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Agenda Date: 10/2/2013

Agenda Placement: 8B

Airport Land Use Commission Board Agenda Letter

TO: Airport Land Use Commission

FROM: John McDowell for Hillary Gitelman - Director
Planning, Building and Environmental Services

REPORT BY: John McDowell, Deputy Planning Director - 299-1354

SUBJECT: County of Napa 2013 Amendments to 1986 Airport Industrial Area Specific Plan

RECOMMENDATION

COUNTY OF NAPA 2013 AMENDMENTS TO THE 1986 AIRPORT INDUSTRIAL AREA SPECIFIC PLAN - AIRPORT LAND USE CONSISTENCY DETERMINATION # P13-00313-ALUC

Request: Airport Land Use Compatibility Plan Consistency Determination for proposed Amendment of Napa County's Airport Industrial Area Specific Plan to: 1) Revise the Summary Map and text related to property owned by Larry Atkins, et al., located approximately 1.3 miles west of State Route 29 and 1/3 of a mile north of Green Island Road, Assessor's Parcel Number 057-040-007, clarifying its designation from Airport to Business/Industrial, and rezoning the northern half of the subject property from I:AC (Industrial:Airport Compatibility) to IP:AC (Industrial Park: Airport Compatibility); 2) Change County department and commission references to reflect recent County department reorganization and name change; and 3) Consider renaming the industrial park as suggested by the County's Blue Ribbon Committee.

Staff Recommendation: That the Commission find the project consistent with the Airport Land Use Compatibility Plan.

Staff Contact: John McDowell, 299-1354, john.mcdowell@countyofnapa.org

EXECUTIVE SUMMARY

Proposed Action:

1. That the Airport Land Use Commission find the proposed County of Napa 2013 Airport Industrial Area Specific Plan Amendments consistent with the Napa County Airport Land Use Compatibility Plan (ALUCP).

Discussion: Consistency Determinations are required under State Aeronautics Law and the Napa County Airpor

Land Use Compatibility Plan for any specific plan amendment or rezoning that occurs within the boundaries of an Airport Influence Area. In this case, the County intends to amend its Airport Industrial Area Specific Plan by changing the land use designation of a 25 acre parcel adjacent to the Napa County Airport; updating the document to reflect the recently adopted new names for the department and commission; and, consider changing the name of the industrial park. The two later changes are do not have a bearing on land use, and thus may not technically be subject to an ALUC review, but the change in land use designation is clearly subject to review. The proposed land use change will clarify that the subject property, which is privately owned, is zoned and designated as Industrial Park. The land was previously designated as such in 2004, but the specific plan's summary map and other references were not changed to reflect this. Since the County Industrial Park designation has previously been review by the ALUC and found consistent with the ALUCP, the proposed amendment will be consistent with the ALUCP. Therefore, Staff are recommending that the ALUC support the proposal.

FISCAL IMPACT

Is there a Fiscal Impact? No

ENVIRONMENTAL IMPACT

The ALUC's Consistency Determination does not meet the definition of a "project" as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and, therefore, CEQA is not applicable. The ALUC is only making a finding of consistency with airport compatibility regulations and is not responsible for approving or undertaking the project. The County of Napa is the Lead Agency responsible for carrying out the project. On September 18, 2013, the County Planning Commission voted 5-0 to forward a recommendation to the Board of Supervisors to find the project Categorically Exemption from the provisions of CEQA pursuant to Section 15305, Class 5 - Minor Alterations in Land Use Limitations.

BACKGROUND AND DISCUSSION

Airport Land Use Consistency Factors:

1. Applicability / History - This specific plan amendment and rezoning is largely technical in nature and has little bearing on airport land use compatibility. The project has three components consisting of a land use designation change/clarification on an approximately 25 acre, privately owned property adjacent to the airport, changing department and commission references due to a change in the County department's name, and changing the name of the industrial park itself. This report will focus on the first change, as changing the land use designation of the private site is subject to ALUC review under both State Aeronautics Law (Section 21676) and the Airport Land Use Compatibility Plan (ALUCP). Changing the name of the park, the department and the commission have no bearing airport land use compatibility and are therefore not subject to ALUC review.

