

AIRPORT LAND USE COMMISSION
AGENDA ITEM #9
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The northern portion of the site is in a direct line east of the airport runway, falling into Areas "A" and "B", and constitutes parts of the Runway Protection Zone and the Inner Approach/Departure Zone, subject to substantial safety risks, high noise levels, and overflights below 100 feet. The remainder of the project site is located in Area "D," identified as the "Traffic Pattern" of the airport, subject to moderate safety risk and frequent noise intrusion, with routine overflights below 1,000 feet above the ground.

The proposed project consists of several functional areas. The northeast corner is the Garbage Company's headquarters office complex, including a two-story building a maximum of 25 ft. high, and patron and employee parking. By condition of County approval, the building itself will be located entirely within the "D" zone. The southeast portion of the site would contain a material recovery building a maximum of 33 feet high, outdoor storage, and truck parking. The western part of the site would contain composting and outdoor storage areas.

The project compares with the Guidelines as follows:

1. Maximum density in people per acre.

Use of the "A" Zone portion of the site would be occupied by composting windrows. Maintenance of this area would require minimal occupancy. The "B" Zone portion of the site would be devoted to composting and parking lots. A total of 91 parking spaces would be provided for customers and employees (not all of which might be in the "B" Zone after final design), but most of these spaces would be for overnight parking of garbage trucks. This area occupies a little over an acre. Peak use would probably occur in the afternoon, when the last customers leave, when trucks enter to park, and when employees leave the site. The office and materials-recovery buildings would be in the "D" zone. A maximum of 28 employees would be located in this approximately 4½-acre area.

The Compatibility Guideline for Area "B" provides for total occupancy of 25 people per acre. Although it would be theoretically possible for the project to result in more than this number present in area "B" at one time, all these people would be leaving the site, and would thus be present for a few minutes at most. The Compatibility Guideline for Area "D" provides for a maximum of 150 people per acre (up to 100 of these inside). The project, occupying about 10 acres in area "D" altogether, easily complies with this Guideline.

2. Open Land Requirements

Open land requirements of compatibility Area "B" are 50%. As proposed, this area would be entirely devoted to open space uses and parking. Open land requirements of Area "D" are 25%. Calculations are to be made for "each distinct compatibility zone." The project site is located in the Tower Road industrial area, but nevertheless the project contains well over 25% of open area in Zone "D" devoted to outdoor storage and composting.

3. Prohibited uses.

The Guidelines for Area D would prohibit residential uses and other noise sensitive uses. The project includes office space, which may be considered somewhat noise sensitive, but construction can insulate the interior noise levels to avoid disruption by aircraft. No noise residential or noise-sensitive uses, flammable materials, or limited-mobility occupancies are proposed for Area B where these would be prohibited.

4. Development conditions.

The Guidelines require an avigation or overflight easement. Such an easement will be granted to the County as a condition of the underlying parcel map.

The Guidelines would prohibit uses hazardous to flight. No such uses are proposed.

The Guidelines for Area "D" encourage clustering of development to maximize open land areas. The proposed construction would occupy less than a quarter of the site, and is located in the portion of the site furthest from the airport, and outside an extension of the runway.

5. Unacceptable uses.

Most office uses are unacceptable in Zone "B." The office building has been relocated south, to Zone "D." In Zone "D," schools, libraries, hospitals, nursing homes, day care centers, shopping malls and amphitheaters are normally unacceptable uses. None are proposed.

6. Completion of the Airport Land Use Plan.

In accordance with requirements of State Law, the Napa County ALUC is proceeding with preparation of an Airport Land Use Plan with the assistance of the consulting firm of Hodges and Shutt. After workshops and study sessions in the three affected areas, hearings on the draft Airport Land Use Compatibility Plan have begun. Environmental review is underway, with adoption of at least some portions of the Plan scheduled for April 22, 1991.

