CITYWIDE LAND USE POLICY: KEY ISSUES

The following prescribes goals, objectives, and policies applicable to development in general, regardless of type, density, or location. Pertinent policies must be considered for any land use or development activity.

AIRPORT COMPATIBILITY

Goal

1N **Ensure the compatibility of development within American Canyon with the Napa County Airport.**

Objective

1.27 Ensure that lands in American Canyon are developed in a manner which protects them from the hazards, noise and operational impacts of, and does not adversely constrain, the Napa County Airport.

Policies

1.27.1 Require that development comply with the land use and development conditions stipulated in the Napa County Airport Land Use Compatibility Plan (ALUCP) and **Tables 1-1** and **1-2** for areas within the jurisdiction of the Napa County Airport Land Use Commission (ALUC), as depicted on **Figure 1-3**. (*I 1.1, I 1.4, I 1.5, I 1.8,* and *I 1.11*)

1.27.2 Review all discretionary applications for new development, expansion of existing uses, and re-use within Napa County Airport Compatibility Zones "A" through "E" for compliance with the appropriate compatibility policies, use, density and design criteria provided in the ALUCP through Design Permit and/or Conditional Use Permit reviews.~~use and development conditions.~~ (*I 1.11*)

1.27.3 Require the dedication of avigation or overflight easements and/or deed restrictions and real estate disclosure notifications, consistent with the requirements of the ALUCP, when new development or subdivisions are permitted on property within the jurisdiction of the Napa County Airport Land Use Commission (ALUC).

1.27.4 Limit building heights for airspace protection in accordance with Federal Aviation Regulations (FAR) Part 77.

1.27.5 To the extent feasible, development in Zones C and D shall be clustered to preserve open land for safety purposes in accordance with the ALUCP.

1.27.6 Give consideration to the proximity of flight patterns, frequency of overflight, terrain conditions, and type of aircraft in determining the acceptable locations for residential uses within the Airport's planning area, outside of the Airport's common traffic pattern.

1.27.7 Refer helipad proposals anywhere within the City's Planning Area to the ALUC for a consistency determination.

1.27.8 Refer all General Plan, Zoning Ordinance, Subdivision Ordinance, Specific Plan and building regulation amendments that affect areas within ALUCP zones to the ALUC for a consistency determination.

