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Agenda Date: 9/16/2015

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: Meritage Resort Expansion P15-00264

RECOMMENDATION

PACIFIC HOSPITALITY GROUP - MERITAGE RESORT EXPANSION- AIRPORT LAND USE CONSISTENCY DETERMINATION #P15-00264-ALUC

Request: Airport Land Use Compatibility Plan Consistency Determination for a proposed hotel expansion which includes: 1) a request to expand an existing 325 room hotel to build a 10,000 square foot exhibition hall and outdoor function area within a portion of the existing parking lot; and 2) construction on a vacant parcel to the north is proposed to be developed with a 134 room hotel, a wellness center, spa, outdoor event area, an exhibition kitchen, and small market for guests. The project is located on a 29.93 acre site on the east side of Napa Valley Corporate Drive approximately 1,300 ft. north of State Highway 29, in Napa County Airport Compatibility Zone C and Zone D. (Assessor's Parcel Numbers: 046-620-003; 046-620-016; 046-620-017) 850 and 875 Bordeaux Way, Napa.

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

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

EXECUTIVE SUMMARY

Proposed Action:

1. That the Airport Land Use Commission finds that the proposed Meritage Resort Expansion (# P15-00264-ALUC) is consistent with the Napa County Airport Land Use Compatibility Plan (ALUCP).

Discussion: The current proposal for an expansion of an existing hotel and development of a vacant parcel to its

north with a 134 room hotel is before the ALUC, as hotels are not typically allowed uses within Zone C. Pursuant to State Aeronautic Act provisions, an ALUC consistency review is required any time a project which is not typically allowed by the ALUCP. Additionally, the project proposes two tower features in excess of the 50 feet height limit, as adopted by the City of Napa.

ALUC Staff are recommending that the project be found consistent with the ALUCP. The project is located within Zone C and Zone D, the Common Traffic Pattern. Potential for an off-airport aircraft incident is quite low at this site due to it's location being below navigable airspace, and therefore the project is in a suitable location for hotel and ancillary uses. Project densities will be below adopted ALUCP thresholds.

FISCAL IMPACT

Is there a Fiscal Impact? No

ENVIRONMENTAL IMPACT

The ALUC's Consistency Determination does not meet the definition of a "project" as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and, therefore, CEQA is not applicable. The ALUC is only making a finding of consistency with airport compatibility regulations and is not responsible for approving or undertaking the project. The Napa City Planning Commission is the Lead Agency responsible for carrying out the project and will determine required CEQA findings before taking final action on the request.

BACKGROUND AND DISCUSSION

Airport Land Use Compatibility Factors:

1. Location – The 29.93 acre project site is located northwest of the Napa County Airport on a developed parcel with an existing 325 room hotel known as "Meritage", approximately 6,100 ft. from the threshold of Runway 18 Right/36 Left. The existing hotel is located on the 20.63 parcel, with an existing 9.3 vacant parcel is located to the immediate north. The vacant parcel is proposed to be developed with a new 134 room hotel, a wellness center, spa, outdoor event area, an exhibition kitchen, and small market for guests, 187 parking spaces, as well as landscaping and other infrastructure improvements. This proposed new development is identified as the "Commons." The existing 325 room Meritage hotel site is proposed to build a new 10,000 square foot exhibition hall and outdoor area within a portion of the existing parking lot. The overall project site is located in an industrial/business park known as Napa Valley Commons. The immediate surroundings are primarily developed with low-rise office and industrial buildings. Vacant parcels exist to the northeast and south of the project. The entirety of the project area is within City of Napa boundaries and has is being processed by their planning staff. City regulations for land uses, population densities, and other design standards parallel the standard in the Napa County Airport Compatibility Plan.

The existing Meritage hotel was originally developed in 2000 as a 100 room hotel, with later expansions bringing the hotel up to the existing 325 rooms. The existing hotel occupies Zone D, which does allow for hotels as generally allowed, and as such did not require a consistency determination. The development of the 9.3 acre vacant parcel into the "Commons" will occur in Zone C (3.1 acres) and D (6.2 acres). As hotels are not typically allowed uses in Zone C this project requires an ALUC consistency determination, as well as a Use Permit form the City of Napa. Additionally, the proposed height of two tower features exceeds the maximum of 50 feet, which also necessitated ALUC review and determining whether it is consistent with the Airport Land Use Compatibility

Plan.