7. Likely Consistency.

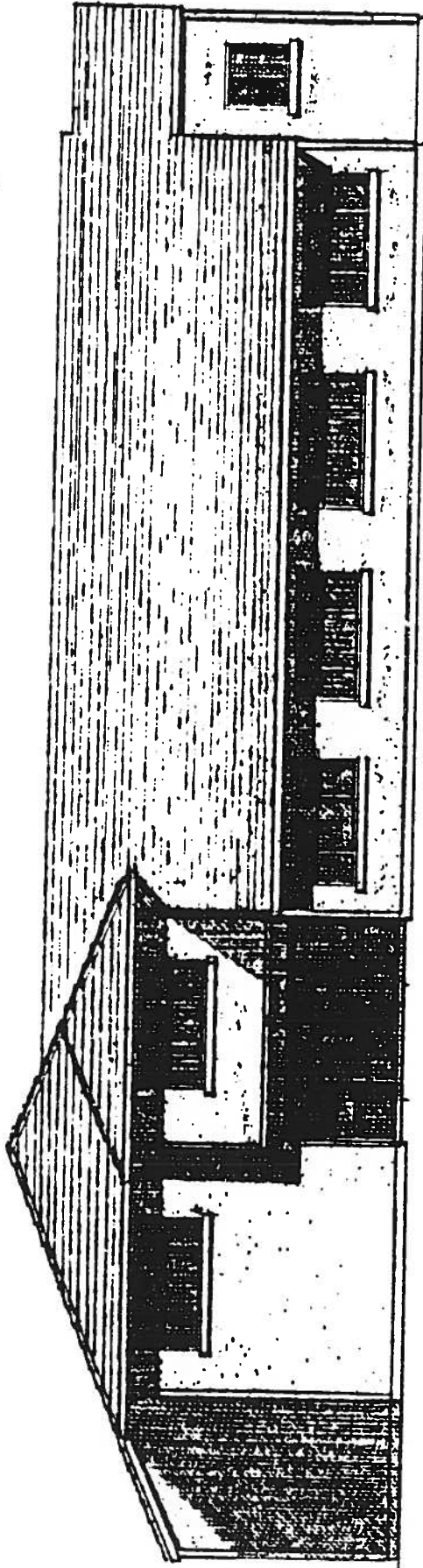
The proposed use is consistent with the General and Specific Plans for industrial-park development of the surrounding area. The northern part of the site is directly beneath a portion of the approach/departure path, but virtually all occupied facilities would be located south of this critical area. Other industrial uses exist in the general area. The project is also fully consistent with the draft ALUCP.

8. Future Detriment.

The principal concerns raised by future airport land use planning in this location are aircraft safety and noise. No safety hazards are proposed by the project. Potential emergency landing/crash sites off the end of the runway will not be occupied by structures. No noise concerns are raised by the proposal.

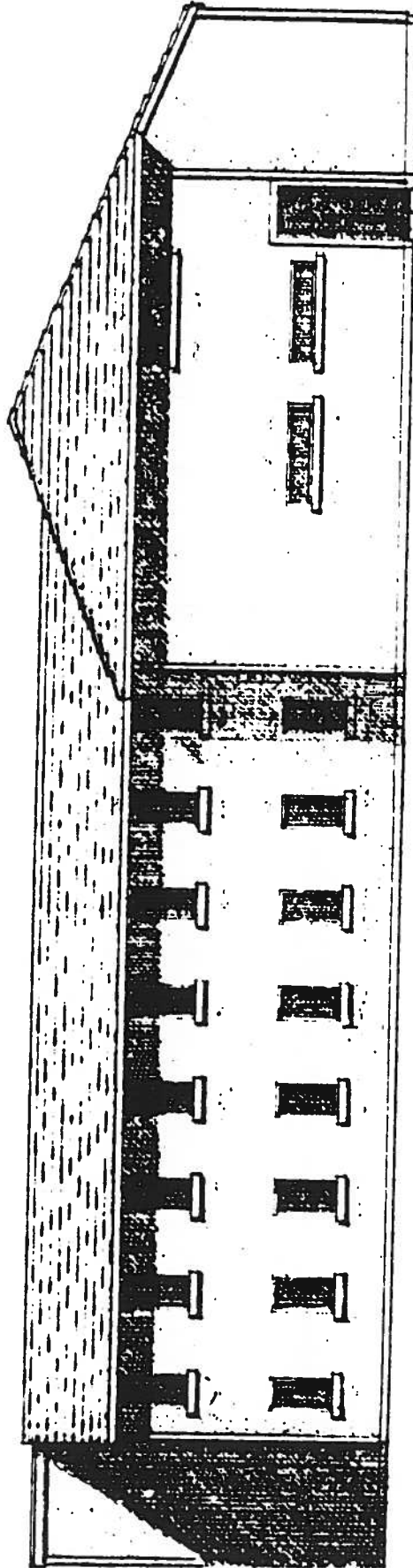
RECOMMENDATION:

Approval of Napa County Use Permit No. U-90-29, as approved February 20, 1991, with the required findings (a) thru (c) listed above.



