



PLANNING COMMISSION STAFF REPORT

Meeting Date December 17, 2009
Item Number
File Numbers PL09-0035; GP09-0002

Application Airport Land Use Compatibility General Plan Amendment (PL09-0035; GP 09-0002)
Project Location Within areas affected by the Napa County Airport Land Use Compatibility Zones
Applicant/Owner City of American Canyon
General Plan Designation various
Zoning District various
Environmental Review Categorically exempt from CEQA per CEQA Guidelines Section 15320 for Changes in Organization of Local Agencies.
Staff Contact Sandra Cleisz, Senior Planner
Brent Cooper, AICP, Community Development Director

Requested Actions

The following action is requested of the Planning Commission:

Adopt a Resolution recommending City Council approval of a General Plan Amendment making the General Plan consistent with the 1999 revision of the Napa County Airport Land Use Compatibility Plan.

Background

The state authorizes airport land use commissions to prepare compatibility plans, establish land use policies surrounding airports, and make advisory recommendations to decision-making bodies (such as planning commissions) on the compatibility of land uses within designated airport compatibility zones.

The Napa County Airport Land Use Commission (ALUC) is comprised of the five Napa County Planning Commissioners and two at-large members with "aviation expertise" appointed by the Board of Supervisors. The Napa County ALUC reviews land use compatibility issues within the Napa County Airport zones, guided by the Airport Land Use Compatibility Plan (ALUCP). The Napa County Airport Land Use Compatibility Zones cover roughly half the City of American Canyon (see attached map).

The Napa County Airport Land Use Compatibility Plan (ALUCP), adopted in April 1991 and revised in December 1999, contains maps and polices related to airport compatibility. State law requires that the ALUC review jurisdictions' General Plans to

determine consistency with the Compatibility Plan. The ALUCP states: "Until each affected local agency amends its General Plan ... for consistency with the ALUC policies or otherwise overrides the ALUC determination, all actions, regulations, or permits within the planning areas must be referred [to the ALUC] for a consistency determination."

The City's General Plan was adopted in 1994, and contains polices, tables and maps consistent with the 1991 ALUCP. The ALUCP was revised in 1999, but the City's General Plan was not updated for consistency with the revised document. The General Plan therefore contains outdated information pertaining to land use and noise compatibility with the ALUCP, and is inconsistent with the County's airport compatibility plan.

As a result, all discretionary development proposals within the City that are affected by the ALUCP are subject to an additional application to the County's Airport Land Use Commission (along with plans, information, and fees), as well as a hearing before the commission for a consistency determination. This would be unnecessary if the General Plan was consistent, as this analysis would be performed by City staff as part of development review. The proposed amendment is intended to streamline the process and reduce the cost for applicants.

After Planning Commission reviews the amendment and recommends it for adoption, the Napa County Airport Land Use Commission must render a consistency determination prior to adoption by the City Council. After adoption, only legislative actions such as General Plan amendments, zoning or subdivision ordinance amendments, and specific plans, as well as applications for uses or heights that are "not normally acceptable", would be referred to the ALUC for a consistency determination.

Project Description and Evaluation

The General Plan amendment covers revisions to the Land Use and Noise elements. The revisions to the Land Use Element add six new policies, make changes to existing policies such as adding and correcting agency and document names, and amend the Compatibility Zone tables (Tables 1-1 and 1-2) and map (Figure 1-3) consistent with the 1999 ALUCP. Revisions to the Noise Element amend the relevant maps (Figures 11-1 and 11-5) and make minor corrections to two policies under "Aircraft-related Noise Impacts". See Attachment 2 for the complete "redline" versions of the amendments.

The six new proposed policies (1.27.3 through 1.27.8) in the Land Use Element meet the state's and county's requirements to clearly reference specific issues that are not currently included in the General Plan section on Airport Compatibility. The issues include requiring easements or deed restrictions, limiting building heights, reserving open land, addressing residential uses within the airport planning area, and clarifying the types of actions that must continue to be referred to the ALUC. The added policies were derived from the ALUCP, and are as follows:

- 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.

