, and permanent overall improvement in safety.
- (2) To the extent not otherwise required by applicable building codes, added building design features that may enhance safety include, but are not limited to, the following:
 - Using concrete walls,
 - Limiting the number and size of windows,
 - Upgrading the strength of the building roof,
 - Avoiding skylights,
 - Enhancing the fire sprinkler system (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.

Modify Policy 3.4.1 as follows and adjust paragraph letters for subsequent paragraphs (d) through (g) become (c) through (f):

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) **Exhibit 4-1: *Basic Compatibility Criteria*, Angwin Airport – Parrett Field (see **Chapter 4**); and**
 - (2) **Exhibit 5-1: *Basic Compatibility Criteria*, Napa County Airport (see **Chapter 5**).**
- ~~(c) All residential uses must comply with both the “sitewide average” and “single acre” usage *Density* limits indicated for each *Compatibility Zone*.~~
 - ~~(1) The “sitewide average” *Density* equals the total number of dwelling units divided by the site size in acres (i.e., the total acreage of the *Project* site) which may include multiple parcels.~~
 - ~~(2) The “single acre” *Density* equals the number of dwelling units in any single acre of the *Project*.~~

Add new Paragraph to Policy 3.5.5 as follows:

- 3.5.5 *Requirements for FAA Notification of Proposed Construction:* Project proponents are responsible for notifying the FAA about proposed construction that may affect navigable airspace. The following is *ALUCP* policy on this topic.
 - (d) An FAA Determination of “No Hazard to Air Navigation” does not automatically qualify as a Consistency Determination by the *ALUC*. While the FAA determination is a key consideration with regard to airspace protection concerns, the *ALUC* must also consider noise and safety factors in making its *ALUCP* consistency determination.

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

Add Paragraph (b) Policy 4.2.2, Compatibility Policy Map Boundary Determinants, as follows:

4.2.2 *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Angwin Airport – Parrett Field represent a composite of four compatibility factors: noise, safety, airspace protection, and overflight concerns. The Airport’s runway length, approach categories, normal flight patterns, and aircraft fleet mix influence the shape and size of the *Compatibility Zones*. The magnitude of the Airport impacts occurring within each *Compatibility Zone* are described in the Compatibility Zone Delineation Table for Angwin Airport – Parrett Field presented in Exhibit 4-4.

(a) Airport Influence Area encompasses all of the above zones. The outer boundary coincides with the outer edge of the CFR Part 77 conical surface boundary.

(b) Specific factors considered for all *Compatibility Zones* include:

- (1) The Airport has a short runway of less than 4,000 feet and is used primarily by aircraft based at the Airport;
- (2) The Airport is situated on top of a mountain at an elevation of 1,875 feet MSL. The community west of the Airport lies approximately 200 feet below the Airport elevation; and
- (3) The Town of Angwin is located to the west and midfield of the Airport and is primarily developed allowing only infill.

Modify Exhibit 4-1, Basic Compatibility Criteria, as follows (see Attachment B1a):

- Add a new row to table header specifying the “Max. Sitewide Average Density (dwelling units/acre)” for each Compatibility Zone.
- Clarify that the residential density allowed in Compatibility Zone D2 is 20 dwelling units per acre maximum.
- Change “Indoor Small Assembly Facilities” in Compatibility Zone C from “Conditionally Compatible” to “Incompatible.”
- Change “Penal Institutions” in Compatibility Zone D2 from “Compatible” to “Conditionally Compatible, ensure intensity criteria met.”
- Keep “Public Safety Facilities” in Compatibility Zone D2 as “Compatible” instead of changing it “Conditionally Compatible, ensure intensity criteria met” as proposed in November 2024.
- Change “Light Industrial, High Intensity” in Compatibility Zone B from “Conditionally Compatible” to “Incompatible.”
- Clarify that “Light Industrial, Low Intensity” includes: “cooperates, wineries (with limited tastings and events), low-intensity bottling facilities.”
- Clarify that “Indoor Storage” includes: “winery warehousing.”
- Add a footnote stating, “See Policy 3.4.9(b), Risk-Sensitive Land Uses, for criteria related to uses that store hazardous materials.” Add the footnote to applicable uses such as fueling facilities, industrial uses, and manufacturing.

