

# Attachment B

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## Addendum No.2

### Draft Napa Countywide Airport Land Use Compatibility Plan

November 5, 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 D**). 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 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The 1970 resolution was rescinded in 1975 by Resolution No. 75-51 and the Napa County Planning Commission, previously renamed as the Conservation, Development, and Planning Commission, was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."<sup>17</sup> Copies of the resolutions are included in Attachment A.

~~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.<sup>17</sup> The ALUC comprises the five Napa County Planning Commissioners and two at large members with aviation expertise, which are appointed by the Board of Supervisors.~~

~~Footnote: <sup>17</sup> See Public Utilities Code Sections 21670.1(a).~~

**Revise Section 1.5.5, *ALUCP Adoption and Amendment Process*, to update the reference to the attachments for the adoption resolutions.**

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 hearing, then formally adopted the ALUCP for each airport. See Attachments A ~~and B~~ for copies of adoption resolutions. The 2024 ALUCP replaces the *Napa County Airport Land Use Compatibility Plan* originally adopted in April 1991 and amended in December 1999.

## CHAPTER 3, COUNTYWIDE COMPATIBILITY POLICIES

**Modify 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.
- (a) The Local Agency having jurisdiction over the Project site should inform the Project proponent of the requirements for notification to the FAA. Reference to FAA notification requirements is included in this policy for informational purposes only, not as an ALUCP policy.
  - (b) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the ALUC for review regardless of where within Napa County they would be located.
  - (c) Any proposed development Project that includes construction of a structure or other object and that is required to be submitted to the ALUC for a consistency review in accordance with Policies 2.5.1 or 2.5.2 shall include a copy of the completed CFR Part 77 notification form (Form 7460-1) submitted to the FAA, if applicable, and of the resulting FAA findings from its aeronautical study (i.e., notice of determination letter). A proposed Project may be referred to the ALUC in advance of the completion of the FAA aeronautical study. However, the completed aeronautical study must be forwarded to the ALUC when available, but before issuance of a construction permit, and the ALUC may reconsider its previous consistency determination if the FAA study provides new information and airspace protection was a factor in the ALUC’s determination.
  - ~~(e)~~(d) An FAA Determination of “No Hazard to Air Navigation” does not automatically qualify as a Consistency Determination by the ALUC. In its aeronautical study, the FAA may determine that a project constitutes an Obstruction, although not a Hazard to Air Navigation. The ALUC may deem a project inconsistent based on findings from an aeronautical study. Additionally, the ALUC may apply criteria specific to the protection of aircraft traffic patterns at individual airports—criteria that may differ from those under Federal Aviation Regulation Part 77—when there is sufficient evidence indicating concerns related to health, welfare, or air safety.

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

### Modify Exhibit 4-1, Basic Compatibility Criteria, as follows (see Attachment B2a):

- Change “Light Industrial, High Intensity” from “Conditionally Compatible” to “Incompatible.”
- 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 (see Attachment B2b):

- Add additional aeronautical justification for the delineation of the westerly limit of Compatibility Zone D2 on west side of airport.

### Modify 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.

## CHAPTER 5, NAPA COUNTY AIRPORT COMPATIBILITY POLICIES AND MAPS

### Modify Exhibit 5-1, Basic Compatibility Criteria, as follows (see Attachment B2c):

- Change “Light Industrial, High Intensity” from “Conditionally Compatible” to “Incompatible.”
- 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.
- Correct typo by removing the reference to “B1” from the “Additional Criteria” for “Eating/Drinking Establishments.”

