

AIRPORT LAND USE COMMISSION

April 2, 2003

- Project Name:** STANLY RANCH VINEYARDS
- Applicant:** STANLY RANCH VINEYARDS, LLC
- File Number:** ALU-146
- Site:** 708-acre development within the City of Napa on Stanly Lane south and west of State Route 29, west of the Napa River and east of Cuttings Wharf Road within Napa County Airport Compatibility Zones D and E. (Assessor's parcels 047-230-005 & 024; 047-240-010, 011, 012, 013, 014 & 015; & 047-262-001)
- Projection Description:** Proposed 708-acre development that includes: 1) a General Plan Amendment to change 426 acres from SA (Study Area) to RA-210 (Resource Agriculture); 2) a Rezoning to change 426 acres from P-C (Planned Community) to AR (Agricultural Resource); 3) a Design Review, Use Permit, Setback Variance and Tentative Subdivision Map to create 18 lots ranging in size from 20.0 acres to 212.6 acres
- Compatibility Zone:** Zones D and E
- Local Government:** City of Napa
- CEQA Status:** The City of Napa has adopted a draft mitigated negative declaration.
- ALUC Staff Contact:** John McDowell

FINDINGS:

1. **Background** – On March 5, 2003, the ALUC considered the Stanly Ranch Vineyards General Plan Amendment, Rezoning, and Tentative Subdivision Map. After considerable public testimony, the Commission voted (4-3) to find the project inconsistent with the Airport Land Use Compatibility Plan (ALUCP). The Commission inconsistency determination was based on a finding regarding safety and noise concerns resulting from potential homes located under the primary traffic pattern.

As a result of the March 5 hearing, the applicant has revised the project to address the housing issue and consequently seeks reconsideration of the project. Technically, since the ALUC acted on the original application, the revised project has been assigned a new ALUC application number as opposed to reconsideration of the original application.

2. **Project Revisions** – Two changes have been included in the revised project. First, the applicant and City, after consultation with two ALUC Commissioner and ALUC Staff, have established a Residential Boundary Line (RBL) that prohibits homes under the primary flight path. Second, open clear zones will be provided on site for emergency landings. In addition to the currently proposed project revisions, it should be noted that all previously proposed airport compatibility measures, such as the augmented overflight easement, remains as project commitments.

RESIDENTIAL BOUNDARY LINE – Attached is a map and letter from the applicant describing the area where residential development is prohibited. This line was set based on feedback from pilots and 2 ALUC Commissioners on common flight tracks. Proposed lots now fall into four categories as follows: 1) parcels 8 and 18 are open space (lowlands); 2) parcels 7, 13, 14, & 15 will not have new homes; 3) parcels 5, 6, 11, 12, 16, and 17 are divided by the RBL and home placement is limited on the lots outside of the flight track; and 4) the remaining 6 parcels in Zone E are not restricted home locations. Lastly, on the 6 lots divided by the RBL, the applicant has committed to a maximum of 12 residential units including both primary and associated secondary units.

CLEAR ZONES – ALUCP Policy 3.2.5 encourages preservation of open land in order to provide reasonable areas for emergency landings. Open land is considered an area that is free of structures and other major obstacles. Although the majority of the site is planted in vineyards, pilots have noted that vineyard stakes represent an obstruction for emergency landings. Therefore, in addition to the lowland open spaces occupying southwestern third of the project site, the applicant has committed to preserving the private roads/bike paths central to the project as an open land area. The minimum dimension of this area will be 35 ft. in width by 400 ft. in length. This dimension is roughly proportional to the 75 ft. by 300 ft. width described in Policy 3.2.5.

ALUC Staff believe that these two upgrades to the project address concerns raised by pilots and the ALUC at the March 5 public hearing. Therefore, it is recommended that the revised project now be found consistent with the ALUCP.

3. **Public Review** – On March 11, 2003, the City of Napa City Council reviewed the project including the currently proposed revisions. City Staff, the applicant, pilots, and members of the public spoke on the project. In general, most individuals addressing the Commission were in support of the proposal. At the conclusion of the hearing, the City Council voted (5-0) to approve the project subject to approval by the ALUC.
4. **Processing** – ALUCP Policy 2.1.9 requires referral of a project to the ALUC prior to the local governing body's final action. On March 11, 2003, the Napa City Council took final action on the project. However, ALUC Counsel has reviewed the circumstances of the proposal, and has found that the City acted appropriately because: 1) the original project was referred to the ALUC prior the City Council action; 2) the City Council considered the ALUC's March 5, 2003 determination on the project, and included revisions to address ALUC concerns; and 3) the City Council required that the project return to the ALUC for final consideration. The City Council's approval of the project was conditioned on a finding of consistency by the ALUC. If the ALUC finds the project inconsistent, the project cannot proceed unless the City Council overrules the ALUC.