In the 1975 County Airport Master Plan the northern portion of the Atkins property, along with other privately owned property, was shown as a potential expansion area for a commercial air terminal. That concept never materialized, but over the years, the County and property owner have been negotiated unsuccessfully for the County to acquire the property. The most recent negotiations occurred within approximately the last year. At the conclusion of those negotiations, the property owner expressed concern that the County had designated the property solely for airport use, and thus devalued the land. The County responded by indicating that the land was designated for industrial use, and should a private industrial development be proposed on the site, it would be processed in a manner consistent with the industrial use regulations of the specific plan. The County noted that in 2004 the specific

plan was amended and one of the amendments included expressly designating the Atkins property as privately-owned industrial property. However, the summary map and several references in the specific plan still note that airport use is possible. Therefore, the property owner demanded that the County further update the specific plan and zoning to remove any doubt that the land is designated solely as a private industrially-zoned site. The current County-sponsored amendment seeks to meet this demand.

2. Location - The Atkins property shares its western, northern and a small portion of its eastern property line with the County Airport in close proximity to the FAA Tower located south of Runway 6/24. Access to the site is through airport via the airport road to the tower. The site is in close proximity to all three runways, however, like the tower, it is within Airport Land Use Compatibility Zone D and overflights of the site are less than other sites that are further from the airport. This is due to the property sitting roughly parallel to the runways outside of typical approach and departure paths. The most common overflights of this site are from helicopter approach and departures, and southbound departure traffic from the secondary runway (Runway 36R). Zone D, known as the Common Traffic Pattern, is an area of moderate risk with frequent noise intrusion. The industrial designation of the land is compatible with the requirements of Zone D. Residential land use are prohibited, as well as schools, libraries, hospitals and uses with population densities exceeding 150 persons per acre.

3. Land Use – In 2004, the ALUC reviewed the County's then-proposed specific plan update designating this site for private industrial development, and found it consistent with the ALUCP. The currently proposed action clarifies that this is privately owned land designated for industrial park use. This action does not result in changes from what the ALUC previously evaluated in 2004. ALUC policies have not changed since 2004 and therefore the site's designation remains consistent with the ALUCP.

4. Concentration of People – Future private industrial development is anticipated to comply with the population density limits of Zone D which allow a maximum of 100 persons per acre within buildings, and 150 persons per acre on site. This allowable population density allows for a wide variety of industrial development types ranging from warehousing up to office uses.

5. Building Height – No new construction is proposed as part of this application. The site is presently vacant. Private industrial development on the site would be subject to the County's specific plan and zoning requirements which limit building heights to 35 ft. and three stories for occupied features, and 50 ft. for unoccupied features such as towers and roof equipment. Given the sideline proximity of the site, FAA navigable airspace height limitations are not likely to impact site development. FAR Part 77 surface thresholds will primarily be based off the 7:1 sideline ratio, meaning that 1 ft. of building height is allowed (relative to runway elevation) for each 7 ft. the structure is from the centerline or extended centerline of the runways. The nearest part of the site is approximately 735 ft. from the centerline of the nearest runway, and the site elevation is close to matching the runway elevation. At a 7:1 ratio, navigable airspace would be approximately 100 ft. above the site.

6. Lighting and Glare – The County's existing standards for controlling light and glare sources have previously been reviewed and approved by the ALUC. This project involves no changes to these existing standards. Future development of the Atkins property would be subject to these standards, and therefore, there is no potential for light and glare compatibility issues.

7. Communications - No communication equipment or function is associated with the proposed rezoning action. It is unlikely that a future private development on this site would include activities with the potential to disrupt airport communications.

8. Building Materials – No construction is proposed as part of this project. Future site development would be subject to County standards, which have previously been certified by the ALUC as compatibility with airport operations.

9. Overflight Easement – Existing County development regulations require recordation of an overflight easement prior to issuance of a building permit.

10. Caltrans Aeronautics – Caltrans Division of Aeronautics staff has been sent copies of attached background information. No comments have been received regarding the project.

11. Processing – ALUCP Policy 2.1.8 states, "The ALUC shall not accept any plan, ordinance or regulation for review until the referring local agency has held at least one substantive local hearing or other public meeting on the proposed matter. . ." and prior to the local agency's final action. The County has complied with this requirement. The County Planning Commission heard this item on September 18, 2013. Action before the Board of Supervisors is anticipated in October and will be scheduled after the ALUC completes its review.

12. Conditions - No conditions are recommended since this is a change of a land use designation to specific plan and zoning regulations that have previously been evaluated by the ALUC and found consistent with airport land use compatibility requirements.

SUPPORTING DOCUMENTS

- A . Planning Commission Staff Report
- B . Proposed Specific Plan Changes
- C . Graphics

Airport Land Use Commission: Approve

Reviewed By: John McDowell