

RESOLUTION NO. _____

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NAPA,
STATE OF CALIFORNIA, AMENDING THE NAPA COUNTY AIRPORT
INDUSTRIAL AREA SPECIFIC PLAN AND AIRPORT MASTER PLAN WITH
RESPECT TO AN APPROXIMATELY 25 ACRE PARCEL BEARING ASSESSOR'S
PARCEL NUMBER 057-040-007 (ATKINS-BORGE PARCEL)**

WHEREAS, immediately adjacent to the southern portion of the Napa County Airport is an approximately 25 acre parcel of real property bearing Assessor's Parcel Number 057-040-007, referred to hereafter as the Atkins-Borge Parcel. The Atkins-Borge Parcel presently bears a General Plan designation of Industrial, and has a I:AC (Industrial: Airport compatibility) and IP:AC (Planned Industrial: Airport compatibility) zoning designation.

WHEREAS, California Government Code Section 65450 et seq. authorizes the County Board of Supervisors to adopt and amend Specific Plans; and

WHEREAS, the Airport Industrial Area Specific Plan (hereafter referred to as the "AIASP"), was adopted by the Board of Supervisors on July 29, 1986, and as amended through January, 2012; and

WHEREAS, when the AIASP was amended in April, 2004, staff had intended that the portions of the AIASP, including the Plan Summary Map, be amended to reflect that the Atkins-Borge Parcel was privately owned and should be designated as Business/Industrial Park, and not designated as Airport, since that designation is only applicable to lands owned by Napa County. The Plan Summary Map was not, by mistake, so amended, nor applicable provisions of the AIASP to take into account this proper land use designation; and

WHEREAS, the Napa County Airport Master Plan (hereafter referred to as "Master Plan") was last updated in April, 2008. The Master Plan is a planning document projecting the future needs and facility requirements of the Napa County Airport, and is a component of the Airport Land Use Compatibility Plan adopted by the Napa County Airport Land Use Commission (the "ALUC") in April, 1991 and as subsequently amended. With respect to property located outside the actual airport boundaries and not part of an airport itself, the Master plan is merely suggestive of potential future land uses; and

WHEREAS, the Master Plan projected that the Atkins-Borge Parcel would be acquired by Napa County for runway clearance or possible hangar construction purposes by March, 2012, with the vast majority of acquisition funding provided by Federal Aviation Administration ("FAA") grants; and

WHEREAS, acquisition negotiations between the owners of the Atkins-Borge Parcel and Napa County were unsuccessful, and the ability to obtain sufficient grant funding from the FAA for acquisition is questionable now and in the future; and

WHEREAS, the owners of the Atkins-Borge Parcel believe the language related to that parcel contained in the AIASP and Master Plan can be construed to prevent the reasonable economic utilization of the parcel, and the County has determined that acquisition of the parcel is not necessary for airport purposes, for protecting public health and safety and welfare, for minimizing the public's exposure to excessive noise, and for minimizing safety hazards within areas around the public airport, and that the AIASP and Master Plan can be amended to so reflect. Sufficient protection for such interests is provided through existing zoning regulations related to development restrictions found in the Airport Compatibility Combination District and the requirement of an avigation easement associated with any development that might occur on Atkins-Borge Parcel; and

WHEREAS, the County believes the public interest is best served by adopting the amendments to the AIASP and Master Plan as set forth herein: and

WHEREAS, the amendments being adopted herein do not need further independent review under the California Environmental Quality Act, as the uses to which the Atkins-Borge Parcel could be put and the environmental effects thereof remain the same, either as owned by the present owners or by the County if the acquisition had occurred, and were adequately analyzed in the Mitigated Negative Declaration and Environmental Assessment adopted in conjunction with the adoption of the Master Plan Update in April, 2008, and further qualify for the Class 5 Categorical Exemption (CEQA Guidelines Section 15303) Minor Alterations to Land Use Limitations, and as no specific development proposal is being approved, the General Rule provision of CEQA Guideline Section 15061(b)(3); and

