



**City of St. Helena
Planning Commission
Regular Meeting
Tuesday, November 15, 2016 @ 6:00 PM
Vintage Hall Board Room - Second Floor
465 Main Street, St. Helena**

PLEASE NOTE: Any person who wishes to speak regarding an item on the agenda or make a comment under the "Oral Communication" portion of the agenda may do so, but please observe the time limit of three minutes.

Page

1. PLEDGE OF ALLEGIANCE
2. CALL TO ORDER AND ROLL CALL
Chairperson: Grace Kistner
Vice Chair: Mary Koberstein
Commissioners: Sarah Parker, Bobbi Monnette, Tracy Sweeney
City staff present at the meeting will be noted in the minutes.
3. PUBLIC FORUM:
This is an opportunity for the public to address the Commission on items of interest to the public that are NOT listed on the agenda. Because of restrictions imposed by the Brown Act, the Commission may not engage in discussion nor take action on matters not described on the agenda. **Please observe the time limit of three minutes.**
4. CONSENT ITEMS
Members of the Commission or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, one motion may be used to adopt all recommended actions. (Roll Call Vote)
 - 4.1. None
5. PUBLIC HEARINGS
 - 5.1. Request by Our Town St. Helena (OTSH) for Tentative Subdivision Map, Demolition Permit and Design Review approval to demolish a single-family home and accessory structures in order to construct 8 new, affordable, attached townhomes on the property located at 684 McCorkle Avenue in the HR: High Density Residential district.

5 - 107

CEQA Determination: The project is exempt from the requirements of CEQA pursuant to Section 15332.

Recommendation:

1. Make a recommendation to the City Council whether or not to grant the applicant's request for a water neutrality waiver;
2. Confirm the applicant's request for an alternative frontage improvement; and find that
3. The project is exempt from the requirements of CEQA pursuant to Section 15332, which exempts projects characterized as in-fill development; and

4. Accept the required findings and recommend approval of the tentative subdivision map to the City Council and approve demolition permit and design review for the proposed subdivision and new construction at 684 McCorkle Avenue.

[5.1. Staff Report](#)

[5.1 Attachment 1 - Resolution Conditions of Approval](#)

[5.1 Attachment 2 - APN Map](#)

[5.1 Attachment 3 - Aerial View](#)

[5.1 Attachment 4 - Project Plans](#)

[5.1 Attachment 5 - Tentative Subdivision Map](#)

[5.1 Attachment 6 - Applicant Statements](#)

[5.1 Attachment 7 - Water Neutrality Analysis](#)

[5.1 Attachment 8 - Traffic Impact Analysis](#)

[5.1 Attachment 9 - Biological Assessment](#)

[5.1 Attachment 10 - Comment Letters](#)

[5.1 Attachment 11 - City Council Resolution 2016-79](#)

- 5.2. Tentative Map, Use Permit and Design Review applications requesting approval to subdivide an existing 2.5 acre parcel into 5 lots ranging in size from 0.17 acres to 0.77 acres; and to construct two new homes each with a second dwelling unit on two of the newly created parcels, located at 574 Pope Street in the Medium Density Residential Zoning District.

109 - 175

CEQA Determination: The project has been determined to qualify for a Class 32 Categorical Exemption pursuant to Section 15332 .

Recommendation:

1. Determine that the project is categorically exempt from the requirements of CEQA under CEQA Sections 15332, 15303 and 15061 (b) 3.
2. Accept the required findings and approve the Use Permit and Design Review for the requested reduction in density and construction of two new single family homes, each with a Second Dwelling Unit; and
3. Accept the required findings and recommend that the City Council approve the proposed subdivision of the parcel at 574 Pope Street into 4 new parcels and a private road.

[5.2 Staff Report](#)

[5.2 Attachment 1 - Trinchero PC Reso-Use Permit and DR Combo](#)

[5.2 Attachment 2 - Applicant Provided Project DescriptionSummary](#)

[5.2 Attachment 4 - Trinchero Density Reduction Letter](#)

[5.2 Attachment 5 - Water Use Analysis](#)

[5.2 Attachment 6 - Public Comments](#)

6. SCHEDULED MATTERS

- 6.1. Request by the Planning Department for Planning Commission direction regarding application of Design Review requirements.

177 - 180

CEQA Determination: Providing clarification and direction on municipal code interpretations is not a project under CEQA.

Recommendation:

1. Support the request by staff to administratively approve minor

modifications to existing properties, as identified in order to better utilize the resources of the Planning Department; or

2. Provide additional clarifying direction regarding the use of Design Review Exemptions as envisioned by the Planning Commission.

[6.1 PC Staff Report](#)

7. DEPARTMENT REPORTS

This is an opportunity for staff to report on or update the Commission on any relevant matters.

8. AGENDA FORCAST

Attached is a summary document of pending projects and up coming and items of priority and interest that will be placed on future agendas. This is also an opportunity for the Commission as a whole to request items be placed on future agendas for discussion. These items should be consistent with, and work to implement adopted Council Goals.

9. ADJOURNMENT

The next Regular Planning Commission meeting is scheduled for December 6, 2016, at 6:00 p.m. in the Vintage Hall Board Room located at 465 Main Street.

This agenda was posted at City Hall, 1480 Main Street, and at Vintage Hall, 465 Main Street, St. Helena, California on November 10, 2016.



Noah Housh, Planning Director

Appeal. A person who is dissatisfied with a decision of the Planning Commission may appeal that decision to the City Council pursuant to Municipal Code Section 17.08.180, Appeal procedure. Actions of the Planning Commission will be listed on the City Council agenda the following Tuesday to give the City Council opportunity to review the Planning Commission's decision. Absent of an appeal by the City Council or by a citizen, the appeal period will terminate two weeks after the Planning Commission hearing.

Special Assistance for the Disabled. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the City Clerk's Office (707) 967-2792. Notification 48 hours prior to the meeting will enable City to make reasonable arrangements to ensure accessibility to this meeting (28 CFR35.102-35.104 ADA Title II). However, City staff will attempt to assist at any time with accessibility. The City Clerk has equipment to assist those with a hearing impairment.

PUBLIC TESTIMONY PROCEDURES

Pursuant to the Government Code Section 54954.3, the public may address the Commission on each agenda item during the Commission's consideration of that item. Each speaker has the option to state his or her name for the record before testifying. Depending on the number of speakers or the interest of the item, the Planning Commission Chairman may also restrict, at his/her

discretion, the speaker's time to three minutes. The Chairman may also restrict public comments if they become irrelevant to the agenda item or repetitious of prior comments. All persons interested may appear and be heard or submit written statements prior to the Planning Commission meeting. Please note that if you challenge the City's decision on any of these matters in court, you may be limited to raising only those issues you or someone else raised at the meeting or in written correspondence delivered to the City at, or prior to, the meeting.

CHALLENGING DECISIONS OF CITY ENTITIES

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City of St. Helena is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision, including without limitation Government Code section 65009 applicable to many land use and zoning decisions, Government Code section 66499.37 applicable to the Subdivision Map Act, and Public Resources Code section 21167 applicable to the California Environmental Quality Act (CEQA). Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. Government Code section 65009 and 66499.37, and Public Resources Code section 21167, impose shorter limitations periods and requirements, including timely service in addition to filing.

If a person wishes to challenge the above actions in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of St. Helena, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

SUPPLEMENTAL MATERIAL RECEIVED AFTER THE POSTING OF THE AGENDA

Any supplemental writings or documents distributed to a majority of the Planning Commission regarding any item on this Agenda, after the posting of the Agenda, will be available for public review in the Planning Department's Office located at 1480 Main Street, St. Helena, California, during normal business hours. In addition, such writings or documents will be made available on the City's web site at <http://cityofsthelena.org> and will be available for public review at the respective meeting.

**CITY OF ST. HELENA
PLANNING DEPARTMENT 1480 MAIN STREET- ST. HELENA, CA 94574
PLANNING COMMISSION**

NOVEMBER 15, 2016

AGENDA SECTION: Public Hearing

AGENDA ITEM: 5.1

FILE NUMBER: PL16-022

SUBJECT: Request by Our Town St. Helena (OTSH) for Tentative Subdivision Map, Demolition Permit and Design Review approval to demolish a single-family home and accessory structures in order to construct 8 new, affordable, attached townhomes on the property located at 684 McCorkle Avenue in the HR: High Density Residential district.

PREPARED BY: Aaron Hecock, Senior Planner

REVIEWED BY: Noah Housh, Planning Director

APPLICATION FILED: 05/02/16

ACCEPTED AS COMPLETE: 10/26/16

LOCATION OF PROPERTY: 684 McCorkle Avenue

APN: 009-502-007

GENERAL PLAN/ZONING: HR: High Density Residential

APPLICANT: Our Town St. Helena (OTSH)

PHONE: (707) 963-1548

BACKGROUND

McCorkle Property

The City purchased 684 McCorkle Avenue for \$700,000 in 2013 with funds from the City's Affordable Housing Trust Fund (AHTF) and a loan from the City's General Fund, after having found it to be a potential site for a future affordable housing or workforce housing project. Subsequently, in 2015, the City agreed to sell the property (appraised at \$920,000) for \$1 to Our Town St. Helena (OTSH) for the purpose of allowing Our Town St. Helena to develop affordable housing units (AFUs) consisting of owner-occupied housing available to "lower income households". Through the below-market sale of the McCorkle property, the City may satisfy portions of the Calderon Settlement with respect to commitments of cash or donations of land for affordable housing should the City approve the development of at least six (6) AFUs within the City of St. Helena on or before December 31, 2016. In addition, the City Council approved funding the project's application and building fees (between \$32,000 to \$65,000) and to expend up to \$100,000 for the construction of two (2) very low income units with money from the City's AHTF (see attached resolution 2016-79).

Multi-family Housing in the High Density Residential District

On May 26, 2015, the City Council adopted the 2015-2023 Housing Element which was later certified by the State Office of Housing and Community Development (HCD). As part of this process, HCD required certain changes to the City's Zoning Code as a requirement of the 2015-2023 Housing Element update. One of these changes stipulated that multiple family housing be designated as a permitted use in the City's High Density Residential district. In April 2016, the Planning Commission considered the Zoning Code changes agreed to in the Housing Element and recommended approval of the changes to the City Council. On May 10, 2016, the City Council approved the Zoning Code changes thereby allowing multiple-family housing by right in the High Density Residential district.

Neighborhood Meeting

A noticed neighborhood meeting was held for the project on December 9, 2015 from 6 to 7 p.m. in Carnegie Hall at 1360 Oak Street. The purpose of this meeting was to introduce the project to interested neighbors and community members, for the City to describe the project review and approval process, for the applicant to describe details of the project, and for members of the public to ask questions about the process and project.

PROJECT DESCRIPTION

The applicant proposes to demolish an existing single-family home and associated accessory structures at 684 McCorkle Avenue in order to construct a new, 8-unit, affordable, self-help, townhome project (Brenkle Court Project). The existing home and associated accessory structures on the ½ acre (23,788-sf) parcel are in a state of disrepair and are not suitable for habitation. The applicant wishes to subdivide the property into 9 individual lots in order to accommodate eight (8) attached townhomes and one (1) common area. The newly created parcels would range in size from 1,157-sf to 1,262-sf with an average size of 1,187-sf. An additional 11,901-sf parcel would be created for all commons areas which would be maintained through a homeowner's association.

In addition to the tentative subdivision map and demolition permit, the applicant requests design review approval for the eight (8) new single-family homes that would be constructed in the two (2) new structures. Each attached townhome would consist of 1,633-sf of floor area with 593-sf of living area and a 244-sf garage on the first floor and 796-sf of living space on the second floor. In addition to the garage, the first floor will consist of the main living areas including the kitchen, living room, dining room and a half bath. The second floor will house the sleeping areas including 3 bedrooms, a full bathroom and the laundry room. The total floor area for all 8 units would be 13,064-sf.

Each of the four (4) unit structures would have a building height of approximately 23'-9". The exterior of the new buildings would be finished with a variety of materials including hardieplank horizontal lap siding, hardiepanel vertical siding, hardieshingle staggered siding, fiberglass framed windows, and composition shingle roofing.

Self Help Housing

The new homes would be constructed through a mutual self-help program. The Mutual Self-Help Housing Program is a USDA/Rural Development program that helps low-

income participants achieve the dream of home ownership through "sweat equity." Participants work together with a construction supervisor to build their homes and each family is required to work 35 hours per week. The families themselves must do half the work and any family member over the age of 16 years can contribute to this time commitment (no one under the age of 16 is allowed on the worksite). Relatives, friends and community volunteers can assist the families with home construction. It is anticipated that a majority of project construction will be done on Saturday and Sunday. This is necessary to accommodate the fact that the family members work during the week and are required to perform 65% of the labor for the construction of the homes. There will be site deliveries and some contractor working during the week and also weekday evening work during the summer hours, but, generally, the site will be quiet during the week. In order to minimize impacts on neighboring properties, the applicant proposes to enact a "Good Neighbor Policy" that commits to:

1. Communicate with neighbors through an email list to keep them apprised of the construction schedule so they know what to expect and when;
2. Fence the construction site and keep it locked when no work is being done; the site will be kept clean and all standard safety measures will be observed at all times;
3. No loud music or other unnecessary noise on the construction site at any time;
4. Participants will park the vehicles at the end of the street on private property so that the street will not be crowded during work hours;
5. All efforts will be made not to schedule "loud" construction work on Sundays and, if it is necessary, neighbors will be notified in advance via email; and
6. If a neighbor is holding an event at their homes that could be impacted by the work being done on Brenkle Court, OTSH will make every effort to cooperate with the neighbors timing and needs.

ANALYSIS

CEQA

The project is exempt from the requirements of CEQA pursuant to Section 15332, which exempts projects characterized as in-fill development when the project is consistent with the general plan and zoning; occurs within city limits on less than five acres; has no valuable habitat; won't cause any significant environmental effects; and can be served by existing public services. As discussed in more detail below, the project is consistent with the General Plan and zoning ordinance; is less than five acres in size; has no valuable habitat (according to the attached biological assessment); will not cause any negative traffic impacts (see attached traffic study); and will be served by existing public services.

GENERAL PLAN/ZONING

The property has a General Plan and Zoning designation of High Density Residential (HR). This district provides for single-family and multifamily residential units, group quarters and other compatible uses. Multiple-family dwellings, apartments and dwelling groups consistent with density requirements are permitted uses in the HR district. However, pursuant to Chapter 17.164 of the Municipal Code, all subdivisions and new

structures for both permitted and conditional uses shall require design review. The St. Helena General Plan and Housing Element 2015-2023 Goals, Policies, and Eight-Year Action Plan include the following policies that are applicable to the proposed project:

- *2.6.4 - Permit infill development and higher densities within currently developed areas wherever possible to minimize and postpone the need for expansion of the Urban Service Area.*
- *2.6.14 - Encourage a mix of housing types and price ranges to allow choice for current and future generations of St. Helenans.*
- *HE1.2 - Focus on key opportunity sites and work with property owners and developers to facilitate development of new affordable housing.*
- *HE1.3 - Encourage the development of affordable housing and remove development constraints as feasible.*
- *HE1.4 - Address workforce housing needs by supporting an improved jobs/housing “match.”*
- *HE1.5 - Encourage innovative housing types and designs.*
- *HE2.1 - Encourage higher density development where appropriate.*
- *HE2.2 - Ensure that higher density housing opportunity sites are not lost to lower density uses.*
- *HE2.5 - Allow conversion of single-family homes to multi-unit dwellings.*
- *HE2.6 - Promote a balance of types of housing throughout the whole community.*

Staff finds that the proposed project is consistent with the General Plan policies listed above.

Development Standards

Municipal Code Section 17.44.060 describes the development standards and requirements that apply in the HR district. As described in Section 17.44.060(B), residential condominium and townhouse projects are exempt from certain standards and are instead governed by the restrictions as detailed in Section 17.112.110 (Requirements for residential condominium and townhouse dwelling projects). Section 17.112.110 requires such things as a homeowners association, a landscaping plan, on-site parking, as well as the types and locations of utilities.

Density: The maximum density permitted in HR district is 28 units per acre and the minimum density permitted in the HR district is 16.1 units per acre. As the subject parcel is slightly over ½ acre in size (23,788-sf according to the Napa County Assessor’s Office), it requires a density of 8 to 14 units. The applicant is proposing 8 units which is the lowest number of units permitted by the Municipal Code.

Lot Coverage: Lot coverage is the land area covered by all buildings or structures on a lot, including all projections except eaves. The maximum lot coverage permitted in the HR district is 45%. The project as proposed has a lot coverage of approximately 7,000-sf or 29%, which is lower than the maximum permitted on-site.

Height: The maximum height of a building with more than four (4) units is 35 feet. The proposed project would have a maximum height of approximately 23'-9" which is over 10 feet lower than the maximum permitted.

Setbacks: Municipal Code Section 17.44.060(B) excludes residential condominium and townhouse projects from the minimum standards for setbacks in the HR district. Instead, the Planning Commission should consider the proposed setbacks as part of the design review application. The project proposes buildings with a 20' front setback, a 34' rear setback, and side yard setbacks of approximately 35' and 8'-2" as oriented with McCorkle as the front of the lot. However, as designed, each individual home will essentially have zero front and side setbacks as the buildings are attached with common areas in the front. The rear setbacks are approximately 8'-2" from the closest part of the home and approximately 12'-8" to a majority of the structure.

Staff Response: *The project as proposed meets all the development standards as required by Section 17.44.060 and 17.112.110 of the Municipal Code. *Note: there are no floor area ratio (F.A.R.) maximums for multi-family housing projects.*

TRAFFIC AND CIRCULATION

Vehicular access to the project site is from McCorkle Avenue, a two-way local street that provides access to the neighborhood. A traffic impact analysis (TIA) by Transpedia Consulting Engineers (TCE) dated June 24, 2016 was prepared for the proposed project and is included as an attachment to this report. According to the TIA, the proposed project is expected to generate 67 net daily trips with 5 trips (1 inbound and 4 outbound) during the am peak hour and 7 trips (4 inbound and 3 outbound) during the pm peak hour. All intersections are expected to operate at acceptable levels of service (LOS) during weekday am and pm peak hours under all study scenarios and the project was found to have a less-than-significant impact on intersection operations.

Frontage Improvements

As new development occurs the City requires improvements such as sidewalks and planter strips in areas where none exist or repairs to such features where they exist but are in need of maintenance. The typical City standard for frontage improvements consists a curb followed by a planter strip and then a sidewalk. However, City Standard No. 315 provides two options for frontage improvements, one of which is a curb followed by a sidewalk and then a planter strip. The Public Works Department has conditioned the project to provide a sidewalk and planter strip however they haven't specified the order of each from the curb. For continuity with adjacent parcels, the applicant is asking for approval of the latter frontage requirement (curb-sidewalk-planting strip). See the attached applicant justification letter and civil improvement plan sheet number C 6.0 for additional details.

Parking

Two parking spaces, one of which shall be contained within a garage or carport is required for each dwelling unit. Therefore, a total of 16 parking spaces, 8 of which must be covered are required for the proposed project. The project is providing 19 on-site

parking spaces, eight of which are covered, therefore the project satisfies the parking requirement as designed.

WATER

The proposed project is subject to the requirements of the City's Water Neutrality Policy. According to the attached Water Use Analysis confirmed by the Public Works Department, the proposed project would result in an increase of approximately 968 gallons per day (29,040 gallons/month). Typically, the applicant would need to provide off-site retrofits in order to offset projected future water use to meet the City's water neutrality requirement. However, due to the fact that this is an affordable housing project and funding is limited, the applicant is asking to be exempted from the requirements of the City's Water Neutrality Policy as it would cost approximately \$17,600 to provide the required off-site retrofits according to the applicant. Only the City Council can waive the project's water neutrality requirement, therefore, the Planning Commission should make a recommendation to the City Council as to whether or not the waiver should be granted.

TENTATIVE SUBDIVISION MAP

Tentative Maps (i.e. subdivisions) are governed by Section 16.16 of the Municipal Code, separate from most other development criteria identified in the Zoning Code (Chapter 17 of the Municipal Code). There are numerous requirements for these maps identified in Chapter 16 as well as the Subdivision Map Act, a State law which also applies to the design and review of Tentative Maps. Some of the required information includes identification of natural features, dimensions and locations of all infrastructure, costs estimates for off-site improvements and specific processing criteria required for the review and approval of any subdivision. In recommending approval or conditional approval of a tentative map to the City Council, the Planning Commission shall find that (Zoning Ordinance Section 16.16.080):

1. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable specific plan and other applicable provisions of the code; and
2. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the state Subdivision Map Act and any guidelines promulgated by the City Council.

Staff Response: As discussed above, the project is consistent with both the General Plan and Zoning Code. Passive heating and cooling opportunities include site configuration to permit orientation of a structure in an east/west alignment for southern exposure and to take advantage of existing shade opportunities and prevailing breezes. The project was carefully designed and oriented by professional architects that take into account orientation, shade opportunities, etc. Staff believes the project is consistent is the required findings listed above.

DEMOLITION PERMIT

As provided in Municipal Code Section 17.164.050(E), no permit authorizing the demolition of any building within any zoning district shall be issued until approved by the Planning Commission in accordance with the following findings:

1. That, based on the public record and testimony presented at a public hearing, the building is determined not to be a significant architectural or historical building.
2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood.

Staff Response: The existing home was constructed in around 1927 and is not listed on the City of St. Helena's historical resources inventory. The existing home and associated accessory structures are in a state of disrepair. Demolition of this residence and associated accessory structures would not impact a historical resource or otherwise negatively affect the character of the neighborhood.

DESIGN REVIEW

The purpose of design review is to, among other things, promote the qualities that bring value to the community and foster attractiveness and functional utility of the community as a place to live and work. The following design criteria should be considered by the Planning Commission in review of this application (Zoning Ordinance Section 17.164.030):

1. Consistency and compatibility with applicable elements of the general plan;
2. Compatibility of design with the immediate environment of the site;
3. Relationship of the design to the site;
4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;
5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;
6. Compatibility with future construction both on and off the site;
7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;
8. Whether the planning and siting of the various functions and buildings on the site create an internal sense of order and provide a desirable environment for occupants, visitors and the general community;
9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;
10. Whether sufficient ancillary functions are provided to support the main functions of the project and whether they are compatible with the project's design concept;
11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;
12. Whether natural features are appropriately preserved and integrated with the project;
13. Whether the materials, textures, colors and details of construction are an appropriate expression of its design concept and function and whether they are compatible with the adjacent and neighboring structure and functions;
14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character;

15. Whether the landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment and whether the landscape concept depicts an appropriate unity with the various buildings on the site;
16. Whether plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety which is suitable to the climate of St. Helena;
17. Whether sustainability and climate protection are promoted through the use of green building practices such as appropriate site/architectural design, use of green building materials, energy efficient systems and water efficient landscape materials.

Staff Response: Staff finds that the proposed project is consistent with both the General Plan and Zoning Ordinance and has been designed within the context of the project site and surrounding area. Staff finds the project's design consistent with modern multi-family housing projects and that the design is appropriate for the High Density Residential district. For these reasons, staff believes that the proposed project is consistent with the required design review criteria listed above.

CORRESPONDENCE

At the time of packet distribution staff had received one letter in general opposition to development on McCorkle Avenue.

STAFF RECOMMENDATION

Staff finds that the project resulting from the proposed tentative subdivision map, demolition permit and design review will improve the condition of the project site, will provide needed housing within the City, and is in character with the HR: High Density Residential district. For these reasons, staff concludes that the appropriate findings can be made and recommends that the Planning Commission:

1. Make a recommendation to the City Council whether or not to grant the applicant's request for a water neutrality waiver;
2. Confirm the applicant's request for an alternative frontage improvement; and find that
3. The project is exempt from the requirements of CEQA pursuant to Section 15332, which exempts projects characterized as in-fill development; and
4. Accept the required findings and recommend approval of the tentative subdivision map to the City Council and approve demolition permit and design review for the proposed subdivision and new construction at 684 McCorkle Avenue.

ATTACHMENTS

1. Resolution / Conditions of Approval
2. APN Map
3. Aerial View
4. Project Plans
5. Tentative Subdivision Map

6. Applicant Statements
7. Water Neutrality Analysis
8. Traffic Impact Analysis
9. Biological Assessment
10. Comment Letters
11. City Council Resolution 2016-79

**TENTATIVE SUBDIVISION MAP, DEMOLITION PERMIT AND DESIGN REVIEW
NO. PL16-022
CITY OF ST. HELENA, STATE OF CALIFORNIA
GRANTED TO 684 McCORKLE AVENUE**

PROPERTY OWNER: Our Town St. Helena

APN: 009-502-007

Recitals

1. Request by Our Town St. Helena (OTSH) for Tentative Subdivision Map, Demolition Permit and Design Review approval to demolish a dilapidated single-family home and accessory structures in order to construct 8 new, affordable, attached townhomes on the property located at 684 McCorkle Avenue in the HR: High Density Residential district.
2. As an affordable housing project, the applicant is asking to be exempted from the requirements of the City's Water Neutrality Policy due to limited funding.
3. The applicant is asking for approval of the City's second frontage improvement standard (curb-sidewalk-planting strip).
4. The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on November 15, 2016.

Resolution

- A. In making the findings in this Resolution, the Planning Commission relied upon and hereby incorporates by reference all of the documents referenced in this Resolution and the associated staff reports, City files for this matter, correspondence, presentations and other materials.
- B. The Planning Commission hereby finds that the project is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15332, which exempts projects characterized as in-fill development when the project is consistent with the general plan and zoning; occurs within city limits on less than five acres; has no valuable habitat; won't cause any significant environmental effects; and can be served by existing public services.
- C. Pursuant to the Subdivision Ordinance, Section 16.16.080 of the City's Municipal Code, the Planning Commission makes the following findings in recommending approval of the Tentative Subdivision Map to the City Council:
 1. *The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable specific plan and other applicable provisions of the code in that the project is a permitted use in the High Density Residential district and that multi-family, infill development is consistent with multiple General Plan policies.*
 2. *The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the state Subdivision Map Act and any guidelines promulgated by*

the City Council in that the project was designed by a licensed architect based on the unique characteristics of the project site.

D. As provided in Municipal Code Section 17.164.050(E), the Planning Commission finds that the demolition permit can be supported based on the following findings:

- 1. That based on the public record and testimony presented at a public hearing, the buildings are determined not to be significant architectural or historical buildings given the age of construction, deteriorated condition of the structures, and lack of inclusion of the City's Historical Resources Master List.*
- 2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood in that the existing structures are in a dilapidated condition and that the neighborhood is a mix of single-family and multi-family housing units.*

E. In accordance with the design review criteria identified in Municipal Code Section 17.164.030, the Planning Commission finds that the project demonstrates the following:

- 1. Consistency and compatibility with applicable elements of the general plan in that a multi-family building is being constructed in the High Density Residential district;*
- 2. Compatibility of design with the immediate environment of the site is supported in that modern building materials will be used in project construction typical of newly constructed residential buildings;*
- 3. Relationship of the design to the site is found to be consistent in that the project was designed by a licensed architect in consideration of the unique characteristics of the site;*
- 4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character is found as a residential structure will be constructed in a residential area and that there are no historic elements of the property or design;*
- 5. That the design promotes harmonious transition in scale and character in areas between different designated land use is found in that the project is located in a residentially zoned district with varying densities and scales and that the project is consistent with said district and character;*
- 6. Compatibility with future construction both on and off the site is supported as the project is a residential structure in a residential district that will not negatively impact future construction on or off site;*
- 7. That the architectural design of structures and their materials and colors are appropriate to the function of the project is supported in that the project will use common construction materials and colors for residential development;*
- 8. That the planning and siting of the various functions and buildings on the site create an internal sense of order and provide a desirable environment for occupants, visitors and the general community is found in that the site and buildings were designed to create privately owned homes in a townhome setting*

with adequate off-street parking; covered garbage enclosures; and common recreation areas.