**EXHIBIT 4-1: BASIC COMPATIBILITY CRITERIA, ANGWIN AIRPORT – PARRETT FIELD (NOVEMBER 2024 WORKING DRAFT)**

Intensity Criteria <sup>1</sup>	Compatibility Zones						Additional Criteria
	A	B	C	D1	D2	E	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	50	60	150	150	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Max. Sitewide Average Density (dwelling units/acre)</b>	Residential Prohibited <sup>2</sup>			20	No limit		▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
<b>Easement / Notification Requirement <sup>23</sup></b>	Avigation Easement			RON	APD		
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> <li>▶ Multiple land use categories may apply to a project</li> <li>▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses</li> <li>▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>34</sup></li> </ul>							<ul style="list-style-type: none"> <li>▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>▶ 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</li> </ul>
<b>General Characteristics</b>							
Any use having more than 1 habitable floor <sup>45</sup>							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 <sup>56</sup>
Any use creating visual or electronic hazards to flight <sup>67</sup>							
<b>Outdoor Uses (no or limited indoor activities)</b>							
Constructed/Enhanced Land/Water Features: -woods, brush lands, wetlands, reservoirs, detention/retention ponds <sup>68</sup>							C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>56</sup>
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land <sup>69</sup>							A: Objects above runway elevation not allowed in OFA <sup>70</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>56</sup> ; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms <sup>71</sup>							B, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>56</sup> ; 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 <sup>72</sup>							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 <sup>73</sup>							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 <sup>74</sup>							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 <sup>75</sup>							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 <sup>76</sup>							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 <sup>77</sup>							D1: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels) <sup>78</sup>							B, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
<b>Residential and Lodging Uses</b>							
Single-Family Residential <sup>82</sup> : individual dwellings, townhouses, mobile homes, bed and breakfast inns <sup>79</sup>							
Multi-Family Residential <sup>82</sup> : townhouses, apartments, condominiums <sup>80</sup>							D2: 20 dwelling units per acre <u>maximum</u>
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories <sup>81</sup>							
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 <sup>9</sup>							
<b>Educational and Institutional Uses</b>							
Family day care homes (≤14 children) <sup>910</sup>							B, C: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries <sup>409</sup>							
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 <sup>83</sup>							E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential

Intensity Criteria <sup>1</sup>	Compatibility Zones						Additional Criteria
	A	B	C	D1	D2	E	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	50	60	150	150	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Max. Sitewide Average Density (dwelling units/acre)</b>	Residential Prohibited <sup>2</sup>			20	No limit		▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
<b>Easement / Notification Requirement <sup>23</sup></b>	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 <sup>34</sup>				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 <sup>40g</sup> [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 <sup>40g</sup>	→						
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 <sup>40g</sup>							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
<b>Commercial, Office, and Service Uses</b>							
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 <sup>11</sup>							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
<b>Industrial, Manufacturing, and Storage Uses</b>							
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants <sup>11</sup>	☼						E: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial <sup>11</sup>	☼						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 <sup>10</sup> [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 <sup>11</sup> [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 <sup>11</sup> [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 <sup>1</sup>	Compatibility Zones						Additional Criteria
	A	B	C	D1	D2	E	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	50	60	150	150	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Max. Sitewide Average Density (dwelling units/acre)</b>	Residential Prohibited <sup>2</sup>			20	No limit		▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
<b>Easement / Notification Requirement <sup>23</sup></b>	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 <sup>34</sup>							▶ 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				
Indoor Storage: wholesale sales, distribution centers, warehouses, <u>winery warehousing</u> , mini/other indoor storage, barns, greenhouses <sup>11</sup> [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
<b>Transportation, Communication, and Utilities</b>							
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 <sup>56</sup>
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 <sup>56</sup>
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 <sup>56</sup>

## 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.
- <sup>1</sup> 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.
- <sup>2</sup> ~~See Policy 2.7.42-7.42-7.4, Development by Right, for exceptions to residential restrictions.~~
- <sup>23</sup> 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).
- <sup>34</sup> 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.
- <sup>45</sup> 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.
- <sup>56</sup> 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.
- <sup>67</sup> 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.
- <sup>78</sup> Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See ~~Exhibit 4-2~~~~Exhibit 4-2~~~~Exhibit 4-2~~.
- <sup>8</sup> ~~See Policy 2.7.4, Development by Right, for exceptions to residential restrictions.~~
- <sup>9</sup> See Policy 3.4.9(a), *Risk-Sensitive Land Uses*, for criteria related to uses having vulnerable occupants.
- <sup>10</sup> 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).
- <sup>11</sup> ~~See Policy 3.4.9(b), Risk-Sensitive Land Uses, for criteria related to uses that store hazardous materials.~~