WHEREAS, the Board of Supervisors further desires to make non-substantive changes to the AIASP to reflect the recent reorganization of the Conservation, Development and Planning Department and Commission into the Planning, Building and Environmental Services Department and Planning Commission; and

WHEREAS, in compliance with Section 65090, notice has been published in the manner required by Section 6061 of the Government Code; and

WHEREAS, pursuant to Section V(A) of the AIASP, on August 8, 2013, the Airport Industrial Area Subcommittee considered the AIASP amendments proposed herein and recommended they be adopted, and

WHEREAS, pursuant to Public Utilities Code Section 21676, on _____, 2013, the ALUC reviewed the proposed AIASP and Master Plan Amendments and determined that the Amendments were consistent with the Airport Land Use Compatibility Plan adopted by the ALUC on April 22, 1991, and as subsequently amended; and

WHEREAS, on _____, 2013, the Napa County Airport Advisory Commission recommended that the Board of Supervisors adopt the Master Plan Amendments;

WHEREAS, the Planning Commission conducted a duly noticed public hearing on _____, 2013, for the purpose of receiving public testimony on the aforementioned AIASP Amendments, closed the public hearing and recommended approval of the AIASP Amendments to the Board of Supervisors; and

WHEREAS, on _____, 2013, the Board of Supervisors conducted a duly noticed public hearing on the AIASP and Master Plan Amendments, received testimony, closed the public hearing and proceeded to consider the Planning Commission's and ALUC's recommendations regarding the Specific Plan and Master Plan Amendments; and

WHEREAS, on the basis of its review of the proposal, the Board has determined that the proposed amendments of the AIASP are consistent with all elements of the General Plan and the applicable requirements of state law, and that the Master Plan Amendments are consistent with Airport Land Use Compatibility Plan; and

NOW, THEREFORE, BE IT RESOLVED, FOUND AND DETERMINED by the Board of Supervisors of the County of Napa, State of California as follows:

1. The foregoing recitals are true and correct.

2. The amendments being adopted herein do not need further independent review under the California Environmental Quality Act, as the uses to which the Atkins-Borge Parcel could be put and the environmental effects thereof remain the same and were adequately analyzed in the Mitigated Negative Declaration and Environmental Assessment adopted in conjunction with the adoption of the Master Plan Update in April, 2008, further qualify for the Class 5 Categorical Exemption (CEQA Guidelines Section 15303) Minor Alterations to Land Use Limitations, and as no specific development proposal is being approved, qualifies for the General Rule provision of CEQA Guideline Section 15061(b)(3);

3. The Board hereby approves and adopts the AIASP Amendments as set forth in Exhibit "A" attached hereto. Consistent with Article XI, Section 7 of the California Constitution and the County's General Plan, the Board finds that the Specific Plan Amendments and this Resolution are in the best interests of the public health, safety and welfare.

4. All references in the AIASP (from the Table of Contents though page 150) to the "Conservation, Development and Planning Department", "CDPD", "Conservation, Development and Planning Commission", and "CDPC" are hereby replaced with "Planning, Building and Environmental Services Department", "PBES", "Planning Commission", and "PC", respectively.

5. The Board hereby directs the Conservation, Development and Planning Department to implement Specific Plan Amendments and the measures described therein.