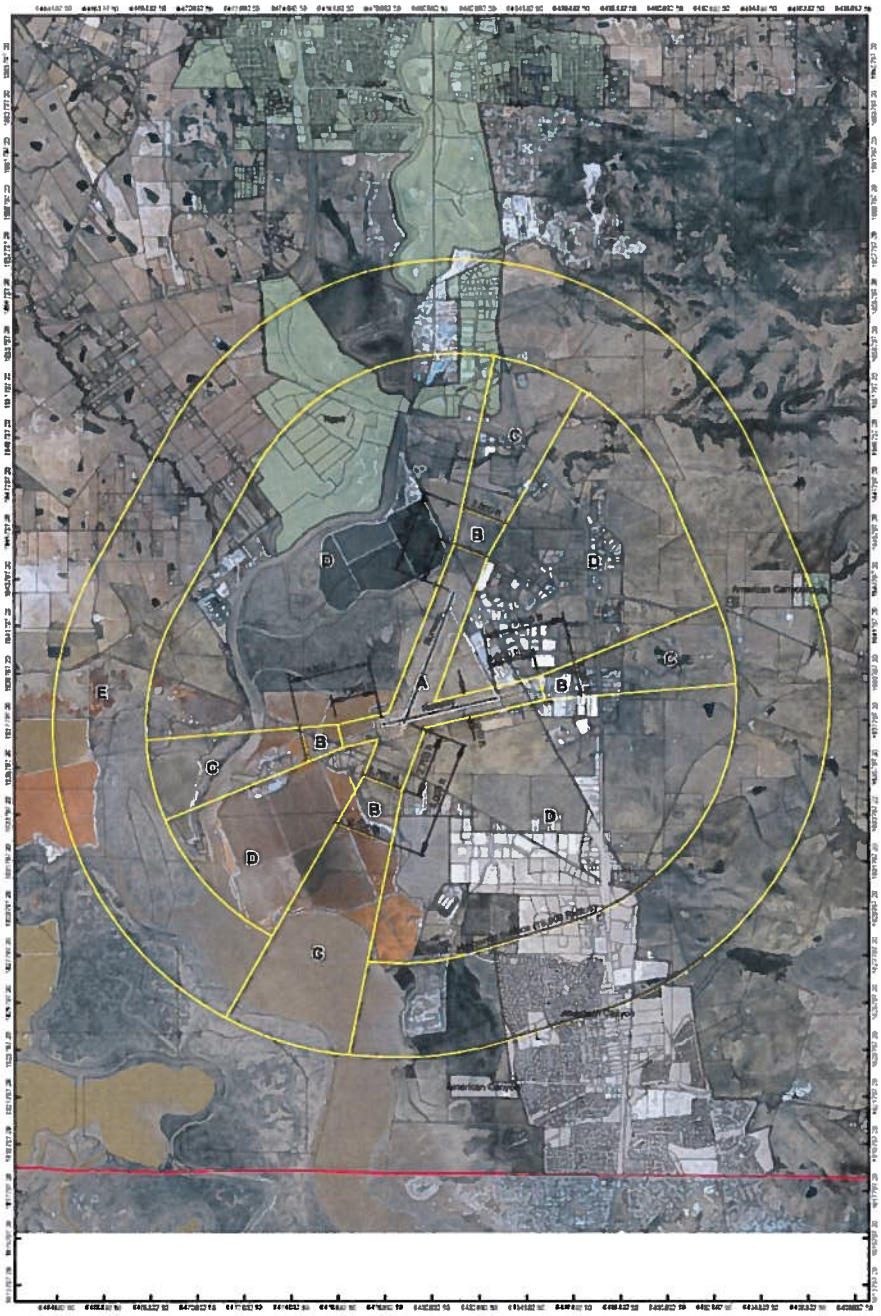
1.27.~~39~~ ~~Work~~ Coordinate with the Napa County Airport Land Use Commission (ALUC) ~~Napa County Airport Authority~~ to ensure that onsite ground activities of the Airport do not adversely impact (e.g., noise, vibration, air emissions, or other pollution) businesses or residents of the City of American Canyon. (*I 1.22*)

1.27.~~410~~ Work with the ~~Napa County Airport Authority~~ALUC to ensure that airport vehicular access does not adversely impact the City of American Canyon. (*I 1.22*)

1.27.~~511~~ ~~Work~~ Coordinate with the ~~Napa County Airport Authority~~ALUC to ensure that any expanded operations of the Airport do not adversely impact existing land uses and development in the City of American Canyon. (*I 1.22*)

1.27.~~612~~ Work with the ~~Napa County Airport Authority~~ ALUC and other appropriate agencies to ensure that emergency preparedness plans are maintained to protect American Canyon residents and development. (*I 1.22*)

1.27.~~713~~ Recognize the importance of the Napa County Airport to City residents, including the economic, transportation and recreational benefits, and ensure that land use decisions rendered for this area do not negatively impact Airport operations (*I 1.22*).



Napa County Airport
Land Use Compatibility Zones **FIGURE 1-3**

TABLE 1-1
Compatibility Zone Definitions

ZONE A — Runway Protection Zones: Dimensioned to encompass the current and future Runway Protection Zones of for the respective runways for each airportof the Napa County Airport, as defined under FAA regulations on the Airport Layout Plans contained in Part III of this documentand shown on Figure 3. The zones also include areas lateral to the runway. These areas are regularly overflown by aircraft below 50 feet above the ground. For this reason, these areas are considered high risk with regard to accident potential and any structures, buildings, trees or obstacles may create a flight hazard. These areas are also affected by high noise levels.

