



Agenda Date: 5/24/2005  
Agenda Placement: 6J

## NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

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**TO:** Board of Supervisors

**FROM:** Cathy Gruenhagen for Hillary Gitelman - Director  
Conservation, Development & Planning

**REPORT BY:** John McDowell, Program Planning Manager, 299-1354

**SUBJECT:** Approval of Professional Service Agreement with Mead & Hunt to Prepare an Airport Compatibility Analysis of the Napa County Airport Influence Area on Behalf of the Napa County Airport Land Use Commission

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### **RECOMMENDATION**

Director of Conservation, Development and Planning requests approval of and authorization for the Chair to sign an agreement with Mead & Hunt for a maximum of \$45,000 for the term May 24, 2005 through June 30, 2005 to prepare an Airport Compatibility Analysis for the Napa County Airport Influence Area on behalf of the Napa County Airport Land Use Commission.

### **EXECUTIVE SUMMARY**

At the February 2, 2005 regular meeting of the Napa County Airport Land Use Commission (ALUC), the City of American Canyon and County of Napa jointly requested that the ALUC conduct an evaluation of the Commission's land use compatibility zones surrounding the Napa County Airport to evaluate residential land use controls. This request is the direct result of ongoing planning efforts by the City of American Canyon for the Oat Hill Master Plan area located roughly 2 miles south of the Napa County Airport. In 2004, the County entered into an memorandum of understanding with the City of American Canyon wherein the City agreed to accept a portions of the County's State mandated housing allocations in return for various commitments by the County. One commitment was that the County and City would jointly study the potential for residential development within the ALUC's Airport Influence Area.

### **FISCAL IMPACT**

|                           |  |
|---------------------------|--|
| Is there a Fiscal Impact? | Yes  |
| Is it currently budgeted? | Yes  |
| Where is it budgeted?     | \$5,000 from Conservation, Development & Planning Department budget - cost |

of project will be adsorbed by other intra departmental savings  
\$5,000 from City of American Canyon  
\$35,000 from Oat Hill Master Plan project proponents

Is it Mandatory or Discretionary? Discretionary

Discretionary Justification: This contract is in keeping with, and implements, the terms of the MOU that states the City and County: 1) will work jointly on studying the possibility of housing opportunities within airport influence area; and 2) recognize the independence of the ALUC in adopting and maintaining a airport land use compatibility plan.

Is the general fund affected? Yes

Future fiscal impact: None

Consequences if not approved: In the event that the Board does not wish to enter into this contract, the City of American Canyon or the Oat Hill area project proponents are free to hire their own consultant, and to submit any study and/or amendment request to the ALUC for processing. In such a case, the City of American Canyon may question whether the County has complied with the terms of the MOU.

Additional Information: None

## **ENVIRONMENTAL IMPACT**

ENVIRONMENTAL DETERMINATION: The proposed contract is not a project as defined by Title 14 California Code of Regulations, Section 15378 (State CEQA Guidelines) and therefore CEQA is not applicable. The work product from the contract consists of a Feasibility Study that qualifies for a Statutory Exemption from the provisions of CEQA under Section 15262.

## **BACKGROUND AND DISCUSSION**

In 2004, the County and City of American Canyon entered into a Memorandum of Understanding wherein the City agreed to accept a portion of the County's State mandated fair share housing allocation in return for certain County commitments to the City. One commitment was to work jointly on evaluating the possibility for locating new housing within portions of the airport influence area, specifically the Oat Hill Master Plan area. This master plan area is located approximately 2 miles south of the Napa County airport and is divided by two ALUC airport land use compatibility zones. The southeastern portion of the property is located within Zone E, the outer ring of the airport influence area, and the northwestern portion of the site is located within Zone D, the Common Traffic Pattern. The ALUC's governing document, the Airport Land Use Compatibility Plan (ALUCP), allows residential land uses within Zone E but prohibits them within Zone D.

The City wishes to determine the extent of residential land use possible within the master plan area early in their master planning efforts. Under the current ALUCP, the ALUC is obligated to find any proposal that includes new residential land use within Zone D inconsistent. There is no provisions for a variance or waiver to this restriction even if it were justified, and the City's only option would be to override the ALUC's determination. In keeping with the commitment to work jointly, the ALUC has been asked to take a fresh look at their policies through this study, and then determine whether if any changes to the ALUCP are warranted. In March, the ALUC received the proposal from City and County staff advocating this joint planning effort, and at the conclusion of the meeting the

ALUC unanimously endorsed the proposed study's scope of work.

This fresh look was requested for the following reasons: 1) The original 1991 version of ALUCP allowed residential in the entire Oat Hill Master Plan area, but in the 1999 amended plan residential land uses became prohibited on approximately two thirds of the master plan area as a result of consolidating compatibility zones. The City and property owners would like to revisit the reasons that these changes occurred. 2) In 2002 Caltrans Aeronautics published a comprehensive update to their airport compatibility manual, which is the guiding document for preparing and maintaining compatibility plans. Although the ALUC is under no obligation to update their plan, it is appropriate for the ALUC to evaluate whether their plan remains consistent with State guidelines. 3) The County and City are facing continued pressures to provide suitable land zoned for residential development, which warrants a clear and up-to-date understanding of residential constraints in the southern part of the County. 4) The County is currently preparing an update of the Airport Master Plan, and evaluation of the compatibility zones is necessary to determine what impacts new land uses will have on the future of the airport.

Implementation of this study will provide a solid basis for the ALUC, the City of American Canyon, and the County to make informed airport land use compatibility decisions in the Oat Hill Master Plan area. However, given the scope of the study and its focus on a site within American Canyon, it is unlikely to provide definitive analysis or conclusions about the entirety of the Zone D areas. Some additional analysis of airport land use compatibility may be warranted during the General Plan Update.

Mead and Hunt has been recommended as the consultant due to their familiarity with the Napa County ALUC and airport. The senior project manager that will oversee this study also managed the ALUC's 1991 and 1999 compatibility plans, and Public Work's 1990 Airport Master Plan as well as the current update. The firm was also integrally involved with Caltrans Aeronautics on the preparation of the latest Caltrans guidelines update.

### **SUPPORTING DOCUMENTS**

None

CEO Recommendation: Approve

Reviewed By: Andrew Carey