- 9. That the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures is found to be appropriate through the common open space and landscaping surrounding the living and parking areas on the property;*
- 10. That sufficient ancillary functions are provided to support the main functions of the project and that they are compatible with the project's design concept in that the project provides adequate off-street parking and recreational areas for residents with a design that is fully compatible with the residential structure;*
- 11. That access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles is supported based on the existing roadway network, proposed access easements, and street frontage improvements including new sidewalks.*
- 12. That natural features are appropriately preserved and integrated with the project is found in that this is an infill project and all development is in previously developed and/or disturbed areas of the property;*
- 13. That the materials, textures, colors and details of construction are an appropriate expression of its design concept and function and that they are compatible with the adjacent and neighboring structure and functions is supported in that the project will use common construction materials and colors for residential development and that the project is compatible with the character of the residential area;*
- 14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character is found as a residential structure will be constructed in a residential area and that there are no historic elements of the property or design;*
- 15. That the landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment and that the landscape concept depicts an appropriate unity with the various buildings on the site is found in that a detailed landscaping plan has been prepared and designed to complement the proposed buildings and site in general;*
- 16. That plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety which is suitable to the climate of St. Helena is supported based on the professionally prepared landscaping plan and establishment of a homeowner's association responsible for the maintenance of all common areas including landscaping; and*
- 17. That sustainability and climate protection are promoted through the use of green building practices such as appropriate site/architectural design, use of green building materials, energy efficient systems and water efficient landscape materials is found based on the efficiencies gained through the construction of new buildings and infrastructure in compliance with the requirements of the California Building Code and the City of St. Helena Municipal Code.*

Planning Department Conditions of Approval

- F. The Planning Commission makes a recommendation to approve the tentative map and approves demolition permit and design review for the above-described project with the following conditions of approval. The conditions noted below are particularly pertinent to this project and shall not be construed to permit violation of other laws and policies not so listed. These approvals are contingent upon City Council approval of the tentative map.
1. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit.
 2. The tentative map shall be valid for (2) years from the date of final action and specified by the City's Subdivision Ordinance and State requirements, and a Final Map shall be recorded during this time. Any request for an extension of this approval shall be justified in writing and received by the Planning Department at least twenty (20) days prior to expiration.
 3. All required fees shall be paid prior to recordation of the Final Map.
 4. Design review approval shall be vested within one (1) year from the date of final action. A building permit for the use allowed under this approval shall have been obtained within one (1) year from the effective date of this action or the approval shall expire, provided however that the approval may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 17.08.130, Extension of Permits and Approvals. Any request for an extension of this approval shall be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.
 5. The approvals shall not become effective until fourteen (14) calendar days after approval, providing that the action is not appealed by the City Council or any other interested party within that 14-day period.
 6. All required fees, including planning fees, development impact fees, residential in-lieu housing fees, building fees, toilet retrofit fees, and St. Helena Unified School District fees shall be paid prior to issuance of a building permit. Fees shall be those in effect at the time of the issuance of the building permit.
 7. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.
 8. Provided they are in general compliance with this approval, minor modifications may be approved by the Planning Director.
 9. Pursuant to St. Helena Municipal Code Section 17.08.110, this permit shall run with the land and shall be binding upon all parties having any right, title or interest in the

real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.

10. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The property owners or their designee shall be responsible for meeting with the Building Official, Fire Inspector and or Public Works Department to review compliance with Building Codes, Fire Codes and specific Public Works Standards including fire protection systems and any applicable accessibility standards of Title 24.
11. Property owners shall recognize that there exists a right to farm properties within the district and in the vicinity of the district. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on properties in the district or in the vicinity of the district. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.
12. Construction shall be in compliance with plans submitted and reviewed by the Planning Commission on November 15, 2016, except as modified herein.
13. During construction, the project site shall be adequately fenced and secured to prevent trespassing.
14. Exterior lighting shall be directed or shielded to prevent glare onto the public roadway or adjacent properties.
15. To reduce disturbance of residents in the project vicinity, construction activities which generate noise that can be heard at the property line of any parcel of real property within the City limits shall be limited to 8:00 a.m. to 5:00 p.m. Monday through Sunday. Delivery of materials/equipment and cleaning and servicing of machines/equipment shall be limited to 7:00 a.m. to 6:00 p.m. Exceptions to these time restrictions may be granted by the Public Works Director for one of the following reasons: (1) inclement weather affecting work, (2) emergency work, or (3) other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance. The City Engineer must be notified and give approval in advance of such work. No noise generating construction activities that can be heard at the property line of the subject parcel shall occur on the following holidays: Thanksgiving Day, the day after Thanksgiving Day, Christmas Eve, Christmas Day, New Years Day, and the 4th of July.
16. Parking is prohibited in the Emergency Vehicle Access area and in the driveways fronting the homes.
17. Obstructing emergency vehicle movement through the Emergency Vehicle Access area in anyway and by any object is prohibited.
18. A homeowner's association or other similar property owner's organization shall be established to maintain all open space and other improvements which are in common ownership.
19. All commonly owned open space areas shall be landscaped in accordance with the approved landscaping plan.

20. The future sale of all homes must be restricted to low or very low income owners with a minimum of two (2) very low income owner in order for the applicant to receive \$100,000 in additional funding from the City committed on June 14, 2016.

Public Works Department Conditions of Approval

21. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.
22. For any improvements outside the existing building envelope, a grading and drainage plan showing topographic data, all easements, infrastructure onsite and directly adjoining, and an erosion control plan shall be submitted for review and approval by the City Engineer prior to the issuance of a building permit. If the project entails more than 50 cubic yards of soil disturbance, 10,000 square feet of disturbance area, a cut or fill of 3 feet or more, or alteration of any drainage pattern, a grading permit shall be required.
23. The developer shall construct all on and offsite improvements in accordance with improvement plans and supporting calculations and documentation that are prepared by a registered Civil Engineer and reviewed and approved by the City of St. Helena Public Works Department. The improvement plans shall include detailed designs for all on and off site utilities, water, sewer, grading, drainage, erosion control and paving. The improvement plans and calculations must be approved by the City Engineer prior to the approval of the Final Map.
24. The developer shall submit the project Final Map as required in St. Helena Municipal Code Section 16.20 for review by the Public Works Department and signature by the City Surveyor. All costs associated with map, plans, easements, outside agency approvals and support documentation preparation shall be the responsibility of the developer and shall be paid prior to the approval of the Final Map. All improvements shall be complete or be secured as stated in said municipal code Section 16.32.
25. Prior to recordation of the Final Map, the developer shall provide easements and an agreement for operating and maintaining the emergency vehicle access, storm drain and utility easements required of the project as shown on the Tentative Map. These easements and agreements shall be reviewed by Public Works and approved by the City Attorney and shall be recorded with the Final Map. The agreement shall run with the properties and shall bind each such parcel and each successive owner thereof. The agreement shall be amendable only by an instrument in writing signed by the City and by the owners of the involved parcels.

26. Drainage needs to be routed to prevent inundation of neighboring properties. Grading and/or site improvement plans shall show how 2-year and 10-year storm flows shall be infiltrated on site and/or diverted at the property lines to prevent inundation of neighboring properties. The applicant shall submit a drainage and hydrology analysis for the project impact, including downstream erosion potential, to the City of St. Helena Public Works Department with the Improvement Plan submittal in accordance with City of St. Helena, Napa County and State of California codes in effect at the time of improvement plan submittal.
27. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum.
28. The project is subject to the City's Water Neutrality Policy which states that all new development must be water neutral. Unless otherwise approved by City Council, the applicant shall incorporate water conservation practices into the proposed project per the Water Use Calculations and sufficient offsite retrofits are required to provide an offset of 968 gallons per day. Any and all non-conforming appliances and plumbing fixtures shall be removed from the premises. The water conservation requirements shall be replicated in full on the architectural plans.
29. A detailed Post-Construction Stormwater Control Plan (SWCP) that identifies and sizes all permanent post-construction stormwater treatment BMPs shall be prepared and submitted for review approval. The Plan shall be prepared in accordance with the latest edition of the *Bay Area Stormwater Management Agencies Association (BASMAA) Post-Construction Manual* and the requirements of the State Water Resources Control Board Phase II Municipal Separate Storm Water System (MS4) General Permit (Order 2013-0001 DWQ).
30. Prior to Certificate of Occupancy, the Applicant shall enter into and record a Post-Construction Stormwater Operations and Maintenance Agreement with the City.
31. If the project includes 500 square feet or more of new landscaping and/or 2,500 square feet or more of rehabilitated landscape, the proposed landscaping shall comply with the State's Model Water Efficient Landscape Ordinance (MWELO).
32. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.
33. Unless otherwise explicitly permitted, all existing wells, septic tanks/systems and/or underground fuel storage tanks shall be abandoned under permit and inspection of Napa County Department of Environmental Services or other designated agency. If

there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.

34. Site plan shall show the location of any trees within the project area. Provide a tree protection plan for approval by the Public Works Director prior to approval of the Final Map. The plan shall be coordinated with any civil grading, drainage, and improvement plans.
35. The Applicant shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer.
36. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the current requirements of the City of St. Helena's Water Standards and the California Department of Health Standards. Existing meter boxes located within a driveway shall be retrofitted with a traffic-rated box. New laterals shall be located perpendicular to the water main and outside any driveway/drive aisle.
37. All parcels shall be connected to the City of St. Helena municipal water system and installed per City of St. Helena standards.
38. Remodels or new construction which require fire sprinklers shall install an appropriately-sized water service with appropriate backflow and meter devices prior to Certificate of Occupancy. Fire system calculations shall be submitted with the Grading and Drainage Plan to verify fire service lateral and meter sizing. Deferred submittals are not accepted.
39. No construction may commence until adequate access to fire water supply is available to building sites as approved by the Fire Chief.
40. All wastewater lines of the proposed development must be connected to the St. Helena sewer system and designed in accordance with the City sewer system standards.
41. The proposed sewer lateral that ties into the existing St. Helena sewer main on McCorkle Avenue shall be a minimum of 6" in diameter.
42. Prior to recordation of the Final Map, the project shall construct ADA compliant improvements along the property front including driveway, sidewalk, curb, and gutter. Said improvements shall be identified and incorporated into all plans submitted for building and encroachment permit approval. Standard frontage improvements cross section shall consist of a 5' sidewalk (measured from TC), 5' landscape area, 8' parking (including gutter pan), and 10' vehicle lane (in each direction) unless otherwise modified by the Planning Commission. At such time the

City elects to install a bicycle lane along McCorkle Avenue, on-street parking will be eliminated. Any new asphalt shall taper back to the existing edge of pavement. As a component of these frontage improvements, the project shall reconstruct the roadway to the centerline and slurry seal the entire road along the project frontage. A right-of-way dedication shall be provided as necessary for the said improvements.

43. Trash areas, dumpsters and recycling containers shall be enclosed and roofed per State and County standards to prevent water run-on to the trash area and water runoff from the area, to contain litter and trash so that it is not dispersed by the wind or run-off during waste removal. In the event that wine or food is disposed in these areas, the enclosed trash area shall drain to the sanitary sewer system. An area drain connected to the sanitary sewer shall be installed in the enclosure area and a structural control such as an oil/water separator or sand filter shall be included. No other area shall drain into the trash enclosure. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer.
44. The applicant shall repair all public improvements that are damaged by the construction process in accordance with the City Water/Sewer/Street/Storm Drain/Sidewalk Standards prior to Certificate of Occupancy.
45. Existing streets being cut by new utility services will require edge grinding and an Asphalt Concrete overlay per City standards, extent to be determined by the Public Works Department.
46. The applicant shall be required to obtain an encroachment permit for improvements on public right-of-ways prior to receiving a grading or building permit authorizing site work or construction activities on the site.

Building Department Conditions of Approval

47. The applicant will be required to comply with the codes adopted at the time the applicant applies for a building permit. At this time the City of St. Helena utilizes the 2013 Title 24 codes.
48. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.
49. The applicant shall provide a construction waste management plan with the building permit application.
50. The plans for construction shall include a checklist for compliance with the California Green Buildings Standards Code, mandatory measures. Provide a reference on the checklist indicating where the mandatory measures can be found on the plans.
51. When submitting plans, the title page shall include all information referenced on the building permit application checklist Title Page requirements.

52. Building Permit application materials and plans shall include any documentation pertaining to special loads applicable to the design and the specified section of the code that addresses the condition; special inspections for any systems or components requiring special inspection; requirements for seismic resistance; and a complete list of deferred submittals at time of application. Any deferral of the required submittal items shall have prior approval of the Building Official however deferral of fire sprinkler design is not allowed.

Fire Department Conditions of Approval

53. The Fire Department requires a red curb designating a “Fire Lane No Parking” on the internal curb fronting the homes along the private street.

54. Fire sprinklers and fire hydrants shall be installed as required by the Fire Department.

I HEREBY CERTIFY that the foregoing tentative map was recommended for approval by the City Council and that the demolition permit and design review was duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on November 15, 2016 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

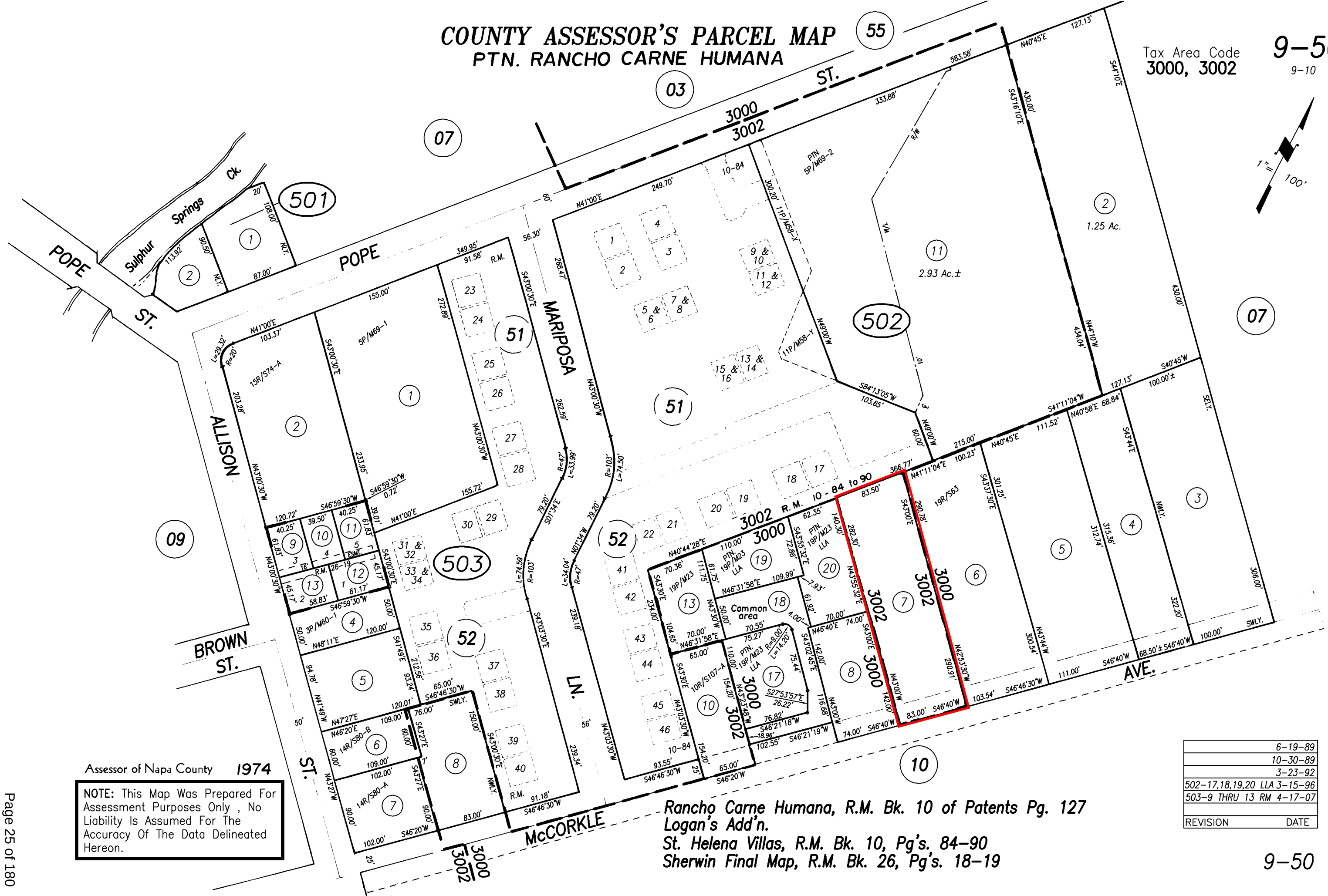
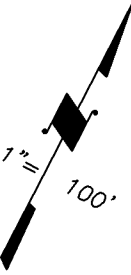
ATTEST:

Grace Kistner
Chair, Planning Commission

Noah Housh
Planning Director

COUNTY ASSESSOR'S PARCEL MAP
PTN. RANCHO CARNE HUMANA

Tax Area Code 9-50
3000, 3002 9-10



Assessor of Napa County 1974

NOTE: This Map Was Prepared For Assessment Purposes Only , No Liability Is Assumed For The Accuracy Of The Data Delineated Hereon.

Rancho Carne Humana, R.M. Bk. 10 of Patents Pg. 127
Logan's Add'n.
St. Helena Villas, R.M. Bk. 10, Pg's. 84-90
Sherwin Final Map, R.M. Bk. 26, Pg's. 18-19

6-19-89	
10-30-89	
3-23-92	
502-17,18,19,20 LLA 3-15-96	
503-9 THRU 13 RM 4-17-07	
REVISION	DATE



684 McCorkle Ave

Kidd Ranch Rd

Google earth

© 2016 Google

38°30'19.00" N 122°27'36.89" W elev 221 ft eye alt 838 ft

McCorkle Avenue Self-Help Housing

684 McCorkle Ave, ST. HELENA, CA 94574

A.P.N. 009-502-007-000

ABBREVIATIONS

ABV.	ABOVE	MIR.	MIRROR
A.F.F.	ABOVE FINISH FLOOR	MISC.	MISCELLANEOUS
A.F.S.	ABOVE FINISH SLAB	MT.	MOUNT
ADJ.	ADJACENT or ADJUSTABLE	MTD.	MOUNTED
A/C	AIR CONDITIONING	NEC	NATIONAL ELECTRICAL CODE
ALT.	ALTERNATE	NAT.	NATURAL
A.B.	ANCHOR BOLT	(N)	NEW
APPROX.	APPROXIMATE	N.I.C.	NOT IN CONTRACT
ARCH.	ARCHITECTURAL	N.T.S.	NOT TO SCALE
APN	ASSESSOR'S PARCEL NUMBER	OBSC.	OBSCURE
BSMT.	BASEMENT	O.C.	ON CENTER
BRG.	BEARING	OPNG.	OPENING
BET.	BETWEEN	OPP.	OPPOSITE
BLK	BLOCK	O.D.	OUTSIDE DIAMETER
BLKG.	BLOCKING	OH.	OVERHEAD
BD.	BOARD	PR	PAIR
BOT.	BOTTOM	PART.	PARTITION
BLDG.	BUILDING	P/MT.	PAVEMENT
CAB.	CABINET	PL. LAM.	PLASTIC LAMINATE
C.I.	CAST IRON	PL.	PLATE
CLG.	CEILING	PLYWD	PLYWOOD
CEM. PLST.	CEMENT PLASTER	P.E.N.	PLYWOOD EDGE NAILING
CTR.	CENTER	PVC	POLYVINYL CHLORIDE
CER.	CERAMIC	PSF	POUNDS PER SQ. FT.
C.O.	CLEAN OUT	PSI	POUNDS PER SQ. IN.
CLR.	CLEAR	P.I.P.	POURED IN PLACE
COL.	COLUMN	P.T.	PRESSURE TREATED
COMB.	COMBUSTION	RAD.	RADIUS
COMP.	COMPOSITION	R.A.	RETURN AIR
CONC.	CONCRETE	R.	RISER
C.M.U.	CONCRETE MASONRY UNIT	R.D.	ROOF DRAIN
CONST.	CONSTRUCTION	R.W.L.	RAIN WATER LEADER
C.J.	CONTROL JOINT	RDWD.	REDWOOD
CONT.	CONTINUOUS	REF	REFERENCE or REFRIGERATOR
DTL.	DETAIL	REQ.	REQUIRED
DIAG.	DIAGONAL	RESIL.	RESILIENT
DIA.	DIAMETER	RET.	RETAINING
DIM.	DIMENSION	REV.	REVISION
DISP.	DISPENSER or DISPOSAL	R.H.	RIGHT HAND
DR.	DOOR	RM.	ROOM
DBL.	DOUBLE	R.O.	ROUGH OPENING
D.F.	DOUGLAS FIR	RND.	ROUND
DN	DOWN	SCH.	SCHEDULE
D.S.	DOWNSPOUT	SCHED.	SCHEDULE
DWG.	DRAWING	SGRN.	SCREEN
D	DRYER	SEC.	SECTION
EA.	EACH	SECT.	SECTION
ELEC.	ELECTRICAL or ELECTRIC	S.E.D.	SEE ELECTRICAL DRAWINGS
EL.	ELEVATION	S.M.D.	SEE MECHANICAL DRAWINGS
ELEV.	ELEVATION or ELEVATOR	S.P.D.	SEE PLUMBING DRAWINGS
EMER.	EMERGENCY	S.S.D.	SEE STRUCTURAL DRAWINGS
ENGR.	ENGINEER	SW	SHEAR WALL
EQ.	EQUAL	SHT.	SHEET
EQUIP.	EQUIPMENT	SAP	SHELF & POLE
EXH.	EXHAUST	SH.	SHELF OR SHELIVING
EF.	EXHAUST FAN	SM.	SIMILAR
(E)	EXISTING	S.G.D.	SLIDING GLASS DOOR
EXIST.	EXISTING	S.C.	SOLID CORE
E.J.	EXPANSION JOINT	SPEC.	SPECIFICATIONS
EXT.	EXTERIOR	SQ.	SQUARE
FIN.	FINISH	S.F.	SQUARE FEET
F.F.	FINISHED FLOOR	STD.	STANDARD
F.S.	FINISHED SLAB	STL.	STEEL
F.E.	FIRE EXTINGUISHER	STOR.	STORAGE
FLR.	FLOOR	STR.	STRUCTURAL
F.D.	FLOOR DRAIN	STRUC.	STRUCTURAL
FLUOR.	FLUORESCENT	SUSP.	SUSPENDED
F.A.U.	FORCED AIR UNIT	SYS.	SYSTEM
FNDN.	FOUNDATION	TEL.	TELEPHONE
F.O.C.	FACE OF CONCRETE	T.V.	TELEVISION
F.O.S.	FACE OF STUD	TEMP.	TEMPERED OR TEMPORARY
FP.	FIREPLACE	THK.	THICK
FT.	FOOT OR FEET	TP	TOILET PAPER HOLDER
FTG.	FOOTING	T&G.	TONGUE & GROOVE
GALV.	GALVANIZED	T.O.S.	TOP OF SLAB OR STEEL
G.I.	GALVANIZED IRON	TB	TOWEL BAR
G.S.M.	GALVANIZED SHEET METAL	T	TREAD
GA.	GAUGE	TYP	TYPICAL
GL.	GLASS OR GLAZING	UNFIN.	UNFINISHED
GLU-LAM	GLUE-LAMINATED	UBC	UNIFORM BUILDING CODE
G.B.	GRAB BAR	UPC	UNIFORM PLUMBING CODE
GR.	GRADE	UMC	UNIFORM MECHANICAL CODE
GFI	GROUND FAULT INTERRUPTER	UNO	UNLESS NOTED OTHERWISE
GYP.	GYPSUM	VERT.	VERTICAL
HDW.	HARDWARE	V.G.	VERTICAL GRAIN
HDWD.	HARDWOOD	VIN.	VINYL
HDR.	HEADER	W	WASHER
HVAC	HEAT / VENT / AIR COND.	W/	WITH
HTR.	HEATER	WNSCT.	WAINSCOT
HTG.	HEATING	WTRG.	WATER
HT.	HEIGHT	WC	WATER CLOSET
H.C.	HOLLOW CORE	WH	WATER HEATER
HOR.	HORIZONTAL	WP	WATER PROOF
H.B.	HOSE BIB	WR	WATER RESISTANT
HR.	HOSE	WT.	WEIGHT
IN.	INCH	WIN	WINDOW
I.D.	INSIDE DIAMETER or INTERIOR DESIGN	W/O	WITHOUT
INS.	INSULATION	WD	WOOD
INT.	INTERIOR		
KIT.	KITCHEN		
LAV.	LAVATORY		
L	LENGTH OR LONG		
LT.	LIGHT		
M.B.	MACHINE BOLT		
MFR.	MANUFACTURER		
MAS.	MASONRY		
MAX.	MAXIMUM		
MECH.	MECHANICAL		
M.C.	MEDICINE CABINET		
MTL.	METAL		
MIN.	MINIMUM		

GENERAL NOTES

- Work shall conform to the requirements of the 2013 California Building Code as adopted by the County of Napa and local jurisdiction in which the work is done.
- Electrical work shall comply with the latest edition of the National Electrical Code, as adopted by the County of Napa
- Exterior electrical outlets and those in damp locations shall be protected by GFI circuits per the electrical code.
- Plumbing work shall comply with the latest edition of the Uniform Plumbing Code, as adopted by the County of Napa
- Mechanical work shall comply with the latest edition of the Uniform Mechanical Code, as adopted by the County of Napa
- Exhaust vents shall be equipped with backdraft dampers per Title 24.
- Contractor shall inspect and satisfy himself with respect to relevant conditions at the site prior to start of each phase of the work.
- Preference shall be given first to field measurements, second to the calculated dimensions on the drawings rather than measurements by scale. Do not scale the drawings.
- Work shall be top quality, performed by workers experienced in their trade. Substandard or flawed work shall be repaired or replaced at no cost to the owner.
- The contractor shall maintain a clean job site and provide necessary barriers and precautions to maintain the safety of the occupants and upon completion shall thoroughly clean interior and exterior construction areas in a manner ready for occupancy. Debris shall be removed from the site by the contractors.
- No floors, walls or ceiling shall be covered until electrical, plumbing, mechanical installations have been inspected and approved by owner, his agents and building inspectors.
- Exterior doors shall be solid core or hollow metal construction and weatherstripped four sides.
- The contractor shall review approved plans and bring to the attention of the architect notes and/or changes on the plans made by the building department before ordering materials or commencing work.
- The contractor shall insure that materials used in this project are free of hazardous materials as defined by the EPA, CAL-OSHA, or DOHS.
- The contractor shall have location of job trailer, material stock-pile area, employee parking, etc. approved by Owner's representatives prior to commencing work.
- Water and/or dust palliatives shall be applied during the construction process in sufficient quantities to reduce to the greatest extent possible the amount of dust produced.
- All dirt tracked onto the paved surfaces present shall be washed or swept off as necessary to minimize the amount of dust produced.
- Proper and adequate mufflers shall be maintained at all times on all construction equipment utilized including, but not limited to, trucks and earth moving equipment.
- All noisy, unshielded, stationary construction equipment such as compressors and concrete mixers used shall be placed in the southwest part of the site.

GENERAL LEGEND

- ELEVATION, DATUM OR CONTROL POINT
- DOOR SYMBOL
- WINDOW SYMBOL
- REVISION NUMBER
- WALL TYPE DESIGNATOR
- INTERIOR ELEVATION DESIGNATOR
- DETAIL DESIGNATOR SHEET NUMBER
- SECTION DESIGNATOR SHEET NUMBER
- DIMENSION TO CENTER-LINE OF OPENING FACE OF STUD OR TO DATUM POINT
- TOILET ACCESSORY SYMBOL

MATERIALS

- BATT INSULATION
- RIGID INSULATION
- EARTH
- CONCRETE
- MASONRY
- VARIOUS
- PLYWOOD
- WOOD BLOCKING
- WOOD CONTINUOUS

CODE SYNOPSIS

(EIGHT) TWO STORY RESIDENCES

TYPE: RESIDENTIAL

ST. HELENA, CALIFORNIA

USE: HIGH DENSITY RESIDENTIAL

SQUARE FOOTAGE: UNIT FIRST FLOOR = 593 SF
UNIT SECOND FLOOR = 796 SF
UNIT GARAGE = 244 SF
TOTAL FIRST FLOOR = 4,744 SF
TOTAL SECOND FLOOR = 6,368 SF
TOTAL GARAGE = 1,952 SF

CONSTRUCTION TYPE: 1HR

NON SEPARATED OCCUPANCIES

PROPOSED BUILDING HEIGHT: 23'-9"

CODES:

THE CALIFORNIA RESIDENTIAL CODE - 2013

THE CALIFORNIA PLUMBING CODE - 2013

THE CALIFORNIA MECHANICAL CODE - 2013

THE CALIFORNIA ELECTRICAL CODE - 2013

CALIFORNIA GREEN BUILDING STANDARDS CODE (CGBCS) - 2013

SHEET INDEX

ARCHITECTURAL

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A1.2 DEMO PLAN

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A2.4 ROOF PLAN

A3.1 EXTERIOR ELEVATIONS

A3.4 SITE PHOTOS

A8.1 EXTERIOR DETAILS

LANDSCAPE

L2 LANDSCAPE PLANTING PLAN

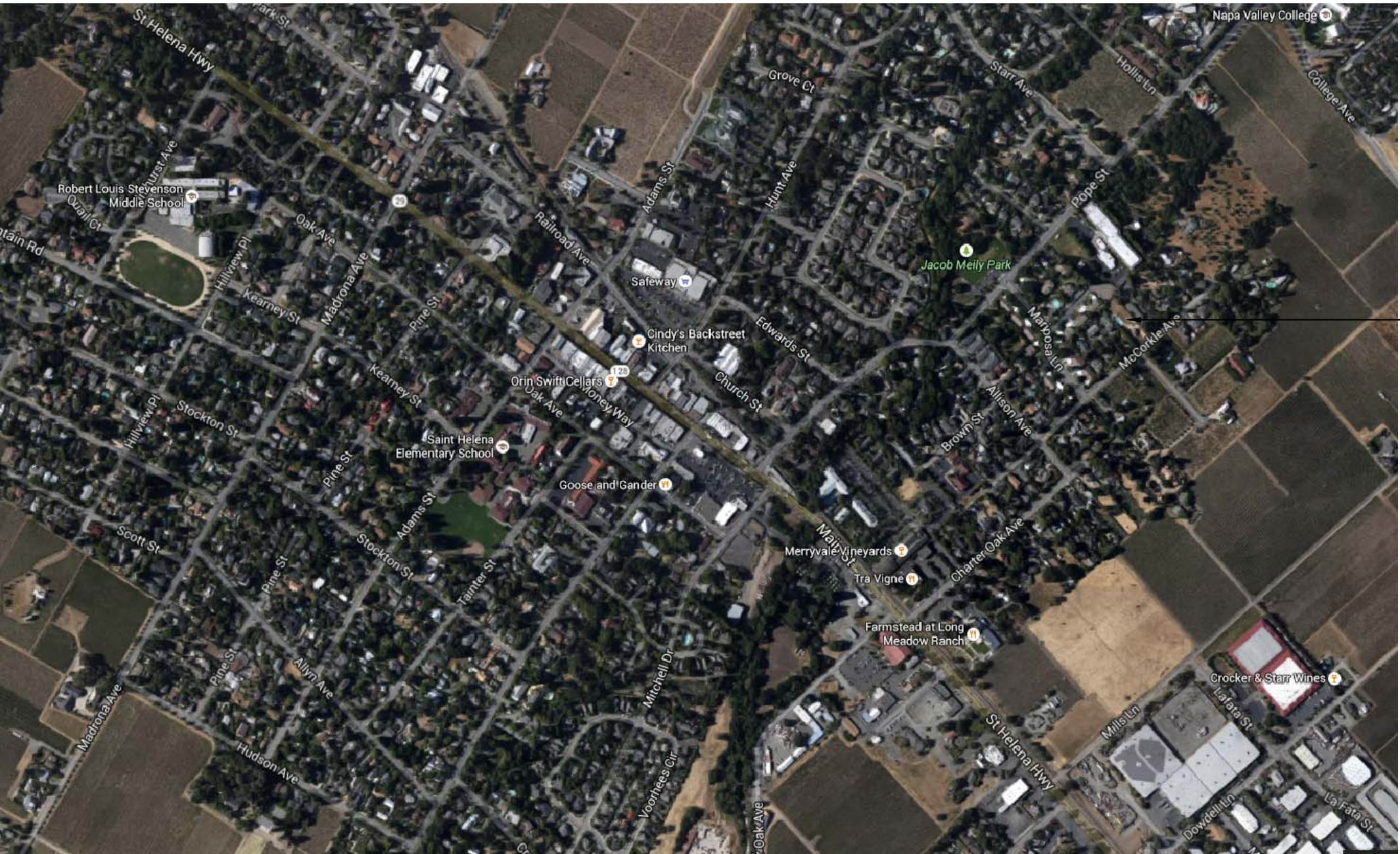
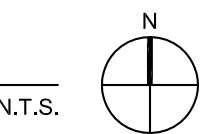
SCOPE

(EIGHT) TWO STORY, SINGLE FAMILY RESIDENCES EACH WITH AN ATTACHED 1 CAR GARAGE, ELEVEN ON-SITE PARKING SPACES. EMERGENCY ACCESS DRIVE IS ACCESSED FROM MCCORKLE AVE WITH AN EMERGENCY EXIT GATE TO ADJACENT CUL-DE-SAC TO NORTH OF PROPERTY.