FRONT ELEVATION

scale: 3/32"=1'-0"

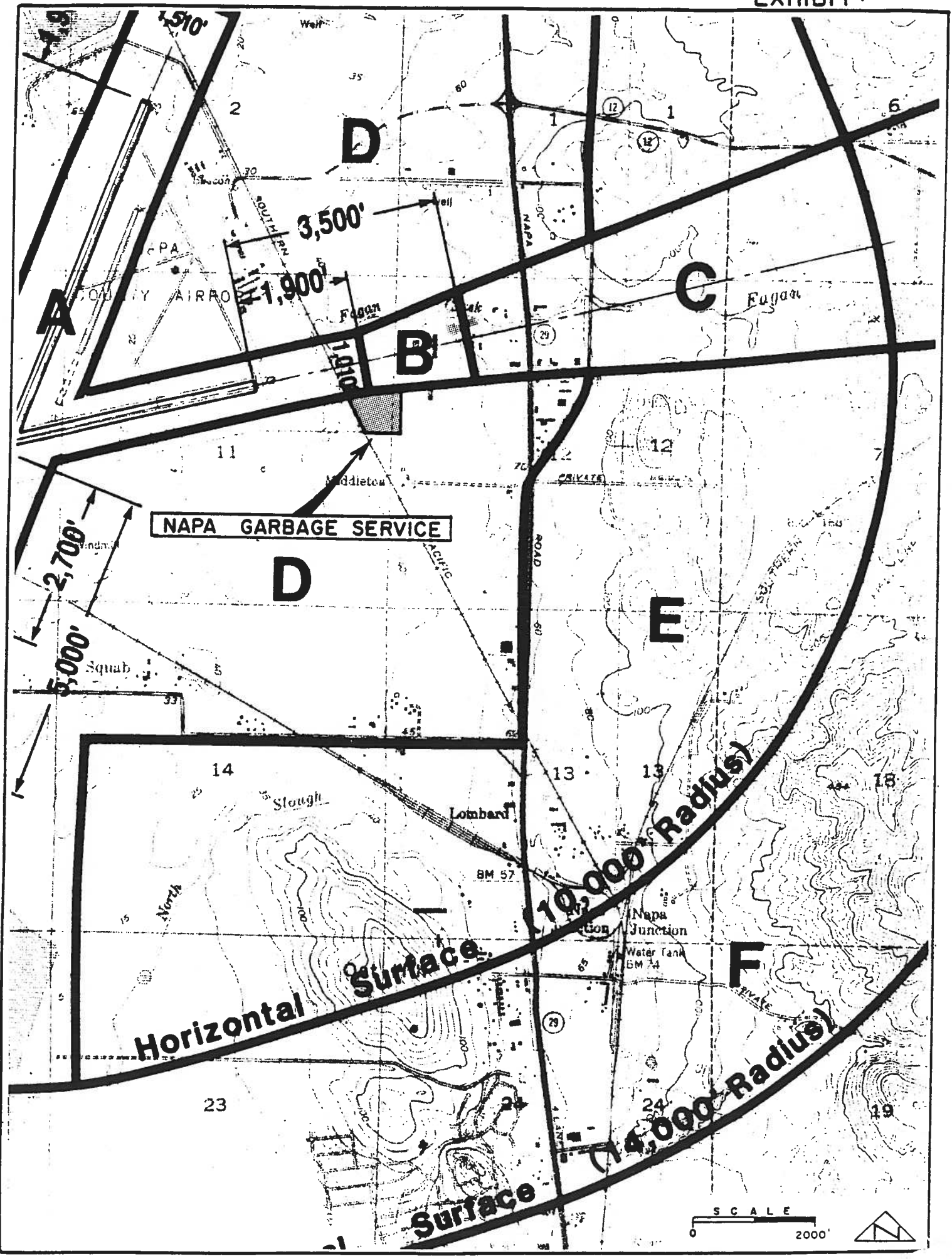


REAR ELEVATION

scale: 3/32"=1'-0"

