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# Application Submittal Package

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April 5, 2018

John McDowell  
Deputy Planning Director, ALUC Executive Director  
Napa County Airport Land Use Commission  
1195 Third Street, Suite 210  
Napa, CA 94559

Subject: Referral of Trinitas Mixed Use Project

Dear Mr. McDowell:

Pacific Hospitality Group submits this request to the Napa County Airport Land Use Commission (ALUC) seeking a consistency determination for the Trinitas Mixed Use project (Project), which is comprised of a dual branded hotel, a winery and an office building located on a 11.55 -acre parcel within the City of Napa. Municipal Code §17.34.050(C)(2) requires referral to the ALUC given that a portion of the hotel building is located within the Airport Compatibility Overlay Zone C.

### Description of Project

The Trinitas Mixed Use Project proposes a dual branded hotel, a winery, and an office building on undeveloped land within the Napa Valley Commons corporate park approximately 4 miles from Napa County Airport. The Project site is made up of three vacant parcels and is bound by Napa Valley Corporate Way and Napa Valley Corporate Drive, and Highway 221 is located immediately easterly of the Project site. The proposed Project's three distinct components and their locations within the ALUCP are shown on Attachment 1 - Site Plan.

The hotel is proposed as a 4-story, 253-guest-room, dual-branded Marriott hotel featuring an AC Hotel (153 rooms) and a Residence Inn (100 rooms) totaling 155,557 square feet. The dual-branded hotel will be constructed as a single building with several shared features such as a pool area, a fitness room, and meeting rooms. As a select service operation, the hotels will not include room service. The hotel building is proposed to be 56 feet 8<sup>1</sup>/<sub>8</sub> inches in height as measured from Above Ground Level (AGL) and is located within ALUCP Zones C and E.

The proposed winery is a single-story 26,214-square-foot building that will include production and storage facilities, a conference room, a small tasting area, and a sales office. The winery also

includes administrative offices, a wine lab, a storage area, restrooms, and associated mechanical areas with an exterior lawn for small events and tastings. The winery building is proposed to be 28 feet high AGL with architectural features extending to 38 feet in height AGL and is located within ALUCP Zone E.

The proposed office building is a 2-story, 29,878-square-foot building with highly modular office space with an outdoor courtyard. The office building is proposed to be 24 feet in height AGL with architectural features extending to 32 feet in height AGL and is located within ALUCP Zone E.

Vehicular access to the Project site will be provided from the existing driveway on Napa Valley Corporate Way, and a new right in/right out driveway is proposed on Napa Valley Corporate Drive. Surface parking throughout the Project site will provide 441 on-site parking spaces. A small portion of the parking lot is located within Zones C and D; however, a vast majority of the parking lot is located within Zone E.

### **General Plan and Zoning Designations**

The project site is designated as CP – Corporate Park by the General Plan and IP – Industrial Park by the Municipal Code. The CP and IP designations provide for uses such as manufacturing, warehousing, office, and public and quasi-public uses. Hotels and offices are permitted uses and wineries are conditionally permitted uses.

Consistent with the Municipal Code, the Proposed Project seeks several discretionary approvals from the City. The Project has applied for Planned Development Zoning to address over-height architectural features related to the winery and office developments and to allow for shared parking between the Project components. In addition, the Floor Area Ratio (FAR) is proposed to be blended across the TMR and MC properties to allow for a Project-specific increase in square footage, while ensuring the overall Project site is consistent with the 0.4 FAR established by the General Plan. This proposed FAR balancing is consistent with Zoning Code §17.52.120. The General Plan and Zoning maps are included as Attachments 2 and 3, respectively.