PROJECT LOCATION

AERIAL



PROJECT LOCATION

VICINITY MAP



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REVISIONS



THOMAS P. FAHERTY • WILLIAM E. BYLUND

VALLEY ARCHITECTS LLP

1560 RAILROAD AVENUE
ST. HELENA, CA 94574

Tel 707 963 1466 • Fax 707 963 5027
www.valleyarchitects.com

PROJECT

McCorkle Ave.
SELF-HELP
HOUSING

684 MCCORKLE AVE., ST. HELENA, CA

APN 009-502-007-000

SHEET DESCRIPTION

COVER
SHEET

DRWN: TF,DC,AM

DATE

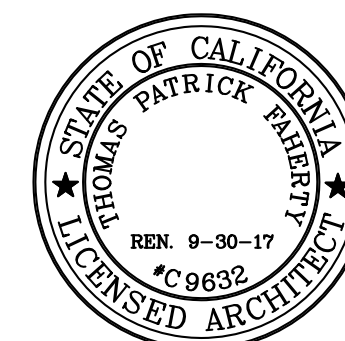
1-05-16

CHKD: TPF

SHEET

A0.1

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HOUSING

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APN 009-502-007-000

SHEET DESCRIPTION

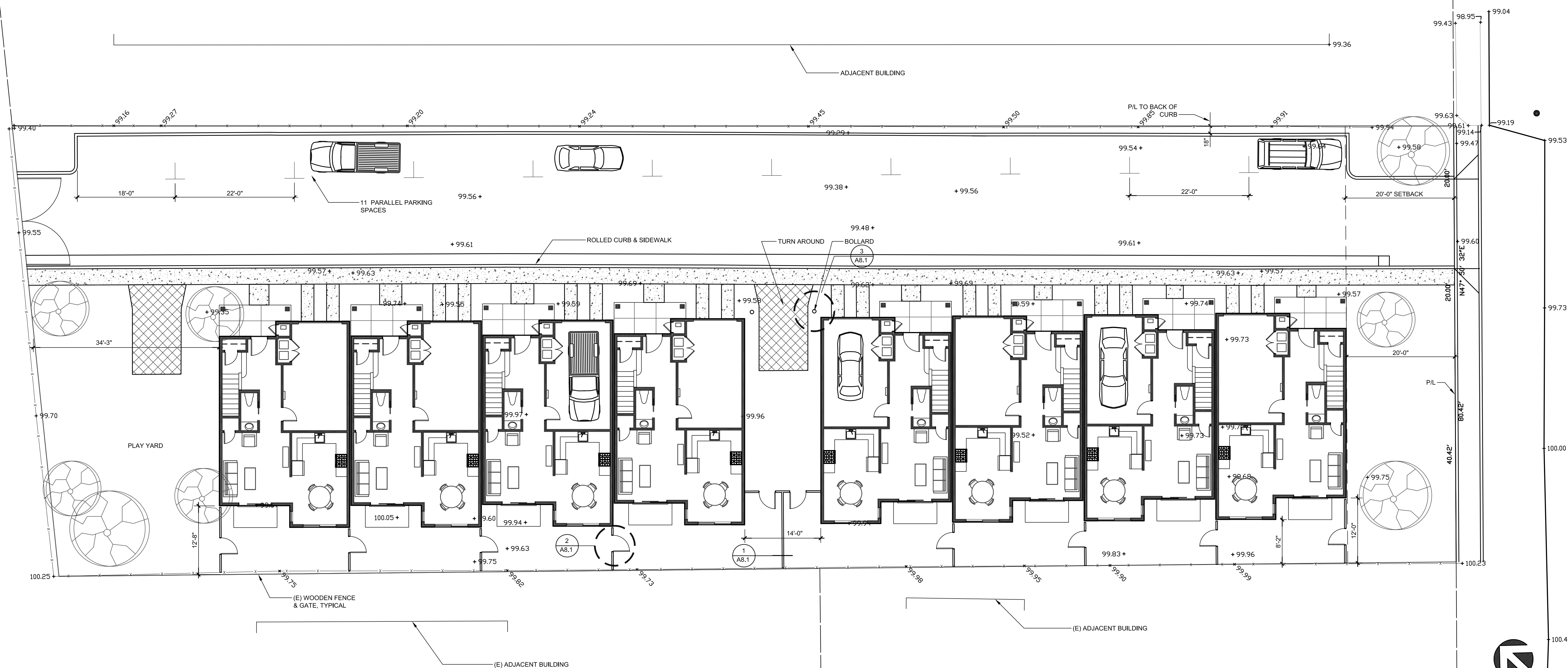
SITE PLAN

DATE _____

1-05-16

SHEET

A1.1



SITE PLAN

Scale: 1" = 10'-0"





TRUE
NORTH



VALLEY ARCHITECTS LLP

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PROJECT

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HOUSING

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APN 009-502-007-000

SHEET DESCRIPTION

SITE DEMO PLAN

DRWN: DC

DATE _____

CHKD: TPF

SHEET

A1.2

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PROJECT

McCorkle Ave.
SELF-HELP
HOUSING

684 MCCORKLE AVE., ST. HELENA, CA
APN 009-502-007-000

SHEET DESCRIPTION

EXISTING
VEGETATION
MAP

DRWN:

DC

DATE

1-06-16

CHKD:

TPF

SHEET

A1.3

EXISTING TREES TO REMAIN

EXISTING PLANTS
TO BE REMOVED

(2) EXISTING TREES
TO BE REMOVED

(3) EXISTING
TREES
TO BE REMOVED

EXISTING TREES TO REMAIN

EXISTING TREES TO REMAIN

EXISTING VEGETATION MAP

Scale: 1" = 10'-0"



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PROJECT

McCorkle St.
SELF-HELP
HOUSING

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APN 000000000

SHEET DESCRIPTION

FLOOR
PLANS

DRWN: DRAFTER

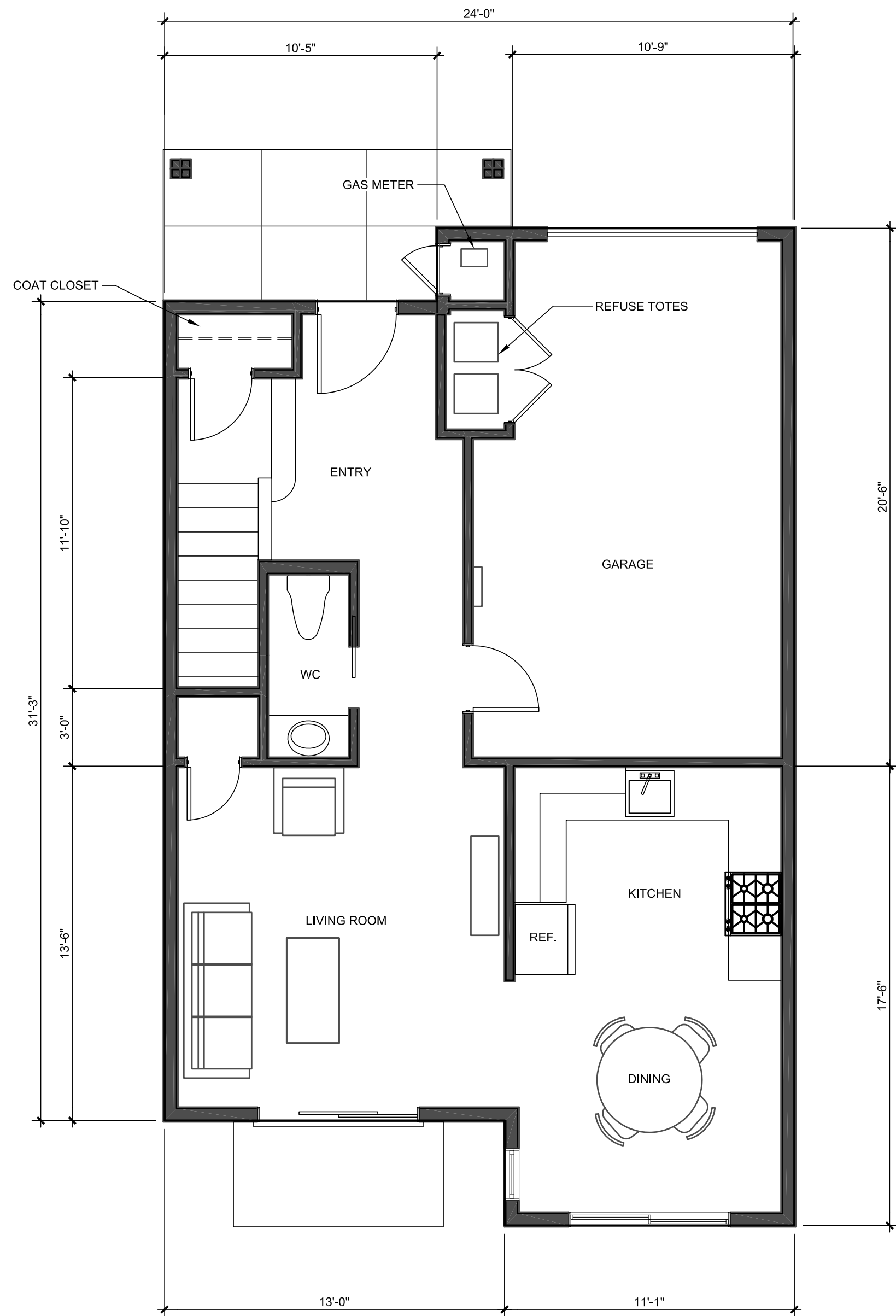
DATE

12-15-15

CHKD: TPF

SHEET

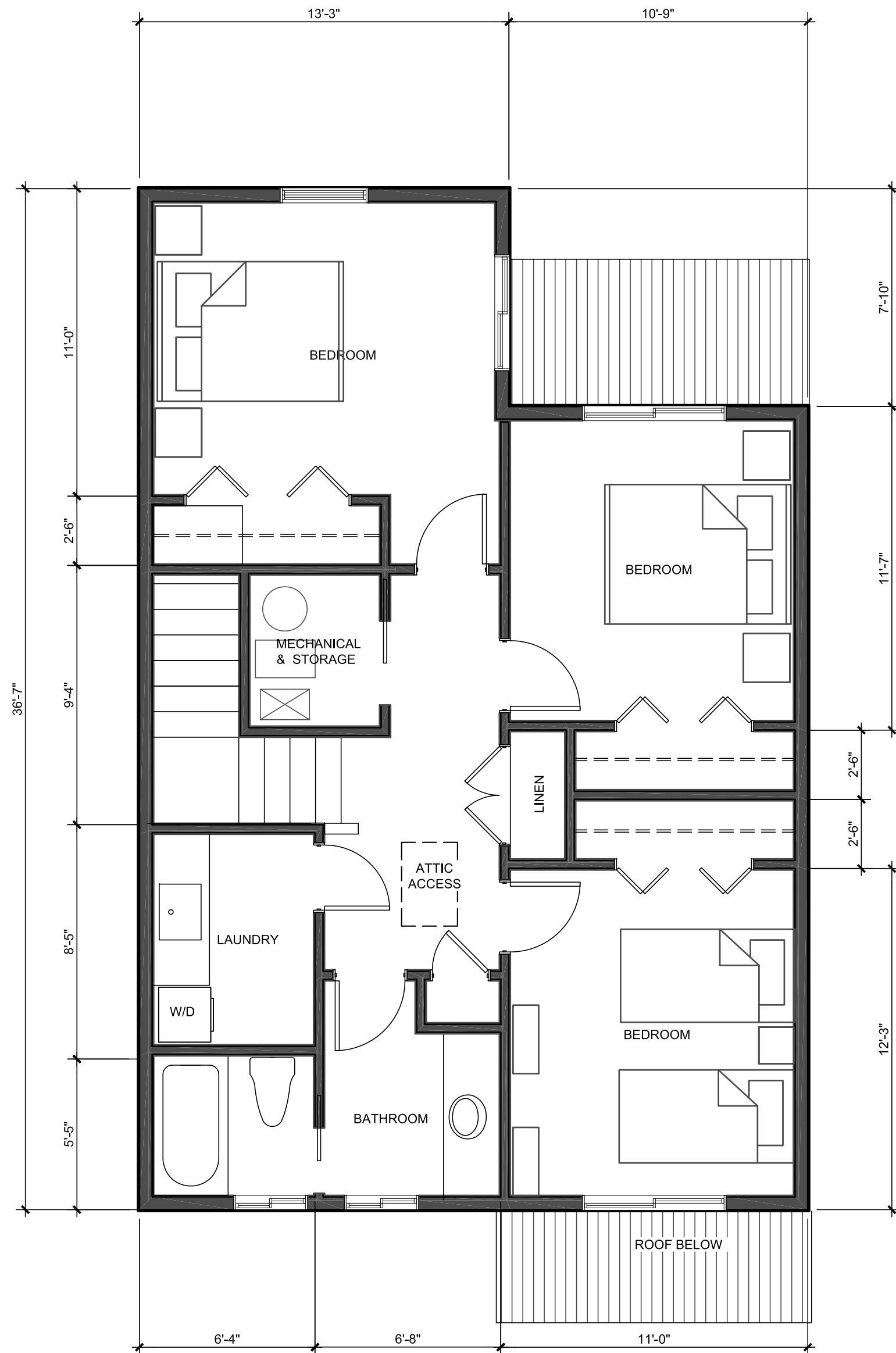
A2.1



FIRST FLOOR PLAN

593 SQ. FT.
244 SQ. FT. (GARAGE)
837

Scale: 1/4" = 1'-0"



SECOND FLOOR PLAN

796 SQ. FT.

Scale: 1/4" = 1'-0"

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PROJECT

McCorkle St.
SELF-HELP
HOUSING

684 MCCORKLE, AVE, HELENA, CA

APN 0000000000

SHEET DESCRIPTION

ROOF PLAN

DRWN:

DC

DATE

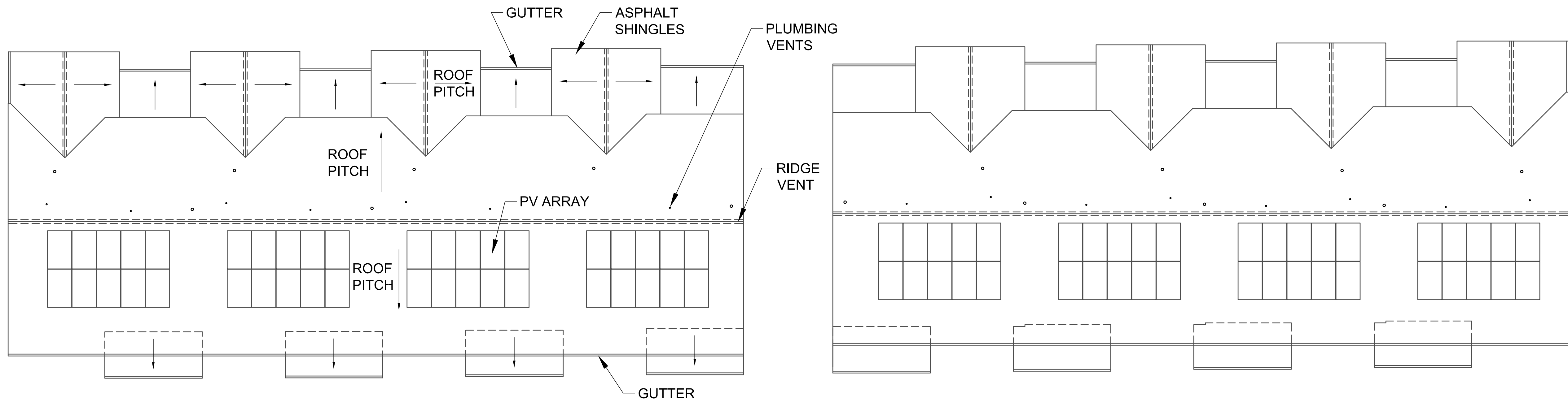
12-15-15

CHKD:

TPF

SHEET

A2.4

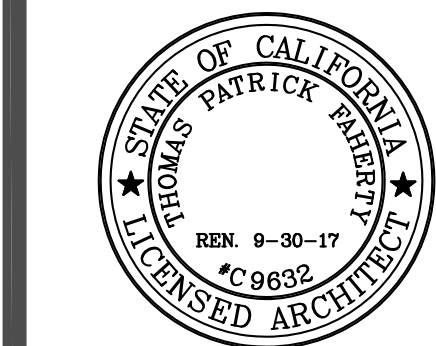


ROOF PLAN

Scale: 1/8" = 1'-0"

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PROJECT

**McCorkle St.
SELF-HELP
HOUSING**

684 MCCORKLE, AVE, HELENA, CA
APN 000000000

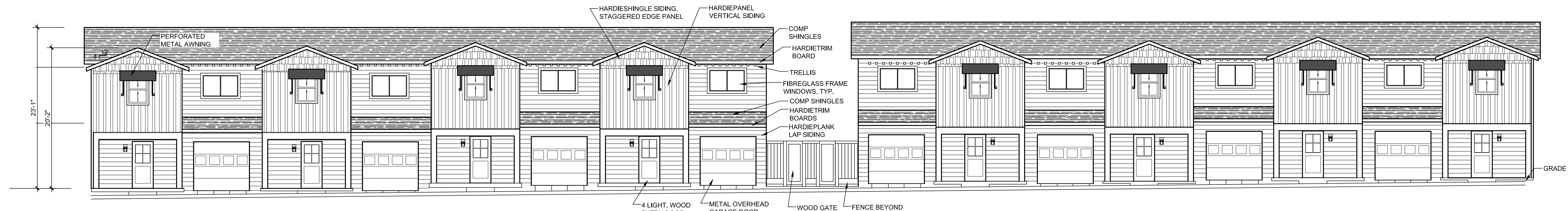
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**EXTERIOR
ELEVATIONS**

DRWN:	DC	DATE:	12-15-15
CHKD:	TPF		

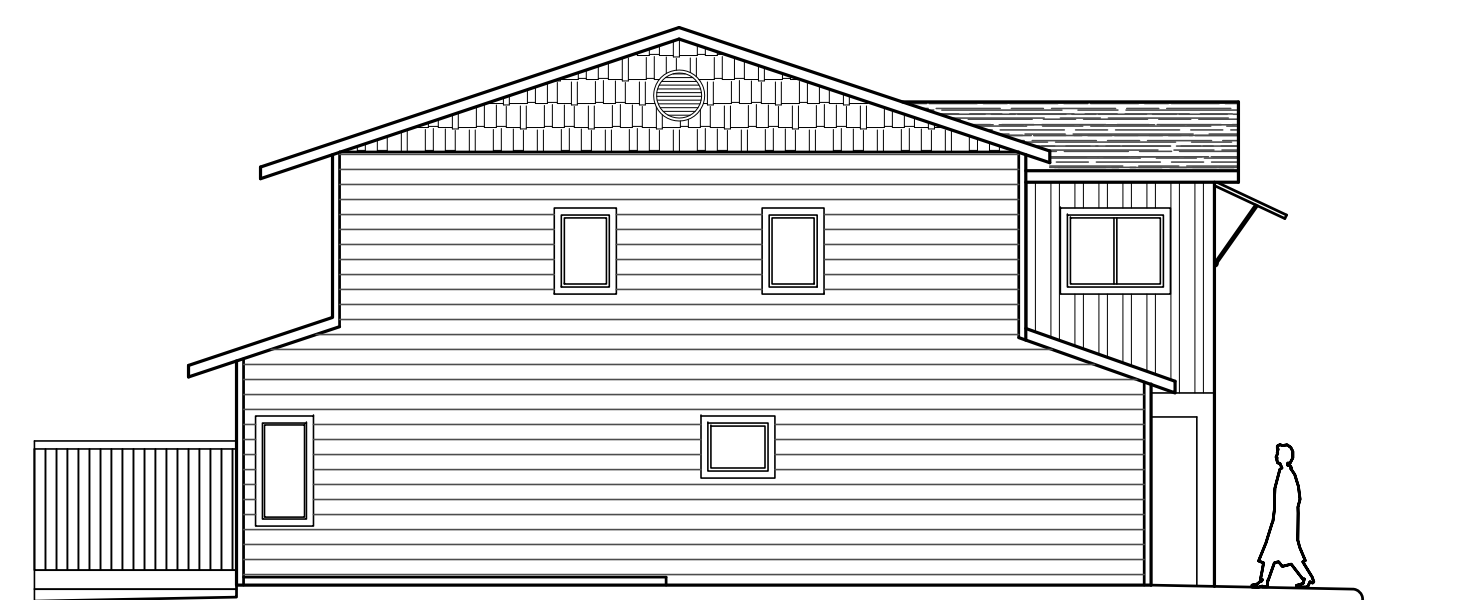
SHEET

A3.1



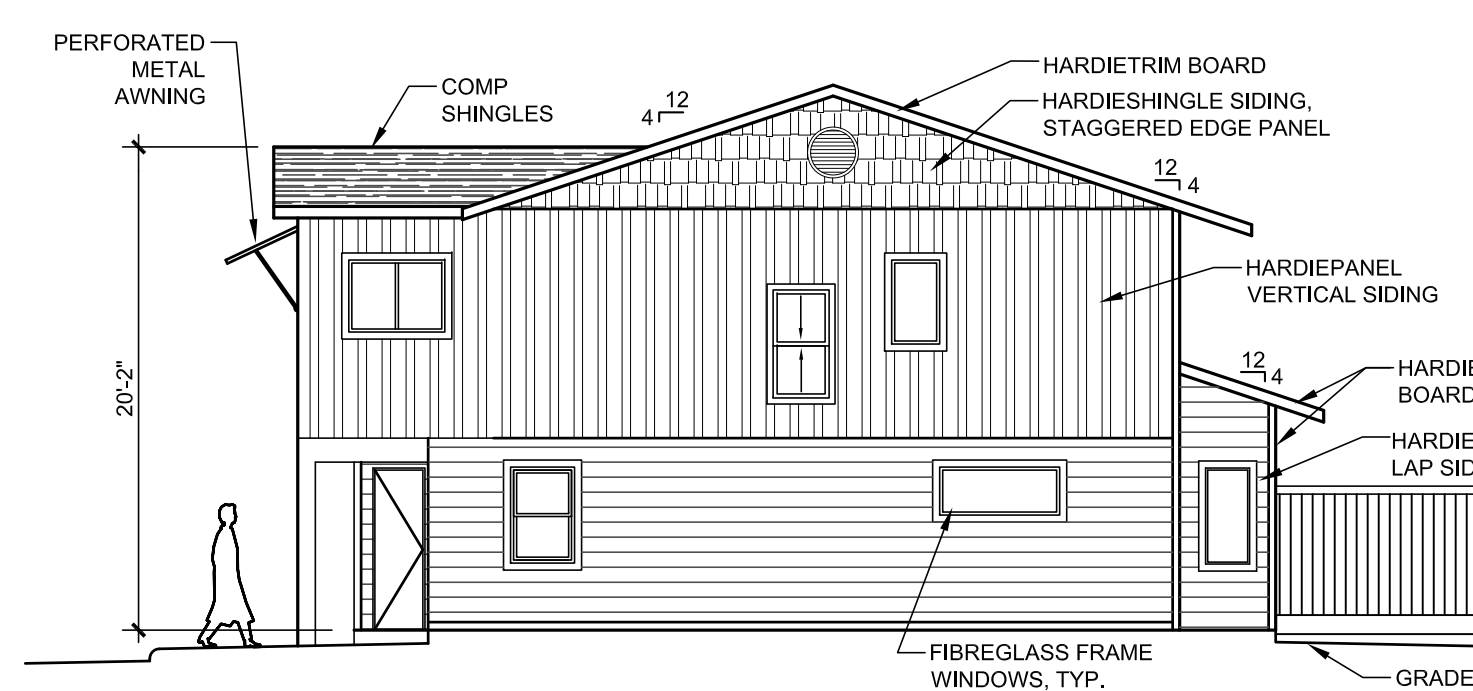
NORTHEAST ELEVATION

Scale: 1/8" = 1'-0"



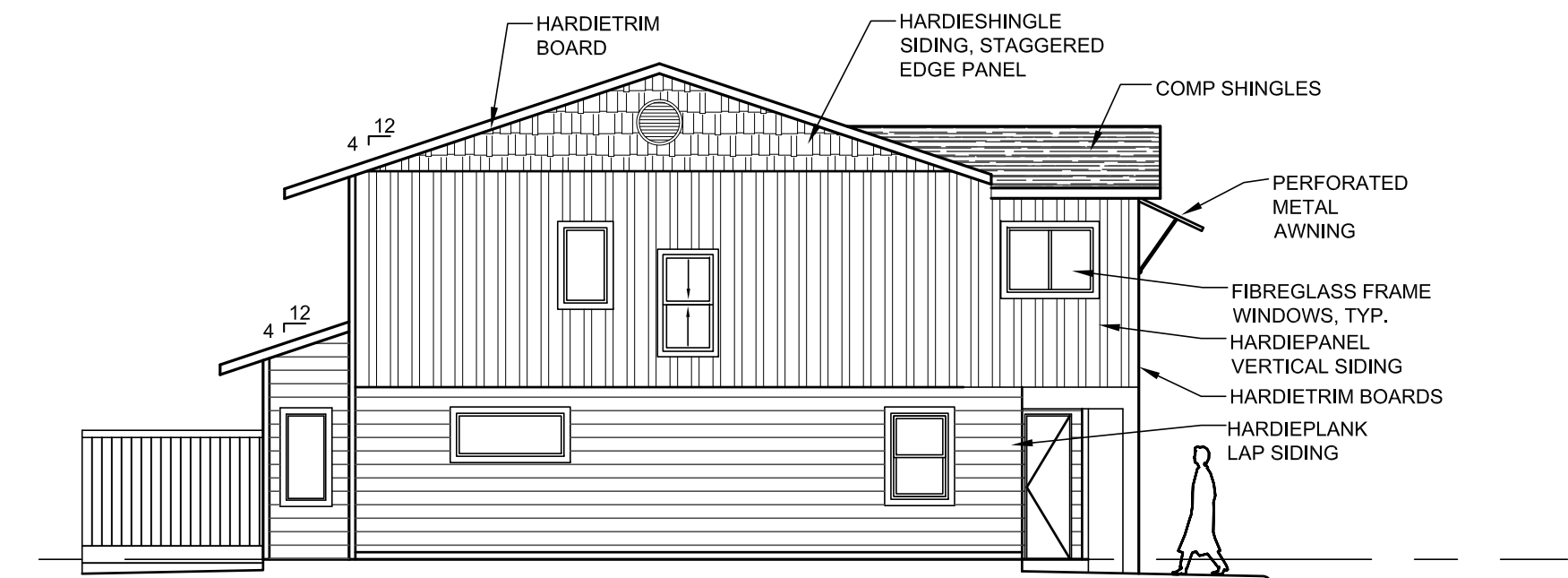
**SOUTHEAST ELEVATION
UNIT 5**

Scale: 1/8" = 1'-0"