6. The Board hereby approves and adopts the Airport Master Plan Amendments as set forth in Exhibit "B" attached hereto.

7. This resolution shall take effect immediately upon its adoption.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Supervisors of the County of Napa, State of California, at a regular meeting of said Board held on the ___ day of _____, 2013 by the following vote:

AYES: SUPERVISORS _____

NOES: SUPERVISORS _____

ABSENT: SUPERVISORS _____

BRAD WAGENKNECHT, Chair
Napa County Board of Supervisors

ATTEST: GLADYS I. COIL
Clerk of the Board

By: _____

APPROVED AS TO FORM
Office of County Counsel
By: *Robert Paul* (e-sign)
Deputy County Counsel
Date: _____

Approved by the Napa County
Board of Supervisors
Date: _____
Processed by: _____
Deputy Clerk of the Board

Exhibit A

Table 1
 SUMMARY DATA

PLANNING AREA	Along State Route 29 immediately south of the Napa city limits and approximately 2.75 miles north of the Solano County line and the City of Vallejo.		
PLANNING AREA SIZE	Approximately 2,945 acres.		
PARCELIZATION AND OWNERSHIP	162 recorded parcels ranging in size from 0.1 to 622.4 acres; held by approximately 100 owners.		
GOVERNMENTAL AND SERVICE JURISDICTIONS	Fifth Supervisorial District.		
	<i>Fire:</i> Napa County Fire Department and the American Canyon Fire Protection District.		
	<i>Police:</i> Napa County Sheriff's Department.		
	<i>Sewer:</i> City of American Canyon and the Napa Sanitation District.		
EXISTING AND PLANNED LAND USE (ACRES)	<i>Water:</i> Napa City Water Department and City of American Canyon.		
		Existing (1984)	Planned (Buildout) (amended <u>2013-1989</u>)
	General Industrial	219	569
	Business/Industrial Park	29	<u>1,3791,354</u>
	Institutional (Airport)	747	<u>824.65822</u>
Agriculture and Open Space	1,780	36	

I. PLAN SUMMARY

A. OVERVIEW

The overall objective of the Napa County Airport Area Specific Plan and EIR is to guide and facilitate development of the designated 2,945-acre Napa County Airport Industrial area. The plan recognizes the economic importance to the County and region of the airport area and responds to the area's identification in the Napa County General Plan as the principal unincorporated location for industrial development. The specific plan has been prepared in a manner consistent with the requirements of the State Planning and Conservation Law, Title VII, Article 8, Section 65450. The plan includes:

A set of detailed land use and circulation standards for development of the area;

A set of associated capital improvement requirements and sequences;

A description of suggested cost responsibilities and financing approaches; and

A description of potential environmental impacts and mitigation needs associated with development under the plan (a summary of these impact and mitigation findings follows page 137 of this document).

Specific plan summary data are provided in Table 1. The plan designates an estimated 50-year inventory of industrial land, and concentrates on identifying standards and actions for development in the more foreseeable first 30 years of planning area absorption.

The plan is intended to provide the Napa County Planning Commission, Airport Land Use Commission, and Board of Supervisors with an explicit policy base for decision making with respect to private and public development in the planning area. The plan's policies should not be viewed as unalterable, but rather as statements of what is considered to be in the best interest of the County at this point in time. The plan should be reviewed every 24 months and periodic modifications should be made as warranted to reflect changes in conditions and attitudes.

The plan will ultimately accommodate ~~1,948~~^{1,923} acres of industrial development, including ~~1,379~~^{1,354} acres of Business/Industrial Park and 569 acres of General Industrial. The plan sets forth a set of development standards for its industrial areas which will assure investors of a long-term, harmonious industrial environment with minimal conflict between business/industrial park, general industrial, and airport activities. The plan also proposes a regional road improvement program which will substantially increase planning area competitiveness with other industrial areas in the region.

Planning area employment is expected to reach 6,000 jobs by the year 2000, and approximately 13,000 jobs by the year 2015. The plan provides an implementation methodology to ensure that a logical relationship is maintained between job creation and the County's residential Growth Management System.

19. A coordinated system of landscaping, signage, street lighting, and other design features should be established for reasonable application to visually enhance and distinguish the airport industrial area.