In addition, the state requires an indication of review and approval procedures and the mechanisms by which development would be required to comply with compatibility criteria. The addition of "discretionary" and "Design Permit and/or Conditional Use Permit reviews" to policy 1.27.2 clarifies the mechanisms and processes that effectively capture development within the airport planning area. The Zoning Ordinance section on Design Permits requires such permits for all new development, site changes and exterior modifications to commercial and industrial properties, as well as to residential properties over one acre. Findings for such permits require consistency with the General Plan. The chapter also specifies the level of decisions (Community Development Director or Planning Commission) for such permits.

The proposed General Plan amendment updates the Land Use and Noise elements to be consistent with the 1999 Napa County Airport Land Use Compatibility Plan (ALUCP), as well as meeting state requirements for consistency outlined in the *California Airport Land Use Planning Handbook* (see below under Applicable Provisions).

Applicable Provisions

State Regulations

1. *Planning, Zoning and Development Law Section 65302.3* requires General Plans to be consistent with airport land use plans or adopt findings per section 21676 of the Public Utilities Code. This section also requires General Plans to be amended within 180 days of any amendment to the airport land use plan. The General Plan has not been amended for consistency nor adopted findings since the revised Napa County ALUCP was adopted by the County in December 1999. The proposed amendment is intended to achieve consistency with the ALUCP.

2. The *Public Utilities Code (PUC)* contains the *State Aeronautics Act*. Article 3.5 (sections 21670-21679.5) establishes the authority and responsibilities for airport land use commissions and the Airport Land Use Planning Handbook. Section 21676.5 states that if the airport commission finds that a local agency has not revised its general plan or overruled the commission by a two-thirds vote with specific findings, the local agency may be required to submit all actions, regulations, and permits to the commission for

consistency review until its general Plan is revised or specific findings are made. The Napa County ALUCP specifies that this is required, and the city has complied.

This section also states that "Whenever the local agency has revised its general plan ... or has overruled the commission ... the proposed action of the local agency shall not be subject to further commission review, unless the commission and the local agency agree that individual projects shall be reviewed by the commission." After the City Council adopts this General Plan amendment, only specific actions such as General Plan and Zoning Ordinance amendments will be referred to the ALUC.

3. The *California Airport Land Use Planning Handbook* (Handbook), on the web at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf> , contains the guiding principles and regulations for airport land use compatibility planning. It covers:

- the establishment and rules for ALUCs,
- the preparation and adoption of compatibility plans,
- the responsibilities of local agencies, and
- the development of policies for noise and safety.

The chapter on local agencies outlines how to achieve consistency with compatibility plans, and contains a checklist for review of the General Plan and Zoning Ordinance. Staff reviewed the proposed revisions to the General Plan, as well as Zoning Ordinance chapters on Commercial, Industrial and Public Districts, and Design Permits to ensure that there were no direct conflicts, and that appropriate review would occur. The majority of uses in Airport Compatibility Zone D (which restricts uses, density and heights) are industrial. In addition, portions of three commercial properties and two built out publicly zoned properties (Napa Junction School/Little League fields, and the wastewater facility) also lie within Zone D. Although Zone E covers a large portion of the City, only "noise-sensitive outdoor uses" are prohibited, and permitted uses are "normally acceptable". Staff found the General Plan after the proposed revisions are made to be consistent with the ALUCP. The Zoning Ordinance contains no direct conflicts, and ensures that appropriate review of properties within the airport zones will occur.

General Plan

In accordance with state law, General Plan Amendments may be adopted a maximum of four times per year, as reflected in Implementation Program I 1.20. If adopted, this will be the first General Plan amendment to be adopted in 2010. The sections of the General Plan referring to airport land uses and noise are being amended to be consistent with state and county regulations regarding airport land use compatibility.

Environmental Review

The proposed amendment is exempt from CEQA under a Categorical Exemption for Changes in Organization of Local Agencies, per Section 15320 of the CEQA Guidelines. The proposed amendment does not change the geographical area where

the ALUC rules are applied, but simply transfers the authority for discretionary applications to the City of American Canyon.

