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Agenda Date: 11/5/2008

Agenda Placement: 8B

Airport Land Use Commission Board Agenda Letter

TO: Airport Land Use Commission

FROM: John McDowell for Hillary Gitelman - Director
Conservation, Development & Planning

REPORT BY: RONALD GEE, PLANNER III - 707.253.4417

SUBJECT: Proposed Land Use Map Amendment (PLUMA) - General Plan Amendment

RECOMMENDATION

COUNTY OF NAPA / PROPOSED LAND USE MAP AMENDMENT (PLUMA) GENERAL PLAN AMENDMENT - AIRPORT LAND USE CONSISTENCY DETERMINATION # P08-00596-ALUC

Request: Airport Land Use Consistency Determination for Napa County's Proposed Land Use Map Amendment (PLUMA) to (a) amend the Land Use Map included as Figure Ag/LU-3 in the Napa County General Plan to improve the correlation between the Land Use Map and underlying zoning for areas designated Urban Residential and Rural Residential by removing agriculturally-zoned land from within these areas; (b) to reflect the actual boundaries of incorporated jurisdictions and depict voter-initiated growth limits for the Cities of Napa and American Canyon, and (c) to amend other sections of the 2008 General Plan to correct typographical errors and make other needed corrections.

Staff Recommendation: Find the project consistent with the Napa County Airport Land Use Compatibility Plan.

Staff Contact: John McDowell 299-1354

EXECUTIVE SUMMARY

Proposed Action:

1. That the Airport Land Use Commission find the Napa County Proposed Land Use Map Amendment General Plan Amendment (P08-00596-ALUC) consistent with the Napa County Airport Land Use Compatibility Plan.

Discussion:

On October 15, 2008, the Napa County Planning Commission considered and recommended to the Napa County Board of Supervisors approval of 17 map and text changes (listed in Exhibit A attached) to the Napa County

General Plan titled the Proposed Land Use Map Amendment, or PLUMA. The proposed changes will remove agriculturally-zoned land from Urban Residential and Rural Residential areas located throughout the County as well as adjust boundaries of areas designated Cities on the Land Use Map to reflect actual city boundaries and voter initiated growth boundaries. The purpose of the map and text amendments is to better align and clarify General Plan mapping with existing zoning and established city growth boundaries.

As set forth in State Aeronautics Law (Public Utilities Code 21676), the Airport Land Use Commission (ALUC) must review the proposed General Plan Amendment prior to its consideration by the Board of Supervisors because the proposal involves changes to General Plan designations and policies within airport influence areas. In its independent capacity, the ALUC is only reviewing the proposal for airport compatibility. As supported in the Background Section of this report, ALUC Staff have reviewed the proposal for consistency with Airport Land Use Compatibility Plan (ALUCP) policies, and recommends that the ALUC find the project consistent with the ALUCP.

FISCAL IMPACT

Is there a Fiscal Impact? No

ENVIRONMENTAL IMPACT

Napa County previously certified a program-level Environmental Impact Report (EIR) on June 3, 2008 for the 2008 Napa County General Plan Update. The County has concluded that the current proposal falls within the scope of the previously certified EIR. The ALUC's action is not subject to CEQA pursuant to Section 15378 - definition of a project. CEQA does not apply to the ALUC's action because the ALUC is merely making a finding of consistency with their adopted Airport Land Use Compatibility Plan, and is neither approving nor denying the project.

BACKGROUND AND DISCUSSION

Airport Land Use Consistency Factors:

1. Location - The project involves 17 general plan text and map changes pertaining to ten urban land use areas as well as city boundaries. The urban land use areas have been previously referred to as "urban bubbles." The primary purpose of the County's proposed map amendments would be to align mapping such that the term "bubble" and the ambiguity of their boundaries no longer raises more questions than they answer. With the exception of the Angwin area and South County Industrial area, these bubbles are not located within, or in close proximity to airport influence areas. Therefore, ALUC analysis is limited to only those map changes occurring within airport influences areas. In addition to the two bubbles noted above, the County is also seeking to precise city growth boundaries as shown on the County General Plan map. This action is intended to eliminate mapping discrepancies so that the General Plan map is fully consistent with agreed upon city growth limits. The boundaries of the Cities of American Canyon and Napa fall within an airport influence area, and are therefore included within this review. St. Helena, Yountville and Calistoga boundaries are not located in proximity to airport influence areas and are therefore not subject to ALUC consistency analysis.