NAPA GARBAGE COMPANY

CLIFFORD H. SIMPKINS AIA
V.P. 11/1/77



NAPA COUNTY AIRPORT
January 1990

ZONE #	LOCATION	IMPACT ELEMENTS	MAXIMUM DENSITIES		REQUIRED OPEN LAND ³	PROHIBITED USES	OTHER DEVELOPMENT CONDITIONS ⁴	EXAMPLES OF NORMALLY ACCEPTABLE USES ⁵	EXAMPLES OF USES NORMALLY NOT ACCEPTABLE ⁶
			RESIDENTIAL (du/ea) ¹	OTHER USES (people/ea) ²					
A	Clear Zone or Primary Surface	o High risk o High noise levels	0	0	10	All Remaining	o No uses hazardous to flight o Conformance with height limitations of Federal Aviation Regulations Part 77	o Pastures, open space o Aircraft tie-downs o Auto parking	o Heavy poles, signs, large trees, etc.
B	Inner Approach/Departure Zone	o Substantial risk -- Low over-flights along extended runway centerline o High noise levels	0	10	25	50%	o Structures to be as far as possible from extended runway centerline o Minimum M.R. of 25 dbA in office buildings o No uses hazardous to flight o Aviation easement required	o All uses from Zone A o Parks with low-intensity uses, golf courses o Nurseries o Mini-storage	o Retail uses o Office uses (except as accessory to acceptable uses) o Hotels, motels, resorts o Theaters, assembly halls, auditoriums, and conference centers
C	Outer Approach/Departure Zone	o Substantial noise o Moderate risk -- either: (1) Routine overflight on instrument approach below 400' AGL or (2) below pattern altitude on visual approach	0	50	75	30%	o Clustering of development is encouraged to maximize open land areas o No uses hazardous to flight o Aviation easement required	o All uses from Zone B o Warehousing and low-intensity light industrial o Small retail uses o Outdoor recreation uses; marina, ball parks o Office uses (one-story maximum)	o Large retail buildings o Hotels, motels, resorts o Health clubs o Restaurants, bars o Multi-story office and financial uses o Theaters, auditoriums, assembly halls, and conference centers
D	Traffic Pattern	o Moderate risk -- overflight below 800' AGL o Frequent noise intrusion	0	100	150	25%	o Clustering of development is encouraged to maximize open land areas o No uses hazardous to flight o Overflight easement required o 35 feet maximum height	o All uses from Zone C o Most non-residential uses	o Schools, libraries, hospitals, nursing homes, day care centers o Large shopping malls o Amphitheaters
E	Common Flight Paths	o Limited risk o Frequent noise intrusion	Low density ⁸	150	300	NOTE 8	o Overflight easement required o Clustering of development away from traffic pattern	o Any permitted use	o Schools, libraries, hospitals, nursing homes, day care centers o Amphitheaters
F	Other Airport Environs	o Low risk o Overflights	---	SEE NOTE 8	---	---	o Overflight easement required	o Any permitted use	o Amphitheaters

NOTES

Residential land use and zoning designations should not allow more than the indicated number of dwelling units per gross acre. Units can be clustered to meet open land criteria. Maximum net density in any area should not exceed three times the acceptable gross density. The residential restrictions do not apply to residential uses allowable under agricultural land use and zoning designations.

The area 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 use. Clustering of development within the density parameters should be encouraged to protect and provide open space/safety areas.

Open land requirements apply to the gross area of all lands within each distinct compatibility zone. The indicated percentage of open land should remain free of structures and other major obstacles. To be considered open land the area must be sufficiently large and unobstructed to enable an aircraft to make an emergency landing with a high probability of no serious

injuries to the occupants of the aircraft or major damage to structures on the ground. The minimum size for such areas is 100 feet wide by 300 to 500 feet long. Roads and adjacent landscaping qualify if they are wide enough and not obstructed by large trees, signs, or poles. These areas should be oriented as closely as practical to the common direction of aircraft flight over the area.

4 Dedication of an aviation or overflight easement 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 the County's Airport Safety Ordinance No. 416.

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

6 These uses typically do not meet the density requirements and other development conditions listed.

7 Listed. They should be allowed only if a major community objective is served by their location in this zone and if mitigation measures are incorporated that will minimize potential conflicts.

8 NLR = Noise Level Reduction; i.e. the attenuation of sound level from outside to inside provided by the structure.

9 Maximum densities and open land requirements in accordance with adopted General Plans and zoning designations.

10 In the event that a parcel is bisected by two or more compatibility zones, the more restrictive criteria shall apply to the entire parcel until such time as the parcel is subdivided.

11 The purpose of this 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.



AIRPORT VICINITY LAND USE COMPATIBILITY CRITERIA