Modify Exhibit 4-4, Compatibility Zone Delineation, as follows:

- Clarified title of Compatibility Zone D1 as “Primary Traffic Pattern Zone” and Zone D2 as “Non-Primary Traffic Pattern Zone.”
- Add additional aeronautical justification for the delineation of the westerly limit of Compatibility Zone D2 on west side of airport.

CHAPTER 5, NAPA COUNTY AIRPORT COMPATIBILITY POLICES AND MAPS

Modify Exhibit 5-1, Basic Compatibility Criteria, as follows (see Attachment B1b):

- Add a new row to table header specifying the “Max. Sitewide Average Density (dwelling units/acre)” for each Compatibility Zone.
- Change “Outdoor Group Recreation,” “Local/Community Parks,” “Camping” in Compatibility Zone C from “Conditionally Compatible” to “Incompatible.”
- Remove “Low Density Option” and “High Density Option” language from table.
- Increase density range for Multi-Family Residential from “10-20” to “10-25 dwelling units per acre.”
- Change “Short-Term Group Lodging” in Compatibility Zone B2 and C from “Conditionally Compatible” to “Incompatible.”
- Change “Congregate Care” in Compatibility Zone D2 from “Incompatible” to “Conditionally Compatible, ensure intensity criteria met.”
- Change “Adult Education,” “Indoor Small Assembly,” “Indoor Recreation,” and “Out-Patient Medical” in Compatibility Zone C from “Conditionally Compatible” to “Incompatible.”
- Change “Penal Institutions” in Compatibility Zone D2 from “Incompatible” to “Conditionally Compatible, ensure intensity criteria met.”
- Change “Public Safety Facilities” in Compatibility Zone D2 as “Conditionally Compatible” to “Compatible.” Replace “All” with “B3, C, D1: Ensure ensure intensity criteria met.”
- Correct typo by removing the reference to “B4” from the “Additional Criteria” for “Eating/Drinking Establishments.”
- Remove reference to “B4” for Eating/Drinking Establishments.
- Clarify that “Light Industrial, Low Intensity” includes: “cooperates, wineries (with limited tastings and events), low-intensity bottling facilities.”
- Clarify that “Indoor Storage” includes: “winery warehousing.”
- Add a footnote stating, “See Policy 3.4.9(a), Risk-Sensitive Land Uses, for criteria related to uses having vulnerable occupants.” Add the footnote to applicable uses such as schools, congregate care facilities, etc.
- Add a footnote stating, “See Policy 3.4.9(b), Risk-Sensitive Land Uses, for criteria related to uses that store hazardous materials.” Add the footnote to applicable uses such as fueling facilities, industrial uses, and manufacturing.

Update Exhibit 5-2, Compatibility Policy Map, Napa County Airport, as follows (see Attachment B1c):

- *Compatibility Zone D1 and D2* boundary in the southeast quadrant of the Airport Influence Area is revised to more closely encompass aircraft overflight areas. This adjustment is based on flight track data for the last full year from July 1, 2023, to June 30, 2024. 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.

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

Update Exhibit 6-8, General Plan Land Use Designations, to reflect updated land use designations, property boundary for Pacific Union College, and County’s Housing Element Sites A and B (see Final Draft ALUCP)

Updated Exhibit 6-9: Aerial as follows:

- Add updated boundary line for “Pacific Union College Property.”
- 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](#)

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

CHAPTER 7, BACKGROUND DATA FOR NAPA COUNTY AIRPORT AND ENVIRONS

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

- Exhibit 7-10 **and** Exhibit 7-11: **Flight Track Heat Maps**—~~These maps~~ ~~Shows~~ relative frequency of aircraft flight track density around Napa County Airport based on radar data. ~~Exhibit 7-10 reflects flight track data for a full year from July 1, 2023, to June 30, 2024. Exhibit 7-11 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 Final Draft ALUCP for new *Flight Track Heat Maps*, Exhibits 7-10 and 7-11.

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

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

- Exhibit 7-6, Exhibit 7-7, Exhibit 7-8, and Exhibit 7-9: Compatibility Factors
- Exhibit 7-10 and 7-11: Flight Track Heat Maps
- Exhibit 7-13 and Exhibit 7-14: General Plan Land Use Designations
- Exhibit 7-15: Aerial

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

- ~~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:

Airspace Critical Protection Zones

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

Updated Exhibit 7-15: Aerial as follows:

- 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




Added Appendix H, Adoption Resolutions.