ZONE B — Inner Approach/Departure Zones: Thise inner approach zone is defined as the areas where aircraft will be below 100 feet above ground level as determined by the type of approach anticipated for that runway in the future. Future aApproach slopes are designated on the respective Airport Compatibility Zones map, Figure 1-3 Layout Plans and Airspace Plans for each airport in Part III. These areas are affected by substantial risk of accident potential due to the frequency of overflights at low altitudes. Noise levels are generally high with frequent loud single-events.

ZONE C — Outer Extended Approach/Departure Zones: Thise outer approach zone is defined as the area where aircraft will be below 300 feet above ground level as determined by the type of approach. The low altitude of aircraft in these areas indicates moderate to high risk of accident potential. Properties in this zone will be affected by substantial noise.

ZONE DA — Outer Approach/Extended Pattern: This designation is applied to the pattern areas at both Napa County Airport and the Calistoga Gliderport. At Napa County Airport, the zone extends from approximately 7,000 feet from the runway end out to 10,000 feet for the primary and crosswind runways (Rwy 18R and Rwy 24). For Calistoga Gliderport, the zone is applied to the predominant flight pattern/turn which extends north of the runway. Aircraft on approach are typically below 500 feet above the airport's elevation. The risk of accident potential in these zones is moderate based upon the frequency of overflights, turning movements (from base to final approach), and low altitude of aircraft. These areas may be subject to frequent single event noise intrusion.

ZONE D — Common Traffic Pattern Area: Traffic pattern areas areThis area is defined by the flight pattern for each the Napa County aAirport as illustrated on Figure 1-3 in the respective "Airport Impact Area" figures contained in Part III. These areas are routinely overflown by aircraft operating to and from the airport with frequent single-event noise intrusion. Overflights in these areas can range from near the traffic pattern altitude (about 1,000 feet above the ground) to as low as 300 feet to 1,000 feet above the ground. Accident risk varies from low to moderate. Areas where aircraft are near pattern altitude (e.g. downwind leg) have the lowest risk. In areas where aircraft are at lower altitudes (especially on circle-to-land instrument approaches) a moderate level of risk exists. Departing aircraft and those on circle-to-land instrument approaches are at lower altitudes, indicating moderate risk of accident potential at the periphery of the traffic pattern area.

ZONE E — Other Airport Environs: An airport's influence area often extends beyond the typically defined compatibility zones during busy traffic hours and when larger aircraft are in the pattern. Aircraft overflights can occur anywhere in these areas when aircraft are departing or

approaching an airport. Overflight annoyance is the primary impact element in these areas. The risk of accident is very low.~~Common Flight Paths: Common flight paths are illustrated in the respective "Airport Impact Areas" figure for each airport. Aircraft on approach in these areas are generally 1,000 feet above the airport with limited risk of accident potential. These areas are affected by frequent aircraft noise intrusion and overflight annoyance.~~

~~ZONE F Other Airport Environs: An airport's influence area often extends beyond the typically defined compatibility zones during busy traffic hours and when larger aircraft are in the pattern. Aircraft overflights can occur anywhere in these areas when aircraft are departing or approaching an airport. Overflight annoyance is the primary impact element in these areas. The risk of accident is very low.~~

TABLE 1-2

Airport Vicinity Land Use Compatibility Criteria

ZONE	LOCATION	IMPACT ELEMENTS	MAXIMUM DENSITIES[1]		
			Residential [2]	Other Users (people/ac)[3]	
				In Structures	Total In and out of Structures
A[9]	Runway Protection Zone and Primary Surface	• High Risk • High noise levels • Low overflights below 50' AGL	0	0	10
B	Inner Approach/ Departure Zone	• Substantial risk • High noise levels • Low overflights below 100' AGL	1 du/10 ac[7]	10	25
C	Approach/Departure Zone	• Moderate risk • Substantial noise • Low overflights below 300' AGL	1 du/10 ac[7]	50	75
~~BA~~	~~Outer Approach/ Extended Traffic Pattern~~	~~• Moderate risk (turning movements) • Frequent noise intrusion (jets) • Routine overflights below 800' AGL~~	~~Low density 1 du/5 ac~~	~~75~~	~~100~~
D	Common Traffic Pattern	• Moderate risk • Frequent noise intrusion • Routine overflights below 1000' AGL	1 du/40 ac[7]	100	150
~~E~~	~~Common Flight Paths~~	~~• Limited risk • Frequent noise intrusion • Overflight annoyance~~	~~2~~	~~150~~	~~300~~
~~EF~~	Other Airport Environs	• Low risk • Overflight annoyance	See Note 7		

