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ALUC
Item
8-A
3-3-10

Napa County Airport Land Use Commission

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Hillary Gitelman
Executive Officer

To: Airport Land Use Commission	From: John McDowell, Deputy Executive Officer
Date: March 3, 2010	Re: St. Regis Napa Valley Resort Airport Land Use Consistency Determination (File No. P10-0003-ALUC)

Chair Phillips and Members of the Airport Land Use Commission:

In the event that the Commission finds the project inconsistent with the Airport Land Use Compatibility Plan (ALUCP) as recommended by ALUC Staff, it is recommended that the following items be contained in a letter to the City of Napa providing direction on the actions necessary to achieve consistency:

1. Pursuant to Footnote 7 of Table 3-2 of the ALUCP, please have a certified aviation consultant prepare an analysis of "...the proximity of flight patterns, frequency of overflight, terrain conditions, and type of aircraft in determining acceptable location of residential uses." The analysis should compile and analysis flight track data and overflight characteristics from sources including, but not limited to, site visit observation, consultations with the Napa County Airport Manager, Federal Aviation Administration (FAA) control tower operators, and management of IASCO/JAL (Japan Airlines) flight training school. The study should include a professional recommendation, based on guidance from the FAA, Caltrans Aeronautics, and any other applicable policies or requirements, addressing whether the placement and design of the proposed whole-ownership and fractional-ownership vineyard units meets airport land use compatibility.
2. Please revise the site plan, based on any recommendations of study requested in item 1, and including relocation of fractionally-owned vineyard units outside of Zone D. The ALUCP prohibits all residential uses within Zone D, except residences appurtenant to agricultural zoning, and the fractionally-owned vineyard units do not qualify as "...residential uses allowable under agricultural land use and zoning designations" (Footnote 1, Table 3-2, ALUCP).
3. Please either develop and include a Hazardous Wildlife Mitigation Plan (HWMP) within the current project plans being evaluated by the City, or include a mitigation measure in the project's EIR and/or conditions of approval to ensure hazardous bird attractants at the pond and associated events lawns are controlled. The ALUCP prohibits new ponds unless a major community objective is served and if mitigation measures are incorporated that will minimize potential conflicts (see Footnote 5, Table 3-2, ALUCP). The HWMP should be prepared by a qualified biologist with

expertise in aviation hazards, and should be based on the protocols set by FAA regulations and guidance (FAA Advisory Circular AC 150/5200-33B, Sections 1-4, Section 3 and Section 4).

4. In concert with the aviation analysis requested in Item #1, the aviation consultant should provide information on the type, duration, frequency, location, and size of outdoor events, and events occurring within the pavilion and associated event lawn, and provide a recommendation on the airport land use consistency of these events as they relate to the proximity of flight patterns, frequency of overflight, terrain conditions, and type of aircraft. Please adjust the project design, if necessary, based on those recommendations. Table 3-2 of the ALUCP prohibits noise-sensitive outdoor uses, and amphitheatres are a normally not acceptable use. The City needs to evaluate whether the outdoor uses associated with this project are noise-sensitive, and/or constitute the equivalent of an amphitheater use.
5. Please address airport compatibility design measures within the in the Stanly Ranch Resort Master Plan Design Guidelines.