D. LAND USE POLICIES

Plan land use allocations are diagrammed on Figure S-1. The purpose and objectives of the six land use designations area summarized below:

Airport. (~~797,824.65~~ acres) This designation includes the publicly owned, ~~747-acre~~ Napa County Airport property, ~~plus 75 acres of expansion area~~. The airport is currently a general aviation facility serving privately owned propeller and business jet aircraft, and providing quarters for various flying services, a large pilot training program, and a popular restaurant. Annual aircraft activity is expected to reach 375,000 operations by the year 2000.

Business/Industrial Park. (~~1,379,135.4~~ acres) This designation is intended to provide exclusively for modern, well-planned, non-nuisance light industrial and business park uses which are compatible with each other, the airport, the S.R. 29 corridor, and surrounding open space areas. Land uses in these areas are subject to special development standards established in the plan to ensure a harmonious, optimal environment for industrial occupants. Allowable uses include research and development, light manufacturing, light assembly, warehousing and distribution, development, administrative headquarters, and other professional and administrative facilities. Development in these areas is subject to special requirements for site and building design, landscaping, roads, signage, off-street parking, noise control, and outdoor storage that together will enhance the market attractiveness of the entire planning area. Design review is required.

General Industrial. (569 acres) This designation is intended to accommodate expansion of general manufacturing, agricultural processing, indoor and outdoor storage facilities, salvage yards, construction materials operations, and other activities which may require extensive land areas, relatively low land costs, and good access, but are not adaptable to higher quality development standards. The designation has been confined to areas which are visually contained and where land use impacts can be minimized. Plan-prescribed development standards for these areas are less stringent than for business/industrial park areas, with emphasis on special treatments along site boundaries (especially those which are contiguous to business/industrial park and other nuisance-vulnerable uses).

Agriculture and Permanent Open Space (36 acres) Areas designated for agriculture and permanent open space are those airport approach Clear Zone lands which are not currently owned by the airport. Clear Zones are designated at all four ends of the two airport runways. To provide permanent protection against incompatible land uses, the plan calls for a prohibition on all urban development within these Clear Zones.

Primary and Secondary Approach Zones. Primary Approach Zones are designated at the ends of the airport's primary north-south runway in a manner consistent with Federal Aviation Administration standards. A Secondary Approach Zone is designated at the end of the airport's east-west oriented secondary runway. New urban uses within these zones are subject to special land use controls on building coverage, building height, employment density, and other hazard factors to mitigate potential safety conflicts between aircraft landing and taking-off patterns and urban development. Land uses