Findings

The findings are included in the attached resolutions.

Public Notice

Notice of the public hearing for this application was given in accordance with state law and Zoning Ordinance Chapter 19.40.

Staff Recommendations

Based on the findings of this report and resolution, staff recommends that the Commission:

1. Open the public hearing and take all relevant testimony from those in attendance.
2. Adopt Resolution 2009-17 recommending to the City Council approval of General Plan Amendment GPA09-0002.

Attachments:

1. Resolution 2009-17, General Plan Amendment on Airport Compatibility
2. Strike-out/Underline versions of General Plan Amendments
3. Airport Compatibility Zone maps

Copies:

1. Ron Gee, Napa County Airport Land Use Planner
2. John McDowell, Napa County Deputy Planning Director



**City of American Canyon
PLANNING COMMISSION
RESOLUTION NO. 2009-17**

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF AMERICAN CANYON
RECOMMENDING TO THE CITY COUNCIL
APPROVAL OF GENERAL PLAN AMENDMENT GP09-0002
TO MEET STATE AND COUNTY REQUIREMENTS
RELATED TO AIRPORT COMPATIBILITY**

WHEREAS, pursuant to Section 65300 of the State Planning and Zoning Law, the City of American Canyon has adopted a General Plan to provide comprehensive long-range planning and a blueprint of the city's future form, including land use and circulation maps that specify the roadway network and the distribution of types and intensities of land; and

WHEREAS, Section 65358 of the State Planning and Zoning Law provides that the City Council may amend all or part of the General Plan if it deems the amendment to be in the public interest; and

WHEREAS, the City's General Plan is outdated and therefore inconsistent with the County's Airport Land Use Compatibility Plan as revised in 1999, requiring the revision and addition of policies related to Airport Land Use Compatibility; and

WHEREAS, pursuant to the California Environmental Quality Act, the proposed General Plan Amendments are exempt per CEQA Guidelines Section 15320, Changes in Organization of Local Agencies; and

WHEREAS, a duly-noticed public hearing was held by the City of American Canyon Planning Commission on December 17, 2009, at which time all those in attendance were given the opportunity to speak on the proposal; and

WHEREAS, the Planning Commission considered all of the written and oral testimony presented at the public hearing in making its decision.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby:

1. Find, based on the following evidence and as required by State Law on General Plan Amendments:
 - a. The proposed amendment is deemed to be in the public interest.

The proposed amendment is in the public interest, as it will render the General Plan consistent with state law concerning airport compatibility, and county polices and regulations of the Airport Land Use Commission and the Airport Land Use Compatibility Plan.

EXHIBIT A

General Plan Amendment GP09-0002

Revising the Airport Compatibility Section of the Land Use Element and Airport related policies and maps of the Noise Element

Land Use Element:

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. (11.1, 11.4, 11.5, 11.8, and 11.11)**
- 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. (11.11)**
- 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 in Zone E.
- 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 the ALUCP zones to the ALUC for a consistency determination.
- 1.27.9 Coordinate with the Napa County Airport Land Use Commission (ALUC) 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*)
- 1.27.10 Work with the ALUC to ensure that airport vehicular access does not adversely impact the City of American Canyon. (*I 1.22*)
- 1.27.11 Coordinate with the 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*)
- 1.27.12 Work with the ALUC and other appropriate agencies to ensure that emergency preparedness plans are maintained to protect American Canyon residents and development. (*I 1.22*)
- 1.27.13 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*).

Planning Commission Resolution 2009-17
General Plan Amendment GP09-0002
Airport Compatibility



**Napa County Airport
Land Use Compatibility Zones**

FIGURE 1-3

TABLE 1-1
Compatibility Zone Definitions

ZONE A	Runway Protection Zone: Dimensioned to encompass the current and future Runway Protection Zones for the runways of the Napa County Airport, as defined under FAA regulations and shown on Figure 3. The zones also include areas lateral to the runway. These areas are regularly overflowed 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	Approach/Departure Zone: This 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. Approach slopes are designated on the Airport Compatibility Zones map, Figure 1-3. 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	Extended Approach/Departure Zone: This 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 D	Common Traffic Pattern: This area is defined by the flight pattern for the Napa County Airport as illustrated on Figure 1-3. These areas are routinely overflowed 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 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.
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.