2. Land Use – The Meritage hotel is located within Compatibility Zone within Zone D. The Commons project site is located within both Zone D and Zone C. Zone D allows most non-residential uses and Zone C is more restrictive and does not allow for hotels as a normally acceptable use. However, the portion of the site within Zone C will be developed predominantly with parking lot, and outdoor recreation areas, which are considered appropriate.

The outdoor events are would host a variety of events through the year, including weddings bi-weekly, wine tastings on Friday evenings , and larger concert type events accommodating up to 1,000 persons, a maximum of four timer per year. Due to the infrequent nature of the events, the limited hours, and the density falling below the maximum of 75 persons per acre staff does not feel that hosting these events would pose a safety risk. Additionally, the flight path is this area generally consists of single-engine aircraft and the flights primarily take place during the day, with the larger events proposed to occur in the evenings.

3. Concentration of People – ALUCP Airport Vicinity Land Use Compatibility Criteria, Table 3-2, set a maximum concentration of people in Zone C at 50 persons per acre within structures and 75 persons per acre total, in and out of structures. The applicant has provided a concentration table which defines the concentration within the Commons project as 44.6 persons, which is consistent with the ALUCP. Site density for the project was calculated by analyzing parking standards to determine concentrations, which is an accepted method under Appendix D of the ALUCP.

4. Building Height – ALUCP Policy 3.3.3 restricts building height to 35-feet or as similarly provided by local ordinance, which in this instance is 50 feet. The proposed resort has a variety of building heights and massing, and with the exception of two tower features, which are 80 feet and 77.6 feet respectively, does not exceed 50 feet maximum height. The City's Airport Compatibility Ordinance, which was endorsed by the ALUC in 2002 and which essentially matches County Airport Compatibility regulations, allows for the approval of features exceeding the general height limit provided that the project come before the ALUC for consistency review. In this case, ALUC support the proposal because the two tower features are unoccupied space; the towers are approximately 380 feet below navigable air space; south of the project there is natural rideline where the grapecrusher statue is located - that is 125 ft. above MSL (mean sea level) and is within 375 feet of penetrating navigable airspace and is a substantial existing feature that is taller than the proposed features and within the direct approach path for the main runway. The proposed tower features are 120 feet and 124.5 feet below the threshold from FAA circular Part 77.9 requiring filing of a Notice of Construction and flight hazard marking/lighting. Additionally, the project site has existing PG&E power lines that are 100 feet tall and traverse the length of the property. The proposed unoccupied towers do not create any hazards beyond existing conditions. As proposed, the project meets ALUCP height requirements and is unlikely to be considered an obstruction by the FAA. In addition, due to the topography in the area, the project site is well below navigable airspace.

5. Lighting and Glare – The project will include free standing light standards as well as canopy soffit lighting. Per Napa City standards, the lighting must be shielding and directed downward. As such, project lighting will not substantial change the setting around the airport, or present a new source of glare to pilots. Project lighting will be consistent with the ALUCP.

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

7. Building Materials – The proposed project will feature a Tuscan aesthetic, similar to the existing hotel. The building materials will consist of stone, painted stucco, steel, glass, and wood. The roof is not reflective and would not represent a potential source of glare or distraction to pilots. Solar panels are not proposed with the project, but under City code solar panels are allowed at this facility and therefore could be constructed in the future. City regulations do not allow highly reflective solar panels, and therefore, if solar panels were included in the future they

would not pose a compatibility issue. No component of the building materials is inconsistent with ALUCP guidelines.

8. Noise – The project site is located outside the 55 dB CNEL contour. Noise measurements were taken at the project site and found to be 69.9 db. The noise levels within interior of the hotel would be further reduced to 49.9 dB, which is below the maximum level of 60 dB.

9. Overflight Easement – The ALUCP requires recordation of an overflight and aircraft hazard easement on all developing properties. The conditions of approval will require all appropriate overflight and aircraft hazard easement consistent with ALUCP policies.

10. Caltrans Aeronautics – The submittal materials were forwarded to Caltrans Aeronautics in mid August and staff has not received a response from them at this time.

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. ALUCP Policy 2.1.8 specifies that formal referral to the ALUC should not occur until after at least one substantive hearing has been held by the local jurisdiction. The City has complied with this requirement. The Napa City Planning Commission heard the proposal on September 3, 2015, at which time they voted unanimously in favor of the project. It is anticipated that the Napa City Counsel will hear this item in October.

SUPPORTING DOCUMENTS

- A . Application
- B . Napa City Staff Report
- C . CEQA Document Excerpts
- D . Graphics

Airport Land Use Commission: Approve

Reviewed By: John McDowell