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Agenda Date: 8/6/2014

Agenda Placement: 8A

Airport Land Use Commission Board Agenda Letter

TO: Airport Land Use Commission

FROM: John McDowell for David Morrison - Director
Planning, Building and Environmental Services

REPORT BY: SHAVETA SHARMA, PLANNER III - 707-299-1358

SUBJECT: STANLY RANCH VINEYARDS LLC- RECYCLED WATER STORAGE POND- AIRPORT LAND USE
CONSISTENCY DETERMINATION # P14-00174

RECOMMENDATION

STANLY RANCH VINEYARDS LLC- RECYCLED WATER STORAGE POND- AIRPORT LAND USE CONSISTENCY DETERMINATION # P14-00174

CEQA Status: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

Request: Airport Land Use Commission consistency determination regarding a proposal to construct a 5.38 acre recycled water storage pond. The project is located on a 120.5 acre parcel, on the southwest side of Stanly Lane, approximately 2 miles south of SR 12/121 and the intersection of Cuttings Wharf Road within Napa County Airport Land Use Compatibility Zone D and within Napa city limits. Assessor's Parcel Numbers: 047-240-017.

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

Staff Contact: Shaveta Sharma, 299-1358, shaveta.sharma@countyofnapa.org ell@countyofnapa.org

EXECUTIVE SUMMARY

Proposed Action:

1. That the ALUC find the Stanly Ranch Vineyards Recycled Water Pond Storage project consistent with the Napa County Airport Land Use Compatibility Plan (ALUCP).

Discussion:

The proposal before the ALUC is an application for a recycled water storage pond on a 120 acre site located off Stanly Lane northwest of Napa County Airport primarily within Land Use Compatibility Zone D. ALUC Staff recommends that the project be found consistent with the ALUCP.

FISCAL IMPACT

Is there a Fiscal Impact? No

ENVIRONMENTAL IMPACT

The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable. Although the proposed development constitutes a project under CEQA, the ALUC role in making a determination of consistence with the adopted Airport Land Use Compatibility Plan does not constitute an action to authorize, approve or deny the project, and thus the ALUC action does not meet the definition of a project under CEQA. In this case, the City of Napa is the lead agency responsible for caring out the project, and as such they are obligated to factor the ALUC's consistency determination into their CEQA determination. As lead agency, the City has the authority to override the ALUC consistency determination in caring out the CEQA action.

BACKGROUND AND DISCUSSION

Airport Land Use Compatibility Factors:

1. Location – The 120.5 acre project site is located northeast of the Napa County Airport on gently rolling terrain primarily planted with vineyards, approximately 7,425 ft. west of Runway 18 Right/36 Left. The site lies under the downwind leg of the approach for Runway 18R, which is the most commonly used approach at the airport. Overflight of the project site is common but aircraft elevation and speed is much higher than areas in closer proximity to the runway. The compatibility plan indicates that overflights occur at elevations between 300 ft. and 1,000 ft. above runway elevation.

2. Land Use – The majority of the project site is located within Compatibility Zone D. Zone D allows most non-residential uses with the exception of amphitheatres, landfills, ponds, and allows residential uses as long as they are sited with consideration of overflight characteristics.

As part of the nearby St. Regis project the issue of wildlife hazards was resolved with the inclusion of requirements to prepare, implement and maintain a wildlife hazard mitigation plan which will be intended to reduce the conflicts between migratory and other waterfowl and aircraft operations at the airport. Staff believes incorporation of these design guidelines outlined previously as part of that project, and included as a component of this application for the proposed recycled water storage pond is substantial evidence for the ALUC to find that the pond, a "normally not acceptable use," meets the criteria for allowing such a use, namely that the feature includes mitigation measures to ensure the use does not pose a hazard.

Final site plans and project design will be subject to separate application for approval by the City of Napa consistent with any Conditions of Approval, without further ALUC review. This practice is consistent with ALUC policy and State Law where responsibility for implementing airport compatibility measures rests with the local jurisdiction once the ALUC has completed their review.

3. Concentration of People – ALUCP Airport Vicinity Land Use Compatibility Criteria, Table 3-2, set a maximum concentration of people in Zone D at 100 persons per acre within structures and 150 persons per acre total, in and out of structures. The location of a recycled water storage pond would pose no issues as relating to an increase in the concentration of people on the project site.

4. Building Height – ALUCP Policy 3.3.3 restricts building height to 35-feet or as similarly provided by local ordinance. As proposed, the project meets ALUCP height requirements and would not be considered an obstruction by the FAA.

5. Lighting and Glare – The project would not result in any light and glare impacts.

6. Communications – No electronic equipment is proposed as part of this facility that could interfere with airport communication.

7. Building Materials – The project would be required to ensure that building materials and construction methods do not pose a hazard to aircraft operations. The project would require incorporation of standard, best management practice conditions applied to other projects within the airport influence area.

8. Noise – The project would not result in any noise impacts.

9. Overflight Easement – The project site already has an avigation easement recorded on the property.

10. Caltrans Aeronautics – The current submittal materials were received in mid to late March, and was forwarded to Caltrans Aeronautics for their review. Caltrans Aeronautics comments address their concerns with a use that has the potential to attract fowls and increase risk of overhead strike on the project site. The applicant has incorporated measures to decrease the potential for the pond to act as a fowl habitat. Thus ALUC staff is comfortable recommending approval of the proposed 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.

SUPPORTING DOCUMENTS

A . Application

B . FAA comments

C . Graphics

Airport Land Use Commission: Approve

Reviewed By: John McDowell