**NORTHWEST ELEVATION
UNIT 8**

Scale: 1/8" = 1'-0"



**SOUTHEAST ELEVATION
UNIT 1**

Scale: 1/8" = 1'-0"



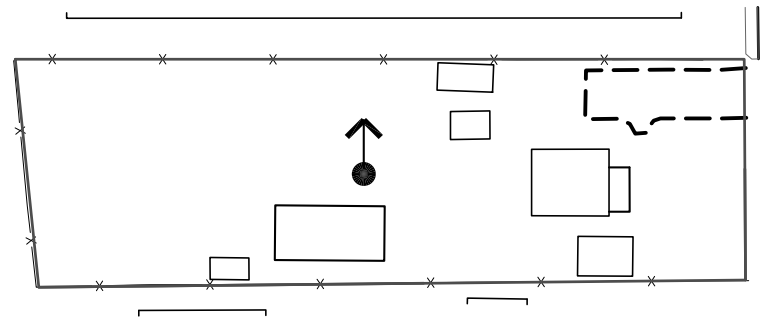
SOUTHWEST ELEVATION

Scale: 1/8" = 1'-0"



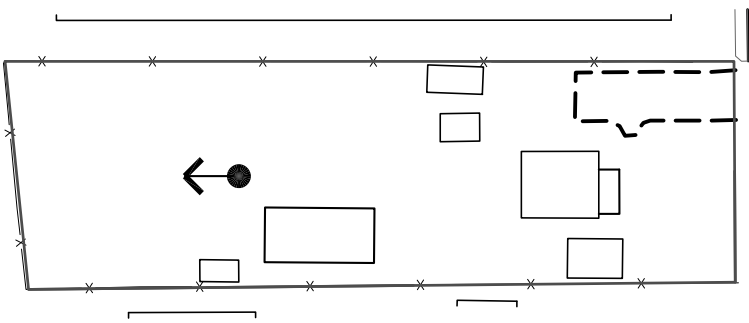
EXISTING VIEW TO NORTH

Scale: None



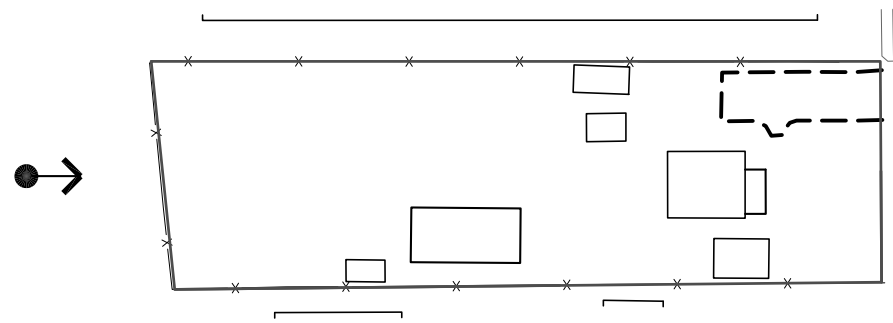
EXISTING WEST FENCE

Scale: None



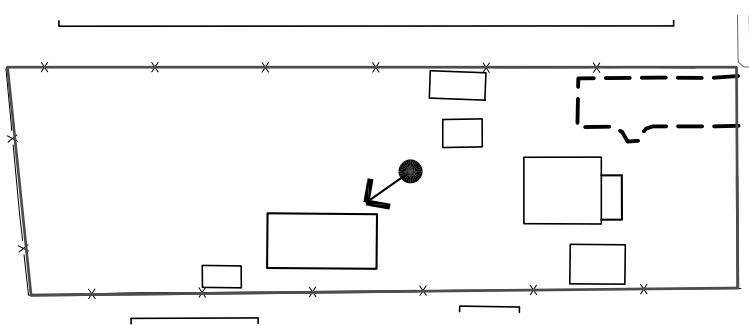
EXISTING FENCE FROM ADJACENT CUL-DE-SAC

Scale: None



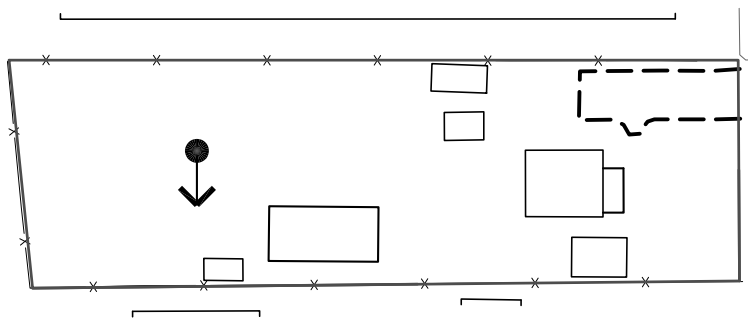
ADJACENT PROPERTY TO SOUTH

Scale: None



ADJACENT PROPERTY TO SOUTH

Scale: None



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www.valleyarchitects.com

PROJECT

McCorkle St.
SELF-HELP
HOUSING

684 MCCORKLE, AVE. HELENA, CA
APN 000000000

SHEET DESCRIPTION

SITE
PHOTOS

DRWN:

DC

DATE

12-15-15

CHKD:

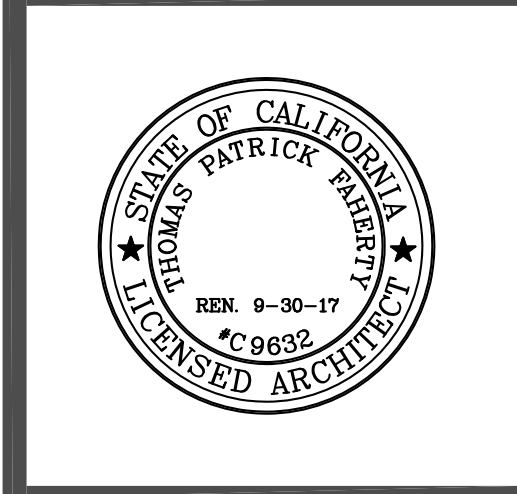
TPF

SHEET

A3.4

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Tel 707 963 1466 • Fax 707 963 5027
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PROJECT

McCorkle Ave.
SELF-HELP
HOUSING

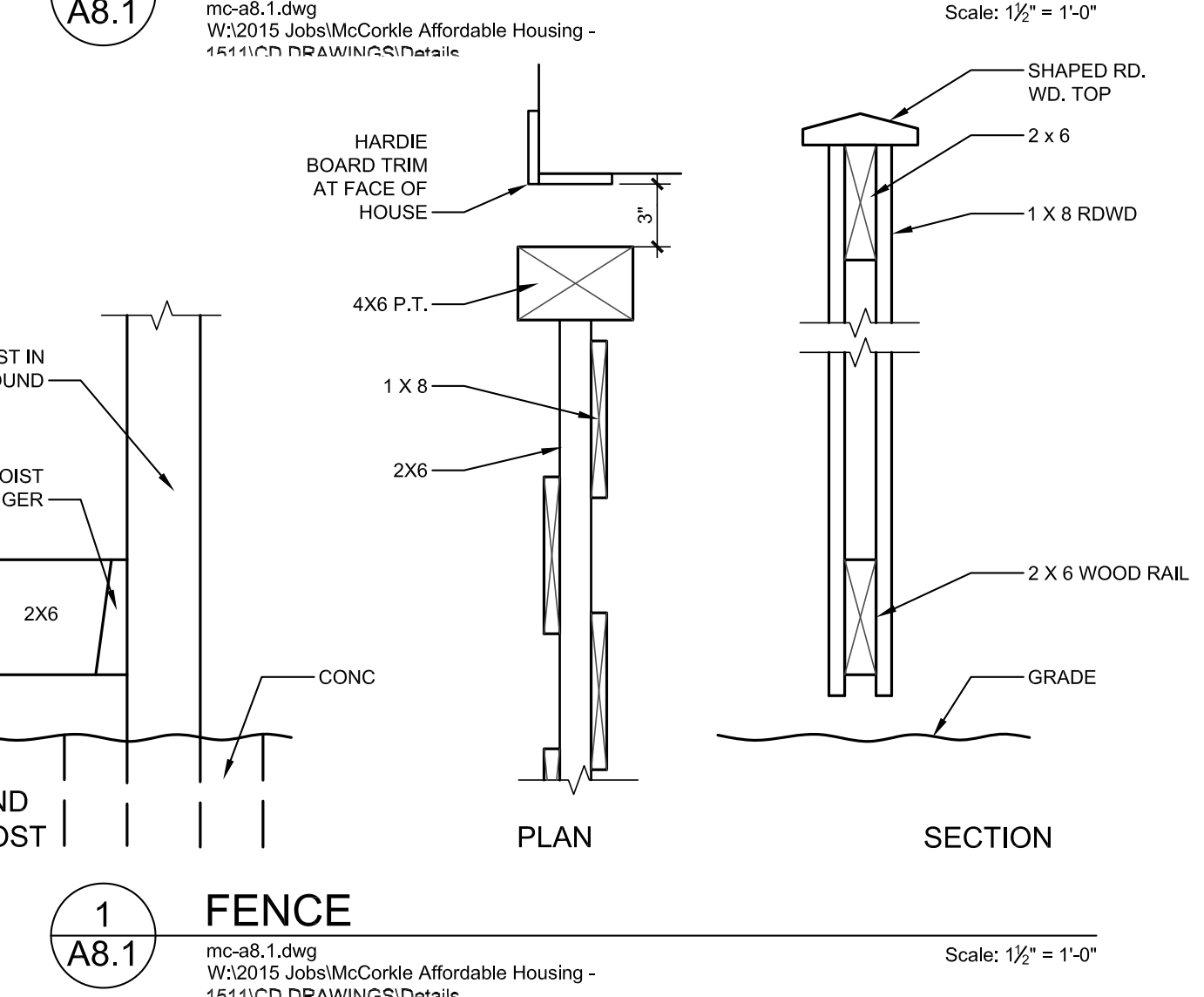
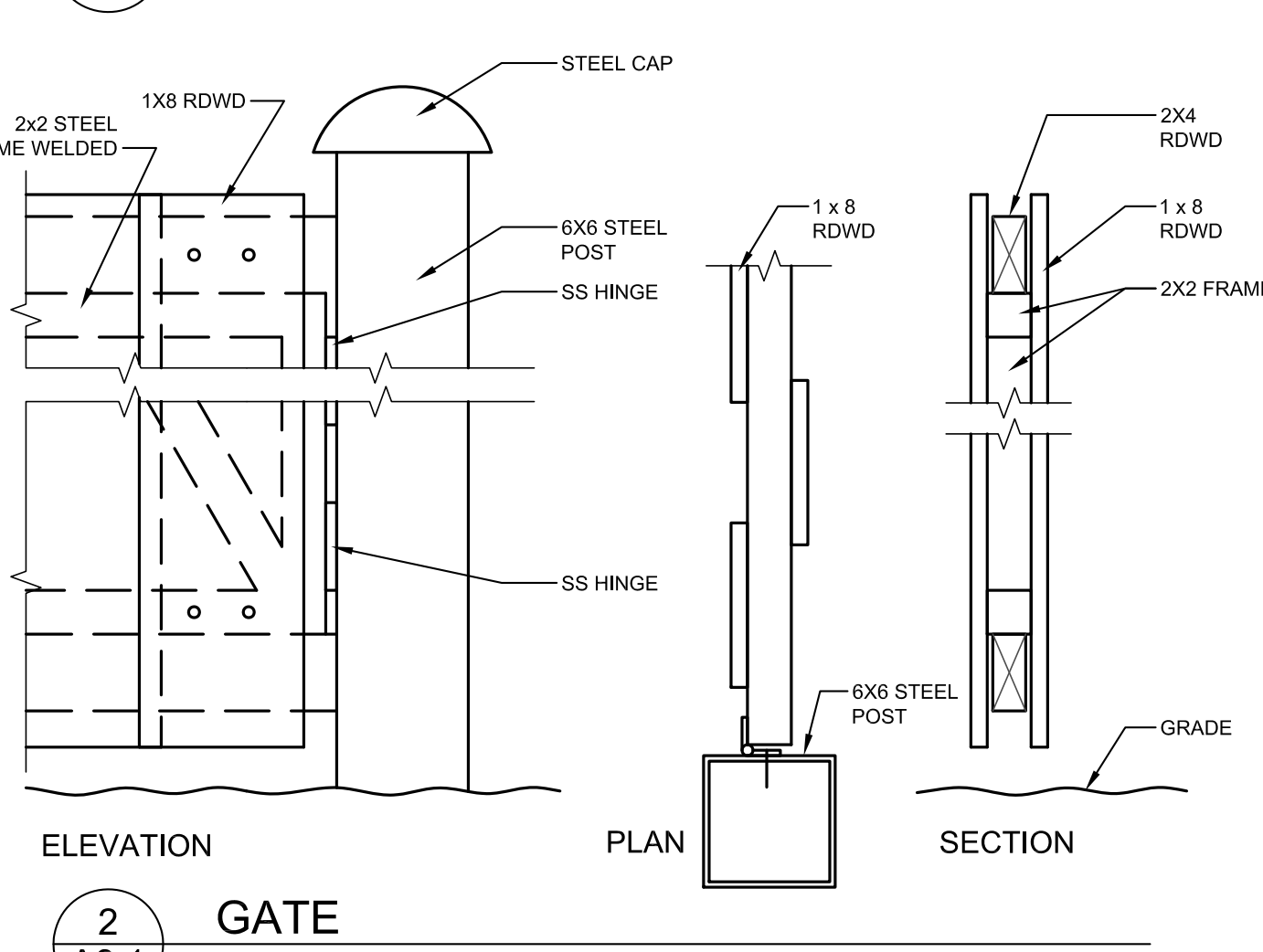
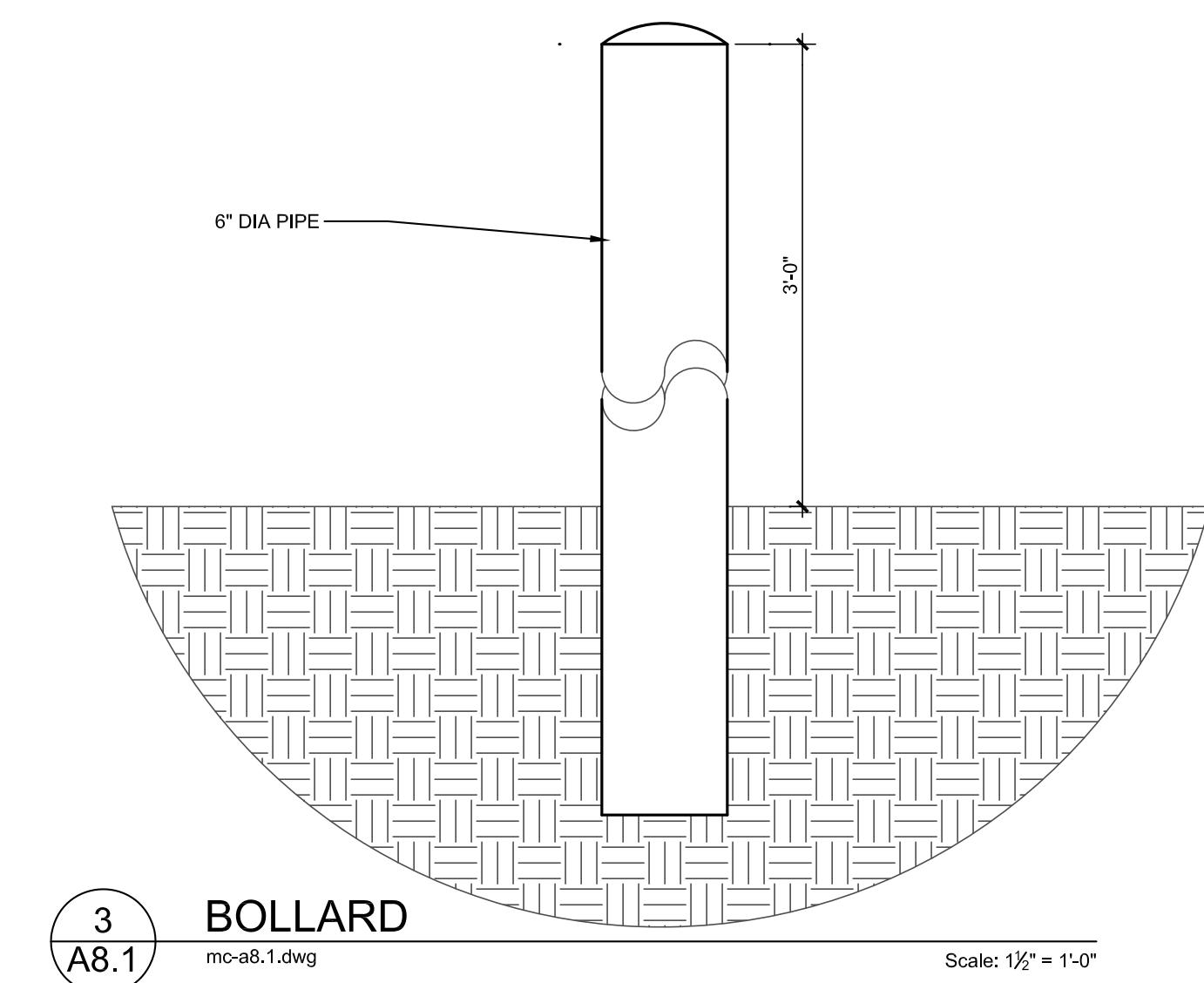
684 MCCORKLE AVE., ST. HELENA, CA
APN 009-502-007-000

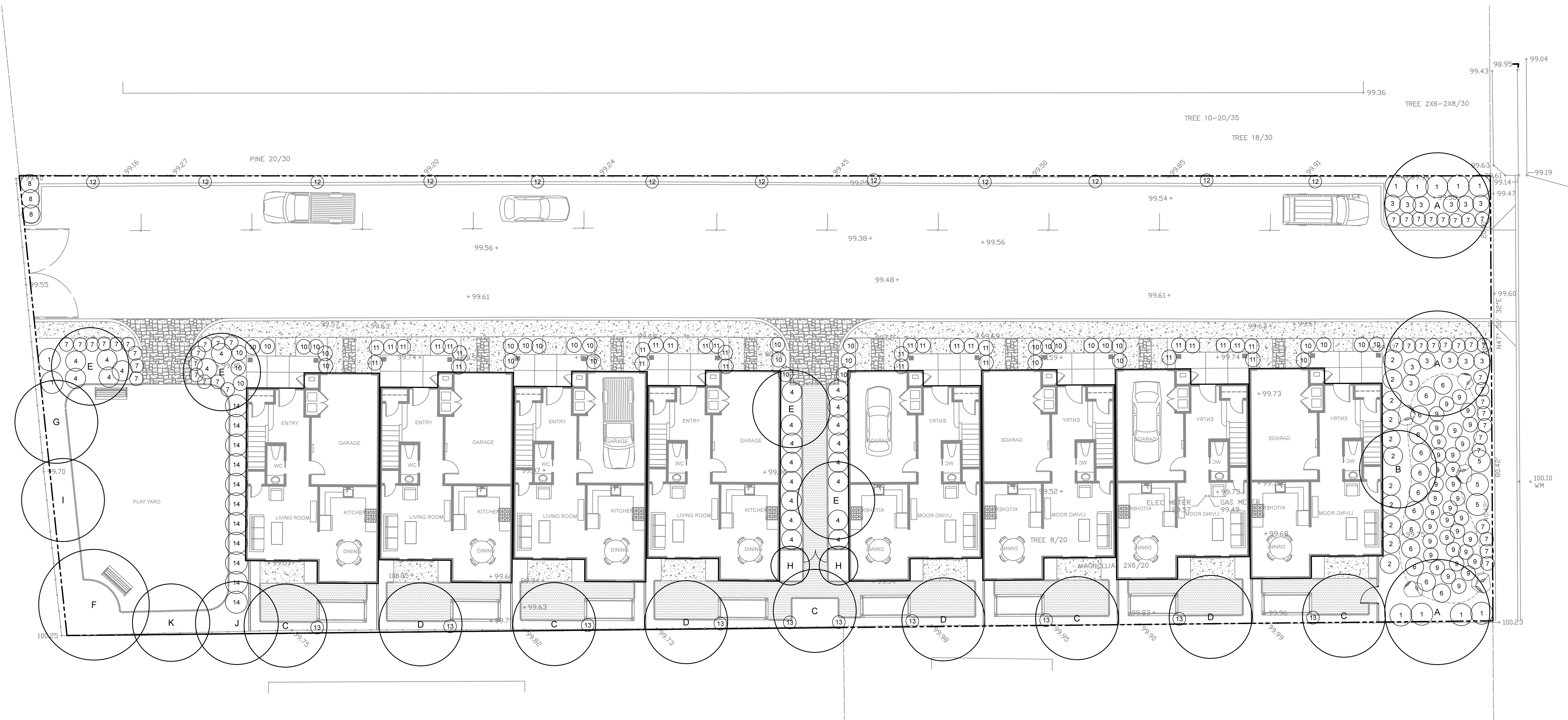
SHEET DESCRIPTION

EXTERIOR
DETAILS

DRWN: DC
CHKD: TPF
DATE: 1-06-16
SHEET

A8.1

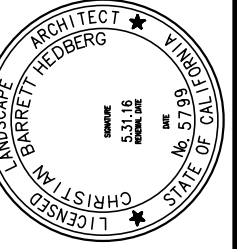
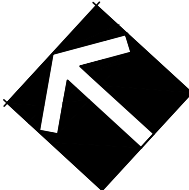
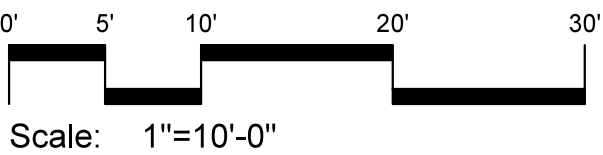




- PLANTING NOTES**
- CONTRACTOR TO BE RESPONSIBLE FOR COORDINATION WITH OWNER FOR LOCATION OF UNDERGROUND UTILITIES.
 - PLANT LIST IS FOR CONVENIENCE OF CONTRACTOR. PLAN IS TO PREVAIL AND LANDSCAPE ARCHITECT AND OWNER TO MAKE FINAL ADJUSTMENTS AS NECESSARY.
 - CONTRACTOR TO BE RESPONSIBLE FOR FULL IRRIGATION COVERAGE OF ALL PLANTED AREA.
 - IRRIGATION TO BE COORDINATED WITH PLANTING PLAN.
 - ALL PROPOSED PLANTING AREAS SHALL BE CLEARED OF ANY WEEDS AND DEBRIS PRIOR TO SOIL PREPARATION. IN CASE OF PERSISTENT PERENNIAL WEEDS, PULL ALL WEEDS BY HAND.
 - NO SOIL PREPARATION SHALL TAKE PLACE IN AREAS WHERE SOIL IS CONTAMINATED WITH CEMENT, PLASTER, PAINT OR OTHER CONSTRUCTION DEBRIS. ALL CONTAMINATED SOIL SHALL BE REMOVED AND REPLACED WITH SANDY LOAM CAPABLE OF SUSTAINING HEALTHY PLANT LIFE.
 - ALL PLANTS SHALL BE AMENDED WITH SONOMA ORGANIC HI-TEST COMPOST. TILL INTO TOP 12" OF NATIVE SOIL. PLANTING BACKFILL TO BE 50% NATIVE MIX SOIL AND 50% ORGANIC HI-TEST COMPOST. IN AREAS WHERE TOPSOIL IS NEEDED USE FEATHER LITE AMENDED SOIL & HI-TEST COMPOST BY SONOMA COMPOST COMPANY. (707.578.5459)
 - PLANT MATERIAL MAY BE SUBJECT TO CHANGE AS PER OWNER OR LANDSCAPE ARCHITECT'S DISCRETION.
 - ANY CLARIFICATION OR QUESTIONS ON PLANS, SPECIFICATIONS AND DETAILS SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT IMMEDIATELY BEFORE PROCEEDING WITH WORK.
 - WALL PLANTER AREAS TO BE TOP DRESSED WITH SHREDDED ARBOR MULCH AT A DEPTH OF 2"-3".
 - ALL TREES SHALL BE PLANTED IN DEEP ROOT BOXES. (TYP.) IF WITHIN 6FT. OF WALL, WALK, PATIO, PARKING CURB ETC.
 - STANDARD TREES 15G AND SMALLER TO BE STAKED WITH 2-2" DIA. X 8' LODGEPOLE PINE TREE STAKES AND 2 TREE TIES. MULTI STEM TREES 24" AND LARGER TO BE GUIED WITH 3 WIRE/TURNBUCKLE/STAKE ASSEMBLY PER TREE.
 - THE LANDSCAPE ARCHITECT SHALL GUARANTEE ALL NEW PLANTINGS FOR THE DURATION OF SIX MONTHS. THE GUARANTEE PERIOD SHALL BEGIN AFTER THE FINAL INSPECTION AND APPROVAL. CONTRACTOR TO PROVIDE A 60 DAY ESTABLISHED MAINTENANCE PERIOD FROM THAT DATE.

