



FILE # P11-00096-SPA
(specific Plan Amendment)

NAPA COUNTY
CONSERVATION, DEVELOPMENT & PLANNING DEPARTMENT
1195 Third Street, Suite 210, Napa, California, 94559 • (707) 253-4417

APPLICATION FOR GENERAL PLAN OR SPECIFIC PLAN AMENDMENT

TO BE COMPLETED BY APPLICANT
(Please type or print legibly)

Application for General Plan Amendment ☐
Application for Specific Plan Amendment ☒

Applicant's Name: Mr. Kristen E. Pigman, Managing Partner, Napa 34 Holdings, LLC

Telephone #: (916) 853-2800 Fax #: (916) 853-2805 E-Mail: kris@thepigmancompanies.com

Mailing Address: 2481 Sunrise Blvd., Suite 200 Gold River CA 95670
No. Street City State Zip

Status of Applicant's Interest in Property: Owner

Property Owner's Name: Napa 34 Holdings, LLC

Telephone #: () - Fax #: () - E-Mail:

Mailing Address: Same as above.
No. Street City State Zip

Project Site Address/Location: Southeast corner of the intersection of Devlin Road & Airport Blvd.
No. Street City State Zip

Assessor's Parcel Number(s): 057-210-056-000

General Location and Acreage: Approximate 34 acre parcel at southwest corner of Airport Blvd.
and SR 29, between SR 29 and future extension of Devlin Road

Existing General Plan Or Specific Plan Designation: Airport Industrial Area Specific Plan Business / Industrial Park

Proposed General Plan Or Specific Plan Designation: Airport Industrial Area Specific Plan Business / Industrial Park

Change(s) Requested to Accomplish the Following: Project proponent requests language modification of the
Airport Industrial Area Specific Plan to allow a gas station and associated convenience market
at a second location outside the Gateway Commercial Node (consisting of 12 acres located at the
northwest corner of State Routes 12 and 29 and Airport Boulevard). The specific location proposed
for this land use is the southeast corner of the intersection of Airport Boulevard and Devlin Rd.

Proponent also requests that illuminated signage, and signage with letters greater than 12
inches maximum height be allowed, so as to further encourage a planned land use that has
otherwise failed to materialize in the Airport Industrial Area Specific Plan.

SUPPORTING INFORMATION:

A. Describe what changes have occurred in the area or county which create the need for this change. _____

Please see attachment A

B) Describe the natural characteristics of the land that make it suitable for the proposed change. _____

Please see attachment A

C) Describe how the proposed change relates to the goals and policies of the county's adopted General Plan or Specific Plan: _____

Please see attachment A

Submit a check or money order in the amount of Five Thousand, \$5,000.00, Payable to the County of Napa as a deposit toward actual costs, to the Conservation, Development and Planning Department office.

Signature of Applicant

Date

Signature of Property Owner

Date

Mr. Kristen E. Pigman

Mr. Kristen E. Pigman

Print Name

Print Name

TO BE COMPLETED BY CONSERVATION, DEVELOPMENT AND PLANNING DEPARTMENT

Receipt No. _____ Received by: _____ Date: _____

A) Describe what changes have occurred in the area or county which create the need for this change.

In 2004 a minor amendment to the Airport Industrial Area Specific Plan was approved by the Napa County Board of Supervisors. The amendment established two “nodes” wherein commercial land uses could be established to support the accessory land use needs of the Airport Industrial Area. One of the land uses specified by the plan amendment was a gas station and convenience market. The previously planned location of this/these land uses is, unfortunately, burdened with essentially no direct access to either Airport Boulevard or Devlin Road. Multiple left-hand turns against traffic to exit the planned site eliminates appeal to users of the needed services. As such, even though entitlements for the land use were approved in 2006, an end user has failed to materialize, build, and provide an anticipated, clearly defined and defensible market need. The proponent’s belief is that the current approved site for the gas station and convenience market will never be viable for that land use.

B) Describe the natural characteristics of the land that make it suitable for the proposed change.