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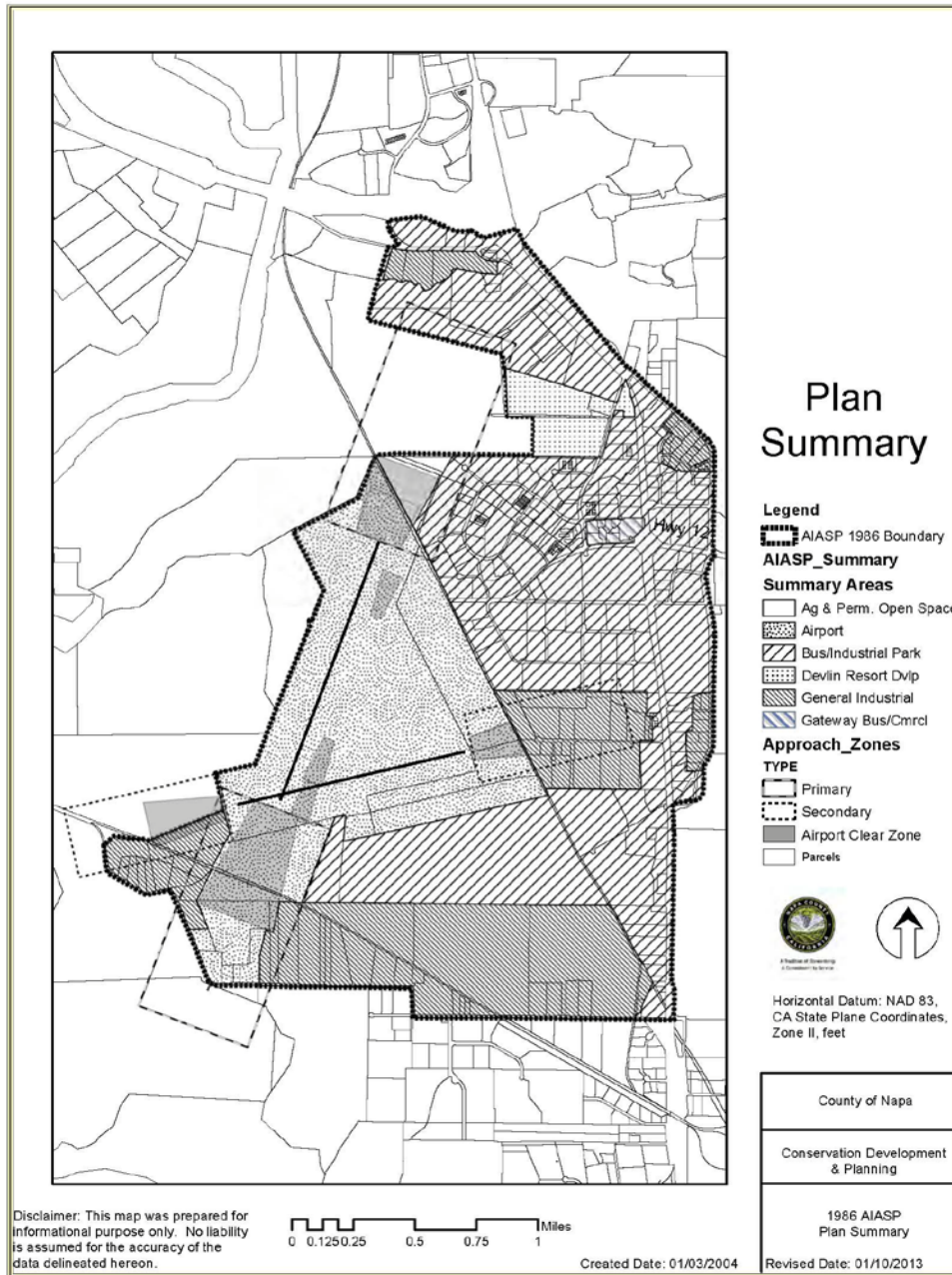


Table 3
 SUMMARY OF SPECIFIC PLAN LAND USE ALLOCATIONS (amended ~~2013~~1989)

<u>Total Percentage</u>		
	Gross of Total	
<u>Designated Land Use</u>	<u>Acres</u>	<u>Planning Area</u>
Industrial		
General Industrial	569	19.3
Business/Industrial Park	1,379.54	46.846.0
Subtotal	<u>1,948.1923</u>	<u>66.165.3</u>
County Airport	<u>824.65822</u>	<u>027.9</u>
Agriculture and Open Space	*36	1.2
SUBTOTAL	<u>2,808.652,78</u> 4	<u>67.394.4</u>
Public Rights-of-Way		
Roads	135	4.6
Railroad	29	1.0
TOTAL	<u>2,972.652,94</u> 5	<u>72.9400.0</u>
*Privately owned lands within designated Airport Clear Zones		

Source:

Wagstaff and Brady, recalculated by the Napa County Conservation, Development and Planning Department in 1989 to correct typographical error in the acreage designated for Business/Industrial Park and to add 14 acres to, and subtract 14 acres from General Industrial and Agriculture and Open Space, respectively. Also recalculated in 2013 to correct typographical error in acreage designated Business/Industrial Park with corresponding reduction in acreage of 25.4 designating County Airport.

In conclusion, State statute appears to require that local land use regulations must provide housing development opportunities which relate adequately to the level of local employment accommodated by the industrial development provisions of the same local jurisdiction.