TREE PLANTING LIST					
SYMBOL	Count	SIZE	BOTANICAL	COMMON	COMMENT
A	3	24" BOX	QUERCUS AGRIFOLIA	COAST LIVE OAK	-
B	1	24" BOX	ARCTOSTAPHYLOS D. 'HOWARD McMINN'	HOWARD McMINN MANZANITA	-
C	5	24" BOX	KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	-
D	4	24" BOX	CHILOPSIS LINEARIS	DESERT WILLOW	-
E	4	24" BOX	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	-
F	1	15 GAL	FICUS C. 'MISSION'	MISSION FIG	-
G	1	15 GAL	PRUNUS 'SANTA ROSA'	SANTA ROSA PLUM	-
H	2	15 GAL	PUNICA G. 'WONDERFUL'	WONDERFUL POMEGRANATE	-
I	1	15 GAL	PRUNUS P. 'BABCOCK'	BABCOCK PEACH	-
J	1	15 GAL	MALUS 'GALA'	GALA APPLE	-
K	1	15 GAL	PRUNUS A. 'AUTUMN GLOW'	AUTUMN GLOW APRICOT	-

SHRUB PLANTING LIST					
SYMBOL	Count	SIZE	BOTANICAL	COMMON	COMMENT
1	11	5 GAL	FEUJA SELLOWIANA	PINEAPPLE GUAVA	-
2	11	5 GAL	LEONOTIS LEONURUS	LION'S TAIL	-
3	12	1 GAL	CAREX TESTACEA	SEDGE	-
4	23	5 GAL	COREOPSIS VERTICILLATA	WHORLED TICKSEED	-
5	3	1 GAL	MUHLENBERGIA RIGENS	DEER GRASS	-
6	13	1 GAL	ANEMANTHELE LESSONIANA	PHEASANT'S TAIL GRASS	-
7	45	1 GAL	FESTUCA G. 'ELIJAH BLUE'	BLUE FESCUE	-
8	3	1 GAL	TESTUCA R. 'MOULTE'	RED FESCUE	-
9	35	1 GAL	CAREX DIVULSA	BERKELEY SEDGE	-
10	35	1 GAL	HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	-
11	31	1 GAL	PENNISETUM A. 'HAEMEL'	DWARF FOUNTAIN GRASS	-
12	12	5 GAL	PODRANEA B. 'PORT JOHN'S CREEPER'	QUEEN-OF-SHEBA	-
13	10	5 GAL	CLEMATIS LIGUSTICIFOLIA	WESTERN WHITE CLEMATIS	-
14	11	5 GAL	UGNI MOLINAE	CHILEAN GUAVA	-

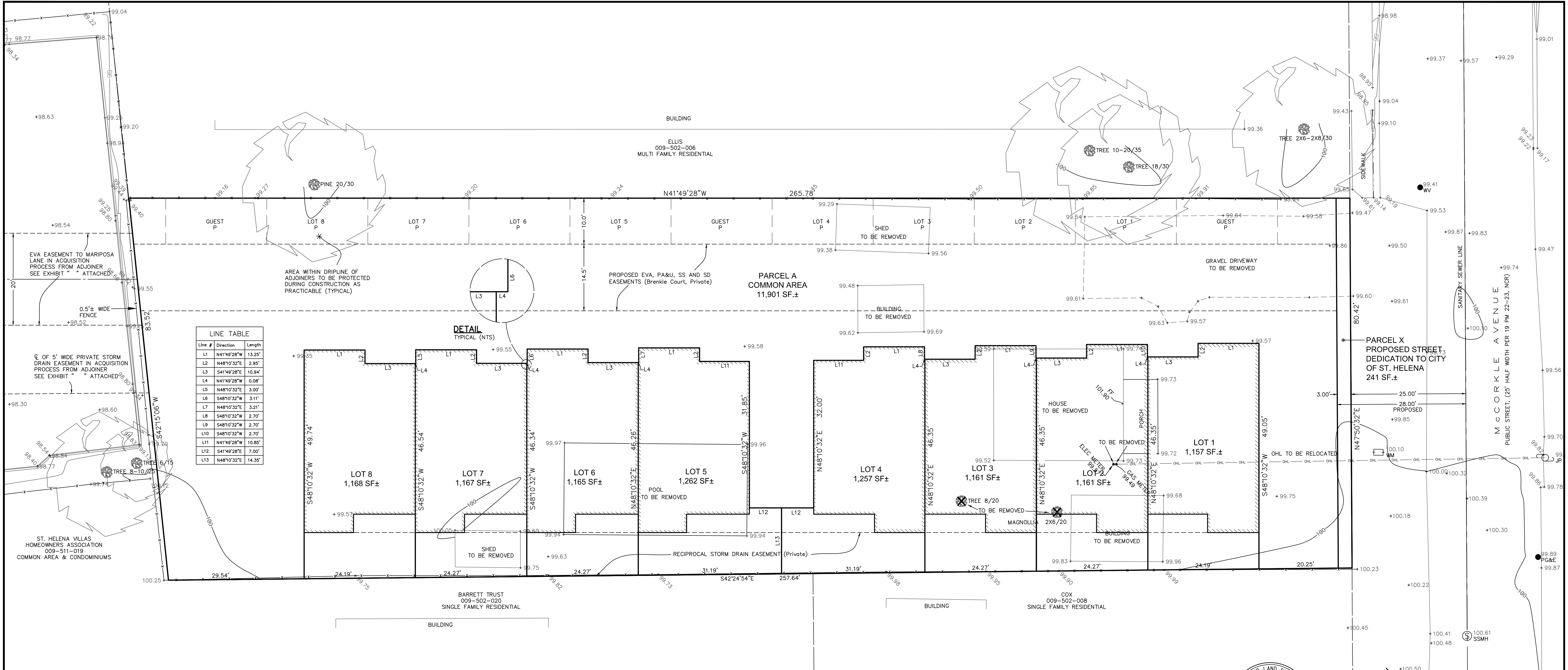


NO.	DATE	ISSUES AND REVISIONS	BY
001	10/15/15	Permit Submittal	CBH

LANDSCAPE PLANTING PLAN

McCORKLE ST. SELF-HELP HOUSING
684 McCorkle Ave.
Saint Helena, CA 94574

Date	10.23.15
Scale	1"=10'-0"
Drawn	CBH
Job	mccorkle
Print Date	10.23.15
Sheet	L2
Of	Sheets



CURRENT OWNER

OUR TOWN ST. HELENA
1451 OAK STREET
ST. HELENA, CA 94574

ASSESSOR'S PARCEL NO. 009-502-007

SITE ADDRESS:
684 MCCORKLE AVENUE
ST. HELENA, CA 94574

LAND SURVEYOR

NEW ALBION SURVEYS, INC.
1113 HUNT AVENUE
ST. HELENA, CA 94574
(707) 963-1217
ATTN: JON WEBB, P.L.S. 6709

CIVIL ENGINEER

STILLWATER CIVIL DESIGN
1090 SHETLER AVENUE
NAPA, CA 94559
(707) 974-9261
ATTN: J. RANGEL GONZALES, RCE 74712

ZONING

HR: HIGH DENSITY RESIDENTIAL

GENERAL PLAN DESIGNATION

HR: HIGHER DENSITY RESIDENTIAL

USE

LOTS 1 THRU 8
EXISTING-SINGLE FAMILY RESIDENTIAL
PROPOSED-MULTI-FAMILY RESIDENTIAL- 870 SF± FOOTPRINT

PARCEL A
EXISTING-SINGLE FAMILY RESIDENTIAL
PROPOSED-COMMON AREA

LOT AREAS

LOT 1:	1,157 SF±,	(0.026 AC)±
LOT 2:	1,161 SF±,	(0.026 AC)±
LOT 3:	1,161 SF±,	(0.027 AC)±
LOT 4:	1,257 SF±,	(0.029 AC)±
LOT 5:	1,262 SF±,	(0.029 AC)±
LOT 6:	1,165 SF±,	(0.027 AC)±
LOT 7:	1,167 SF±,	(0.027 AC)±
LOT 8:	1,168 SF±,	(0.027 AC)±

PARCEL A:	11,660 SF±,	(0.268 AC)±
PARCEL X:	241 SF±,	(0.006 AC)±

TOTAL ACREAGE: 21,400 SF± (0.491 AC)±

UTILITIES & ACCESS

LOTS 1 THRU 8:
PROPOSED & EXISTING WATER - CITY OF ST.HELENA
PROPOSED & EXISTING SANITARY SEWAGE - CITY

PARCEL A:
PROPOSED PRIVATE STREET PARKING, COMMON AREA
PARCEL X:
PROPOSED STREET DEDICATION TO CITY OF ST. HELENA

SANITARY SEWER, WATER, STORM DRAINAGE AND FIRE PROTECTION SYSTEMS WILL BE ENGINEERED AFTER TENTATIVE MAP APPROVAL, DESIGN TO MEET CITY OF ST. HELENA STANDARDS.

FLOOD PLAIN

THE PARCEL IS LYING WITHIN THE AREA OF MINIMAL FLOOD HAZARD "ZONE X" FLOODPLAIN PER FIRM NAPA COUNTY, CALIFORNIA AND INCORPORATED AREAS. PANEL 264 OF 650, MAP NUMBER 06055C0264E, EFFECTIVE DATE: SEPTEMBER 26, 2008

LEGEND:

BO (E) GUY LG MAG SSCO SSMH SF UG WAL WV WV	BLACK OAK TREE EXISTING FIRE HYDRANT GUY WIRE JOINT POLE LIVE OAK TREE MAGNOLIA TREE PROPOSED PARKING SPACE 3 GUEST, 8 ASSIGNED SEWER SYSTEM CLEAN OUT SEWER SYSTEM MANHOLE SQUARE FEET UNDER GROUND WALNUT TREE WATER METER WATER VALVE PROPOSED DWELLING UNIT - 870 SF± FOOTPRINT EDGE OF CURB EDGE OF ASPHALT WIRE FENCE WOOD FENCE 1' CONTOUR ON ASSUMED DATUM 2' CONTOUR ON ASSUMED DATUM APPROXIMATE PROPERTY LINE APPROXIMATE EASEMENT LINE APPROXIMATE ADJACENT PROPERTY LINE HEDGES TREE TRUNK DIA. IN INCHES/APPROX. DRIPLINE IN FEET APPROX. TREE DRIPLINE FIRE HYDRANT
--	--

PROPOSED EASEMENTS

EVA EMERGENCY VEHICLE ACCESS
SD STORM DRAIN (private), RECIPROCAL
SS SANITARY SEWER
PA&U PUBLIC ACCESS AND UTILITY

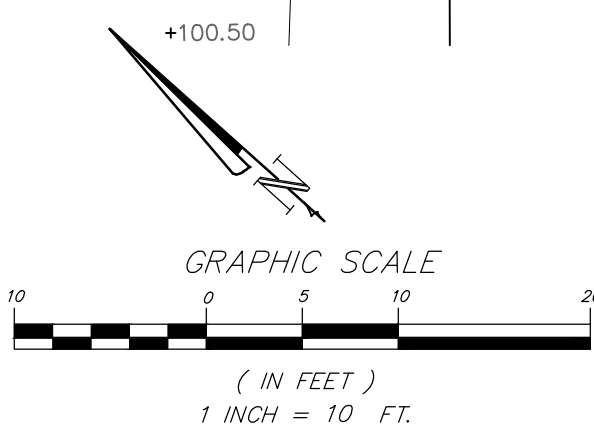
ALL EXISTING STRUCTURES, TREES, GRAVEL DRIVEWAY, UTILITY METERS, POOL TO BE REMOVED.

NOTE:

SHEETS C1.0 THROUGH C7.0 BY STILLWATER CIVIL DESIGN AREA MADE A PART OF THIS TENTATIVE SUBDIVISION MAP.

PREPARED BY NEW ALBION SURVEYS, INC.
AT THE REQUEST OF OUR TOWN ST. HELENA.

November 01, 2016
DATE
JON M. WEBB, PLS 6709



NOTE: THIS IS NOT A BOUNDARY SURVEY. BOUNDARY SHOWN HEREON IS APPROXIMATE AND SHOULD BE CONFIRMED PRIOR TO CONSTRUCTION OR CRITICAL DESIGN.

**TSM 2016-____
TENTATIVE SUBDIVISION MAP**

OF THE LANDS OF
OUR TOWN ST. HELENA
PER GRANT DEED RECORDED APRIL 25, 2016
AS SERIES NUMBER 2016-0009572
NAPA COUNTY RECORDS

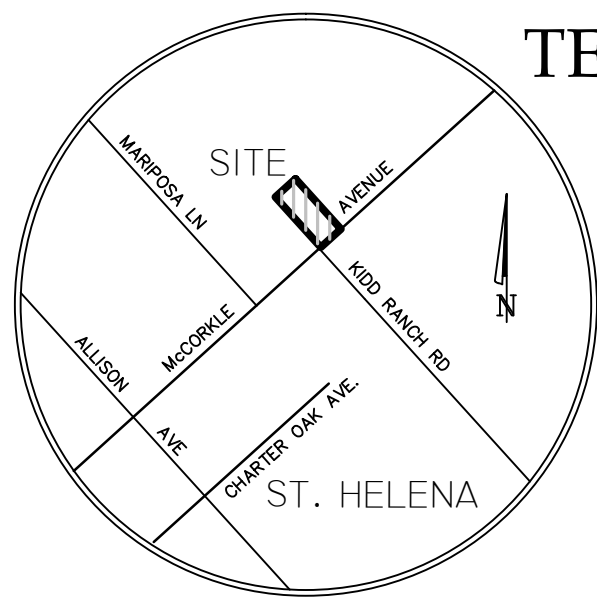
CITY OF SAINT HELENA, COUNTY OF NAPA,
STATE OF CALIFORNIA

BY
NEW ALBION SURVEYS, INC.
ST. HELENA, CALIFORNIA



NAPA COUNTY A.P. NO. 009-502-007
REV: NOVEMBER, 2016
REF: _____

SHEET 1 OF 1
CSD-PROJ. 3386
3386-01 TSM.DWG



LOCATION MAP
NOT TO SCALE

OUR TOWN ST. HELENA MCCORKLE AVE. SELF-HELP HOUSING MULTIFAMILY RESIDENTIAL CIVIL CONSTRUCTION PLAN

PROJECT INFORMATION

OWNER: OUR TOWN ST. HELENA
1451 OAK AVE
ST. HELENA, CA 94574
(707) 963 - 1548

SITE ADDRESS: 684 MCCORKEL AVE.
ST. HELENA, CA 94574

APN: 009-502-007

ZONING: RESIDENTIAL

DESIGNATED CAR PARKING SPACES = 19

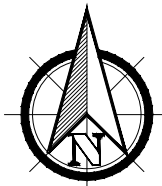
CIVIL ENGINEER: STILLWATER CIVIL DESIGN
RANGEL GONZALES, P.E.
(707) 974 - 9261
rangel@stillwatercivil.com

ARCHITECT: VALLEY ARCHITECTS
1560 RAILROAD AVE.
ST. HELENA, CA 94574
(707) 963 - 5027
tom@valleyarchitects.com

TOTAL PROJECT AREA = 23,525 SQUARE FEET
TOTAL DISTURBED AREA = 19,653 SQUARE FEET



VICINITY MAP



SCALE: 1" = 250'

ABBREVIATION LEGEND

AB - AGGREGATE BASE	INV - INVERT ELEVATION
AC - ASPHALT CONCRETE	JP - JOINT POLE
APN - ASSESSORS PARCEL NUMBER	LF - LINEAR FEET
BC - BOTTOM OF CURB	MIN - MINIMUM
CL - CLEAN OUT	OHL - OVERHEAD LINE
CON - CONCRETE	RIM - RIM ELEVATION
D - DIAMETER	SF - SQUARE FEET
DI - DROP INLET	SS - SANITARY SEWER
DS - DOWN SPOUT	SSMH - SANITARY SEWER MAN HOLE
FF - FINISHED FLOOR	TC - TOP OF CURB
FG - FINISHED GRADE	TYP - TYPICAL
FL - FLOWLINE	WM - WATER METER

EROSION CONTROL NOTES:

- GRADING FOR THIS PROJECT SHALL BE LIMITED TO IMPROVEMENT AREAS AS SHOWN ON THESE PLANS.
- REFER TO CONSTRUCTION PHASE EROSION AND SEDIMENT CONTROL PLAN AND POST-CONSTRUCTION PHASE STORMWATER CONTROL PLAN COMPLETED BY STILLWATER CIVIL DESIGN. THESE DOCUMENTS SHALL BE CONSIDERED PART OF THESE PLANS.
- ALL DISTURBED AREAS AND STOCKPILES SHALL BE COVERED AND APPROPRIATE SEDIMENT BARRIERS SHALL BE PUT INTO PLACE BEFORE ANY PREDICTED RAIN EVENT. CONTRACTOR SHALL INFORM ENGINEER OF STORMWATER MANAGEMENT BEST MANAGEMENT PRACTICES FOR APPROVAL WHEN REQUIRED. STORMWATER BEST MANAGEMENT PRACTICES SHALL BE INSPECTED EACH DAY DURING RAIN EVENTS.
- ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED AS SOON AS POSSIBLE. DISTURBED AREAS MUST BE CONSIDERED STABILIZED PRIOR TO PROJECT COMPLETION.
- CONTRACTOR SHALL DESIGNATE AND MAINTAIN A STAGING AREA FOR THE DURATION OF THE CONSTRUCTION PROJECT. THE STAGING AREA SHALL BE USED TO STORE MATERIALS AND CONDUCT ACTIVITIES WITH POTENTIAL TO POLLUTE STORMWATER RUNOFF. THE STAGING AREA SHALL BE USED TO STORE HAZARDOUS MATERIALS SUCH AS CHEMICALS, FUELS, PAINT AND SOLVENTS. THE STAGING AREA SHALL BE USED TO STORE PORTABLE TOILET FACILITIES TO BE USED BY CONSTRUCTION WORKERS. THE STAGING AREA SHALL BE USED TO PERFORM MAINTENANCE AND FUELING FOR CONSTRUCTION EQUIPMENT. THE STAGING AREA SHALL BE COVERED AS APPROPRIATE TO PROTECT HAZARDOUS MATERIALS FROM BEING EXPOSED TO RAINWATER. STORMWATER BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED TO INSURE POTENTIALLY CONTAMINATED STORMWATER IS CONTAINED WITHIN THE STAGING AREA. A SPILL KIT SHALL BE KEPT ON SITE AT ALL TIMES TO CLEAN UP CHEMICAL SPILLS FROM VEHICLES OR CONSTRUCTION PRODUCTS.
- CONTRACTOR SHALL INFORM ALL CONSTRUCTION SITE WORKERS ABOUT EROSION AND SEDIMENT CONTROL REQUIREMENTS AND SEEK THEIR COOPERATION IN AVOIDANCE OF DISTURBANCE OF THESE CONTROL MEASURES.
- CONTRACTOR SHALL CONDUCT ALL GRADING OPERATIONS IN SUCH A MATTER AS TO PRECLUDE WIND BLOWN DIRT AND DUST AND RELATED DAMAGE TO NEIGHBORING PROPERTIES. SUFFICIENT WATERING TO CONTROL DUST IS REQUIRED AT ALL TIMES. CONTRACTOR SHALL ASSUME LIABILITY FOR CLAIMS RELATED TO WIND BLOWN MATERIAL. IF THE DUST CONTROL IS INADEQUATE AS DETERMINED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNATED REPRESENTATIVE, THE CONSTRUCTION WORK SHALL BE TERMINATED UNTIL CORRECTIVE MEASURES ARE TAKEN.

UTILITY NOTES:

- ALL WORK SHALL BE DONE IN COMPLIANCE WITH APPLICABLE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (O.S.H.A.) STANDARDS AS SET FORTH BY THE FEDERAL DEPARTMENT OF LABOR AND/OR THE STATE OF CALIFORNIA. THE CONTRACTOR SHALL SECURE A TRENCH PERMIT FROM THE CALIFORNIA DIVISION OF INDUSTRIAL SAFETY PRIOR TO EXCAVATION OF ANY TRENCH OVER FIVE (5) FEET DEEP.
- TRENCHING AND BACKFILL AND COMPACTION SHALL COMPLY WITH LOCAL REGULATORY STANDARDS. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY STANDARDS FOR TRENCH SAFETY.
- ALL GRADING AND EXCAVATIONS SHALL COMPLY WITH THE CALIFORNIA BUILDING CODE, ALL LOCAL CODES AND REGULATIONS, ANY GEOTECHNICAL ENGINEERING PLANS OR REPORTS AND THESE PLANS.
- SHOULD ARCHEOLOGICAL REMAINS OR ARTIFACTS BE ENCOUNTERED DURING ANY PHASE OF CONSTRUCTION, LAND ALTERATION WORK IN THE GENERAL VICINITY OF THE FIND SHALL BE HALTED AND A QUALIFIED ARCHEOLOGIST AND THE PUBLICS WORKS DIRECTOR SHALL BE NOTIFIED IMMEDIATELY. WORK ON THE PROJECT SHALL NOT BE RESUMED UNTIL A MITIGATION PLAN WITH ADEQUATE MEASURES FOR THE SITE PROTECTION IS REVIEWED AND APPROVED BY THE CONSERVATION DIRECTOR.
- ROOF DOWNSPOUTS AND SURFACE DRAINS SHALL BE MAINTAINED ENTIRELY SEPARATE FROM FOUNDATION DRAINS, SLABS UNDERDRAINS AND RETAINING WALL BACKDRAINS.

GRADING NOTES:

- ALL GRADING AND EXCAVATIONS SHALL COMPLY WITH THE CALIFORNIA BUILDING CODE, ALL LOCAL CODES AND REGULATIONS, ANY GEOTECHNICAL ENGINEERING PLANS OR REPORTS AND THESE PLANS.
- CONTRACTOR SHALL CONDUCT ALL GRADING OPERATIONS IN SUCH A MATTER AS TO PRECLUDE WIND BLOWN DIRT AND DUST AND RELATED DAMAGE TO NEIGHBORING PROPERTIES. SUFFICIENT WATERING TO CONTROL DUST IS REQUIRED AT ALL TIMES. CONTRACTOR SHALL ASSUME LIABILITY FOR CLAIMS RELATED TO WIND BLOWN MATERIAL. IF THE DUST CONTROL IS INADEQUATE AS DETERMINED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNATED REPRESENTATIVE, THE CONSTRUCTION WORK SHALL BE TERMINATED UNTIL CORRECTIVE MEASURES ARE TAKEN.
- THE SITE SHOULD BE CLEARED OF ALL SURFACE AND SUBSURFACE DELETERIOUS MATERIALS INCLUDING EXISTING BUILDINGS AND ASSOCIATED FOUNDATIONS, SLABS, BURIED UTILITIES AND IRRIGATION LINES, PAVEMENTS, DEBRIS, DESIGNATED TREES, SHRUBS, AND ASSOCIATED ROOT SYSTEMS. SUCH MATERIALS SHOULD BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH LOCAL REGULATORY GUIDELINES.
- PITS, CISTERNS, SEPTIC TANKS, LEACH LINES, UNDERGROUND FUEL TANKS AND ASSOCIATED APPURTENANCES FOUND DURING GRADING SHOULD BE CAPPED AND SEALED AND/OR EXCAVATED AND REMOVED FROM THE SITE, RESPECTIVELY, IN ACCORDANCE WITH ESTABLISHED GUIDELINES AND REQUIREMENTS OF THE LOCAL REGULATING AUTHORITY.
- AREAS TO BE GRADED SHOULD BE STRIPPED OF THE UPPER FEW INCHES OF SOIL CONTAINING ORGANIC MATTER. SOIL CONTAINING MORE THAN TWO PERCENT BY WEIGHT OF ORGANIC MATTER SHOULD BE CONSIDERED ORGANIC. STRIPPING SHOULD EXTEND AT LEAST 3-FEET BEYOND THE OUTSIDE EDGES OF TOES OR FILLS OF CROWN SLOPES. SOIL STRIPPINGS SHOULD BE REMOVED FROM THE SITE OR STOCKPILED FOR LATER USE IN LANDSCAPING.
- BACKFILL AGAINST FOUNDATION SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE STRUCTURE FOR PAVED SURFACES, AND 4% FOR UNPAVED. SPLASH GUARDS SHALL BE PLACED AT THE BASE OF ALL DOWNSPOUTS NOT CONNECTED TO AN UNDERGROUND STORM SEWER SYSTEM.
- WATER SEEPAGE OR THE SPREAD OF EXTENSIVE ROOT SYSTEMS INTO THE SOIL SUBGRADE OF FOOTINGS, SLABS OR PAVEMENTS COULD CAUSE DIFFERENTIAL MOVEMENTS AND CONSEQUENT DISTRESS IN THESE STRUCTURAL ELEMENTS. LANDSCAPING SHOULD BE PLANNED WITH CONSIDERATION FOR THESE POTENTIAL PROBLEMS.
- SHOULD ARCHEOLOGICAL REMAINS OR ARTIFACTS BE ENCOUNTERED DURING ANY PHASE OF CONSTRUCTION, LAND ALTERATION WORK IN THE GENERAL VICINITY OF THE FIND SHALL BE HALTED AND A QUALIFIED ARCHEOLOGIST AND THE PUBLICS WORKS DIRECTOR SHALL BE NOTIFIED IMMEDIATELY. WORK ON THE PROJECT SHALL NOT BE RESUMED UNTIL A MITIGATION PLAN WITH ADEQUATE MEASURES FOR THE SITE PROTECTION IS REVIEWED AND APPROVED BY THE CONSERVATION DIRECTOR.

GENERAL NOTES:

- THESE PLANS WERE COMPLETED TO INDICATE THE DESIGN INTENT FOR CIVIL SITE IMPROVEMENTS INCLUDING BUT NOT LIMITED TO GRADING, IMPROVEMENT LAYOUT, UTILITY LAYOUT AND STORM WATER MANAGEMENT. PROPERTY LINES, BUILDINGS AND STRUCTURES SHOWN ON THESES PLANS ARE SHOWN STRICTLY FOR REFERENCE. STILLWATER CIVIL DESIGN (ENGINEER) IS NOT RESPONSIBLE FOR BUILDING DESIGN, STRUCTURAL ENGINEERING, GEOTECHNICAL ENGINEERING, OR FOR THE ACCURACY OF PROPERTY LINES.
- THE TOPOGRAPHIC INFORMATION SHOWN ON THESE PLANS WAS SUPPLIED BY, CHAUDHARY AND ASSOCIATES, INC., A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF CALIFORNIA. THE ENGINEER ASSUMES NO LIABILITY, REAL OR ALLEGED, REGARDING THE ACCURACY OF THE TOPOGRAPHIC INFORMATION SHOWN. FADED BACKGROUND REPRESENTS EXISTING TOPOGRAPHIC FEATURES. THESE PLANS SHALL BE USED TO PROVIDE HORIZONTAL AND VERTICAL CONTROL FOR NEW BUILDINGS AND SITE IMPROVEMENTS. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR BUILDINGS DESIGN FEATURES AND LAYOUT.
- CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT; EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.
- ALL MATERIALS SHOWN ON THIS PLAN SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED. CONTRACTOR SHALL GAIN ENGINEERS APPROVAL FOR ALL MATERIALS TO BE USED. LIABILITY AND COST FOR THE USE OF UNAPPROVED MATERIALS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- ALL WORKMANSHIP AND MATERIALS FOR BOTH ON-SITE AND OFF-SITE IMPROVEMENTS SHALL CONFORM TO THE LATEST EDITION OF THE CITY OF NAPA'S STANDARD SPECIFICATIONS AND STANDARD PLANS, THE CALIFORNIA BUILDING CODE, THE CALIFORNIA PLUMBING CODE AND THE CALIFORNIA FIRE CODE.
- CONTRACTOR SHALL BE APPROPRIATELY LICENSED AND BONDED TO ACCEPT AND PERFORM ALL WORK AS INDICATED ON THESE PLANS. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR BEING FAMILIAR WITH THE PROVISIONS, PROCEDURES, SPECIFICATIONS AND REQUIREMENTS OF ALL REGULATING AGENCIES INVOLVED WITH PERMITTING, INSPECTING AND APPROVING THIS PROJECT.
- THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL REQUIRED PERMITS PRIOR TO BEGINNING WORK. THE CONTRACTOR IS RESPONSIBLE TO SCHEDULE AND COORDINATE ALL NECESSARY INSPECTIONS REQUIRED BY REGULATORY AGENCIES AND THE ENGINEER.
- SHOULD CONTRACTOR FIND ANY DEFICIENCIES, ERRORS, CONFLICTS OR OMISSIONS IN THESE PLANS AND SPECIFICATIONS OR SHOULD THE CONTRACTOR BE IN DOUBT AS TO THEIR MEANING OR INTENT, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER FOR A WRITTEN CLARIFICATION, ADDENDUM, ETC. SHOULD THE CONTRACTOR FAIL TO DO SO BEFORE SUBMITTING A PROPOSAL, THE CONTRACTOR CANNOT CLAIM ADDITIONAL COMPENSATION FOR WORK REQUIRED TO COMPLETE THE PROJECT.
- IF THERE IS A CONFLICT BETWEEN WRITTEN DIMENSIONS AND SCALED DIMENSIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND OBTAIN A WRITTEN CLARIFICATION. NO DEVIATIONS OR SUBSTITUTIONS SHALL BE ALLOWED WITHOUT OBTAINING WRITTEN APPROVAL FROM THE ENGINEER.
- CONTRACTOR IS RESPONSIBLE TO VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES AND UNDERGROUND FEATURES IN THE FIELD. COSTS OF REPAIRING ANY INJURIES OR DAMAGES CAUSED BY THE CONTRACTOR SHALL BE BORNE SOLELY BY THE CONTRACTOR. ALL UNDERGROUND UTILITIES AND FEATURES SHOWN ON THESE PLANS ARE SHOWN FOR REFERENCE ONLY AND SHOULD NOT BE CONSIDERED TO BE ACCURATE, THEREFORE, NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE AS TO THE COMPLETENESS OR CORRECTNESS OF THEIR LOCATIONS. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT BY CALLING 811 A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION TO ALLOW ALL UTILITY AND SERVICE COMPANIES TO MORE ACCURATELY MARK THE LOCATION OF THEIR EXISTING UNDERGROUND UTILITIES AND FEATURES.
- CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ANY NEW UTILITY OR SERVICE WITH THE UTILITY OR SERVICE COMPANY. CONTRACTOR SHALL COORDINATE THE RELOCATION OF ANY EXISTING UTILITY OR SERVICE WITH THE UTILITY OR SERVICE COMPANY. ANY EXISTING UTILITIES OR SERVICES THAT MUST REMAIN IN WORKING ORDER DURING CONSTRUCTION MUST BE APPROPRIATELY PROTECTED BY THE CONTRACTOR TO INSURE UNINTERRUPTED USE.
- CONTRACTOR SHALL CONFORM TO EXISTING STREETS, SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS WITH A SMOOTH TRANSITION IN PAVING, CURBS, GUTTERS, SIDEWALKS, GRADING, ETC., AND TO AVOID ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPOTS OR HAZARDOUS CONDITIONS.
- CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN AN APPROPRIATE ENCROACHMENT PERMIT PRIOR TO BEGINNING ANY WORK LOCATED WITHIN ANY PUBLIC OR GOVERNMENTAL RIGHT-OF-WAY.
- CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL APPROPRIATE PERMITS PRIOR TO BEGINNING ANY WORK WITHIN A RIPARIAN, WETLAND AREA OR ENVIRONMENTALLY SENSITIVE AREA.
- THESE DRAWINGS ARE SHOWN IN PLAN VIEW AND THEREFORE ALL DISTANCES SCALED OR DIMENSIONED SHALL BE CONSIDERED ALONG THE HORIZONTAL PLANE UNLESS OTHERWISE NOTED. ALL STATIONS ARE TAKEN ALONG CENTERLINE UNLESS OTHERWISE NOTED.