### **Airport Compatibility Zone Designations**

The proposed Project is within the Airport Compatibility Overlay District. The ACLUP and the City Municipal Code Chapter 17.34 - Airport Compatibility Overlay Districts identify standards for the project site. The project site is considered within Airport Environmental Zones C, D, and E as shown on the Attachment 4 - Airport Land Use Compatibility Plan Map. Approximately 1.07 acres of the Project site are located within Zone C and the rest of the Project site is located within Zones D and E. In addition, nearly all of the proposed development is clustered within Zone E and only a very small portion of the parking lot (18 parking spaces) is located within Zone D.

Zone C contains the most restrictive uses for the project site, as it is identified as an Extended Approach/Departure Zone. Permitted uses in Zone C include a variety of uses including but not limited to offices, small retail, light industrial, outdoor recreation, auto parking, most agricultural uses, nurseries, mini-storage, and warehouses. Hotels are included in the list of examples of land uses not normally acceptable. However, it should be noted that a very minimal portion of the hotel

(12,430 square feet) is within Zone C and the majority of the land area within Zone C is proposed to be developed with a parking lot, which is consistent with Zone C.

Zone D is identified as a Common Traffic Pattern and retains all the permitted uses for Zone C along with most non-residential uses, including hotels, wineries, office buildings and parking lots. A very minimal land area only consisting of parking will be within Zone D.

Zone E is the least restrictive ALUCP zone and is identified as Other Airport Environs and retains all permitted uses for Zone D. The majority of the Project site is located within Zone E, as is the majority of the hotel and the entire winery and office building. Based on the proposed uses and the clustering of development onto Zone E, the Proposed Project is consistent with the Airport Compatibility Zones.

### **CNEL Contours**

The Project is not within either the applicable 60 or 65 CNEL Contours for Napa County Airport, as identified on Attachment 5 - Napa County Airport CNEL Map.

### **Runway Protection Zones**

The project is not located within the Runway Protection Zone.

### **Potential Aircraft Hazards**

The ALUCP identifies potential flight hazards and obstruction sources as visual, electronic, or physical, including distracting lights, glare, sources of smoke, electronic hazards which could interfere with aircraft instruments or radio communication, and physical hazards such as height of buildings or bird strikes. Napa County ALUC identifies following specific potential aircraft hazards:

- Electronic equipment that could interfere with airport or aircraft signal transmission or reception.

*The proposed Project does not contemplate the use of electronic equipment that could contribute to airport or aircraft interference.*

- Smoke Production.

*The proposed Project does not contemplate any potential smoke production.*

- Exterior lighting.

*The proposed Project contemplates the construction of a new parking lot. Parking lot lighting has been designed with minimal diffusion to focus on areas that need the lighting such as the ground and buildings.*

- Reflective roof materials.

*The proposed Project has been designed to incorporate City Zoning Code Chapters 17.34.040 (E)(1) and 17.34.050 (E)(1), which provides design regulations for minimizing light and glare in an Airport Compatibility Overlay. Non-reflective glass will be incorporated into the project design for all building elevations having the potential to create glare impacts on approaching/departing aircraft.*

- Storage or use of explosive or other hazardous materials.

*The proposed Project does not contemplate the storage or use of explosive or other hazardous materials.*

- Height of any cranes to be used for tilt-up construction.

*The proposed Project includes the construction of new buildings, which will require the use of construction cranes. The tallest crane contemplated will be approximately 90' and is anticipated for use during the construction of the proposed hotel. The construction schedule anticipates a 19-month time period, of which it is anticipated the crane will be present onsite for several months. Smaller cranes will also be utilized if necessary.*

### **Height Restriction Zone**

As detailed above, the project site is located within Zones C, D and E of the ALUCP and is subject to height limits of 35 feet, if not otherwise assigned by the underlying district, as identified in Chapter 17.34 ALUCP regulations. The underlying district for the hotel (IP-A) and the winery and office building (IP-B) height regulations are set forth by Municipal Code §17.14.030, which restricts building heights to 50 feet, with exception for development up to 60 feet with Planning Commission design review in IP-A and restricts heights to 30 feet in IP-B.