With respect to general plan consistency questions, it appears that not all housing demand resulting from planning area industrial development need be accommodated within the County's unincorporated area, since all of this demand would not normally occur there. However, some logical relationship must exist in the plan and its implementing ordinances between job creation and housing opportunities.

The approach used in this specific plan and EIR has been to:

- a. Control employment intensity per acre through application of floor area ratio standards and minimum and maximum parking requirements;
- b. Monitor the rate and character of planning area industrial development on a periodic basis to determine whether related housing impact potentials are consistent with ABAG housing growth allocations for areas within a reasonable commute distance; and
- c. Initiate a housing impact mitigation procedure **if and when** the rate and character of planning area job growth, in combination with the effects of the County's GMS, begin resulting in a significant adverse regional housing impact.

In this manner, the plan addresses the local jobs/housing balance as required by state statute and maintains policy consistency with the County's Growth Management System. The plan provides for a logical and compatible relationship between plan-related job generation and dwelling unit opportunities within a reasonable commuting distance.

C. NAPA COUNTY AIRPORT PLANS AND REGULATIONS

1. Relevant Objectives and Policies

Land uses on the County Airport grounds and areas immediately surrounding the facility are governed by County provisions set forth in the Napa County Airport Master Plan (1976). This plan was prepared to forecast future airport activity, identify future facility expansion needs, investigate the compatibility of surrounding uses with airport activities, and provide a phased airport development program. The plan found the existing airport site to be adequate for existing and potential uses, but noted that some land acquisition would be necessary to provide space for enlargement of aircraft storage and service facilities. The runway system was forecast to reach capacity about 1990. Existing

runway strength was determined adequate for the present range of aircraft operations, but not for larger two- or three-engined air carriers or heavier types of freight. Runway length was also determined to be inadequate for fully loaded business jets and commercial carrier aircraft. The volume of air cargo shipments at the airport was projected to be minor, however, and could be handled by third-level carrier and general aviation aircraft.

The plan identifies the rural, open character of the land surrounding the airport as a unique and favorable factor for airport operations. The plan encourages the County to take steps, while still feasible, to preserve runway clear zones and open approach areas from future urban encroachment. The most effective means of providing the necessary protection for these areas is to acquire fee simple title to the lands involved; on the other hand, aviation and noise easement could also prove adequate in some instances. Properly administered zoning of the areas is also identified as a possible form of protection, but is considered the least effective of the three options. The plan questions the reliance on industrial zoning as a means of protecting the airport, particularly since industry has failed, over the years, to develop in these areas even though actively promoted. Its recommendations are that County Planning adopt construction standards that will help mitigate interior noise levels created by exterior sources such as approaching and departing aircraft, and modify existing zoning in the vicinity of the airport to assure mutually compatible uses.

At a minimum, the airport plan recommends the acquisition or positive use control of all lands that fall within the 65 CNEL noise contour. The approach zones shown for the main runway (18R/36L) are 2,500 feet wide and 5,000 feet long. Approximately 60 acres at the south end of the runway and 166 acres at the north end are recommended either for purchase or protection by easements. The approach zones for Runway 6/24 are 1,500 feet wide and 3,400 feet long. The approach at the west end of the runway is protected by air easements extending over the salt evaporating ponds, but acquisition of an additional 65 acres at the east end of the runway is recommended.