STILLWATER CIVIL DESIGN

1090 SHETLER AVE.
NAPA, CA 94559

(707) 974-9261

rangel@stillwatercivil.com



PREPARED UNDER THE DIRECTION OF:

J. Rangel Gonzales
J. RANGEL GONZALES R.C.E. 74712

OUR TOWN ST. HELENA
SELF-HELP HOUSING
684 MCCORKLE AVE. - ST. HELENA, CA 94574
APN: 009-502-007
COVER SHEET

CITY OF ST. HELENA

C 1.0

10/25/16

SHEET INDEX

- C 1.0 - COVER
- C 2.0 - OVERALL SITE PLAN/DEMOLITION PLAN
- C 3.0 - GRADING & DIMENSION PLAN
- C 4.0 - UTILITY PLAN
- C 5.0 - STORMWATER CONTROL PLAN
- C 6.0 - FRONTAGE DESIGN OPTIONS
- C 7.0 - EROSION & SEDIMENT CONTROL PLAN & CONSTRUCTION DETAILS

STILLWATER
CIVIL DESIGN

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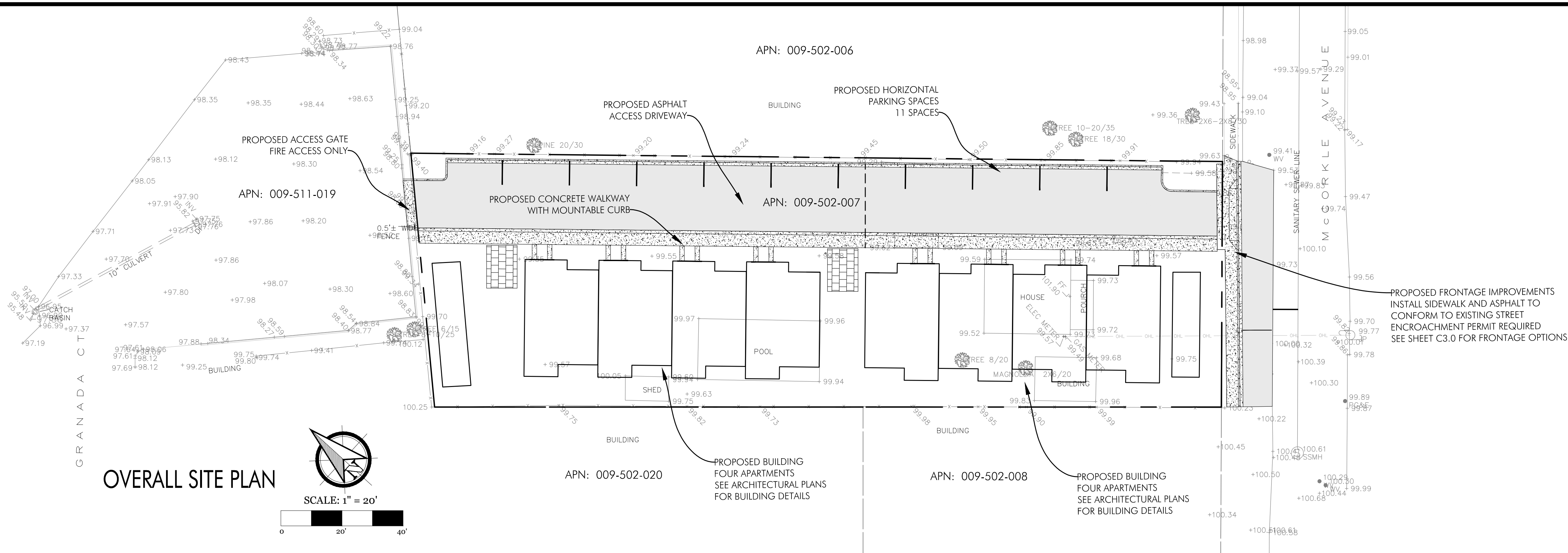
J. RANGEL GONZALES R.C.E. 74712

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APN: 009-502-007
OVERALL SITE PLAN/DEMOLITION PLAN

CITY OF
ST. HELENA

C 2.0

10/25/16



DEMOLISH EXISTING SHEDS
AND DISPOSE OF PROPERLY OFFSITE

EXISTING UTILITIES INCLUDING GAS, SEWER AND WATER
TO BE LOCATED AND CAPPED OFF AT PROPERTY LINE
FOR FUTURE CONNECTION TO NEW BUILDINGS.
EXISTING ONSITE UNDERGROUND UTILITIES SHOULD BE
REMOVED AND DISPOSED OF PROPERTY OFFSITE.

DEMOLISH EXISTING POOL
IMPORT FILL MATERIAL TO FILL AND COMPACT
AS SPECIFIED BY GEOTECHNICAL ENGINEER
APPROXIMATELY 195 CUBIC YARDS REQUIRED

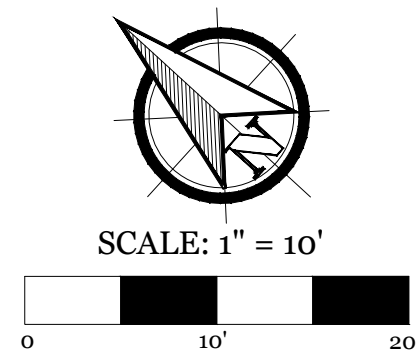
DEMOLISH EXISTING SHED
AND DISPOSE OF PROPERLY OFFSITE

DEMOLISH EXISTING HOUSE
AND DISPOSE OF PROPERLY OFFSITE

REMOVE TWO TREES
MAGNOLIA 6" & 8" DIAM.

DEMOLISH EXISTING BUILDING
AND DISPOSE OF PROPERLY OFFSITE

DEMOLITION PLAN



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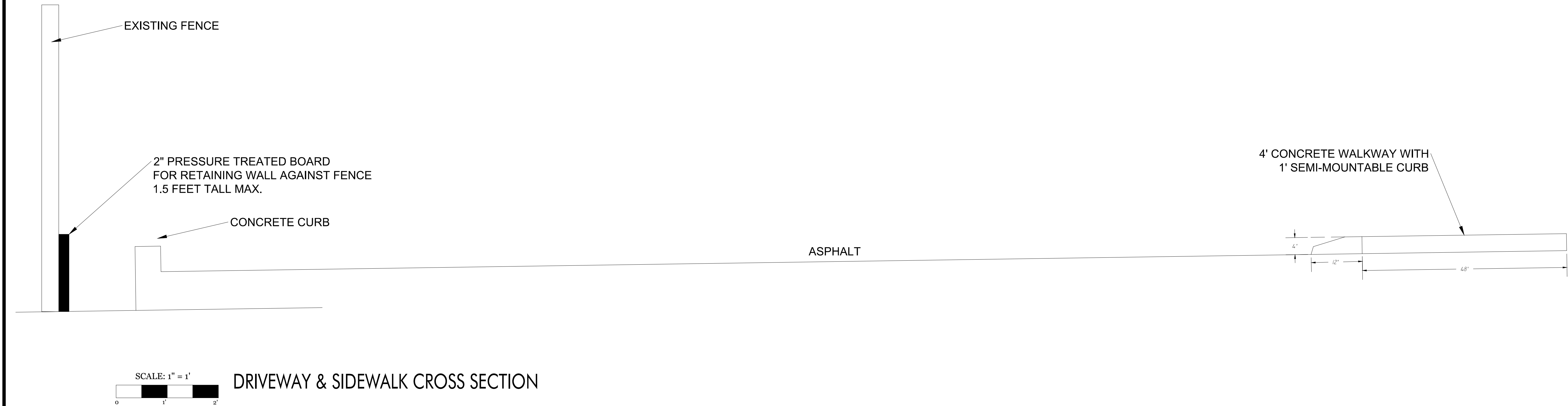
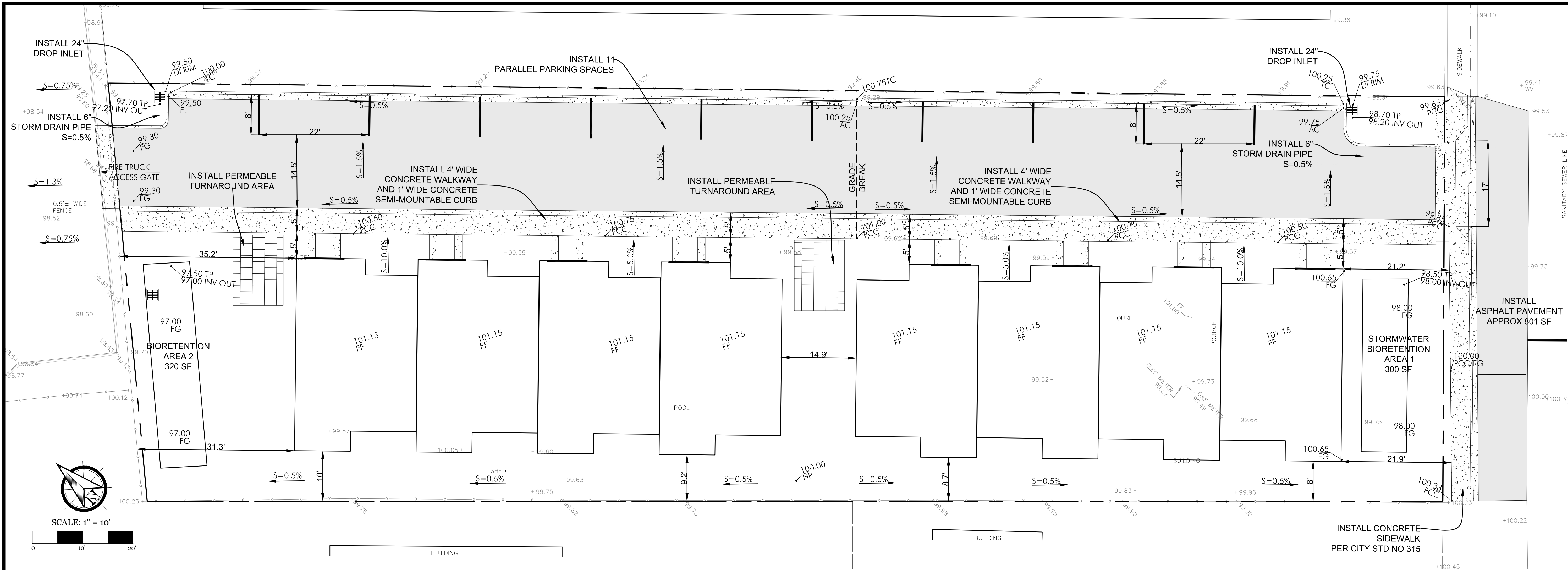
J. RANGEL GONZALES R.C.E. 74712

OUR TOWN ST. HELENA
SELF-HELP HOUSING
684 MCCORKLE AVE. - ST. HELENA, CA 94574
APN: 009-502-007
GRADING & DIMENSION PLAN

CITY OF
ST. HELENA

C 3.0

10/25/16



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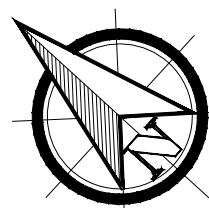
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J. RANGEL GONZALES R.C.E. 74712

ST. HELENA AFFORDABLE HOUSING
684 MCCORKLE AVE. - ST. HELENA, CA 94574
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UTILITY PLAN

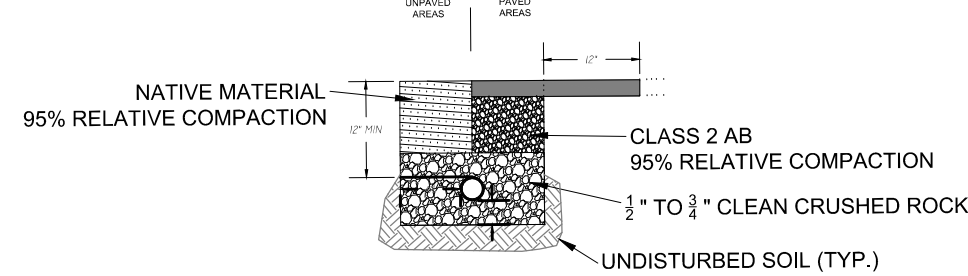
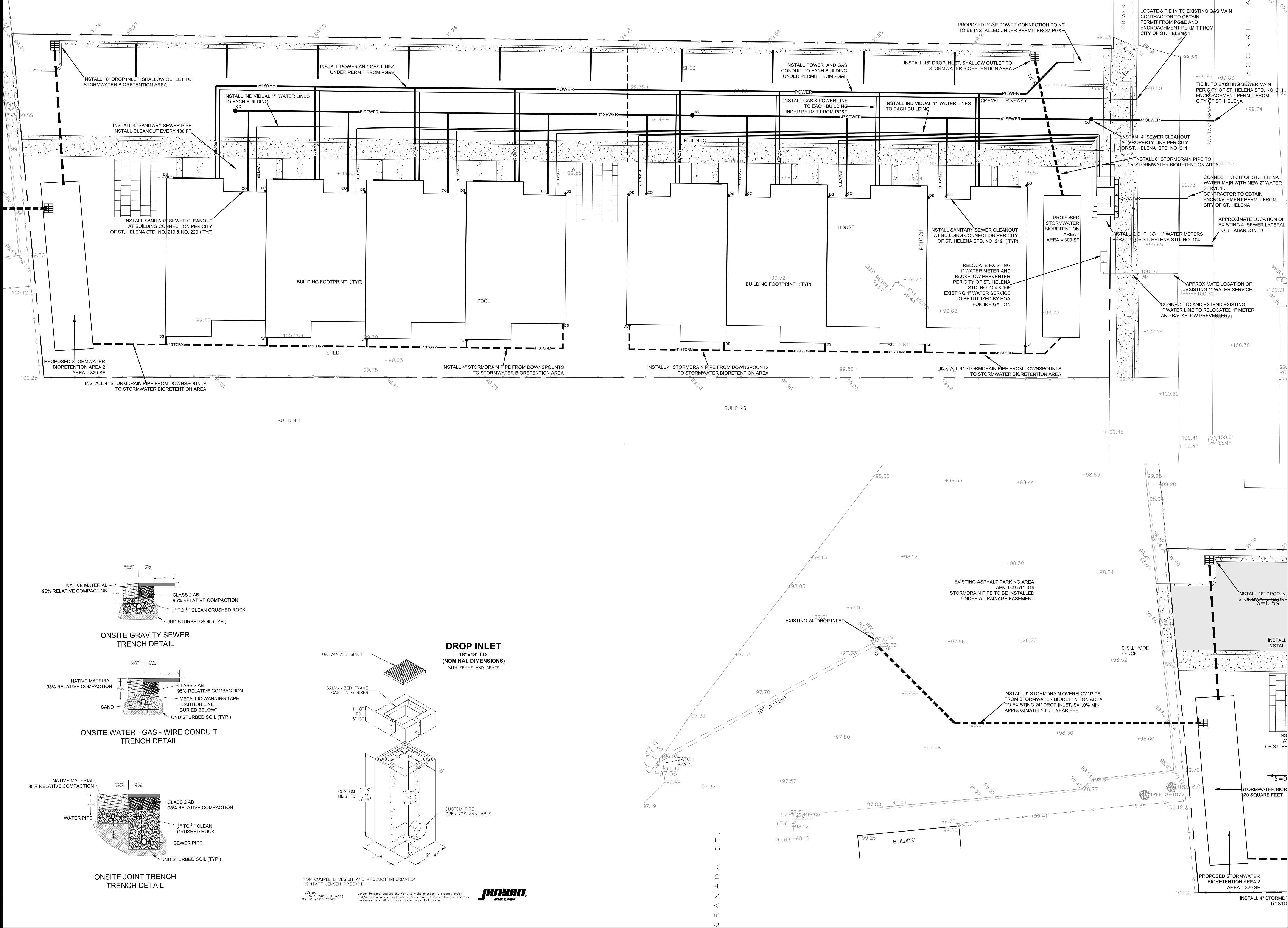
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ST. HELENA



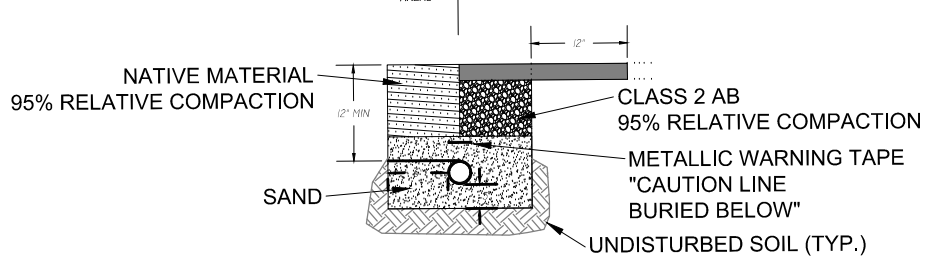
SCALE: 1" = 10'

C 4.0

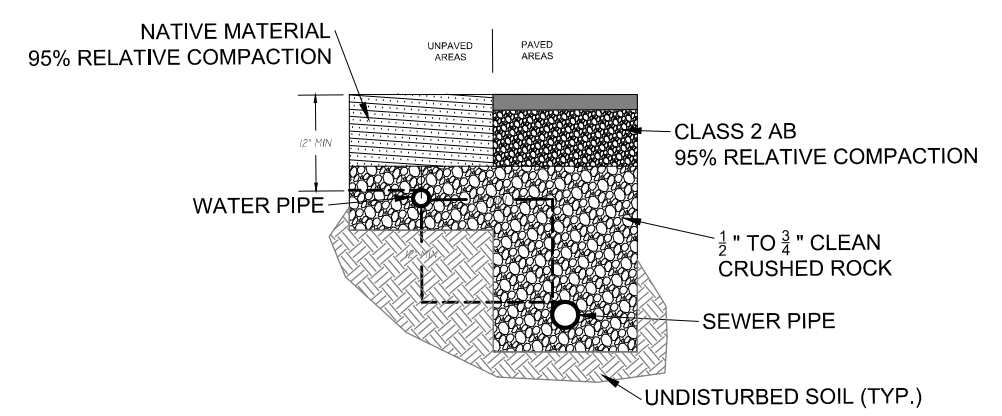
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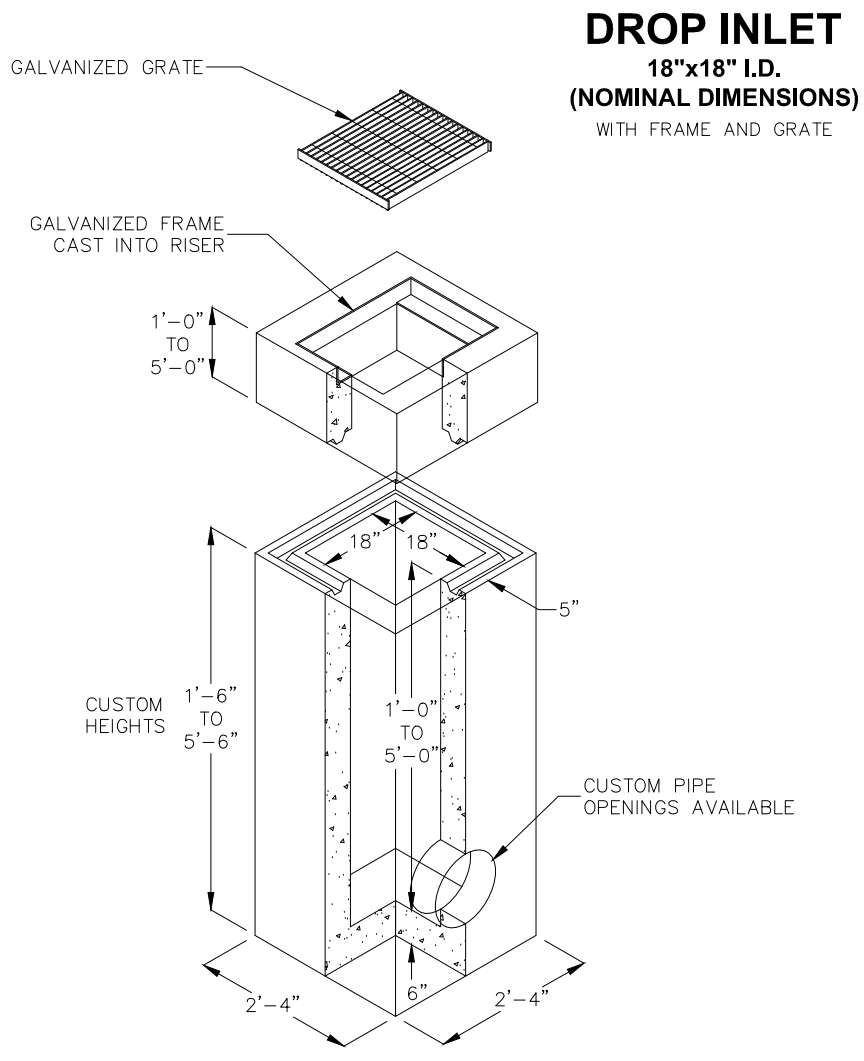
ONSITE GRAVITY SEWER
TRENCH DETAIL



ONSITE WATER - GAS - WIRE CONDUIT
TRENCH DETAIL



ONSITE JOINT TRENCH
TRENCH DETAIL



DROP INLET
18"x18" I.D.
(NOMINAL DIMENSIONS)
WITH FRAME AND GRATE

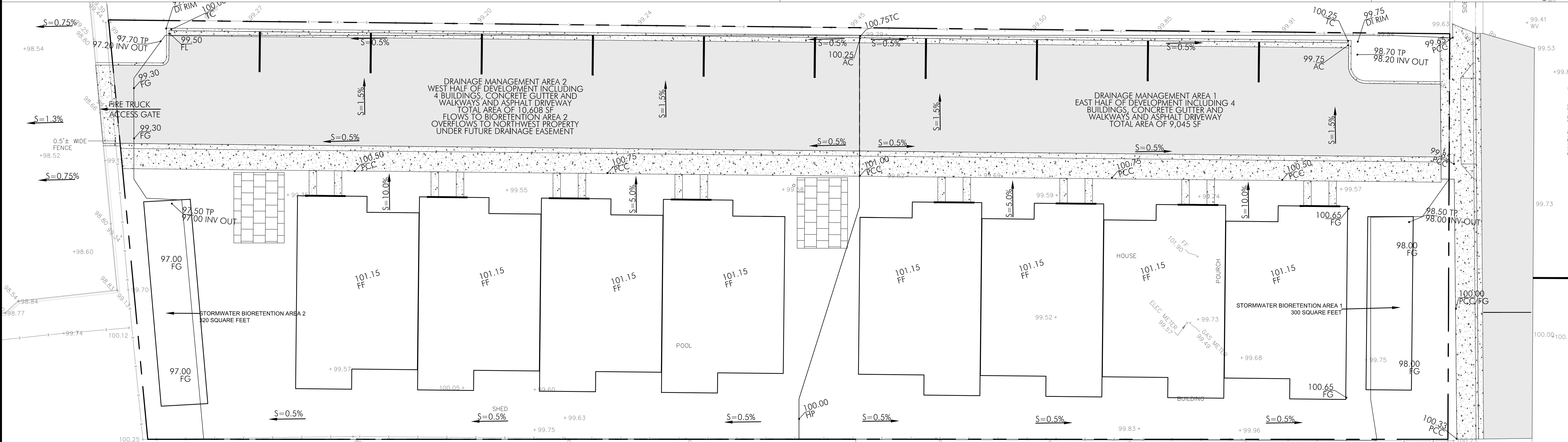
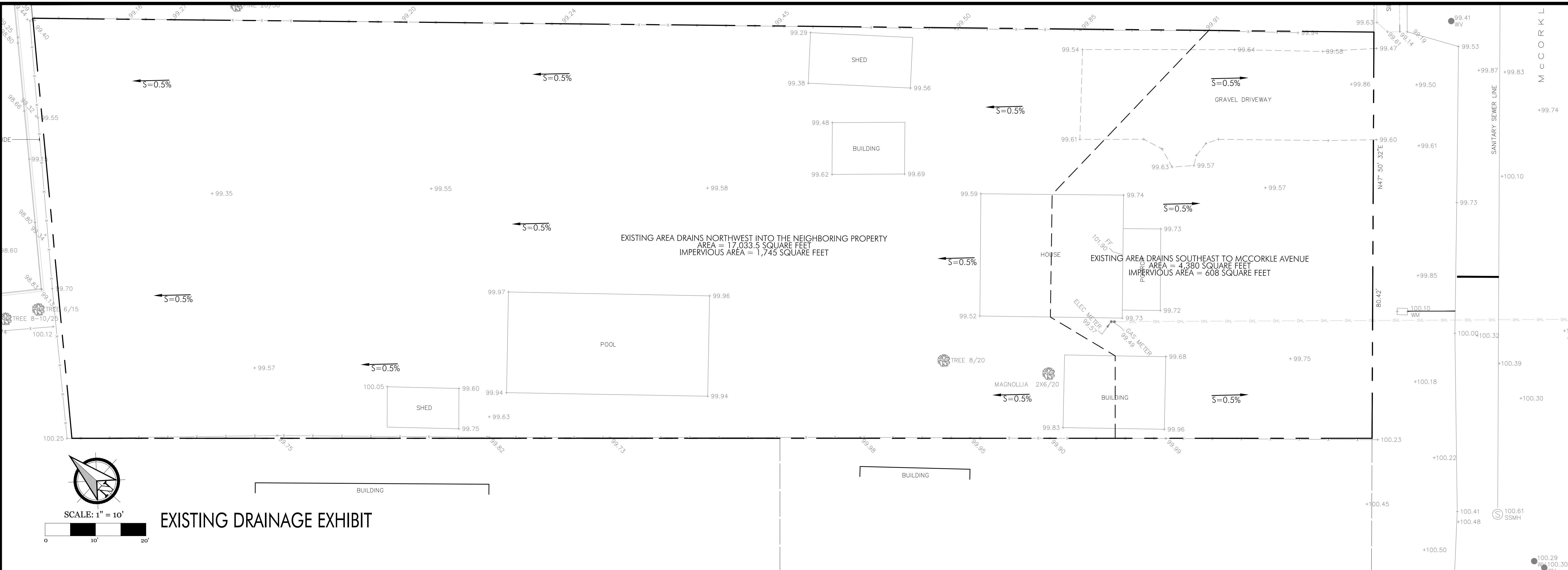
FOR COMPLETE DESIGN AND PRODUCT INFORMATION
CONTACT JENSEN PRECAST.

JENSEN PRECAST

Jensen Precast reserves the right to make changes to product design
and/or dimensions without notice. Please contact Jensen Precast whenever
necessary for confirmation or advice on product design.



GRANADA CT.



