



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

## Airport Land Use Commission Board Agenda Letter

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**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:** Jim Elam - Scannell Properties / Biagi Bros. - Kendall Jackson Warehouse Facility - Consistency Determination # P08-00466-ALUC

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### **RECOMMENDATION**

#### **JIM ELAM - SCANNELL PROPERTIES / BIAGI BROS. - KENDALL JACKSON WAREHOUSE FACILITY - AIRPORT LAND USE CONSISTENCY DETERMINATION # P08-00466-ALUC**

**REQUEST:** Airport land use consistency determination for a 650,000 square feet winery distribution/warehouse facility. The project is located on the north side of Green Island Road, along a 56 feet wide access easement north of Jim Oswald Way, within Airport Land Use Compatibility Zone D. (Assessor's Parcel # 057-090-007). American Canyon.

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

**Staff Contact:** Ronald Gee, 707-253-1351

### **EXECUTIVE SUMMARY**

The ALUC is responsible for making an Airport Land Use Consistency Determination on a proposed 650,000 square feet wine distribution/warehouse facility. 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 and glare, communications, building materials, noise and overflight easements.

**Proposed Action:** That the Airport Land Use Commission find the Biagi Brothers - Kendall Jackson Warehouse 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 and Mitigation Monitoring and Reporting Program were 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 36.52 acre project site is a triangular, relatively flat, vacant lot located approximately 560-feet north of Green Island Road along a 56-foot wide access easement and about 0.25 mile south of the Napa County Airport. The entire site is located within the Zone D - Common Traffic Pattern Zone. The site is approximately 3,412-feet (0.65 mile) south of the centerline of Runway 6/24, and approximately 2,350-feet (0.45 mile) southeast of the 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 applicant is requesting a 650,000 square feet, double-loaded bulk wine distribution facility for the Biagi Brothers -Kendall Jackson Wine Estates joint venture. The climate-controlled facility will have the capacity to store five million bottles of wine. A proposed railroad spur line to serve the facility will be constructed from the existing railroad line south of the site. The entire site is located within Compatibility Zone D, an area of 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 in Table 3-2 of the Airport Land Use Compatibility Plan (ALUCP). The distribution warehouse facility use would be considered a good land use in the airport influence areas due to lack of sensitive noise receptors and generally lower population densities.
3. **Concentration of People** – According to Table 3-2 of the 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. Although Zone D is an area of moderate risk, most non-residential uses are considered normally acceptable uses. According to the applicant, a maximum of 70 employees are proposed for the warehouse facility. City of American Canyon GI (General Industrial) District standards required 335 parking spaces for the warehouse building. Due to the proposed number of employees and the 15-year lease for the proposed operation, the City required a minimum 110 parking spaces with 225 spaces "land banked" until needed. Even assuming 1.5 passengers per vehicle/parking space for both the 110 spaces ( $110 + 55 = 165$  people total) or 335 spaces ( $335 + 168 = 503$  people total), this would result in a per acre average of 4.5 and 13.77 people per acre, respectively. The density of this use is well within acceptable limits of maximum density.
4. **Building Height** – ALUCP Policy 3.3.3 restricts building height to 35-feet or as provided by local ordinance. The City of American Canyon's GI (General Industrial) District allows a maximum building height of 40-feet but approved a "minor variation" to allow a maximum building height of 42-feet. The proposed structure is 36-feet in height to the parapet with a 42-foot maximum height to the top of the cornice, an architectural feature. The project site is located within the Horizontal Surface of the ALUCP Airspace Protection Surface which allows approval of structures and vegetation not to exceed 150-feet above the elevation of the runways at 183-feet above mean sea level (MSL). The site elevation ranges between 18- and 43-feet MSL, both above and below the elevation of the airport property at 33-feet MSL. With the maximum 42-feet

- building height allowed by the City, the structure will be well below the navigable airspace threshold.
5. **Lighting and Glare** – The City of American Canyon 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 airport compatibility requirements. These conditions are consistent with the standards required in the ALUCP. Although no skylights are proposed for the building, as previously disclosed to the ALUC, Uniform Building Code (UBC) skylight design requirements require that all incoming light be diffused. Consequently, night-time uplighting from any new UBC-compliant skylights will not result in light and glare impacts to airport operations.
  6. **Communications** – No electronic equipment is proposed as part of this facility that could interfere with airport communication.
  7. **Building Materials** – The building will have concrete tilt wall panels with a load bearing structural frame consistent with other warehouses in the Green Island Road area. Glass treatments on the building will consist of light green storefront glass which allows light into office areas; spandrel windows, which do not allow light into the building and are for decorative purposes only, will cover remaining walls. Project mitigation measures and City of American Canyon conditions of approval require use of non-reflective glass. Although no roof-top solar panels are currently proposed, it has been demonstrated earlier 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, the new building will be located on the north side of Green Island Road, outside the 65 CNEI noise contour.
  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. Recordation of the easement to the benefit of the Napa County Airport shall be executed as a condition of approval of the Use Permit within a specified time period.
  10. **Caltrans Aeronautics** – As of this report writing, although California Department of Transportation, Division of Aeronautics staff has been sent copies of attached background information and has been contacted directly, no comments have been received.
  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 application was reviewed by the City of American Canyon Planning Commission on May 22, 2008 without benefit of a prior ALUC determination. The purpose of this policy is to allow the local government (and ALUC) flexibility in the event the ALUC has airport compatibility needs that need to be addressed. In this case, the project appears to be compliant with ALUC requirements.
  12. **Conditions** – The City of American Canyon has included appropriate permit conditions of approval and mitigation measures for the project to ensure airport compatibility.

## **SUPPORTING DOCUMENTS**

- A . Applicant Narrative
- B . City of American Canyon Staff Report
- C . Exhibits

Airport Land Use Commission: Approve

Reviewed By: John McDowell