1. Residential land use and zoning designations are considered incompatible uses within the traffic pattern area (Zones A, B, C, and D) where aircraft overflights are frequent and at low altitude. The residential restrictions do not apply to residential uses allowable under agricultural land use and zoning designations.

2. The use should not attract more than the indicated number of persons per net acre. Net acreage is the total site area inclusive of parking areas and landscaping, less the area dedicated for streets. These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Clustering of development within the density parameters should be encouraged to protect and provide open land/safety areas. However, in Zones A, B, and C the density on any one acre of a parcel should not exceed twice the indicated number of people per acre.

3. Dedication of an avigation or overflight easement or deed notice is required as a condition for new development within all zones. Also, height limit restrictions are applicable to structures and trees in all zones in accordance with Federal Aviation Regulation Part 77 and local ordinances. Uses which may be hazardous to flight are prohibited in all zones.

4. These uses typically can be designed to meet the density requirements and other development conditions listed.

5. These uses typically do not meet the density requirements and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and if mitigation measures (i.e., noise attenuation) are incorporated that will minimize potential conflicts.

6. NLR = Noise Level Reduction: i.e., the attenuation of sound level from outside to inside provided by the structure. Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure. Noise level reduction measures may be required in areas with high single-event noise levels and where noise-sensitive uses (schools, libraries, etc.) are proposed. Refer to Appendix C for criteria and noise attenuation measures.

7. Maximum residential densities in accordance with local adopted General Plans and zoning designations. Consideration should be given to the proximity of flight patterns, frequency of overflight, terrain conditions, and type of aircraft in determining acceptable locations of residential uses. Referral to the ALUC for review of development plans prior to approval is recommended.

8. The purpose of these criteria is to provide a basis for determining those land uses which are compatible with airport activities. Specific land uses will be allowed only if they are also consistent with applicable General Plan policies and zoning ordinances.

9. All lands in Zone A are either within the Airport's boundaries or are recommended for an open space designated for acquisition in the Airport Master Plan and designated for future Clear Zone Study in the relevant Specific Plan.

10. Includes objects that penetrate FAR Part 77 surfaces, uses that would attract large numbers of birds (e.g. landfills) and uses that would create smoke, glare, distracting lights, or electronic interference.

11. Avigation easements will be required in lieu of overflight easements or deed notices where there is an appropriate public agency to review them.

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TABLE 1-2 (cont.)

Zone	Prohibited Uses	Other Development Conditions	Examples of Normally Acceptable Uses	Examples of Uses not Normally Acceptable
A	• All residential uses • Any assemblage of people • Any new structure which exceeds height limits • Noise-sensitive uses • Uses hazardous to flight[12]	• Avigation easement required	• Pasture, open space • Aircraft tiedowns • Auto parking • Most agricultural uses	• Heavy poles, signs, large trees, etc. • Ponds
B	• All residential uses • Any noise-sensitive uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight[12] ~~(e.g., landfills)~~	• Avigation easement required • Structures to be as far as possible from extended runway centerline • Clustering is encouraged to maximize open land areas • Minimum NLR of 25 dBA in office buildings[5] • Building envelopes and approach surfaces required on all subdivision maps and development plans	• All uses from Zone A • Parks with low-intensity uses, golf courses • Nurseries • Mini-storage	• Retail uses • Office uses (except as accessory uses) • Hotels, motels, resorts • Theaters, assembly halls, and conference centers • Ponds
C	• All residential uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight[12] ~~(e.g., landfills)~~ • Landfills	• Avigation easement required • Structures to be set back as far as possible from extended centerline • Clustering is encouraged to maximize open land areas • Building envelopes and approach surfaces required on all subdivision maps • NLR measures may be required for noise-sensitive uses (offices)	• All uses from Zone B • Warehousing and low-intensity light industrial • Small retail uses • Outdoor recreation uses; marina, ballpark • Office uses	• Large retail buildings • Hotels, motels, resorts, health clubs • Restaurants, bars • Multi-story buildings • Theaters, assembly halls, and conference centers • Ponds

