



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: Hess Development/Lombard Crossing - Consistency Determination # P08-00244-ALUC

RECOMMENDATION

RICHARD H. HESS / RH HESS DEVELOPMENT / LOMBARD CROSSINGS INDUSTRIAL PARK - AIRPORT LAND USE COMPATIBILITY DETERMINATION # P08-00244-ALUC

REQUEST: Airport land use consistency determination for a Tentative Subdivision Map for the resubdivision of a 25 acre property from 10 lots to 20 lots to create a light industrial park. The project is located on a 25 acre site consisting of 10 parcels on the west side of Napa-Vallejo Highway (State Highway 29), at the northwest end of Lombard Road, north of Napa Junction Road, within Airport Land Use Compatibility Zone D. (Assessor's Parcel #'s: 058-530-001 through -010). American Canyon.

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

EXECUTIVE SUMMARY

The ALUC is responsible for making an airport land use consistency determination on an industrial park Tentative Parcel Map located within the City of American Canyon. The tentative parcel map consists of resubdivision of a 25-acre property from 10 lots to 20 lots for future speculative light industrial development. The new lots would range in size from a low of 20,826 sq. ft. (0.48 acre) to 46,301 sq. ft. (1.06 acre) with a remainder open space parcel of 116,149 sq. ft. (2.67 acres) containing wetlands and the North Slough tributary. The project is located within Compatibility Zone D, the Common Traffic Pattern. Zone D is an area of low to moderate risk, and most non-residential uses are considered normally acceptable uses of the Airport Land Use Compatibility Plan (ALCUP). Light industrial manufacturing and warehouse facilities are considered highly compatible land uses within Zone D due to lack of sensitive noise receptors and the low density of people on site. The project is consistent with all ALUCP policies related to land use, concentration of people, building heights, lighting & glare, communications, building materials, noise and overflight easements.

Proposed Action: That the Airport Land Use Commission find the Hess/Lombard Consistent with the Napa County Airport Land Use Compatibility Plan

FISCAL IMPACT

Is there a Fiscal Impact? No

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: A Mitigated Negative Declaration was adopted by the City of American Canyon (lead agency). The City has included mitigation measures to ensure project compatibility with airport operations.

BACKGROUND AND DISCUSSION

Airport Land Use Consistency Factors:

- 1. Location** –The triangular project site is located at the northeast base of Oat Hill in the City of American Canyon, west of SR 29, immediately south of the Union Pacific Railroad tracks at the north terminus of Lombard Road. The site is located approximately 7,400 ft. south-southeast of the extended centerline of Runway 6/24, and approximately 8,790 ft. southeast of the extended centerline of Runway 18/36. Typical overflights of the project site consist of aircraft on the downwind approach leg to Runway 6/24, and southbound departure traffic.
- 2. Land Use** – The project is located within Compatibility Zone D, the Common Traffic Pattern. Zone D is an area of low to moderate risk, and most non-residential uses are considered normally acceptable uses per Table 3-2 of the Airport Land Use Compatibility Plan. Anticipated uses described in the applicant project narrative and City analysis consist of a range of light industrial, office and commercial uses, all of which would be considered good land uses in airport influence areas due to lack of sensitive noise receptors and generally lower population densities.
- 3. Concentration of People** – In Zone D, the maximum concentration of people are 100 persons per acre within structures and 150 persons per acre total in and out of structures. This project consists of new vacant parcels available for warehouse, office, and service commercial development. Due to occupancy limitations in the Uniform Building Code, it is not possible to develop such uses on these properties at a density exceeding airport compatibility density.
- 4. Building Height** – Compatibility Plan Policy 3.3.3 restricts building height to 35-feet or as provided by local ordinance, which in this case is 40-feet for the City of American Canyon. The project site is located within the Horizontal Surface of the ALUC Airspace Protection Surface, which allows approval of structures and vegetation not to exceed 150-feet above the elevation of the runways (183-feet above mean sea level). The site elevation is between 52 and 87 feet MSL, higher than the elevation of the airport property (33 ft. MSL). With a maximum 40-foot building height allowed by the City, all potential structures within the industrial park will be well below the navigable airspace threshold.
- 5. Lighting and Glare** – The City of American has imposed conditions of approval that specify that all exterior lighting, including landscape lighting, shall be shielded and directed downward and not create off-site glare consistent with compatibility requirements. Some future building may contain skylights, as they are not mandatory energy saving improvements on larger building under the Uniform Building Code. However, as previously disclosed to the ALUC, Uniform Building Code skylight design requirements stipulate that all incoming light be diffused. Consequently, night time uplighting from these new UBC compliant skylights does not result in light and glare impacts to airport operations.

- 6. Communications** – No electronic equipment is proposed as part of this project that could interfere with airport communication.
- 7. Building Materials** – No structures are included in the Tentative Subdivision Tract Map project. Typical warehouse and incubator-space structures in the light industrial project area will likely consist of concrete tilt-up, block or wood-frame/stucco exterior construction. Roofing materials typically are flat cool-roofs, or pitched tile or standing-seam metal roofs, all of which are airport compatible roofing materials. As mentioned earlier, with new energy code requirements it is likely that some buildings will utilize skylights. Also, it is likely that solar panels may be included on some of the buildings or in parking lots. It has been demonstrated that current state-of-the-art solar panel materials do not pose a glare hazard due to their propensity to absorb light rather than reflect light.
- 8. Noise** – Although subject to frequent aircraft noise, all new buildings resulting from the tract subdivision would be located outside the 65 CNEL noise contour. The project does not include any noise sensitive outdoor uses.
- 9. Overflight Easement** – The compatibility plan requires recordation of an overflight and aircraft hazard easement on all developing properties. The City of American Canyon requires recordation of an overflight easement as part of any application in the airport influence area. Recordation of the easement to the benefit of the Napa County Airport should be executed as part of recording the final map.
- 10. Caltrans Aeronautics** – No comments were received.
- 11. Processing** – Compatibility Plan 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 City of American Canyon took final action on the project at their City Council meeting on March 18, 2008. The purpose of this policy is to allow the local government (and ALUC) flexibility in the event that the ALUC has a compatibility needs to be addressed. Given that the City has taken a final action, if a compatibility issue has not satisfactorily been addressed by the City, the ALUC only option is to find the project inconsistent and return it to the City for them to remedy the incompatibility or to override (overrule) the ALUC. In case, this appears to not be an issue since the project appears compliant with ALUC requirements.
- 12. Conditions** – The City of American Canyon has included appropriate mitigation measures and conditions of approval for the project to ensure airport compatibility.

SUPPORTING DOCUMENTS

- A . Applicant Project Narrative
- B . City Staff Report - Conditions of Approval - Mitigation Measures
- C . Project Subdivision Map
- D . Airport Compatibility Location Maps

Airport Land Use Commission: Approve

Reviewed By: John McDowell