Angwin Urban Residential Area - The changes associated with this area are depicted on the first map of the attached Exhibit A. The map shows a black line representing the existing bubble boundary, and then shows substantial areas within the black line boundary in green which represents lands being changed to an agricultural designation. The Angwin Airport sits on the eastern portion of the bubble and appears as narrow beige strip with

an AV:AC zoning (Airport District: Airport Compatibility zone). This change will eliminate two small areas currently designated as urban located south and east of the airport. Airport compatibility requirements prohibit residential land uses in these two areas, so the change to an agricultural designation to reflect the existing zoning will further solidify that urban development is not permitted adjacent to the southern and eastern perimeter of the airport. West of the airport, within an area not regularly overflowed (due the single-sided approach/departure pattern of the airport) a large area north of the campus will also be redesignated as agriculture consistent with existing zoning. This change is also consistent with airport compatibility although residential development in this area would not pose compatibility because the area in question lies within Compatibility Zone E which allows most urban development.

South County Industrial Area & American Canyon City Designation - Changes to the County's Airport Industrial Park and the "cities" designation for the City of American Canyon are shown on the "City of American Canyon" map included in Exhibit A. Most of the changes to the city boundaries occur outside of the airport influence area which affects approximately the northern half of the city. Within the airport influence area the following changes are proposed: 1) Redesignation of land on the north side of Green Island Road west of the city from "cities" to Industrial to reflect that these existing industrial lands (and a sliver of the airport property) will remain within the County's Industrial Park; 2) Inclusion of the new voter-initiated Urban Limit Line (ULL) for the City consistent with the City and County growth boundary agreement previously endorsed by the ALUC; 3) Redesignation of land currently within the city limits to "cities." All of these changes merely reflect established growth and urban boundaries previously reviewed by the ALUC and found consistent with the Airport Land Use Compatibility Plan (ALUCP).

Napa City Designation - The "cities" designation for Napa is being modified to reflect actual city limits and identify that 1975 voter-initiated Rural Urban Limit Line (RUL). The County's current General Plan Map gives the impression that several areas beyond the actual city limits and 1975 RUL have the potential to expand. These changes relate to airport compatibility only in the southern portion of the city in the vicinity of Stanly Ranch, Kennedy Park, and the Napa Corporate Business Park just east of the Napa Pipe site (which is shown in red on the map attached in Exhibit A). The black line on the exhibit represents the current "cities" designation, and is being replaced by a boundary that follows parcel lines. The pink line on the map has been added to show the 1975 RUL. (There is a second black dashed line southeast of the city. This line identifies the "Mineral Resource" associated with the Syar Quarry and is not a subject of the proposed General Plan Amendment, nor does it have a bearing on airport compatibility.)

2. Land Use – The County's General Plan and Zoning have previously been found consistent with the ALUCP on several occasions. Most recently was in February 2008 when the ALUC reviewed the recently adopted 2008 Napa County General Plan. The current action will further align, or synchronize, County General Plan designations with long established zoning and with mutually agreed-upon city/county growth boundaries. ALUC Staff view this action primarily as a technical clean up wherein older maps are being updated to reflect established policies and recognize higher accuracy mapping.

3. Concentration of People – The changes noted above in item #1 result in urban and rural designated lands being changed to reflect their current agricultural zoning. As such, no changes to possible density are occurring, and no increases are being enabled as result of changing more intense land uses to conform to less intense zoning. The resulting changes clarify that less dense agricultural land use is allowed, and agricultural land use in Napa County is consistent with airport operations and compatibility.

4. Building Height – No changes to County regulations related to building height limits are proposed. The County's building height remains 35 ft. for occupied structures and 50 ft. from unoccupied space, fully consistent with ALUCP standards.

5. Lighting and Glare – No changes to County regulations concerning light and glare are proposed. The County's

General Plan and zoning remains fully consistent with the ALUCP.

6. Communications – The proposed General Plan amendment will not change any County regulations concerning communication facilities, and the County's regulations will continue to be consistent with ALUCP standards.

7. Building Materials – No changes to County regulations concerning building materials are proposed. The County's zoning remains consistent with the ALUCP.

8. Overflight Easement – The County requires overflight easements for all projects located within airport influence areas. No changes to this long established requirement will occur as part of this General Plan Amendment, and County regulations remain consistent with the ALUCP.

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

10. Processing – ALUCP Policy 2.1.9 requires referral of a project to the ALUC prior to the local governing body's final action to allow the local jurisdiction to consider the ALUC's finding prior to acting on a project. The purpose of this policy is to allow the local government and ALUC flexibility in the event that the ALUC has a compatibility issue to be addressed. The application was reviewed by the County Planning Commission on October 15, 2008, and is scheduled for Board of Supervisors consideration in November after completion of ALUC review. The County has complied with Policy 2.1.9.

SUPPORTING DOCUMENTS

A . Planning Commission Resolution

B . Planning Commission Resolution Exhibit A

Airport Land Use Commission: Approve

Reviewed By: John McDowell