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TABLE 1-2 (cont.)

Zone	Prohibited Uses	Other Development Conditions	Examples of Normally Acceptable Uses	Examples of Uses not Normally Acceptable
DA	• Highly noise-sensitive uses • Uses hazardous to flight • Landfills	• Open space component is required to be oriented along extended runway centerline • Building envelopes and approach surfaces required on development plans • Buildings should be set back from centerline to the maximum extent feasible • NLR/acoustical studies that provide maximum interior noise level of 45 dBA based upon single event jet aircraft overflights on approach • Avigation easement must also disclose potential for increased jet activities at Napa County Airport	• All use from Zone C • Most nonresidential uses • Apartments or multi-family units clustered to meet density criteria	• Schools, libraries, hospitals, nursing homes • Large shopping malls • Amphitheaters
D	• All residential uses • Uses hazardous to flight (e.g., landfills)	• Overflight easement or deed notice required • Building envelopes and approach surfaces required on all development plans within 100 feet of approach zones • Clustering is encouraged to maximize open land areas • NLR measures may be required for noise-sensitive uses .	• All uses from Zone DAC • Most nonresidential uses • Accessory daycare centers	• Schools, libraries, hospitals, nursing homes • Large shopping malls • Amphitheaters • Ponds
E	• All residential uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight (e.g., landfills) • Landfills	• Overflight easement or deed notice required • Cluster of development away from flight path is encouraged	• Any permitted use	• Schools, libraries, hospitals, nursing homes • Large shopping malls • Amphitheaters
FE	• Noise-sensitive outdoor uses	• Overflight easement or deed notice required	• Any permitted use	• Amphitheaters • Landfills • Ponds

STATUTORY REQUIREMENTS

[no changes]

OPPORTUNITIES AND CONSTRAINTS (ISSUES)

[no changes]

Napa County Airport
Land Use Compatibility Zones

FIGURE 11-1

OVERVIEW OF NOISE POLICIES

[no changes]

GOALS, OBJECTIVES AND POLICIES

[no changes]

NOISE ORDINANCES, REGULATIONS, AND GUIDELINES

[no changes]