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

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

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
<p><b>D1</b> <u>Primary Traffic Pattern Zone</u></p>	<p><b>Noise Impact: Low</b></p> <ul style="list-style-type: none"> <li>Typically below CNEL 55 dB</li> <li>Aircraft typically at or below 1,000-foot traffic pattern altitude</li> <li>Noise more of a concern with respect to individual loud events than with cumulative noise contours; frequent individual noise events sufficient to intrude upon indoor activities</li> <li>Limited to east side due to aircraft traffic pattern restrictions</li> </ul>	<p><b>Risk Level: Low</b></p> <ul style="list-style-type: none"> <li>Defined by <i>Handbook</i> Safety Zone 6</li> <li>Includes areas within the standard traffic pattern and pattern entry routes; aircraft altitude typically 850 to 1,200 feet above runway</li> <li>Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children’s schools, hospitals, bulk storage of highly hazardous materials)</li> <li>Some 18% to 29% of near-runway general aviation accidents occur here; but the large area encompassed means a low likelihood of accident occurrence in any given location</li> <li>Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights &gt;100 feet above runway elevation</li> </ul>
<p><b>D2</b> <u>Outer Airport Environs</u> <u>Non-Primary Traffic Pattern Zone</u></p>	<p><b>Noise Impact: Low</b></p> <ul style="list-style-type: none"> <li>Typically below CNEL 55 dB</li> <li>Limited to west side and not normally subject to aircraft overflight due to aircraft traffic pattern restrictions</li> <li>Noise more of a concern with respect to individual loud events than with cumulative noise contours; frequent individual noise events sufficient to intrude upon indoor activities</li> </ul>	<p><b>Risk Level: Low</b></p> <ul style="list-style-type: none"> <li><del>Defined by Handbook Safety Zone 6</del></li> <li><del>Due to aircraft traffic pattern restrictions, few aircraft expected sometimes crossing over airport from the west to enter the traffic pattern on the east</del><u>Primary traffic pattern on east side of airport; low activity expected on west side (approx. 2,000 annual operations) which is comparable to “Low-Activity General Aviation Runway” which omits Handbook Safety Zone 6</u></li> <li><del>Westerly limit of Zone D2 follows Howell Mountain Road; a landmark used by local pilots to avoid overflight of the Town of Angwin</del></li> <li>Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children’s schools, hospitals, bulk storage of highly hazardous materials)</li> <li>Safety is not a significant concern as area is outside of the <u>Primary</u> Traffic Pattern</li> <li>Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights &gt;100 feet above runway elevation, however, a portion of this zone is within the CFR Part 77 transitional surface and subject to height limits as low as 50 feet above the runway</li> </ul>
<p><b>E</b> <u>Other Airport Environs</u></p>	<p><b>Noise Impact: Low</b></p> <ul style="list-style-type: none"> <li>Beyond the 55-CNEL contour</li> <li>Occasional overflights intrusive to some outdoor activities</li> </ul>	<p><b>Risk Level: Low</b></p> <ul style="list-style-type: none"> <li>Contains outer portions of Handbook Safety Zone 6</li> <li>Includes remainder of area within the west side CFR CFR Part 77 horizontal surface and the conical surface which defines the Airport Influence Area</li> <li>Airspace concern is generally with object heights &gt;200 feet above runway elevation</li> </ul>

Notes:

