



Agenda Date: 8/6/2008
Agenda Placement: 9A

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: Paul Campbell / Powerscreen Facility - Airport Land Use Consistency Determination # P08-00382-ALUC

RECOMMENDATION

PAUL CAMPBELL / POWERSCREEN FACILITY - AIRPORT LAND USE CONSISTENCY DETERMINATION # P08-00382-ALUC

REQUEST: Airport land use consistency determination for a two-story, approximately 17,144 square feet sales, workshop and office building. The project is located on an approximately 2.4 acre site on the west side of State Highway 29, approximately 880 feet north of the intersection with Green Island Road, within Airport Land Use Compatibility Zone D (Assessor's Parcel # 057-130-032). American Canyon.

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

Staff Contact: Ronald Gee, 707-299-1351

EXECUTIVE SUMMARY

The ALUC is responsible for making an Airport Land Use Consistency Determination on the proposed sales, warehouse and office building located within the City of American Canyon. The Powerscreen Facility consists of a two-story, 17,144 sq. ft. building, parking lot and storage yard to sell, rent, store and maintain large equipment used to crush, screen and recycle hardscape materials such as concrete and asphalt. 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 Napa County Airport Land Use Compatibility Plan. Light industrial, manufacturing and warehouse facilities are considered highly compatible land uses due to their lack of sensitive noise receptors and the low density of people on-site. The project is consistent with all policies related to land use, concentration of people, building heights, lighting and glare, communications, building materials, noise and overflight easements.

Proposed Action: That the Airport Land Use Commission find the Powerscreen Facility **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 with a Mitigation Monitoring and Reporting Program were adopted by the City of American Canyon (lead agency). The City has included mitigation measures/conditions of approval to ensure project compatibility with airport operations.

BACKGROUND AND DISCUSSION

Airport Land Use Consistency Factors:

1. **Location** - The approximately 2.4 acre project site is a rectangular parcel on the west side of Highway 29, approximately 6,000-feet (1.1 mile) south of the extended centerline of Runway 6/24, and approximately 8,741-feet (1.65 Mile) east-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. The project includes a large outdoor storage yard for loose materials and various rental and for-sale equipment. Given the project's proximity to flight patterns, there is some concern that cranes, telescoping loaders or other tall, extensible equipment may be stored in the yard with apparatus pointed skyward which could represent a hazard to flight. The City's conditions of approval appear to address this concern. American Canyon Condition #11 (see attachments) requires all equipment within the storage yard to be screened below that perimeter fence.
2. **Land Use** – This project is to construct a two-story, 17,144 sq. ft. building to sell, rent, store and maintain large equipment used to crush, screen and recycle hardscape materials such as concrete and asphalt. The facility will be open from 7:00 a.m. to 5:00 p.m. and will have a total of 15 employees. The operation is primarily sales and rentals with a parts department. Only 5 to 10 employees are expected to be on-site during general operation of the facility. The project site is located within Compatibility Zone D, the Common Traffic Pattern. Zone D is an area of low to moderate risk with frequent noise intrusion and routine overflights below 1,000-feet above ground level (AGL) to as low as 300-feet AGL.. Most non-residential uses are considered normally acceptable uses on Table 3-2 of the Airport Land Use Compatibility Plan (ALUCP). The proposed light industrial use is a good land use in the airport influence area due to a lack of sensitive noise receptors and lower population densities.
3. **Concentration of People** – According to Table 3-2 of the Airport Land Use Compatibility Plan (ALUCP), 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. The 5 to 10 people expected to be on-site during normal operations would be far below the 100 persons per acre Zone D concentration standard. The 2.4 acre site will contain 38 spaces. Projected theoretical maximum density of the project is 57 persons on site based on the Caltrans parking-provided methodology (1.5 persons per parking space), which is well below the established thresholds.
4. **Building Height** – ALUCP Policy 3.3.3 restricts building height to 35 ft. or as provided by local ordinance. The proposed two-story building will be 40 ft. in height as allowed by City of American Canyon LI (Light Industrial) District standards. The project site is located within the Horizontal Surface of the ALUCP Airspace Protection Surface which allows structures and vegetation not to exceed 150-feet above runway elevations or 183-feet above mean sea level (MSL). The site elevation ranges between 47- and 55-

feet MSL. With the maximum 40-foot building height allowed by the City, the structure will be well below the navigable airspace threshold.

5. **Lighting and Glare** – As part of the City of American Canyon's adopted Mitigated Negative Declaration and permit conditions of approval, the City imposed three conditions of approval that: 1) require all exterior lighting, including landscape lighting, to be shielded and directed downward and not create off-site glare; 2) require use of non-reflective glass and building materials that would not potentially affect flight on all sides of the building; and 3) require skylights with automatic screening mechanisms to ensure no light shines outward and/or skyward after dusk. These conditions are consistent with the standards required in the ALUCP.
6. **Communications** – No electronic equipment is proposed as part of this facility that could interfere with airport communication.
7. **Building Materials** – Much of the project site, about 51%, will consist of impervious surfaces such as structures and paving. As stated above, all building materials on all sides of the building are required to be of non-reflective glass and other materials that would not potentially affect flight.
8. **Noise** – Although subject to frequent aircraft noise, the facility is located on the west side of Highway 29, south-southeast of the airport and outside the 65 CNEL noise contour. The project does not include any noise-sensitive outdoor uses.
9. **Overflight Easement** – The ALUCP 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. An existing Avigation and Hazard Easement Deed was approved by the County Board of Supervisors on October 4, 2005 with the previous property owners, American Canyon Business Park, LLC. The current property owner is subject to the easement deed as a successor in interest.
10. **Caltrans Aeronautics** – Caltrans Division of Aeronautics staff has been sent copies of attached background information and has been contacted directly. No comments have been received regarding the project.
11. **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 and approved by the City of American Canyon Planning Commission on May 22, 2008 without benefit of an ALUC review before final action. In this case, this appears not to be an issue since the project appears to comply with ALUCP requirements.
12. **Conditions** – City of American Canyon staff addressed site lighting and the requirement for an aircraft overflight easement through their conditions of approval for the project to ensure airport compatibility.

SUPPORTING DOCUMENTS

- A . Applicant Narrative
- B . City of American Canyon Staff Report
- C . Existing Avigation Easement
- D . Exhibits

Airport Land Use Commission: Approve

Reviewed By: John McDowell