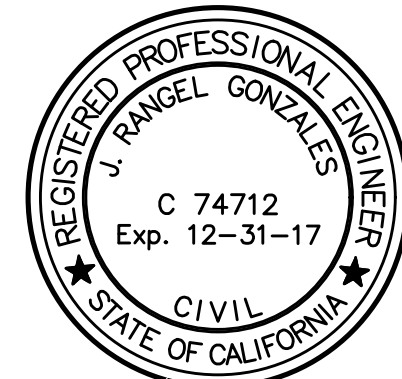
STORMWATER CONTROL PLAN LEGEND (ALL UNITS IN SQUARE FEET)						
DMA	ASPHALT	CONCRETE	BUILDINGS	TURNAROUND	TOTAL IMPERVIOUS	TOTAL AREA
DMA 1	2,579	669	3,360	0	6,608	9,045
DMA 2	3,240	814	3,360	280	7,694	10,608

STILLWATER CIVIL DESIGN

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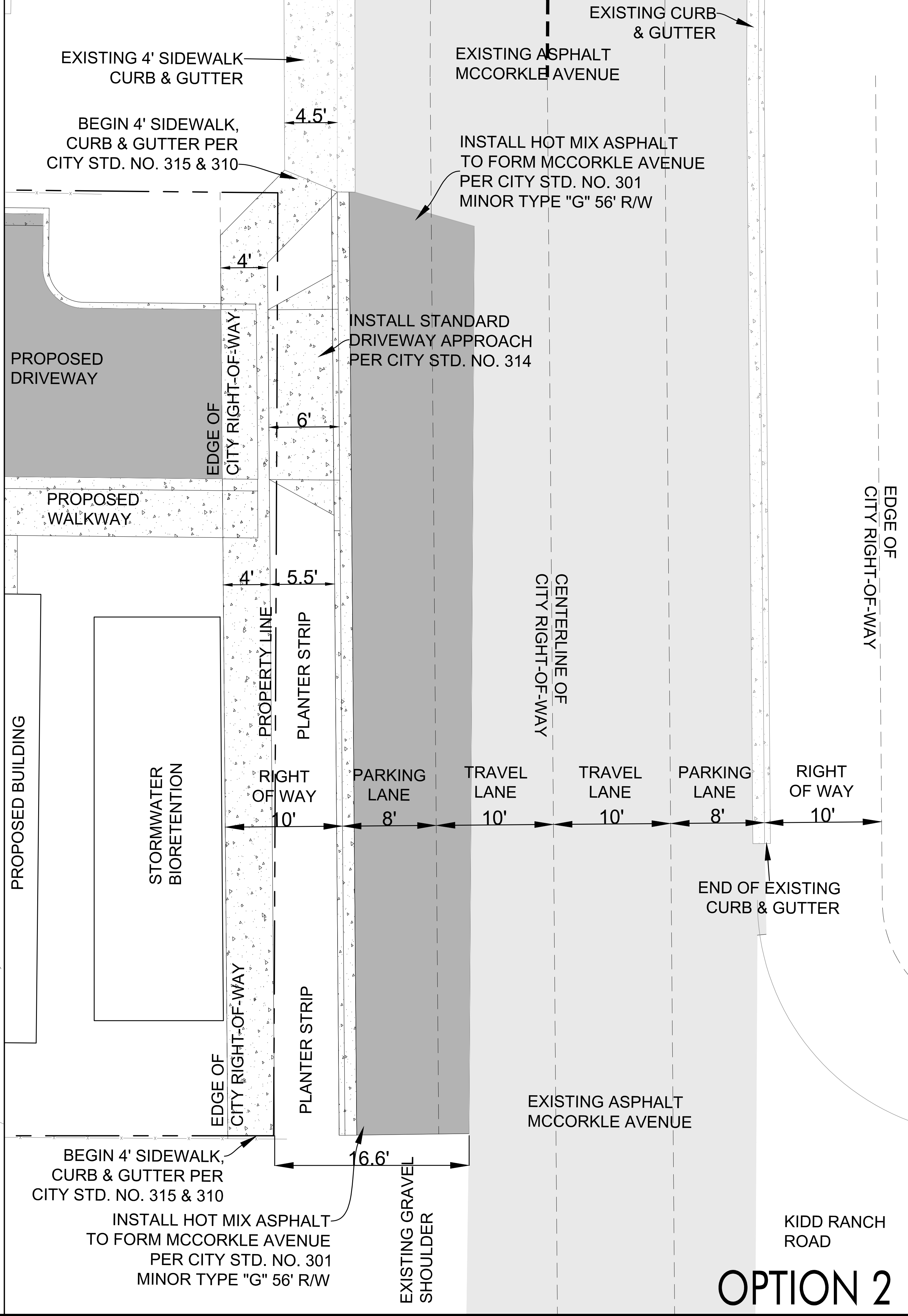
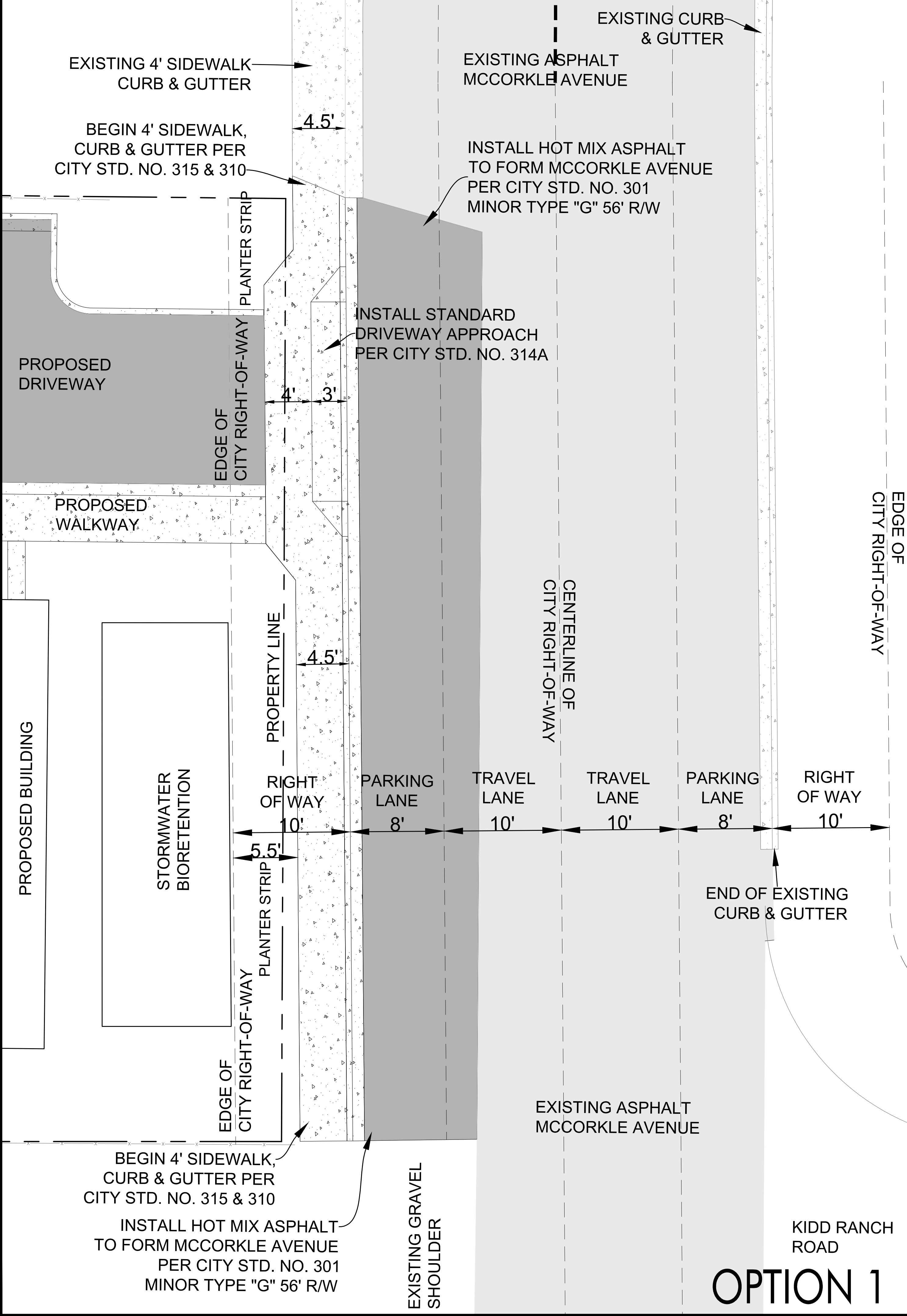
OUR TOWN ST. HELENA
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STORMWATER CONTROL PLAN

CITY OF
ST. HELENA

C 5.0

10/25/16



STILLWATER CIVIL DESIGN

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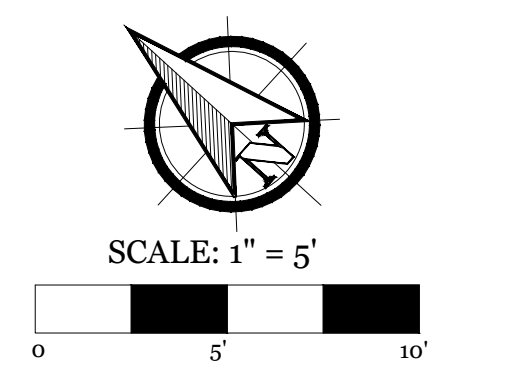


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OUR TOWN ST. HELENA
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684 MCCORKLE AVE. - ST. HELENA, CA 94574
APN: 009-502-007
FRONTAGE IMPROVEMENT OPTIONS

CITY OF
ST. HELENA



C 6.0

10/25/16

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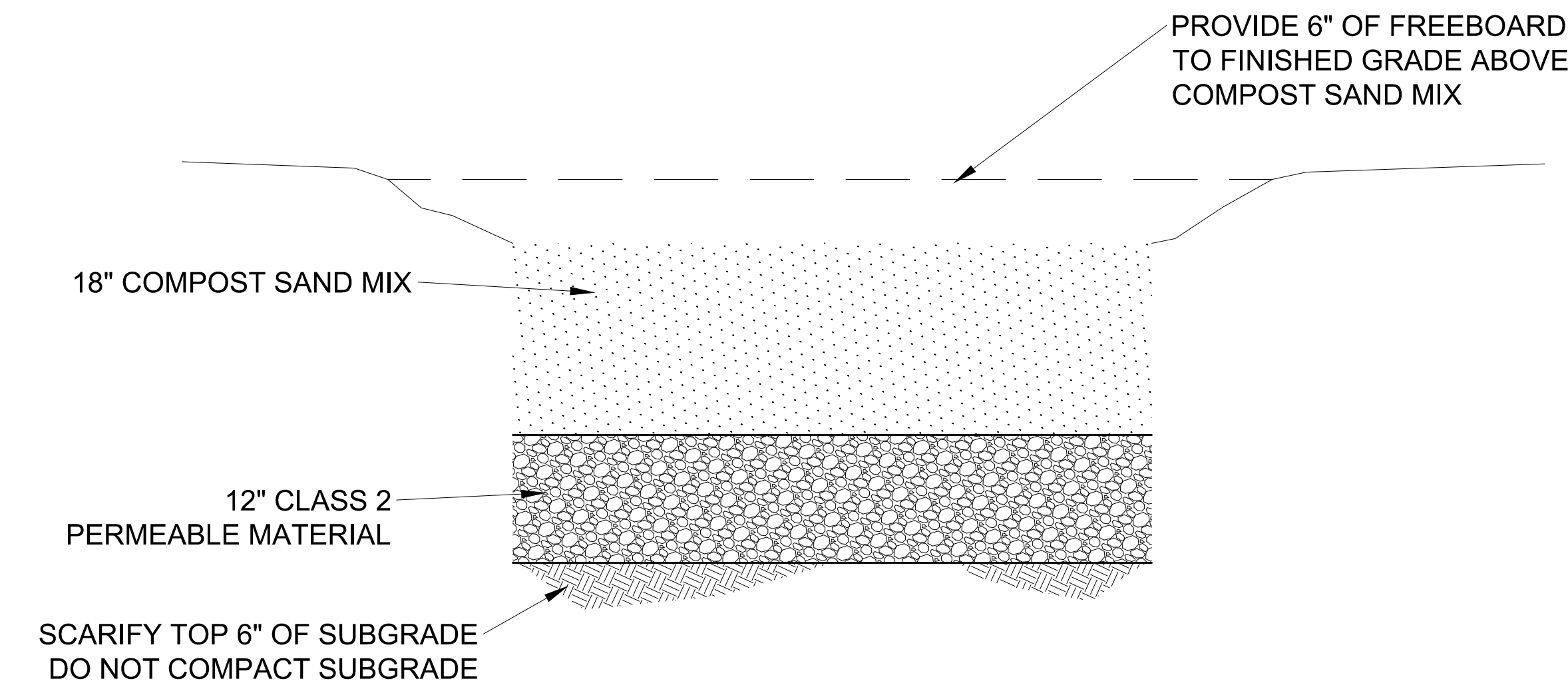
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EROSION AND SEDIMENT CONTROL PLAN &
CONSTRUCTION DETAILS

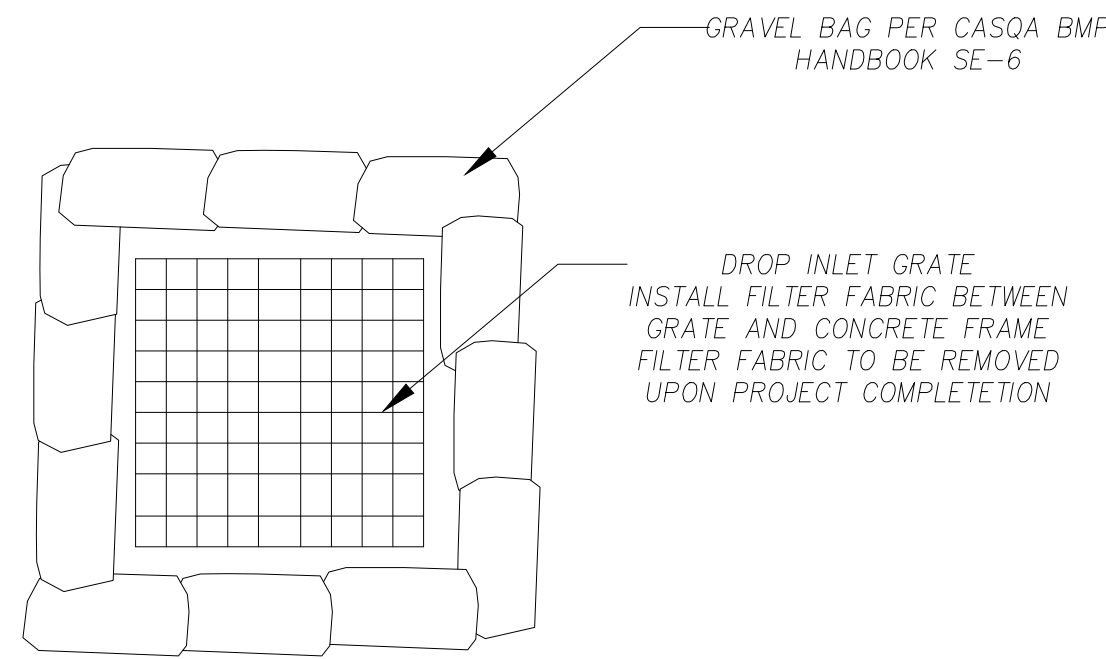
CITY OF
ST. HELENA

C 7.0

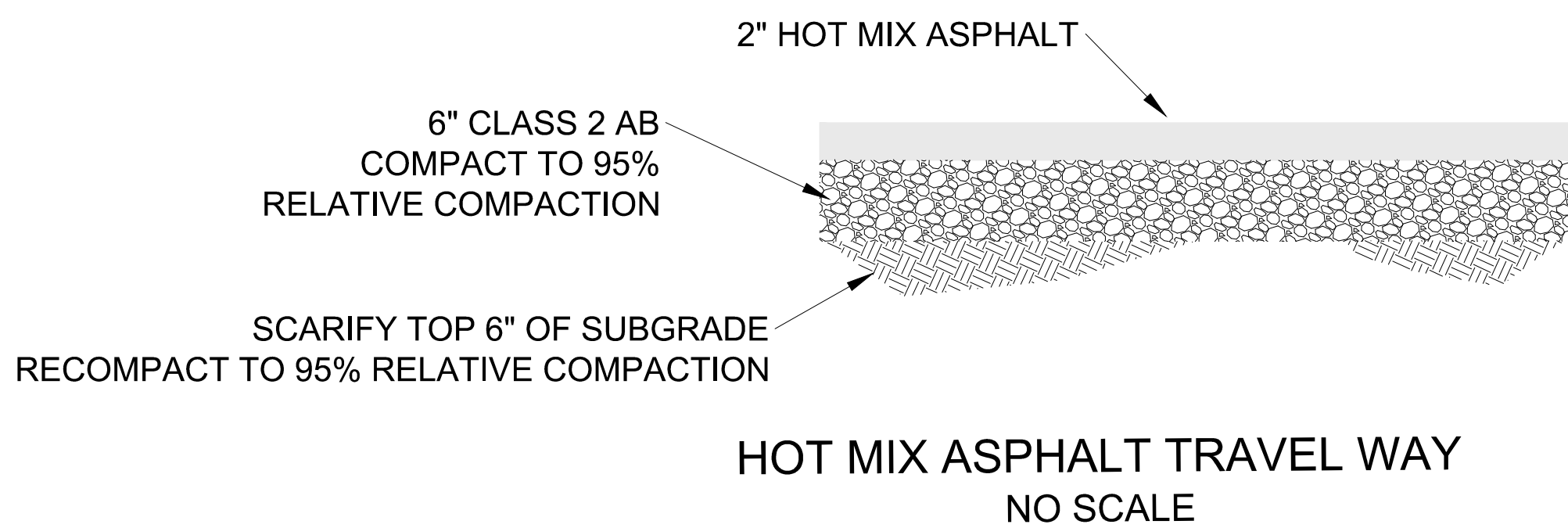
10/25/16



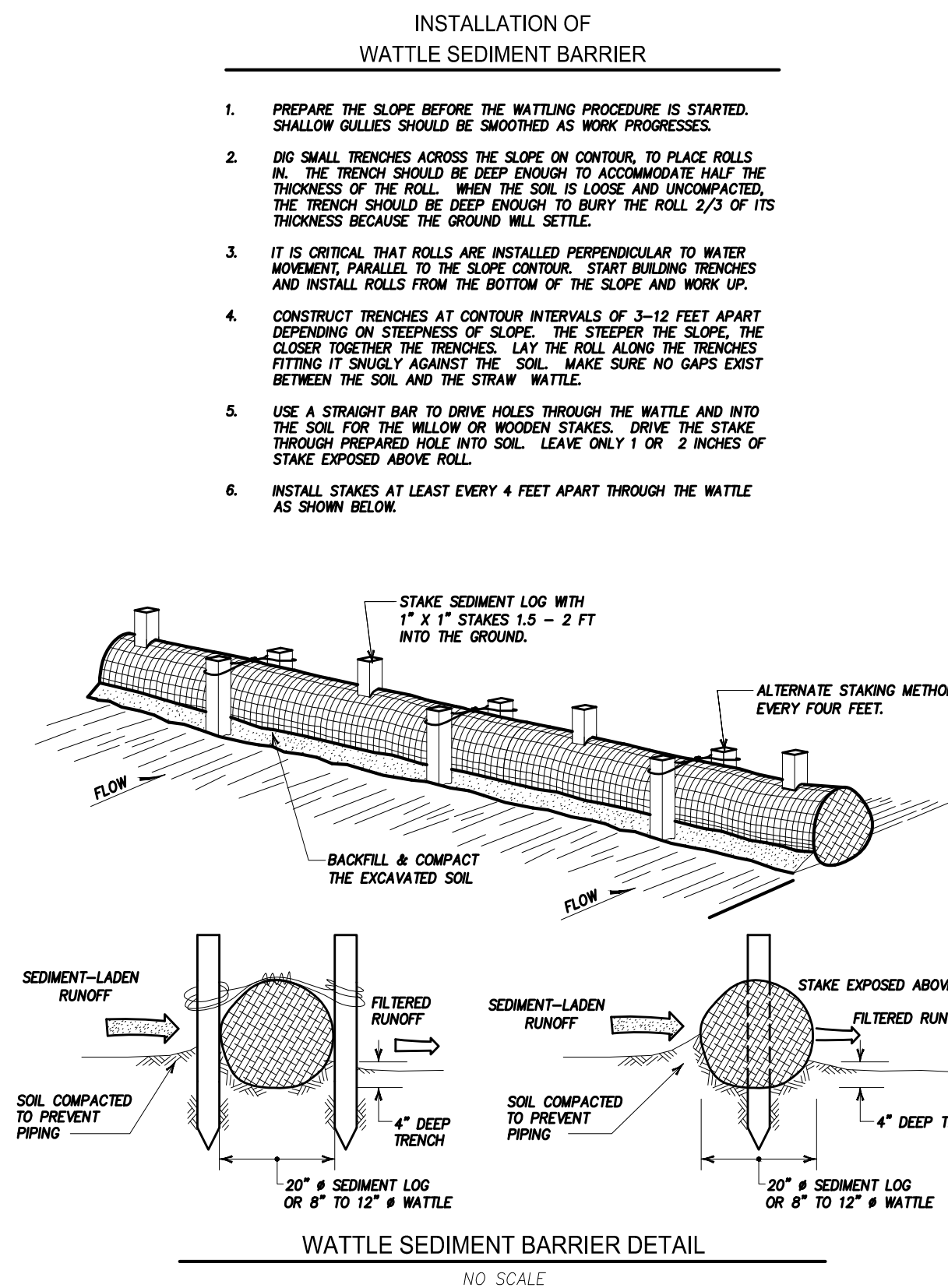
BIORETENTION/RAIN GARDEN DETAIL
NO SCALE



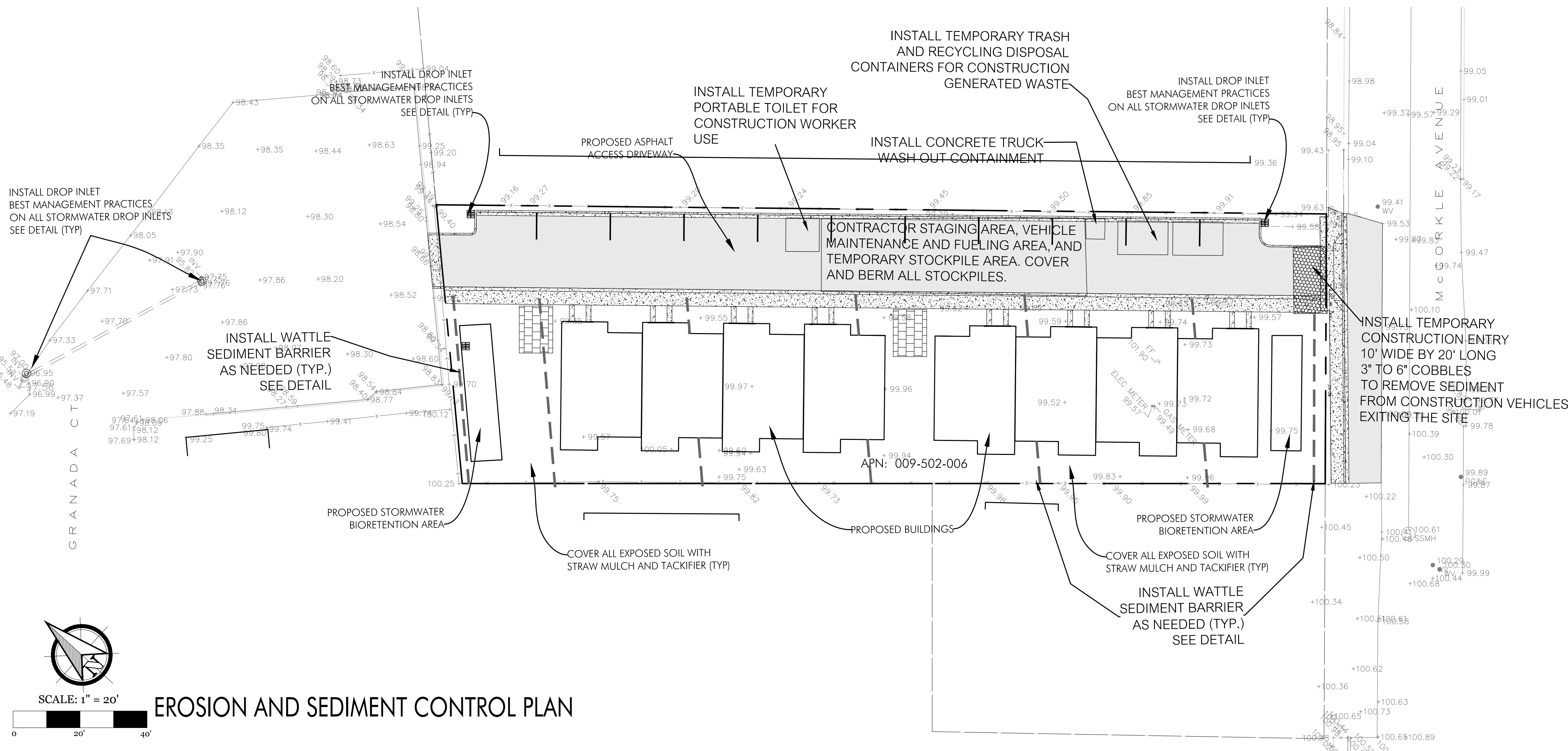
DROP INLET SEDIMENT BARRIER DETAIL
NO SCALE



HOT MIX ASPHALT TRAVEL WAY
NO SCALE



WATTLE SEDIMENT BARRIER DETAIL
NO SCALE



STORMWATER BMP SEQUENCING SCHEDULE:

THE FOLLOWING STORMWATER BEST MANAGEMENT PRACTICES (BMPs) SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF THIS CONSTRUCTION PROJECT:

1. PORTABLE TOILET FACILITIES
2. TRASH AND RECYCLING CONTAINERS
3. CHEMICAL SPILL CLEANUP KIT
4. STAGING AREA
5. VEHICLE MAINTENANCE AND FUELING AREA
6. COVERED STORAGE AREA
7. WATER CONSERVATION

THE FOLLOWING BMPs SHALL BE UTILIZED AS NEEDED THROUGHOUT THIS CONSTRUCTION PROJECT

1. CONCRETE WASTE WASHOUT CONTAINMENT
2. PAINT WASTE AND PAINT WASH WASTEWATER CONTAINMENT
3. ASPHALT WASTE CONTAINMENT
4. STREET SWEEPING AND VACUUMING
5. WIND EROSION CONTROL

A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION AND SHALL BE MAINTAINED UNTIL SUFFICIENT ROCK BASE OR ASPHALT IS INSTALLED.

DISTURBED AND GRADED AREAS SHALL BE SEEDED OR MULCHED AS SOON AS POSSIBLE. SEEDING AND MULCHING SHALL BE PERFORMED ON A CONTINUOUS BASIS UNTIL VEGETATION HAS BEEN ESTABLISHED AND THE SITE HAS BEEN STABILIZED.

ALL STOCKPILES SHALL BE COVERED WITH PLASTIC AND WEIGHED DOWN PRIOR TO ANY PREDICTED STORM EVENT.

EROSION AND SEDIMENT CONTROL SUCH AS FIBER ROLLS, MULCHING OR GEOTEXTILE MATS SHALL BE IMPLEMENTED 48 HOURS PRIOR TO A PREDICTED RAIN EVENT. EROSION AND SEDIMENT CONTROL BMPs SHALL BE AVAILABLE FOR IMPLEMENTATION UNTIL THE SITE IS STABILIZED.

REFER TO THE STORMWATER QUALITY MANAGEMENT PLAN (SQMP) FOR BMP GUIDELINES AND DETAILS.

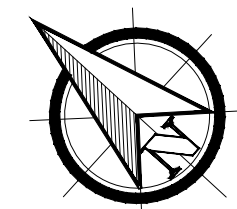
SEEDING SPECIFICATION:

SEEDING WILL BE APPLIED AT THE RATES SPECIFIED BELOW:

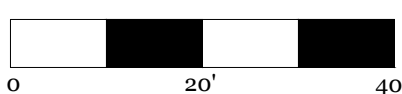
LE BALLISTERS QUICK COVER CROP APPLIED AT 50 POUNDS PER ACRE IN THE FOLLOWING PERCENTAGES:

ANNUAL RYE	45%
BLANDO BROME	25%
CRIMSON CLOVER	25%
VULPIA MYUROS	5%

AN EQUIVALENT SEED MIX MAY BE SUBSTITUTED BY THE OWNER OR CONTRACTOR DEPENDING ON THE SUCCESS OF PRIOR SEED MIXES AND NUTRIENTS IN THE SOIL.



SCALE: 1" = 20'



EROSION AND SEDIMENT CONTROL PLAN

Our Town St. Helena – Brenkle Court Project, 684 McCorkle Street, St. Helena, CA
TENTATIVE MAP ATTACHMENTS
October 24, 2016

I. IDENTIFICATION AND JUSTIFICATION OF REQUESTED EXEMPTIONS

A. Water Neutrality

Ordinance Requirement	New projects must meet water neutrality requirements
OTSH Request	Exempt Brenkle Court from this requirement
Justification	• The Brenkle Court project water analysis projects an increase of 57% in water usage for the 8 homes over the historical use for the current single-family dwelling. (From 22,082 gal/month to 51,055 gal/month.) • OTSH has applied the following water use efficiency measures outlined in 13.12.050 of the code Municipal Code: 1. Installation of ultra-low flush (ULF) toilets, low flow showerheads and faucet aerators. 2. Installation of water efficient hot water instantaneous dispensing systems 3. Adherence to the WELO landscape ordinance to minimize irrigation • To off set the additional 28,150 gal/month, OTSH would need to retrofit 32 residential units (4 x 8 Brenkle Court units @ an estimated cost of \$550 each which would mean pulling \$17,600 from an affordable housing project to retrofit market rate residential toilets
Exhibit:	Please see I. Exhibit A for water neutrality data provided by City of St. Helena staff.

Our Town St. Helena – Brenkle Court Project, 684 McCorkle Street, St. Helena, CA
TENTATIVE MAP ATTACHMENTS
October 24, 2016

B. Sidewalk Configuration

Ordinance Requirement	Sidewalk and Planting Strip Placement
OTSH Request	Approve Option 1 sidewalk configuration as illustrated on attached Exhibit B.
Justification	• The City Code sets out the desire to develop a standard Curb-Planting Strip-Sidewalk configuration throughout town. However, Section 315 does give the option of having a Curb-Sidewalk-Planting Strip configuration as well. OTSH prefers the latter approach, which we are calling “Option 1”. • We think Option 1 is favorable in this situation for the following reasons: - Connects our sidewalk to the existing sidewalk on the east side of the property and eliminates our sidewalk dead ending into a fence on the west side - Provides better ADA access by eliminating difficult turns to connect with existing sidewalk and/or gravel pathway - Fits with all of the existing sidewalk configurations on the north side of McCorkle - Does not impinge upon our existing bio retention field - Provides better maintenance opportunities and irrigation efficiency by combining the planting strip with our existing front landscaping
Exhibit:	Please see Exhibit I. B that illustrates Option 1 (left side of page), our preferred design, and Option 2 (right side of page), which place a planting strip between the street curb and the sidewalk. Also included in Exhibit I.C is the Section 315 of the City Code that allows our Option 1 configuration.

Our Town St. Helena – Brenkle Court Project, 684 McCorkle Street, St. Helena, CA
TENTATIVE MAP ATTACHMENTS
October 24, 2016

EXHIBIT 1.A – Water Neutrality Analysis Provided by the City of St. Helena

Water Use Calculations

Project: Self Help Housing Project
 Location: 684 McCorkle Avenue
 Project #: PL16-022

Baseline Water Use

The baseline water use was determined by the historical water use data.

Total = 22,083 gal/month per historical use
 736 gpd per historical use

Proposed Water Use with Retrofits

Fixture	Flow rate (gal/min or gal/flush)	flow duration (min., flush, load, etc.)	Daily Uses per Occupant	Number of Occupants	Gallons per day
showerheads	2	8	1	6	96
sink faucets	1.5	0.25	3	6	6.75
kitchen faucet	1.8	4	1	6	43.2
toilet	1.28	1	3	6	23.04
clothes washer	18	1	0.37	6	39.96
dish washer	6.3	1	0.1	6	3.78

Total = 213 gpd

Eight (8) proposed homes:

Total = 209*8 = 1,702 gpd
 = 51,055 gal/month

Conclusion

The proposed water use of 1,702gpd (51,055 gal/month) is greater than the estimated existing use of 736 gpd (22,083 gal/month).