- Added copies of the resolutions forming the Airport Land Use Commission (ALUC)
- Added placeholders for copies of the adoption resolution(s) for the ALUCP update

EXHIBIT 4-1: BASIC COMPATIBILITY CRITERIA, ANGWIN AIRPORT – PARRETT FIELD

Intensity Density 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 ³	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 ⁴							▶ 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
	Normally Compatible	Conditional	Incompatible				
General Characteristics							
Any use having more than 1 habitable floor ⁵							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 ⁶
Any use creating visual or electronic hazards to flight ⁷							
Outdoor Uses (no or limited indoor activities)							
Constructed/Enhanced Land/Water Features: woods, brush lands, wetlands, reservoirs, detention/retention ponds	☛						C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land	☛						A: Objects above runway elevation not allowed in OFA ⁸ All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶ ; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms	☛						B, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶ ; exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, racetracks, water parks, zoos	☛						E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters	☛						D2: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas	☛						D1: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges	☛						B, C: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local Parks: neighborhood parks, playgrounds	☛						B, C: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/ motor home parks	☛						D1: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels)							B, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Residential and Lodging Uses							
Single-Family Residential ² : individual dwellings, townhouses, mobile homes, bed and breakfast inns	☛						
Multi-Family Residential ² : townhouses, apartments, condominiums	☛						D2: 20 dwelling units per acre maximum
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories	☛						
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]				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) ¹⁰	☛						B, C: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries ⁹	☛						
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							E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential


Intensity/Density 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 ³	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 ⁴ 				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 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 ⁹ [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 ⁹	→						
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 ⁹							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
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 ¹¹							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 ¹¹	☼						E: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial ¹¹	☼						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 ¹⁰ [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, cooperages, wineries (with limited tastings and events), low-intensity bottling facilities ¹¹ [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 ¹¹ [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/Density 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 ³	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 ⁴	 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 Storage: wholesale sales, distribution centers, warehouses, winery warehousing, mini/other indoor storage, barns, greenhouses ¹¹ [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 ⁶
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 ⁶
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 ⁶


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.*
- 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.
- 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.
- 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, *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.
- 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.
- ⁷⁸ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See **Exhibit 4-2**.
- ⁸ See Policy 2.7.4, *Development by Right, for exceptions to residential restrictions.*
- ⁹ See Policy 3.4.93.4.9(a), *Risk-Sensitive Land Uses*, for criteria related to uses having vulnerable occupants.
- 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).
- ¹¹ See Policy 3.4.9(b), *Risk-Sensitive Land Uses, for criteria related to uses that store hazardous materials.*