More than any other factor, the location at the southeast corner of the intersection of Airport Boulevard and Devlin Road allows for right in / right out access to Airport Boulevard, which is cited by gas station end users as critical to viability. This access was approved by Napa County in 2010 with an entitlement package inclusive of warehouse and office space. The approval of this access came on the technical finding that such access at this location would not be detrimental to traffic operation on Airport Boulevard or Devlin Road. Otherwise, the site is suitable in that it can be developed with sufficient land area to support uses, have sufficient access for viability, and still provide on-site mitigation for wetlands removal and preservation.

C) Describe how the proposed change relates to the goals and policies of the county’s adopted General Plan or Specific Plan.

The county adopted policies to limit the take of agricultural lands for industrial and other uses. In turn, the Airport Industrial Area Specific Plan area was created to concentrate the industrial uses near the airport and near the convergence of Highways 12 and 29. Support of the planned industrial uses with ancillary land uses is critical to overall viability.

The specific plan intent is to provide and control the number of ancillary retail land use, both to ensure the viability of the Airport Industrial Area, and minimize that land lost to these uses, respectively. That being said, the current restriction on land use location in the plan have denied to the Airport Industrial Area the very land use mix originally intended. An adjustment to the location restriction will allow a healthy, commercially viable mix of uses more fitting with the traffic constraints and nature of users of the plan area. Employers, employees and transportation vendors presently have no source of refueling in the Airport Industrial Area. The nearest gas station is approximately 3.6 miles away forcing all vehicular traffic serving the industrial park area to travel out of their way to refuel.

A second restriction is also a contributing factor. The restriction on illuminated signage and the limitation to 12 inch letters for retail uses is a distinct discouragement for this land use, which typically relies on a modicum of visibility to generate business.

To ensure viability of the Airport Industrial Area the county adopted a number of policies to support ancillary land uses. This includes (*emphasis added*):

Policy AG/LU-37: The County will locate industrial areas adjacent to major transportation facilities. *Necessary utilities and services, including child care centers, will be planned to meet the needs of the industrially zoned areas.*

Policy AG/LU-96: The Airport Industrial Area is planned for industrial and business/industrial park uses that support agriculture and meet industrial and business park needs consistent with the 1986 Airport Industrial Area Specific Plan. In 2004, the Airport Industrial Area Specific Plan was amended to recognize two hotels which were subsequently approved for construction. Further *commercial uses in the area shall be limited to local-serving uses that support or serve the industrial and business park uses.*

The ancillary support services required to sustain any ten-plus million square foot industrial/business park area include a gas station and a convenience market. However, the prohibitively restrictive nature of access, and signage constraints have prevented an end user from considering the only location contemplated when the specific plan was adopted and amended. While the proposed use is clearly needed, restricting the location to an inappropriately configured site prevents the satisfaction of the specific plan's intent and implementation.

Additionally, the county seeks to achieve land use balance and a resulting reduction of vehicle miles traveled. In response the county adopted (*emphasis added*):

Policy CIR-20: The County shall seek to discourage increases in commuter traffic passing through the county on all roadways except I-80 by *providing a balanced land use pattern*, by designing county roadways to meet local rather than regional needs, and by supporting improvements to alternative facilities outside the County (e.g., State Route 37).

Objective CIR-2: Work with the Napa County Transportation and Planning Agency and incorporated jurisdictions in Napa County to reduce the percentage of work trips that are by private, single-occupant vehicles by 2030 such that Napa County's percentage decreases to 50 percent. *This objective may be accomplished by increasing the percentage of trips by bicycle, walking, transit, and/or carpool, and by increasing non-traditional work schedules and work practices (e.g., working at home).*

Policy CON-77: *...the County's land use policies discourage scattered development which contributes to continued dependence on the private automobile as the only means of convenient transportation....*

The plan amendment proposed would improve the mix of land uses in the plan area by satisfying an obvious need for ancillary support services, and, therefore, provide an opportunity to internalize vehicle trips. The proximity of the land use to the employment center represented by the Industrial park would allow for pedestrian trips to services otherwise only available through automobile use. The "in-park" availability of a convenience market, a coffee retailer and fueling station at one easily accessible location fronting on, and with direct access to, both Airport Blvd. and the soon to be developed Devlin Road furthers the county's objectives of balanced, complementary land uses and reducing vehicle miles travelled.