IP-A Zoning District (hotel): The Project has been designed within height limits established by the Municipal Code. The portion of the proposed hotel within Zone C has a maximum height of 78' 9" AMSL, while the overall maximum height of the hotel is 82' 0" (AMSL) (56 1/8 feet AGL). Planning Commission design review is sought for increased hotel height.

IP-B Zoning District (winery and office building): The applicant is seeking design approval from City Council for a Planned Development Overlay to allow architectural features at the winery and office building to extend above the 30' height limit as established by the zoning code. The proposed architectural features for the winery and office building are considered uninhabitable space and would extend to 38 feet and 32 feet, respectively, which are shown Attachment 6 - Building Roof Heights Exhibit and Attachment 7 - Section Elevations. The winery and office building are located within Zone E and are situated adjacent to an existing commercial building similar in height. There is significantly taller intervening development between the airport and the Project site.

## **Design Review Criteria**

As shown on the Project Site Plan, ALUCP Zones, a majority of the Project lies within Zone E, and would not require ALUC referral. However, small areas on the southern portion of the site are located within Zones C and D. The portion of the Project site within Zone D is comprised of a parking lot, drive aisles and landscaping. The portion of the proposed Project within Zone C is approximately 1.07 acres, and a density calculation is required because a portion of the hotel building is located within Zone C. The portion of the Project within Zone C consists of approximately 12,430 square feet and is made up of first floor lobby areas, 21 hotel rooms on floors 2 through 4, 40 surface parking spaces, and landscaping. The following is an analysis of the proposed Project's consistency with the ALUCP Use Review Criteria as set forth in subsection C of §17.34.050 to determine whether a use has been appropriately designed.

### *Density*

Zone C has a maximum density recommendation established at 50 persons per acre in structures and 75 persons in and out of structures. Site density for the Project within Zone C has been analyzed using the Uniform Building Code to determine the maximum number of people utilizing each area of the hotel and amenities. This method of calculation is an accepted method of calculation for ALUC, per ALUCP Appendix D – Methods for Determining Concentrations of People. While the density criteria provided above pertains only density analysis required for the portion of the project area within Zone C, it should also be noted that the majority of the habitable area for the proposed hotel is located within Zone E which does not restrict density and will be discussed in detail below.

### **ALUCP Appendix D – Methods for determining concentrations of people**

Uniform Building Code: ALUCP Appendix D recommends developing an assumption regarding the number of persons per The Uniform Building Code to calculate the number of persons on-site. Because the proposed Project is an 11.55-acre development of a hotel, a winery, and an office, and only a minimal portion of the Project site (1.07 acres) is located within Zone C, maximum occupancy of the portion of the hotel within Zone C (12,430 square feet) will be analyzed using the Uniform Building Code for density consistency.

As detailed above, the Uniform Building Code can be used as a standard for determining the maximum occupancy of certain uses. The ALUCP Appendix D includes Exhibit A, which specifies the number of square feet per occupant. Exhibit A contains an assumption for hotel and apartment uses, which is 200 square feet per occupant. The density is calculated by dividing the total floor area of a proposed use by the minimum square foot per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the persons per acre.

The ALUCP Appendix D provides guidance for incorporating occupancy levels into calculations for maximum density. The proposed hotel is anticipated to have an 80% occupancy rate. The maximum occupancy rate calculation is shown below:

Hotel within Zone C – 1 person per 200 square feet

$$\begin{array}{l} 12,430 \text{ sf (hotel area within Zone C)} \\ \div 200 \text{ sf} \\ 62.15 \text{ occupants maximum} \\ \div 1.07 \text{ acres (Project site)} \\ 58.08 \text{ occupants per acre} \\ \times 80\% \text{ occupancy} \\ 46.47 \text{ occupants per acre} \end{array}$$

Based on the Uniform Building Code maximum occupancy method for determining concentrations of people, the density of the proposed Project within Zone C is 46.5 persons per acre. The Project would be considered consistent with the ALUCP use review criteria for Zone C requiring that site density remain fewer than 50 persons per acre in structures. Additionally, the use review criteria requires that the concentration of people using outdoor space not exceed 75 persons per acre. There is no outdoor gathering space in Zone C; therefore, this calculation is not necessary. The allowable density in Zone C of 50 persons per acre will not be exceeded, because the calculated site density is 46.5 persons per acre.