2. Specific Plan Relationship

The specific plan has been developed with full consideration of the objectives and policies set forth in the Airport Master Plan. The airport has been treated as a valuable asset to the development of the planning area. Steps have been taken to ensure the best possible relationship between the airport and the surrounding lands, in terms of both safety and effective interactions between airport and industrial developments. The plan institutes the following actions in response to the objectives stated in the Airport Master Plan and the County Code:

- a. The specific plan has designated 50±75 acres along the southern boundary as being reserved for airport expansion. This strip of land was identified in the 1976 Airport Master Plan as the most desirable location for additional hangar facilities and tie down areas. The Master Plan indicates that the approximately 50 acres

would come from a parcel owned by Napa Airport Properties (Parcel #28)-~~and the other 25 acres would come from a parcel owned by Borge (Parcel #13).~~

- b. In conjunction with the future southern expansion of the airport, the Master Plan proposes the relocation of Tower Road with an optional "terminal access" road connecting to Green Island Road. In keeping with this proposal, the specific plan also indicates an optional "terminal access" road connecting to Green Island Road; however, the location has been moved to better coordinate with the rest of the specific plan's circulation system (see Figure 7).
- c. The specific plan reiterates the special safety controls recommended by the Airport Master Plan for the runway Clear Zones and Primary and Secondary Approach Zones. All development has been prohibited from the Clear Zones of both major runways. Development in the Primary and Secondary Approach Zones is subject to stringent height, coverage, and land use restrictions. The plan has taken reasonable steps to provide maximum public safety while striving to minimize related hardships on affected properties.

The use of aviation easements and a new County Airport Combination Zone are recommended in the plan as a means of achieving the necessary protection.

- d. The specific plan is consistent with the standards set forth in the Airport Safety Ordinance (Article 4) of the Napa County Code.
- e. The specific plan also supports the potential for industrial development with direct links to the airport (e.g., the Greenwood Ranch proposal). Although existing airport plans and policies do not specifically address this concern, the concept of airport-related industries around the perimeter of the airport is one that tends to ensure compatibility with surrounding uses and promote the general welfare of the airport. On the other hand, County approval of any request for direct taxiway links to the airport should be subject to carefully formulated conditions which ensure against adverse impacts on the viability of existing and planned airport services, and should incorporate related FAA regulations for so-called "through-the-fence" operations.

D. CITY OF NAPA GENERAL PLAN

1. Relevant Objectives and Policies

The City of Napa General Plan (1982) includes northern portions of the planning area (east of the Southern Pacific Railroad tracks and north of Airport Road) on its land use map (Planning Area #15, page 89 of the General Plan), even though the area is beyond

Exhibit B

The nearest public road south of the airport is Green Island Road. At its nearest point, Green Island Road is about 3,400 feet from the southern airport access road. This distance ~~would will~~ be reduced to approximately 1,500 feet ~~if a right-of-way easement was acquired over private property, although no such acquisition is presently planned or anticipated, when the property in the approach to Runway 36L is acquired. Potentially the least complicated and least expensive means of providing the needed access is to extend a road through the property planned to be acquired for approach protection.~~ Additional property (either a right-of-way or fee simple) ~~w~~ould then be acquired to connect the access road to Green Island Road.

Although the option described above is favored because the timing could be controlled by Napa County, another alternative may be feasible. None of the property immediately south of the airport is developed. It might be cost-effective to connect to Green Island Road through an adjacent property in the future. The viability of this option would depend upon how and when the adjacent properties develop.

Parking

Public parking is available in front of the terminal and in an adjacent lot to the north. Airport tenants are responsible for providing parking for their staff and visitors. The public parking lots provide sufficient capacity for current operations and near-term growth. Parking needs should be evaluated as part of the programming for the new terminal. It can be anticipated that the parking lots will need to be reconfigured when the new terminal is developed. Depending upon the *mix* of uses in the terminal, and its size, additional parking may need to be provided in the undeveloped area east of the existing parking lots.