EXHIBIT 5-1: BASIC COMPATIBILITY CRITERIA, NAPA COUNTY AIRPORT

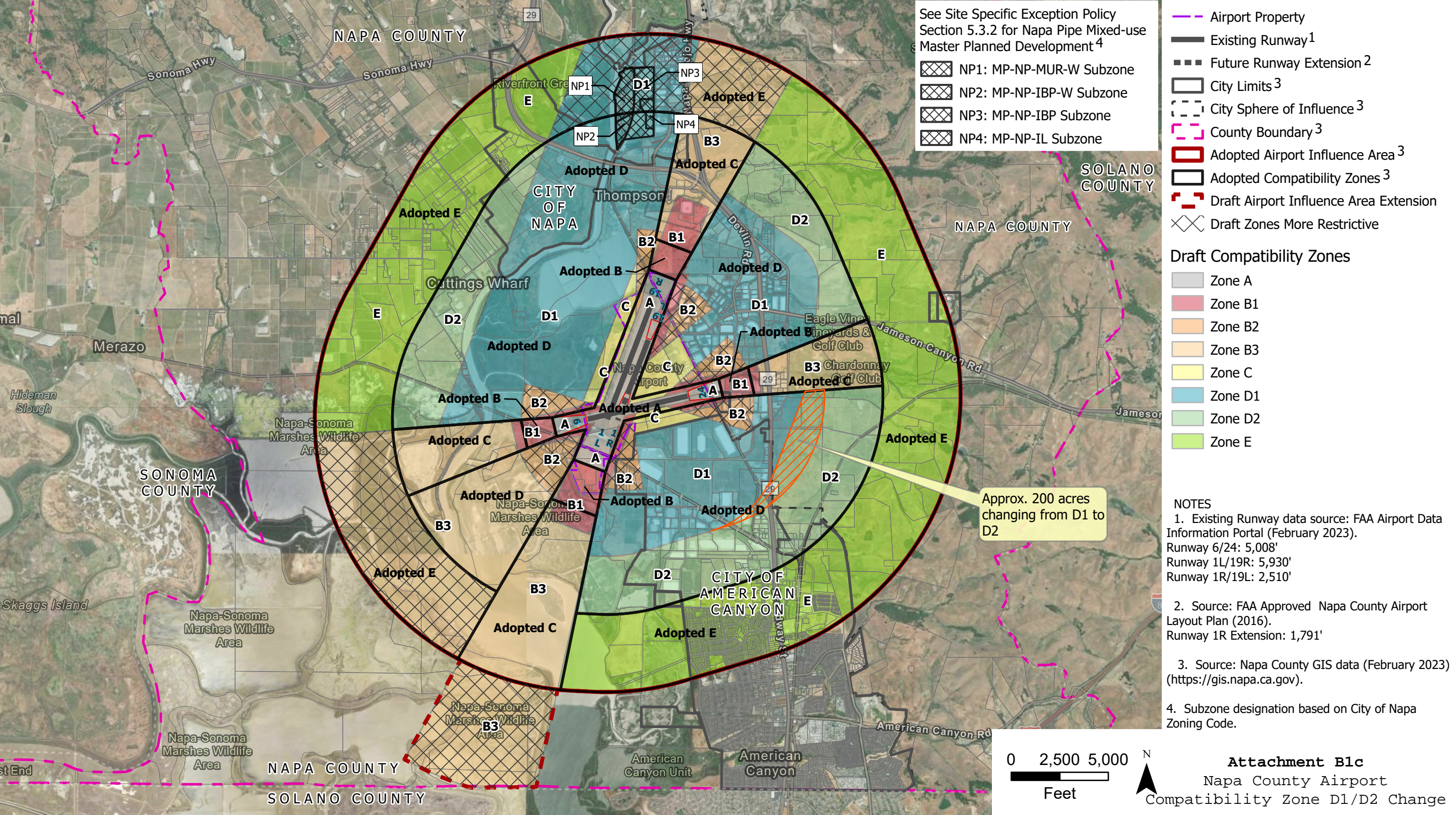
Intensity Criteria ¹	Compatibility Zones								Intensity Criteria Interpretation
	A	B1	B2	B3	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	50 100	75 225	150 450	100 300	200 800	300 1200	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
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 ³	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 ⁴									▶ 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 ⁵									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 ⁶
Any use creating visual or electronic hazards to flight ⁷									
Outdoor Uses (no or limited indoor activities)									
Constructed/Enhanced Land/Water Features:—woods, brush lands, wetlands, reservoirs, detention/retention ponds	✱								B3, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land	→ ✱								A: Objects above runway elevation not allowed in OFA ⁸ All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶ ; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms	→ ✱								B1, B2, B3, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶ ; exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, racetracks, water parks, zoos	→								D2, E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential; ensure intensity criteria met
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters	→								D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas	→								B3, C , D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges, bocci courts, trails, passive regional/community parks with minimal recreational facilities	→ ✱								B1, B2, B3, C: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local/Community Parks: neighborhood parks, community parks, playgrounds	→								B1, B2, C : Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/ motor home parks	→								B3, C1 : Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels)									B1, B2, B3, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Residential and Lodging Uses									
Single-Family Residential ² : individual dwellings, townhouses, mobile homes, bed and breakfast inns	→								D2 (Low Density Option): Up to 1 dwelling unit on a 5-acre lot (0.2 dwelling units per acre); CNEL 45 dB max. interior noise level D2 (High Density Option): 10-20 dwelling units per acre
Multi-Family Residential ² : townhouses, apartments condominiums	→								D2: 10-20-25 dwelling units per acre
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories	→								
Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging [approx. 200 s.f./person]					0.69		0.92		B3, D1: Ensure intensity criteria met
Short-Term Group Lodging: hostels, emergency/homeless shelters, farmworker housing [approx. 100 s.f./person]				0.17	0.34	0.23	0.46		B2 , B3, C , D1: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities, group homes (youth/adult) ⁹	→								D2: Ensure intensity criteria met
Educational and Institutional Uses									
Family day care homes (≤14 children) ¹⁰	→								B1, B2, C: CNEL 45 dB max. interior noise level