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

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

Intensity Criteria <sup>1</sup>	Compatibility Zones								Intensity Criteria Interpretation
	A	B1	B2	B3	C	D1	D2	E	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	50	75	150	100	200	300	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Sitewide Average Density (dwelling units/acre)</b>	Residential Prohibited <sup>2</sup>						≤0.2 or 10-25	No limit	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
<b>Easement / Notification Requirement <sup>23</sup></b>	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 <sup>34</sup>									▶ 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
<b>General Characteristics</b>									
Any use having more than 1 habitable floor <sup>45</sup>									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 <sup>66</sup>
Any use creating visual or electronic hazards to flight <sup>67</sup>									
<b>Outdoor Uses (no or limited indoor activities)</b>									
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 <sup>66</sup>
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 <sup>78</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>66</sup> ; 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 <sup>66</sup> ; 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, <del>C</del> , 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, <del>C</del> : 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, <del>C</del> : 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
<b>Residential and Lodging Uses</b>									
Single-Family Residential <sup>82</sup> : individual dwellings, townhouses, mobile homes, bed and breakfast inns	➔								D2 ( <del>Low Density Option</del> ): Up to 1 dwelling unit on a 5-acre lot (0.2 dwelling units per acre); CNEL 45 dB max. interior noise level <del>D2 (High Density Option): 10-20 dwelling units per acre</del>
Multi-Family Residential <sup>82</sup> : townhouses, apartments condominiums	➔								D2: 10- <del>20</del> 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			<del>B2</del> , B3, <del>C</del> , D1: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities, group homes (youth/adult) <sup>9</sup>	➔								D2: Ensure intensity criteria met
<b>Educational and Institutional Uses</b>									
Family day care homes (≤14 children) <sup>910</sup>	➔								B1, B2, C: CNEL 45 dB max. interior noise level

Intensity Criteria <sup>1</sup>	Compatibility Zones								Intensity Criteria Interpretation	
	A	B1	B2	B3	C	D1	D2	E		
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	50	75	150	100	200	300	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits	
<b>Sitewide Average Density (dwelling units/acre)</b>	Residential Prohibited <sup>2</sup>						≤0.2 or 10-25	No limit	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply	
<b>Easement / Notification Requirement <sup>23</sup></b>	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 <sup>34</sup>	 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 <sup>499</sup>	→								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, <del>C</del> , 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	<del>0.23</del>	0.46	0.69	B2, B3, <del>C</del> , 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	<del>0.44</del>	0.28	0.41	B2, B3, <del>C</del> , D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children	
In-Patient Medical: hospitals, mental hospitals, nursing homes <sup>9</sup>	→								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	<del>0.55</del>	1.10	1.65	B2, B3, <del>C</del> , D1, D2: Ensure intensity criteria met C: CNEL 45 dB max. interior noise level	
Penal Institutions: prisons, reformatories <sup>9</sup>									<u>D2: Ensure intensity criteria met</u>	
Public Safety Facilities: police, fire stations									C: Allowed only if airport serving B3, D1, <del>D2</del> : Allowed only if site outside zone would not serve intended function All: Ensure intensity criteria met	
<b>Commercial, Office, and Service Uses</b>										
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	<del>B1</del> , 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 <sup>11</sup>									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	
<b>Industrial, Manufacturing, and Storage Uses</b>										
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants <sup>11</sup>	✱								E: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed	
Heavy Industrial <sup>11</sup>	✱								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 <sup>1</sup>	Compatibility Zones								Intensity Criteria Interpretation
	A	B1	B2	B3	C	D1	D2	E	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	50	75	150	100	200	300	No limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Sitewide Average Density (dwelling units/acre)</b>	Residential Prohibited <sup>2</sup>						≤0.2 or 10-25	No limit	▶ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
<b>Easement / Notification Requirement <sup>23</sup></b>	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 <sup>34</sup>									▶ 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 <sup>11</sup> [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 <sup>11</sup> [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 <sup>11</sup> [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 <sup>11</sup> [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
<b>Transportation, Communication, and Utilities</b>									
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 <sup>5</sup>
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 <sup>5</sup>
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 <sup>5</sup>

## 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.
- <sup>1</sup> 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.
- <sup>2</sup> 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.*
- <sup>23</sup> 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).
- <sup>34</sup> 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.
- <sup>125</sup> 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.
- <sup>46</sup> 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.
- <sup>57</sup> 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.
- <sup>68</sup> Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See Exhibit 5-2Exhibit 5-2Exhibit 5-2.
- <sup>7</sup> ~~See Policy 2.7.4, *Development by Right, for exceptions to residential restrictions.*~~
- <sup>9</sup> See Policy 3.4.9(a), *Risk-Sensitive Land Uses, for criteria related to uses having vulnerable occupants.*
- <sup>1310</sup> 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).
- <sup>811</sup> ~~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.*~~