TABLE 1-2
Airport Vicinity Land Use Compatibility Criteria

ZONE	LOCATION	IMPACT ELEMENTS	MAXIMUM DENSITIES ⁸		
			Residential ¹	Other Users (people/ac) ²	
				In Structures	Total in and out of Structures
A ⁹	Runway Protection Zone and Primary Surface	<ul style="list-style-type: none"> • High Risk • High noise levels • Low overflights below 50' AGL 	0	0	10
B	Inner Approach/Departure Zone	<ul style="list-style-type: none"> • Substantial risk • High noise levels • Low overflights below 100' AGL 	0	10	25
C	Approach/Departure Zone	<ul style="list-style-type: none"> • Moderate risk • Substantial noise • Low overflights below 300' AGL 	0	50	75
D	Common Traffic Pattern	<ul style="list-style-type: none"> • Moderate risk • Frequent noise intrusion • Routine overflights below 1000' AGL 	0	100	150
E	Other Airport Environs	<ul style="list-style-type: none"> • 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 aviation 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 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 designated for acquisition in the Airport Master 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. Aviation easements will be required in lieu of overflight easements or deed notices where there is an appropriate public agency to review them.

TABLE 1-2 (cont.)

Zone	Prohibited Uses	Other Development Conditions³	Examples of Normally Acceptable Uses⁴	Examples of Uses not Normally Acceptable⁵
A	<ul style="list-style-type: none"> • All residential uses • Any assemblage of people • Any new structure which exceeds height limits • Noise-sensitive uses • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • Avigation easement required 	<ul style="list-style-type: none"> • Pasture, open space • Aircraft tiedowns • Auto parking • Most agricultural uses 	<ul style="list-style-type: none"> • Heavy poles, signs, large trees, etc. • Ponds
B	<ul style="list-style-type: none"> • All residential uses • Any noise-sensitive uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • 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 buildings⁶ • Building envelopes and approach surfaces required on all subdivision maps and development plans 	<ul style="list-style-type: none"> • All uses from Zone A • Parks with low-intensity uses, golf courses • Nurseries • Mini-storage 	<ul style="list-style-type: none"> • Retail uses • Office uses (except as accessory uses) • Hotels, motels, resorts • Theaters, assembly halls, and conference centers • Ponds
C	<ul style="list-style-type: none"> • All residential uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight¹⁰ • Landfills 	<ul style="list-style-type: none"> • 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)⁶ 	<ul style="list-style-type: none"> • All uses from Zone B • Warehousing and low-intensity light industrial • Small retail uses • Outdoor recreation uses; marina, ballpark • Office uses 	<ul style="list-style-type: none"> • Large retail buildings • Hotels, motels, resorts, health clubs • Restaurants, bars • Multi-story buildings • Theaters, assembly halls, and conference centers • Ponds
D	<ul style="list-style-type: none"> • All residential uses • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • Overflight easement or deed notice required¹¹ • 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 uses⁶ 	<ul style="list-style-type: none"> • All uses from Zone C • Most nonresidential uses • Accessory daycare centers 	<ul style="list-style-type: none"> • Schools, libraries, hospitals, nursing homes • Large shopping malls • Amphitheaters • Ponds
E	<ul style="list-style-type: none"> • Noise-sensitive outdoor uses 	<ul style="list-style-type: none"> • Overflight easement or deed notice required¹¹ 	<ul style="list-style-type: none"> • Any permitted use 	<ul style="list-style-type: none"> • Amphitheaters • Landfills • Ponds

Noise Element:

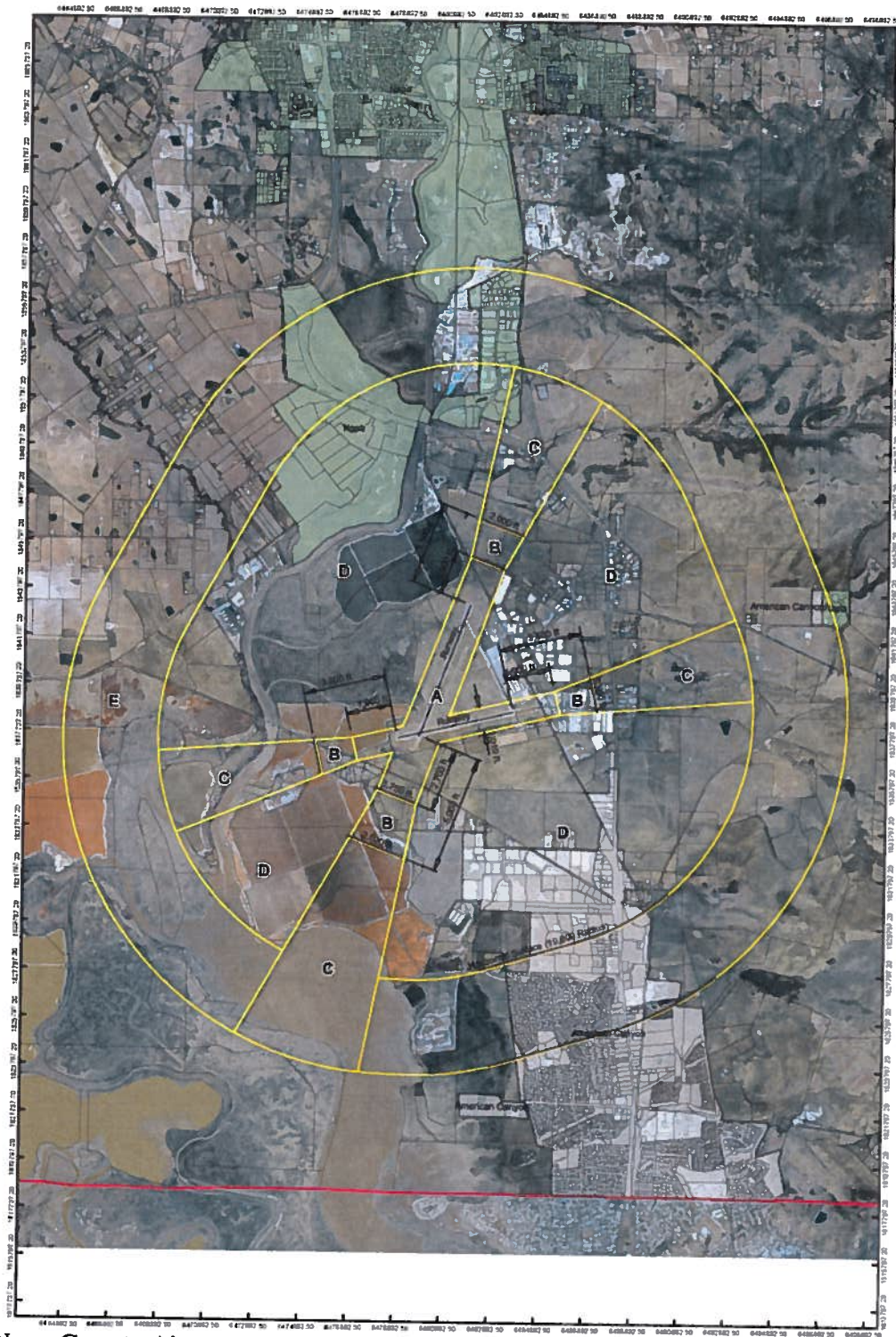
STATUTORY REQUIREMENTS

[no changes]

OPPORTUNITIES AND CONSTRAINTS (ISSUES)

[no changes]

Planning Commission Resolution 2009-17
General Plan Amendment GP09-0002
Airport Compatibility