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 ³	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 ⁴	 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	
Children's Schools: K-12, day care centers (>14 children), libraries ⁹	→								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	0.44	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 ⁹	→								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 ⁹									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 B3, C, D1: Ensure intensity crite	
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 ¹¹										B1, B2, B3, C: Ensure intensity criteria met; on-Airport storage of aviation fuel and other aviation-related flammable materials allowed B1, B2: Locate structure max. distance from extended runway centerline where feasible; store nonaviation fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons
Industrial, Manufacturing, and Storage Uses										
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants ¹¹	✱									E: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial ¹¹	✱									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

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 ³	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 ⁴ 									<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
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant ¹¹ [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 ¹¹ [approx. 350 s.f./person]		0.40	0.60	1.21	0.80				B1, B2, B3, C: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research and Development Laboratories ¹¹ [approx. 300 s.f./person]		0.34	0.52	1.03	0.69	1.38	2.07		B1, B2, B3, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft B1: Locate structure max. distance from extended runway centerline where feasible
Indoor Storage: wholesale sales, distribution centers, warehouses, winery warehousing, mini/other indoor storage, barns, greenhouses ¹¹ [approx. 1,000 s.f./person]		1.15	1.72		2.30				B1, B2, C: Ensure intensity criteria are met; ensure airspace obstruction does not occur
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.
- ³ 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).
- ⁴ 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.
- ⁵ 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.
- ⁶ 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.
- ⁷ 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.
- ⁸ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See **Exhibit 5-2**.
- ⁹ See Policy 2.7.4, *Development by Right*, for exceptions to residential restrictions.
- ⁹ See Policy 3.4.9(a), *Risk-Sensitive Land Uses*, for criteria related to uses having vulnerable occupants.
- 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).
- ¹¹ See Policy 3.4.9, *Risk Sensitive Land Uses*, for criteria related to uses having vulnerable occupants. See Policy 3.4.9(b), *Risk-Sensitive Land Uses*, for criteria related to uses that store hazardous materials.



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

- Airport Property
- Existing Runway¹
- Future Runway Extension²
- City Limits³
- City Sphere of Influence³
- County Boundary³
- Adopted Airport Influence Area³
- Adopted Compatibility Zones³
- Draft Airport Influence Area Extension
- Draft Zones More Restrictive

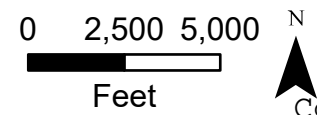
Draft Compatibility Zones

- 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. Source: FAA Approved Napa County Airport Layout Plan (2016).
Runway 1R Extension: 1,791'
3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
4. Subzone designation based on City of Napa Zoning Code.