AMBIENT NOISE IMPACTS ON THE COMMUNITY

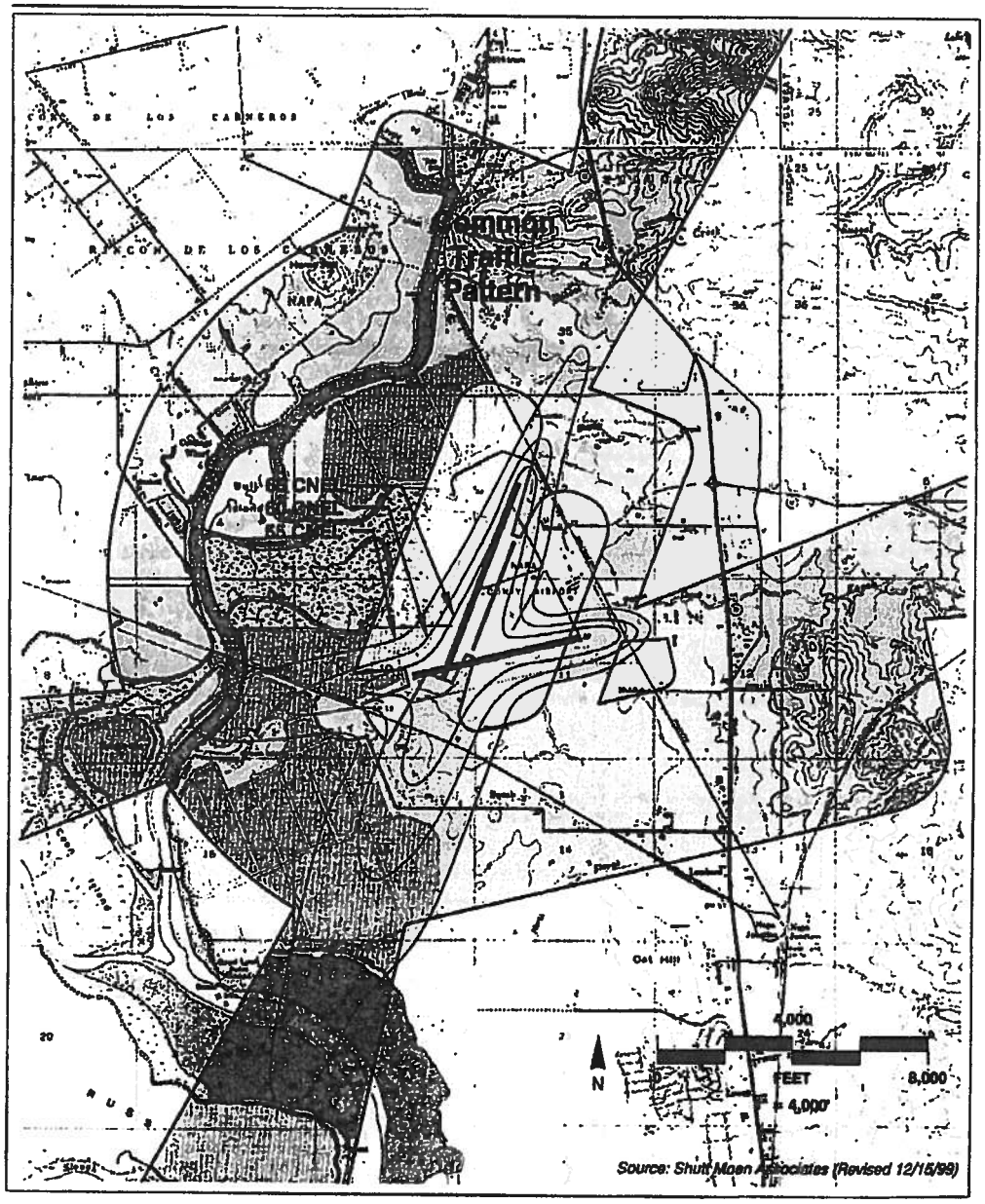
[no changes].

FIGURE 11-2 [no changes]

FIGURE 11-3 [no changes]

FIGURE 11-4 [no changes]

FIGURE 11-4a [no changes]



NAPA COUNTY
AIRPORT NOISE IMPACTS

FIGURE 11-5

TRAFFIC-RELATED NOISE IMPACTS

[no changes]