**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

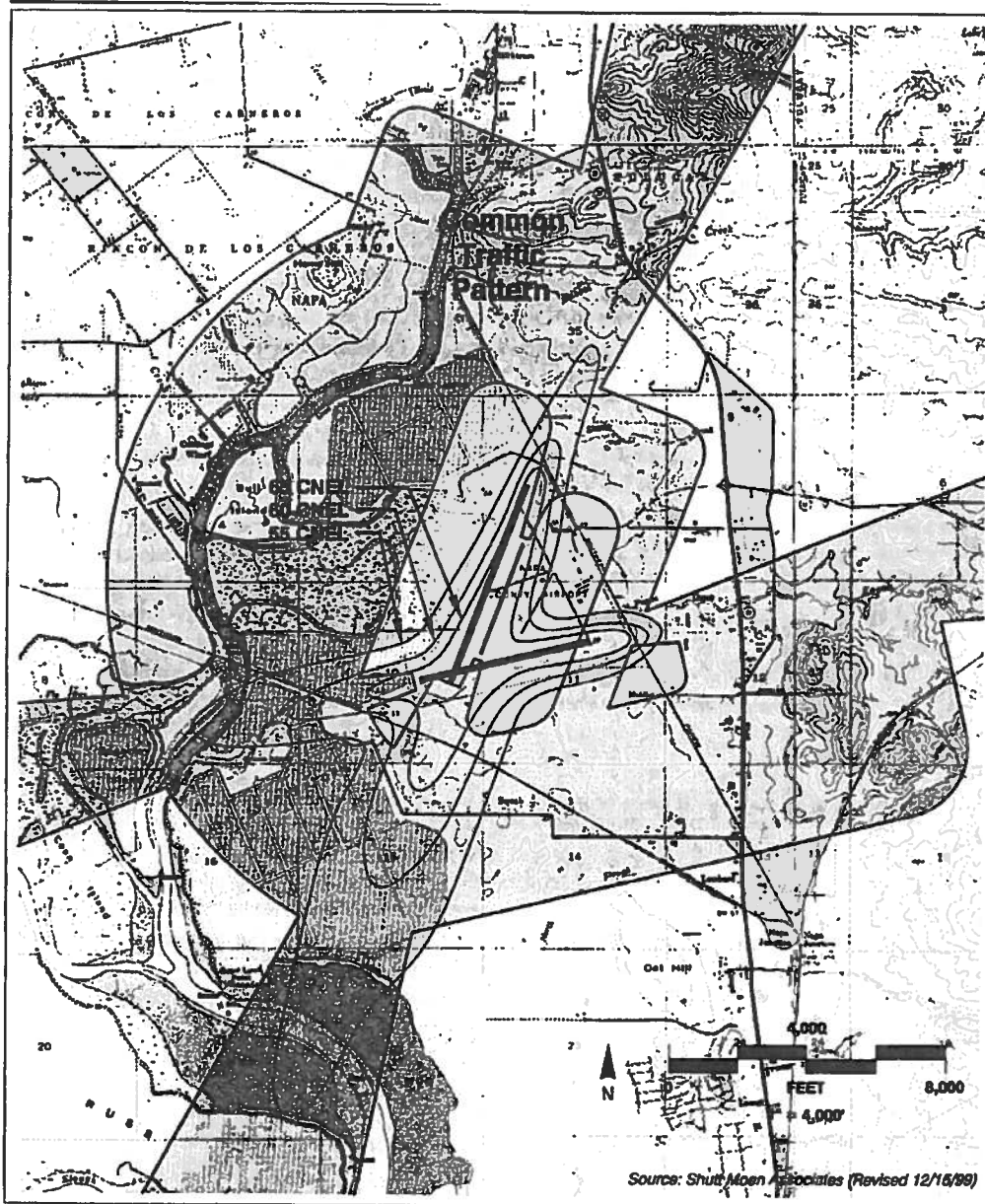
[no changes].

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 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.]

Planning Commission Resolution 2009-17
General Plan Amendment GP09-0002
Airport Compatibility

PASSED, APPROVED AND ADOPTED at a regular meeting of the Planning Commission on December 17, 2009, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Joseph M. Meck, Chair

ATTEST:

APPROVED AS TO FORM:

Taresa Murphy,
Administrative Assistant

William D. Ross, City Attorney