Approx. 200 acres changing from D1 to D2



Draft Compatibility Zones

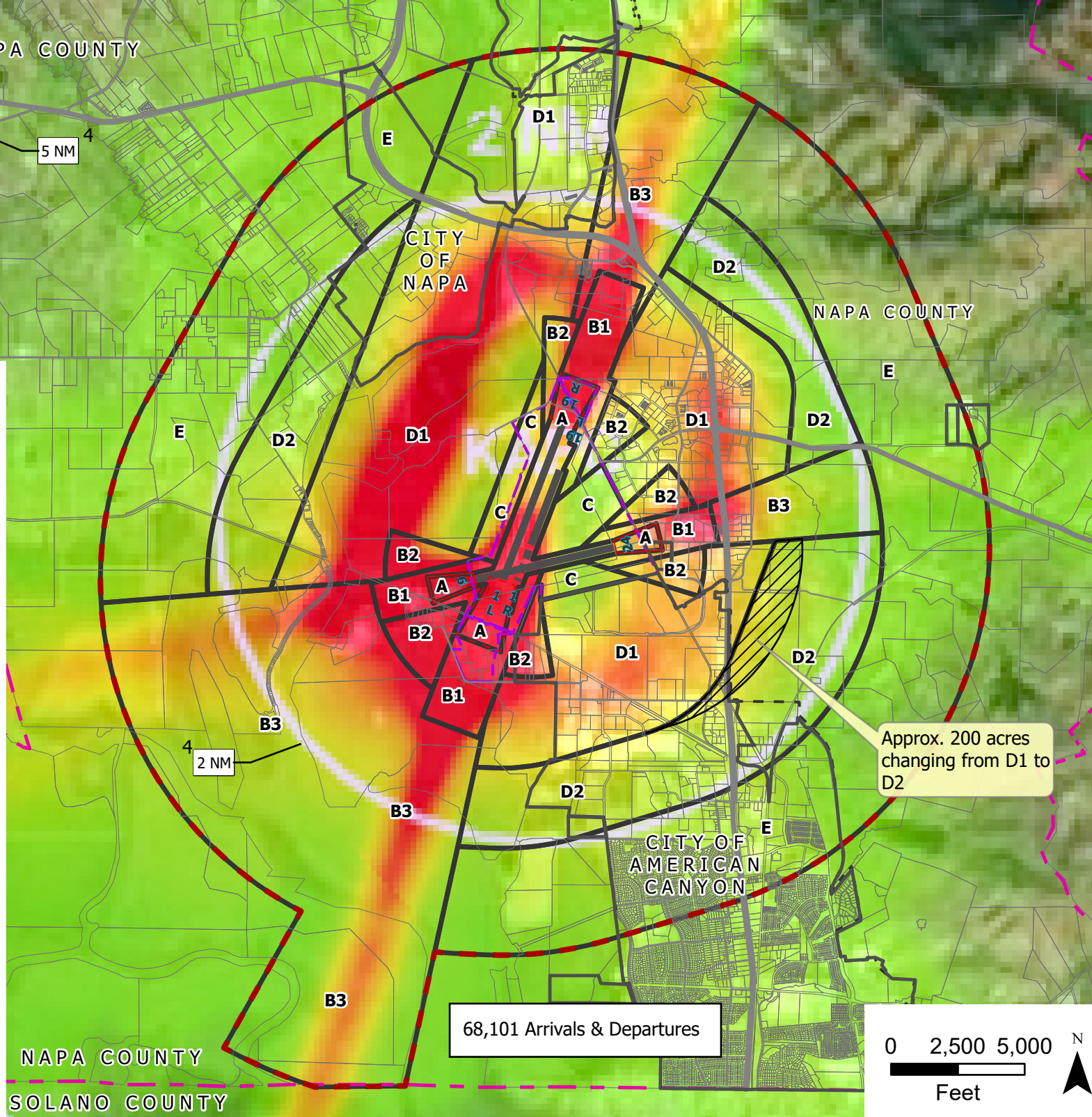
-  Zone A
-  Zone B1
-  Zone B2
-  Zone B3
-  Zone C
-  Zone D1
-  Zone D2
-  Zone E






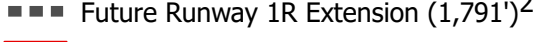



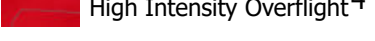


These heat maps geographically depict the relative intensity of aircraft overflights in the vicinity of Napa County Airport. The maps are prepared using software developed by Vector Airport Systems (<https://www.vector-us.com>) and obtained by Napa County Airport. Radar track data available from the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

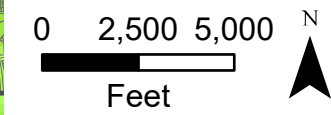
The number of overflights in the highest-intensity cell varies with each of the three heat maps. Each map, though, begins with the highest-intensity cell colored deep red. Therefore, a direct comparison cannot be made between a particular color on one map and the same color on the other maps with regard 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.