	Estimated Costs (in 2003 dollars)			
	Total	Federal	State	County
Short-Range Projects (within 5 Years)				
1. Runway 18R-36L Joint Repair & 3" Overlay/Seal Coat	\$2,000,000	\$1,800,000	\$90,000	\$110,000
2. Runway 6-24 Joint Repair & 4" Overlay	\$1,850,000	\$1,665,000	\$83,250	\$101,750
3. Perimeter Fencing (Phase II)	\$1,250,000	\$1,125,000	\$56,250	\$68,750
4. Taxiway "K" Pulverize and Rebuild	\$1,200,000	\$1,080,000	\$54,000	\$66,000
5. Taxiway "C" Pulverize and Rebuild	\$1,100,000	\$990,000	\$49,500	\$60,500
6. Land Purchase - Berges (Reserved)	\$1,050,000	\$945,000	\$47,250	\$57,750
7. Terminal Design	\$1,000,000	\$900,000	\$45,000	\$55,000
B. Land Purchase - Clear Zone 18R	\$1,000,000	\$900,000	\$45,000	\$55,000
9. Runway 18L-36R Extension	\$950,000	\$855,000	\$42,750	\$52,250
10. Glide scope	\$800,000	\$720,000	\$36,000	\$44,000
11. Perimeter Fencing (Phase I)	\$580,000	\$522,000	\$26,100	\$31,900
12. Grading between old and new Hangars	\$500,000	\$450,000	\$22,500	\$27,500
13. Taxiway "A" Joint Repair & 4" Overlay	\$460,000	\$414,000	\$20,700	\$25,300
14. Taxiway "E" Pulverize & Rebuild/Seal Coat (portion)	\$300,000	\$270,000	\$13,500	\$16,500
15. Master Plan - Environmental Assessment	\$270,000	\$243,000	\$12,150	\$14,850
16. Runway 18L-36R Seal Coat	\$170,000	\$153,000	\$7,650	\$9,350
17. Wash Rack	\$120,000	\$108,000	\$5,400	\$6,600
18. Taxiway "8" Pulverize and Rebuild	\$100,000	\$90,000	\$4,500	\$5,500
19. Redesign Parking Area- FAA Tower Base	\$100,000	\$90,000	\$4,500	\$5,500
20. Taxiway "J" Seal Coat	\$30,000	\$27,000	\$1,350	\$1,650
21. Taxiway "F" Seal Coat	\$10,000	\$9,000	\$450	\$550
22. Taxiway "D" Seal Coat	\$7,000	\$6,300	\$315	\$385
Subtotal	\$13,797,000	\$12,417,300	\$620,865	\$758,835
	\$14,847,000	\$13,362,300	\$668,115	\$816,585
Mid-Range Projects (approximately 5 to 10 Years)				
1. Construct Runway 6 Safety Area	\$3,250,000	\$2,925,000	\$146,250	\$178,750
2. East Central Apron Pulverize and Rebuild	\$2,750,000	\$2,475,000	\$123,750	\$151,250
3. Construct Runway 36L Safety Area	\$2,500,000	\$2,250,000	\$112,500	\$137,500
4. Taxiway "J" and "C" Extension	\$1,400,000	\$1,260,000	\$63,000	\$77,000
5. Airport Access - Fagan Bridge	\$200,000	\$180,000	\$9,000	\$11,000
6. Runway 18L-36R Extension	\$450,000	\$405,000	\$20,250	\$24,750
7. Taxiway "K" Runup Apron Expansion	\$350,000	\$315,000	\$15,750	\$19,250
8. Runway 18R-36L Seal Coat	\$200,000	\$180,000	\$9,000	\$11,000
9. East Apron Seal Coat	\$190,000	\$171,000	\$8,550	\$10,450
10. Runway 6-24 Seal Coat	\$175,000	\$157,500	\$7,875	\$9,625
11. Taxiway "E" Pulverize, Rebuild & Seal Coat	\$150,000	\$135,000	\$6,750	\$8,250
12. Removal of Abandoned Taxiway	\$100,000	\$90,000	\$4,500	\$5,500

Table 5A
Capital Improvement Program

Note: List of projects has not been updated to reflect the current ACIP. This will occur prior to the public hearing.

Napa County Airport Master Plan (March 2007)