#### *Clustering*

The ALUCP Design Review Criteria recommends clustering. The shape of the Project site is roughly L-shaped, with the hotel building and winery facing Highway 221 to the east of the Project site and the office building within the parcel extending towards Napa Valley Corporate Drive to the west. The hotel is bordered by a parking lot and landscaping. The buildings are centered on the Project site and oriented outside of Zone C as much as possible with parking and extensive landscape on the perimeters.

#### *Noise*

The proposed Project is located within a small portion of Zones C and D, where airport noise is not an issue due primarily to the fact that the Project is not located within the immediate approach zone and its distance to the airport. The Noise Study (DEIR Appendix M) analyzed the proposed Project's compliance with noise standards and determined that the Project is in compliance with the City's noise standards and no noise reduction measures are proposed for the Project related to airport noise. The Project site is located outside the Napa County Airport Master Plan 55 dBA CNEL noise contour. The Project is in compliance with the City's noise standards and ALUC Noise Compatibility Guidelines, as discussed in above in CNEL Contours section.

#### *Location*

The ALUCP recommends structures are set back as far as possible from the extended centerline of the runway. The centerline of the runway travels from the runway through the centers of Zone B and Zone C. As shown on Exhibit 5.7-4 (DEIR page 5.7-21), the Project lies Zones C, D and E.

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In addition to density, clustering, noise, and centerline, the ALUCP Design Review Criteria establishes recommendations on building height limits in the airport compatibility zone by deferring to limits established by the zoning code. Height regulations for the proposed Project are set forth by Zoning Code §17.14.030. Development regulations for the Project site restrict building heights to 50 feet, with exception for development up to 60 feet with Planning Commission design review.

### **CEQA Documentation**

The City of Napa has prepared a Draft Environmental Impact Report, included herewith, that examines the environmental effects of the proposed Project.

### **Approval Schedule**

The project is scheduled to be considered by the City of Napa Planning Commission on May 3, 2018 and will return to City Council for final approval on June 5, 2018. Due to the timing of the City's review of this project, we request the project be placed on the ALUC agenda for a special meeting May 16, 2018 meeting to consider consistency with the ALUCP. As a requirement of Napa County ALUC application, a full-size of the project plans and required mailing labels will be provided under separate cover. The Planning Commission staff report and Trinitas Environmental Impact Report will be forthcoming.

### **Conclusion**

Per §21676(b) of the Public Utilities Code, Pacific Hospitality Group requests that the Airport Land Use Commission place this item on a special meeting agenda for May 16, 2018 for formal review and a consistency determination. Pacific Hospitality Group also requests that the commission determine the proposed Project to be consistent with the standards and zoning districts under Chapter 17.34 – Airport Compatibility Overlay Districts of the Municipal Code. ALUC's failure to act on the referral within 60 days of the date of receipt of the referral shall result in the proposed action being deemed consistent by operation of law.

Please contact me at (707) 400-6141 or [azand@buschfirm.com](mailto:azand@buschfirm.com) if any other information is required to be placed on the agenda. Thank you in advance for your assistance in this matter.

Sincerely,



Anthony K. Zand  
Corporate Counsel  
Pacific Hospitality Group



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Attachment(s):

- 1) Project Site Plan
- 2) General Plan
- 3) Zoning Map
- 4) Airport Compatibility Map
- 5) CNEL Map
- 6) Roof Heights Exhibit
- 7) Section Elevations

cc: Erin Morris, City of Napa  
Shawna L. Schaffner, CAA Planning, Inc.