5. **Conditions** – The previous ALUC staff report contained several conditions to be addressed by the City in their final action. The conditions required the overflight easement, non-reflective building materials and lighting restrictions. Those requirements have been incorporated into the final project.

RECOMMENDATION:

1. That the Airport Land Use Commission find the Stanly Ranch Vineyards proposal, as describe herein, consistent with the Napa County Airport Compatibility Plan.



RECEIVED

MAR 12 2003

NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.

March 12, 2003

Airport Land Use Commission
C/o John McDowell
1195 Third Street
Napa, CA 94559

SUBJECT: STANLY RANCH
GENERAL PLAN AMENDMENT, REZONE, SUBDIVISION
APPLICATION 01-158-GP, RZ, UP, DR, SA, VA(1), VA(2)

Dear Members of the Commission:

I am writing to you on behalf of my client, Stanly Ranch Vineyards. Stanly Ranch Vineyards obtained approval (5-0) of the above referenced General Plan Amendment, Rezoning and Subdivision of the Stanly Ranch at the March 11th meeting of the Napa City Council. The project was revised to address concerns raised by members of the ALUC. The pilots' testimony at the City Council hearing indicated support for the project, with the revisions described below.

Attached to this letter is a copy of the revised project map depicting the Residential Boundary Line presented to City Council. The final resolutions as adopted by City Council will detail the conditions of approval associated with this residential restriction and these will be available within the next few days. In the mean time, the following list includes the city Council's express conditions that specifically address airport compatibility issues:

- Notification shall be provided to all buyers of lots within this property through disclosure of the following items 1 through 3 prior to purchase, and all owners shall be required to grant an avigation easement to the County of Napa and the City of Napa stating that "1) The property is subject to routine overflight by aircraft at low altitudes and the airport has a right of overflight; 2) There is potential for increased traffic and increase jet operations consistent with the Napa County Airport Master Plan; 3) Noise complaints by owners can be items of disclosure upon resale of property and frequent complaints could negatively impact the property's resale value." This note shall also be included on the Final Subdivision Map or appropriate document recorded concurrently with the Map, and shall be included within any covenants, codes and restrictions recorded for the property.
- Stanly Ranch shall restrict residential development on lots 4-7 and 9-17 of the proposed subdivision, as described below. These restrictions shall remain in place as long as the parcels 4-7 and 9-17 remain in the AR Zoning District. The residential restriction applies exclusively in Zone D and does not apply within Zone E or to farm labor housing requiring a use permit.

- Such restriction will apply to within areas of Zone D of the ALUC Plan south of the Residential Boundary Line depicted on the attached Map prohibiting development of any new residences under the primary flight path. Provided, however that any existing residential units within zone D and outside of the Transition Zone may be reconstructed, repaired, relocated or enlarged as allowed for by City Code
- Stanly Ranch also shall create a Transition Zone between the ALUC Zone D/E line and the newly established Residential Boundary Line outside of the primary flight paths that will allow development of up to 12 residential units; a residence and guest house or granny unit will each be considered a separate residential unit. Taking into account important residential development considerations, including but not limited to views, separation from other residences and noise, new residences constructed within the transition zone shall be located as close to the Zone D/E boundary to the extent feasible.
- In addition to the 240 acre dedicated open space located on parcels 8 and 18, Stanly Ranch shall maintain a minimum open clear zone of 35 feet by 400 feet within the Ranch boundaries.
- Prior to recording the final map, the applicant shall record an avigation easement to benefit of, and in a form prescribed by, the Napa County Airport Proprietor.
- All exterior elevations and roofing shall consist of non-reflective materials and colors.
- All exterior lighting shall be designed with full cut-off fixtures so that no lighting or glare is projected skyward.

The City Council's approval was conditioned on your review of the project with the revisions described above. We request that the ALUC do so at your next scheduled meeting on April 2, 2003.