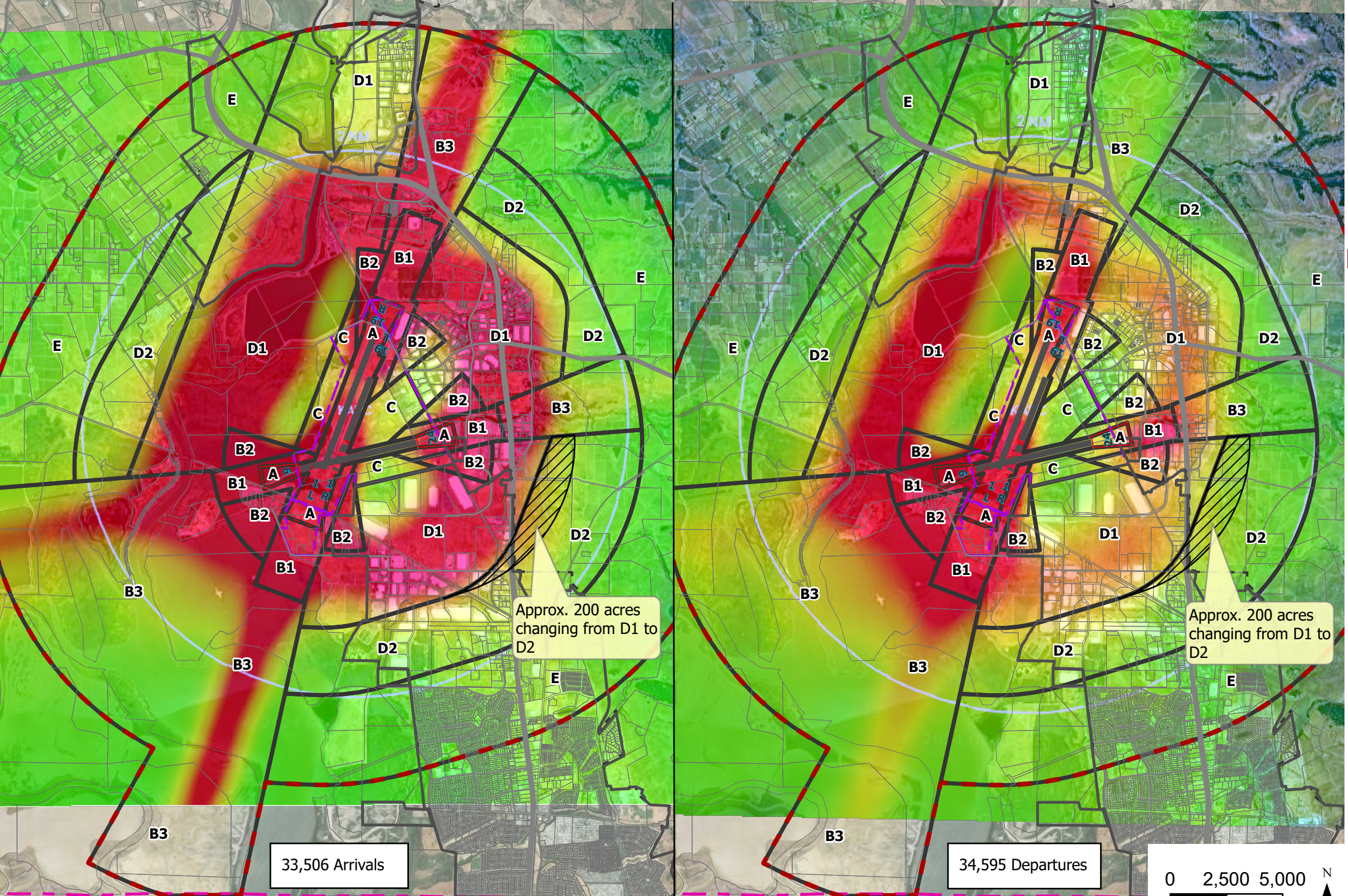


-  Airport Property³
-  City Limits³
-  City Sphere of Influence³
-  County Boundary³
-  Existing Runway¹
-  Future Runway 1R Extension (1,791')²
-  Existing Runway Protection Zone (RPZ)²
-  Future Runway Protection Zone²
-  Draft Airport Influence Area
-  High Intensity Overflight⁴
-  Medium Intensity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

- 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

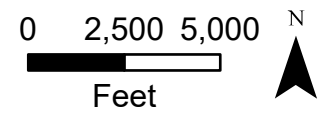
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 2. Source: FAA Approved Napa County Airport Layout Plan (2016).
 3. Source: Napa County GIS data (February 2023) (<https://gis.napa.ca.gov>).
 4. Source: Vector Airport Systems, Aircraft Flight Track Heat Map (Annual July 1, 2023-June 30, 2024).

33,506 Arrivals

34,595 Departures

Approx. 200 acres changing from D1 to D2

Approx. 200 acres changing from D1 to D2



Attachment B1c
Napa County Airport
Arrival/Departure Heat Map