AIRCRAFT-RELATED NOISE IMPACTS

Objective

11.4 Minimize the adverse impacts of aircraft generated noise on residential and other "noise-sensitive" uses.

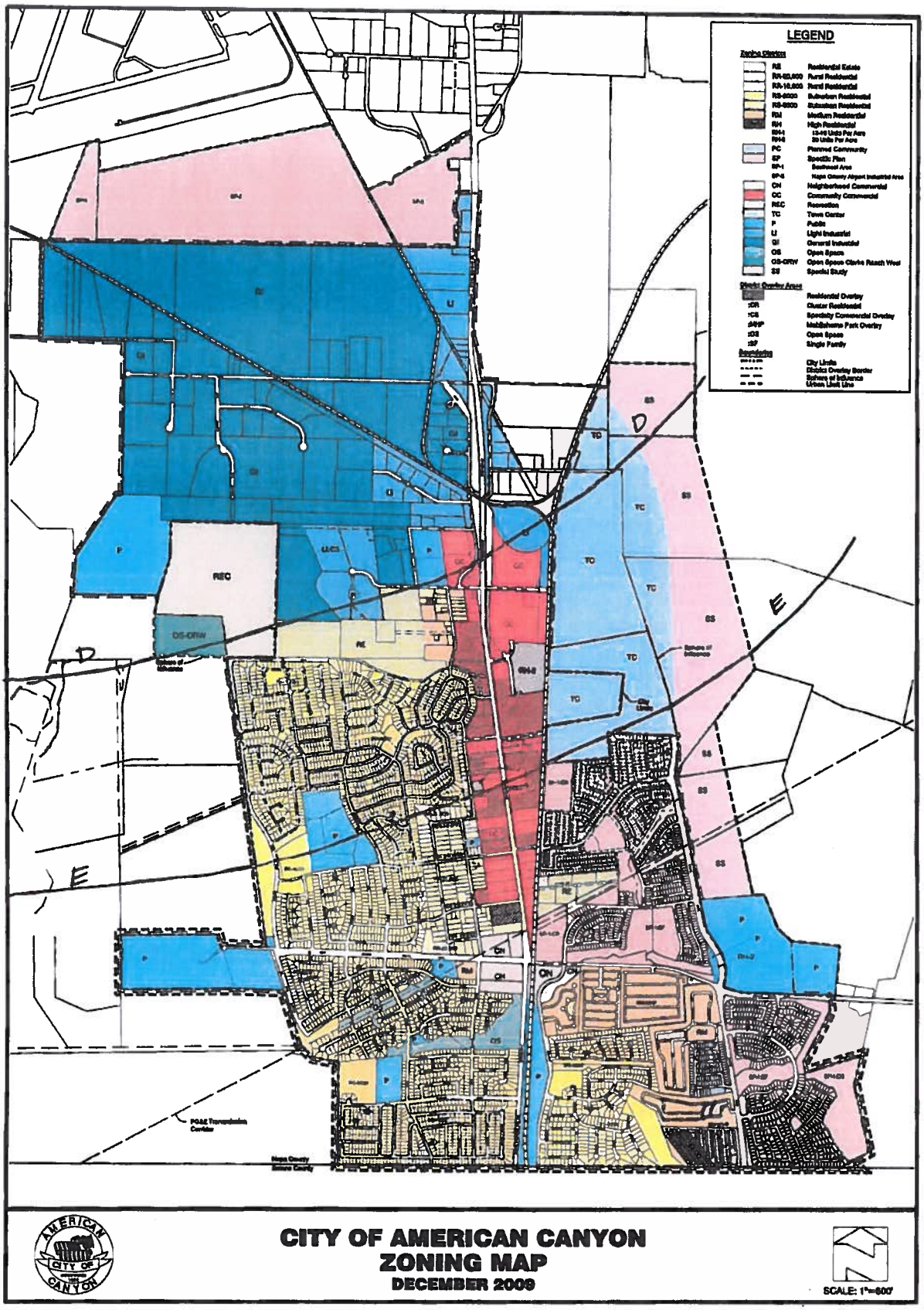
Policies

11.4.1 Restrict the development of uses located within the 65 CNEL contour of Napa Airport to industrial, agricultural, or ~~other~~ open space uses (see **Figure 11-5**). (*I 11.23*)

11.4.2 Require that development in the vicinity of Napa Airport comply with the noise standards contained in the Napa County Airport Land Use Compatibility Plan (ALUCP). (*I 11.24*)

11.4.3 Work closely with the Napa County Airport to ensure that the airport's operations do not generate adverse noise conditions in the City of American Canyon. (*I 11.21*)

[No changes to remaining sections of Noise Element.]



CITY OF AMERICAN CANYON
ZONING MAP
DECEMBER 2009

SCALE: 1"=800'