Sincerely,

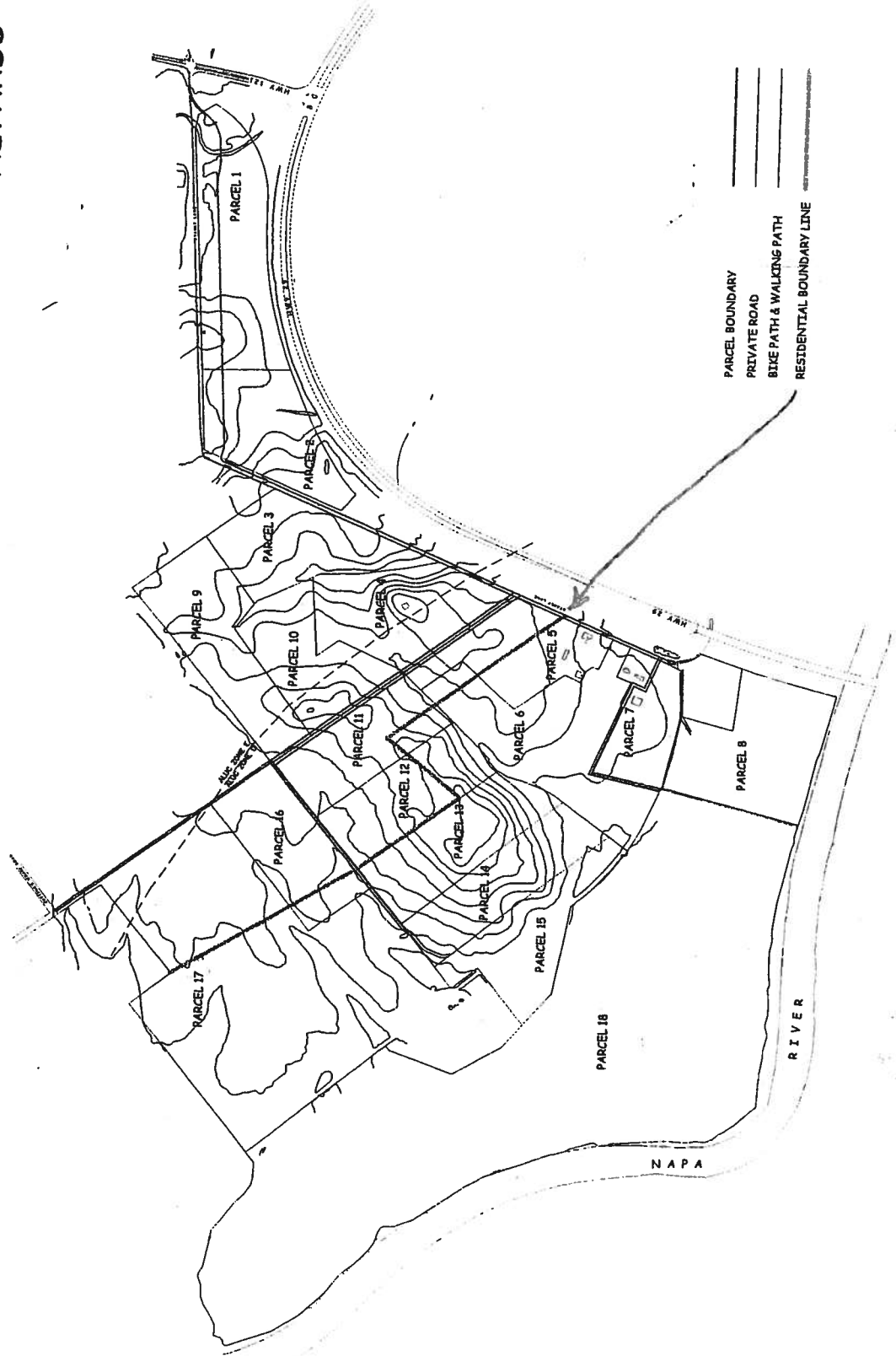


Beth Painter
Beth Painter
Balanced Planning

Cc: Mark Couchman
Linda Emerson
John Yost
Tom Brown

Enclosures: 8 copies Residential Boundary Map (11"x 17")

STANLY RANCH VINEYARDS



- PARCEL BOUNDARY
- PRIVATE ROAD
- BIKE PATH & WALKING PATH
- RESIDENTIAL BOUNDARY LINE