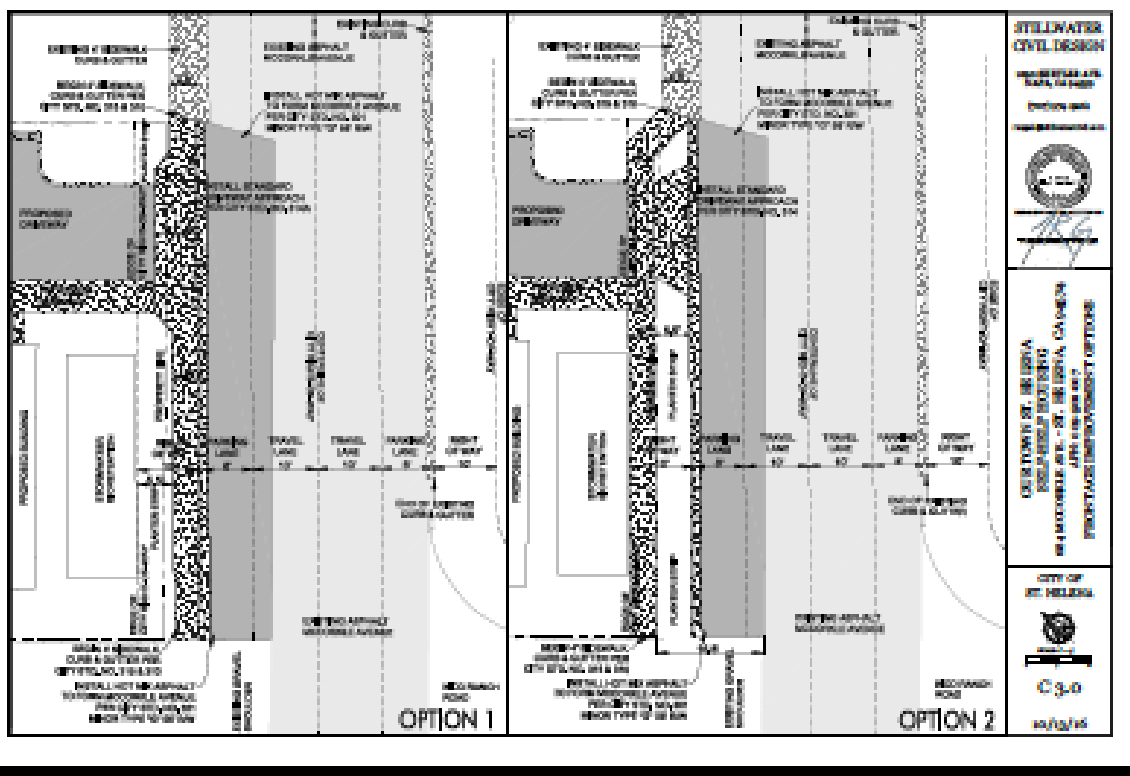
An offset of 966 gpm (28,150 gal/month) is required to comply with the City's Water Neutral Policy.

Note: Acceptable theoretical demand for residential flows/uses:

Toilet - 3 flushes/day/occupant
 Faucet - 0.25 min/3 times/day/occupant
 Shower - 8 min/shower/day/occupant
 Kitchen faucet - 4 min/day/occupant
 Clothes washer - 0.37 load/day/occupant
 Dishwasher - 0.1 load/day/occupant

Our Town St. Helena – Brenkle Court Project, 684 McCorkle Street, St. Helena, CA
TENTATIVE MAP ATTACHMENTS
October 24, 2016

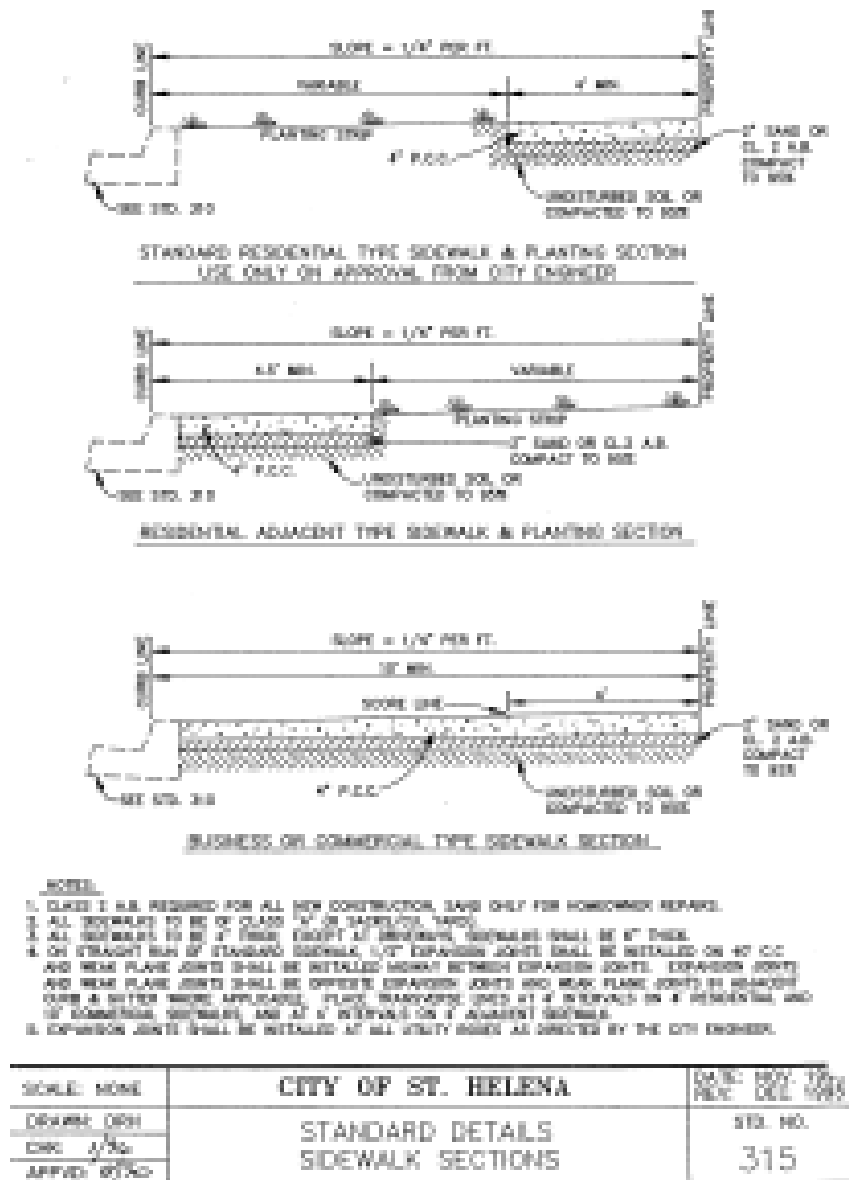
Exhibit 1.B – Sidewalk Configuration Options
OTSH Requests Option 1 on the Left Side



(Larger Format Graphic Included in Electronic Packet)

Our Town St. Helena – Brenkle Court Project, 684 McCorkle Street, St. Helena, CA
TENTATIVE MAP ATTACHMENTS
October 24, 2016

Exhibit 1.C – Excerpt for City Code Regarding Sidewalk Placement Section 315





August 8, 2016

Mr. Noah Housh
Planning Department
City of St. Helena
Sent via email

Dear Noah,

Our Town St. Helena (OTSH) is developing Brenkle Court, eight self-help houses on a lot donated by the City of St. Helena located at 684 McCorkle Street. We have received grants, loans and technical support from USDA Rural Development (RD), Rural Community Assistance Corporation (RCAC), the County of Napa and the City of St. Helena to execute this project. Out of the 48 original applicants, eight families and one alternate family have been selected to participate and OTSH is now preparing their loan applications for submittal to RD for approval.

Meanwhile, the project is winding its way through the planning process with the hopes of having full approval in Quarter Four 2016. City staff has identified two areas where our plan does not reconcile with current codes. In order to complete this project, OTSH will need to obtain variances, which require approval of the City Council:

1. Relief from the Water Neutrality Requirement
2. Ability to do construction work on Sundays

This letter will serve as our formal request to the City Council to provide the variances needed. Please note that the project meets all other building code and city regulations.

1. Water Neutrality

OTSH has applied the following water use efficiency measures outlined in 13.12.050 of the code Municipal Code:

1. Installation of ultra-low flush (ULF) toilets, low flow showerheads and faucet aerators.
2. Installation of water efficient hot water instantaneous dispensing systems
3. Adhering to the WELO landscape ordinance to minimize irrigation

Our Domestic Water Estimate, prepared by Stillwater Civil Design in Napa, illustrates an increase water use of 23,830 gallons per month or a 50% increase over baseline. To meet the retrofit requirements to gain water neutrality for an 8-unit building, OTSH would need to retrofit 24 homes (3.5 per unit x 8 units) at an estimated cost of \$4,400. Needless to say, it makes little sense for a non-profit building affordable housing to divert its funds for this purpose.

We feel that going from 22,083 gallons per month for a single house to 45,223 gallons per month for eight houses is a reasonable increase when weighed against the possibility of gaining 8 Low Income and Very Low Income homes in our town. Therefore, we ask that the City Council wave the water neutrality requirement for this project.

2. Sunday Work Hours

Planning Director Noah Housh has stated that, although the City can provide a variance for the homeowners to work later on weekdays and Saturdays, he is not aware of any way that work can be approved on Sundays. Here are our concerns:

- Integral Component of Program
 - The participants are all working families yet they commit to putting in an average of 30 hours per week after their regular jobs to build their houses
 - Although some of the work is done in the evenings, the majority of the work has been done on Saturday and Sunday
 - Cutting the weekend time by 50% will delay the progress of the build and increase the cost of the project substantially
 - The RD Mutual Self-Help Homeownership program has built 50,000 houses over the last 50 years all over the country and they have not had a problem with this issue
- This is Not New News
 - All of the printed literature on the RD Mutual Self-Help Program provided to the City states that the work will be done in the evening and on weekends
 - In the informational meeting conducted by RCAC, which representatives from both city staff and council members attended, it was clearly stated that work on Saturday and Sunday would be required

- At the required neighborhood meeting, which was also attended by a city staff member, OTSH made it clear to the neighbors that work would be required on Saturday and Sunday
- Precedent:
 - For the Marietta 10-home self-help project that was completed in 1999-2000 the City of St. Helena did allow Sunday work hours for the homeowners

OTSH realizes that construction noise on Sunday could be unpleasant for the neighbors. Here is what we have committed to them:

- Communication through email of the construction schedule so they know what to expect when
- No loud music or other unnecessary noise on the construction site at any time
- Participants cars will be park at the end of the street on Antonio Castellucci's property so the street will not be crowded during work hours
- All efforts will be made not to schedule "loud" construction work on Sundays and, if it is necessary, neighbors will be notified in advance via the email distribution list
- If a neighbor is holding an event at their home that could be impacted by the work being done on Brenkle Court, OTSH will make every effort to cooperate with their timing and needs

Based on the fact the Sunday work is an integral component of the Self-Help program, that there is precedent for allowing such work in our town, and the fact that OTSH has a plan to work with the neighbors on all construction issues, we request the City Council find a way to allow Sunday work on this project.

We appreciate the support provided by the City of St Helena for the Brenkle Court project and we look forward to celebrating the project's housewarming with you in early 2018.

Sincerely,

Howard Siegel
Project Manager

Water Use Calculations

Project: Self Help Housing Project
Location: 684 McCorkle Avenue
Project #: PL16-022

Baseline Water Use

The baseline water use was determined by the historical water use data.

Total = 22,083 gal/month per audit report
= **736** gpd per audit report

Proposed Water Use with Retrofits

Fixture	Flow rate (gal/min or gal/flush)	flow duration (min., flush, load, etc.)	Daily Uses per Occupant	Number of Occupants	Gallons per day
showerheads	2	8	1	6	96
sink faucets	1.5	0.25	3	6	6.75
kitchen faucet	1.8	4	1	6	43.2
toilet	1.28	1	3	6	23.04
clothes washer	18	1	0.37	6	39.96
dish washer	6.3	1	0.1	6	3.78

Total = **213** gpd

Eight (8) proposed homes:

Total = 213*8 = **1,704** gpd
= 51,120 gal/month

Conclusion

The proposed water use of 1,704 gpd (51,120 gal/month) is greater than the estimated existing use of 736 gpd (22,083 gal/month).

An offset of **968 gpd** (29,040 gal/month) is required to comply with the City's Water Neutral Policy.

Note: Acceptable theoretical demand for residential flows/uses:

Toilet - 3 flushes/day/occupant
Faucet - 0.25 min/3 times/day/occupant
Shower - 8 min/shower/day/occupant
Kitchen faucet - 4 min/day/occupant
Clothes washer - 0.37 load/day/occupant
Dishwasher - 0.1 load/day/occupant

Final Report

TRAFFIC IMPACT ANALYSIS FOR BRENKLE COURT PROJECT

Prepared for

City of St. Helena

Prepared by

Transpedia Consulting Engineers

613 Fourth Street, Suite 205
Santa Rosa, CA 95404
(707) 527-6300

June 24, 2016

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APPENDIX

A	Intersection Capacity Analysis Worksheets
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SECTION 1

INTRODUCTION

This traffic impact study has been prepared for the Brenkle Court project. The purpose of this study is to evaluate potential traffic impacts associated with this project.

PROJECT DESCRIPTION

The Brenkle Court project would be located at 684 McCorkle Avenue in the City of St. Helena (Figure 1). The proposed project includes eight (8) single-family units to replace an existing single-family unit. Project's primary access will be from McCorkle Avenue (Figure 2).

STUDY SCOPE

The traffic analysis focuses on the following study intersections:

- State Route 29 (SR 29) or Main Street/Charter Oak Avenue
- SR 29 or Main Street/Pope Street
- Allison Avenue/Pope Street
- Mariposa Lane/Pope Street

Traffic impacts are evaluated for the following traffic scenarios:

- Existing
- Existing plus project
- Existing plus future projects

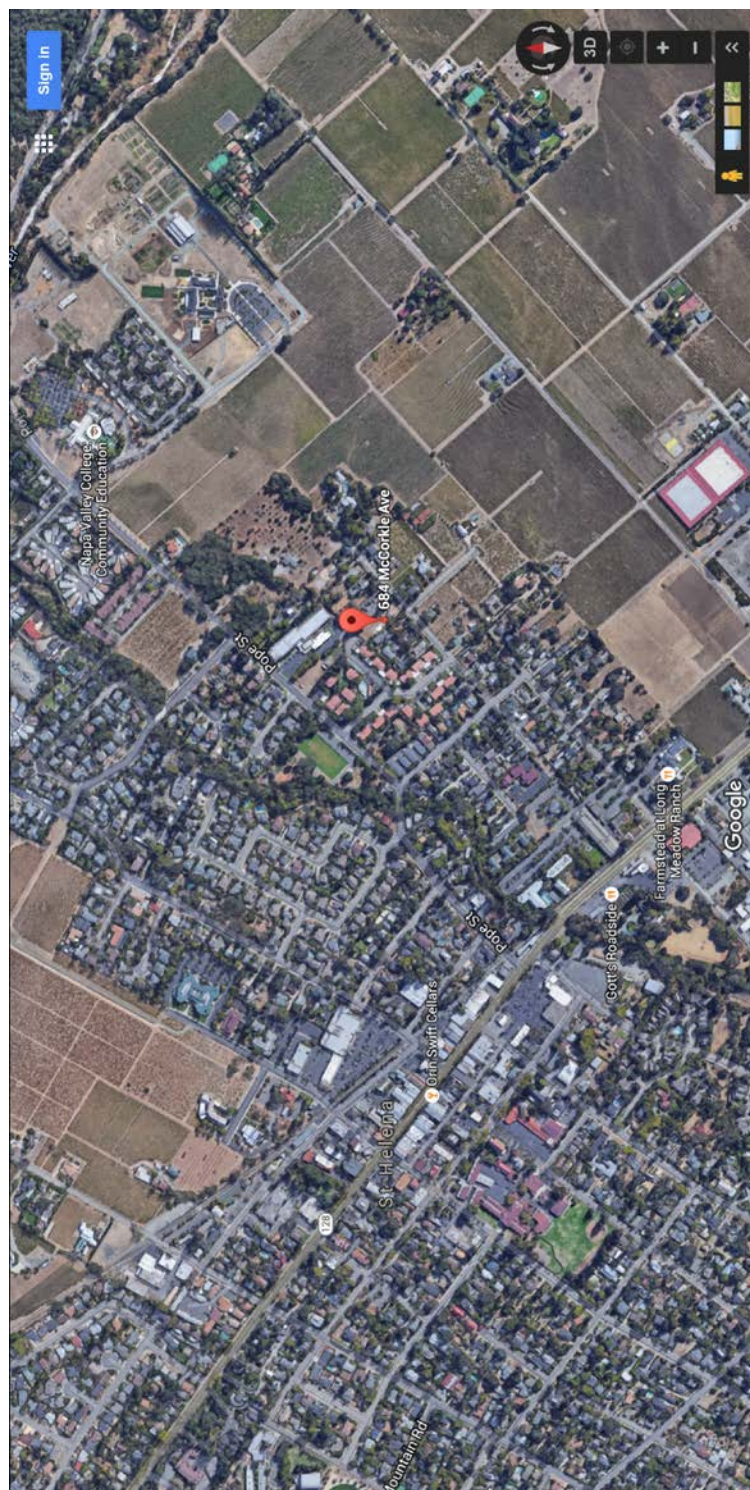


Figure 1 – Site Location and Vicinity.

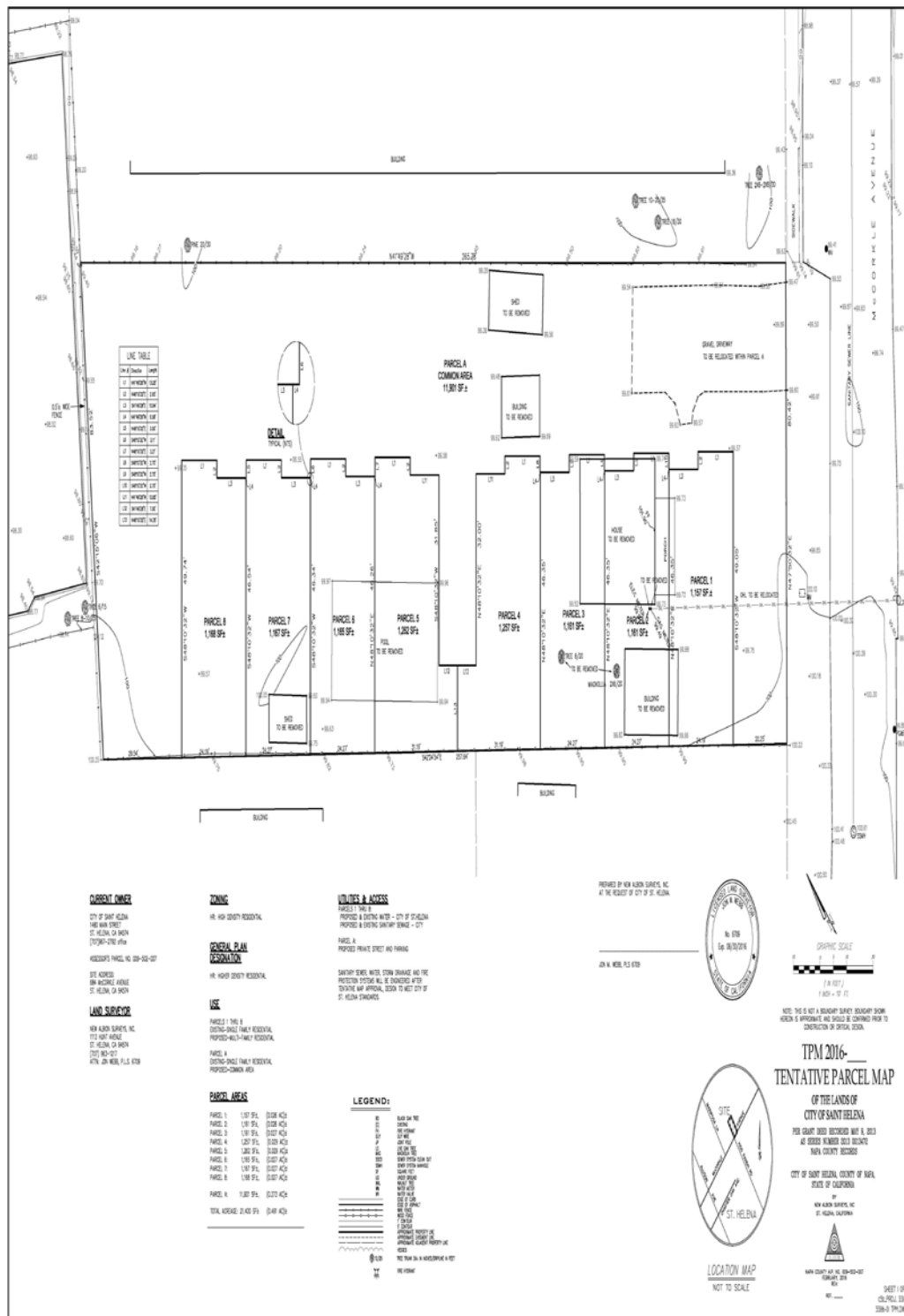


Figure 2 –Project Site Plan.

APPROACH AND METHODOLOGY

Traffic operations were evaluated in terms of intersection operations. Intersection operations were evaluated for weekday am and pm peak hours at the study intersections using the criteria and methodology described below.

Intersections are evaluated in terms of “level of service” (LOS), which is a measure of driving conditions and vehicle delay. LOS ranges from A (best) to F (poorest). LOS A, B and C indicate conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable. LOS E describes conditions where traffic volumes are at or close to capacity, resulting in significant delays. LOS F characterizes conditions where traffic demand exceeds available capacity, with very slow speeds (stop-and-go) and long delays (over a minute).

The *Highway Capacity Manual (HCM)* methodology was used to analyze signalized study intersections. This methodology evaluates the amount of green signal time available to each traffic approach and the total intersection capacity used by the traffic demand, and assigns a LOS based on the average control delay that the drivers would experience at the intersection during the peak hour. The criteria for the six distinct levels of service are summarized in Table 1.

Table 1- Level of Service Definitions for Signalized Intersections.

Level of Service	Average Control Delay per Vehicle (Seconds)	Description
A	0 – 10.0	Very low delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	10.1 – 20.0	Generally, occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS “A,” causing higher levels of average delay.
C	20.1 – 35.0	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though may still pass through the intersection without stopping.
D	35.1 – 55.0	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 – 80.0	These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	> 80.0	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, Transportation Research Board, 2010.

The unsignalized study intersections were also evaluated using the *HCM* methodology. This methodology separately evaluates each turning movement that yields to an opposing movement and assigns a LOS. The LOS is based on the average total delays of traffic on the minor approach waiting for an adequate gap in conflicting traffic flows. Under this methodology, the LOS is not defined for the intersection as a whole for a One-Way STOP controlled intersection. The LOS is reported for the intersection as a whole and minor street approach for Two-Way STOP controlled intersections. The LOS criteria for unsignalized intersections are shown in Table 2.

Table 2- Level of Service Definitions for Unsignalized Intersections

Level of Service	Vehicle Delay (Seconds)	Description
A	0 - 10.0	Little or no delay
B	10.1 - 15.0	Short traffic delay
C	15.1 - 25.0	Average traffic delays
D	25.1 - 35.0	Long traffic delays
E	35.1 - 50.0	Very long traffic delays
F	> 50.0	Extreme delays potentially affecting other traffic movements in the intersection

Source: Transportation Research Board, *Highway Capacity Manual*, 2010.

STANDARDS OF SIGNIFICANCE

LOS intersection standards were established under the existing City of St. Helena's General Plan of 1993 as follows:

- All signalized intersections in St. Helena should maintain LOS C except along Main Street, where LOS D is permitted. Exceptions to this policy are that lower service levels shall be permitted at any location where the existing LOS does not meet this standard and in which case the LOS cannot be worsened any further.
- All unsignalized intersections must maintain LOS C. If the LOS degrades below LOS C, an evaluation of the need for traffic signalization shall be undertaken according to standard Caltrans signal warrants.

SECTION 2

EXISTING CONDITIONS

This section describes existing conditions in terms of existing roads and traffic operations.

EXISTING ROADS

The local roadways in the project vicinity are part of the street system bounded by SR 29. The major roadways in the project area are described below.

SR 29 is a two- to four-lane rural highway that stretches through Napa County from Vallejo at Napa County's southern border to Lake County in the north. Within the City of St. Helena, SR 29 has two travel lanes and is known as Main Street. Main Street has parallel parking on both sides of the street and a center turn lane between Dowdell Lane and Madrona Street-Fulton Lane. Main Street provides the primary route for travel within St. Helena and to further destinations around the region. It has a posted speed limit of 35 miles per hour (mph) in the project vicinity.

Pope Street is a two-lane street that runs parallel to Pratt Avenue and connects Main Street and downtown St. Helena to Silverado Trail. Pope Street also provides access to suburban residential neighborhoods on the east side of Main Street. It has 25 mph posted speed limit in the project vicinity.

Charter Oak Avenue, Allison Avenue and Mariposa Lane are two-way local streets that provide access to neighborhoods. They either have 25 posted speed limit or none.

INTERSECTION OPERATIONS

Turning movement counts were collected at the study intersections during weekday am and pm on Thursday, April 28, 2016, are shown on Figure 3.

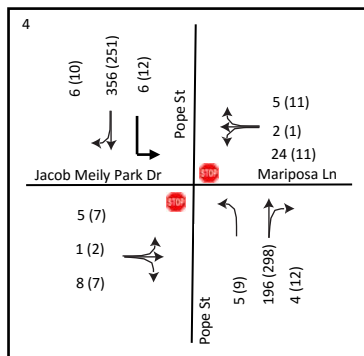
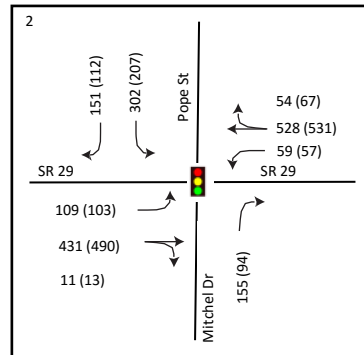
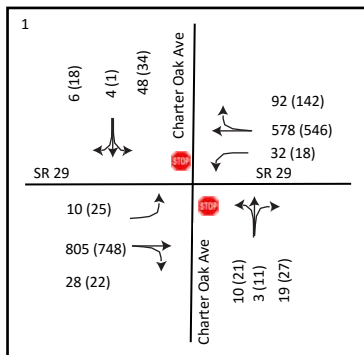
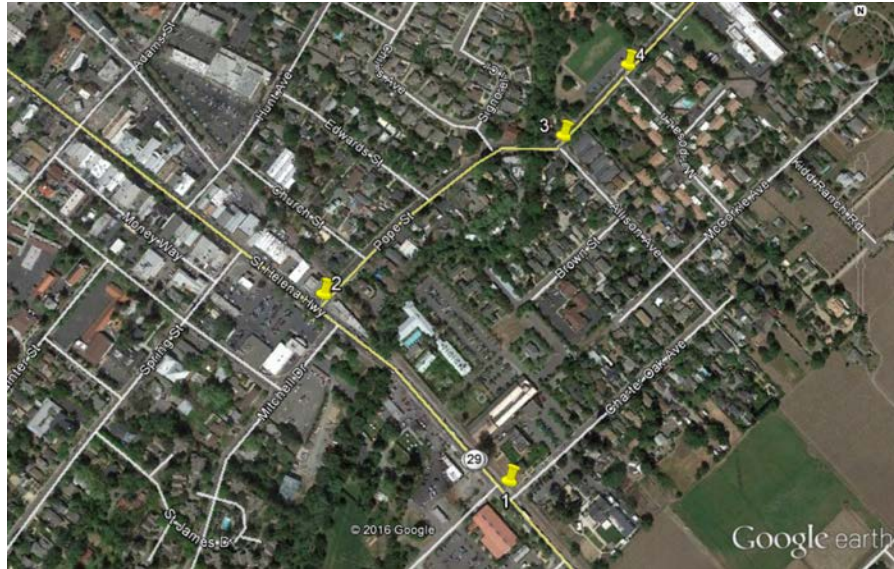


Figure 3 – Existing Intersection Geometries and Turning Movements.

Under “Existing Scenario”, the study intersections operate at acceptable levels of service except the southbound left-turn at SR 29/Charter Oak Avenue intersection during weekday am peak hour. The level of service analysis results for the study intersection are summarized in Table 3 and capacity analysis worksheets are included in Appendix A.

Table 3- Intersection Operations- Existing Scenario.

Intersection		Control	Existing	
			LOS	Delay
Weekday AM Peak Hour				
1	SR 29/Charter Oak Avenue	2-Way STOP	A	1.6
	Southbound Left Turn		(D)	(26.4)
2	SR 29/Pope Street	Signal	B	11.7
3	Allison Avenue/Pope Street	1-Way STOP	A	3.1
	Westbound Left Turn		(B)	(13.3)
4	Mariposa Lane/Pope Street	2-Way STOP	A	1.1
	Westbound Left Turn		(B)	(14.3)
Weekday PM Peak Hour				
1	SR 29/Charter Oak Avenue	2-Way STOP	A	1.7
	Southbound Left Turn		(C)	(21.8)
2	SR 29 (Main Street)/Pope Street	Signal	A	8.7
3	Allison Avenue/Pope Street	1-Way STOP	A	4.2
	Westbound Left Turn		(B)	(13.3)
4	Mariposa Lane/Pope Street	2-Way STOP	A	1.1
	West or Eastbound Left Turn		(B)	(12.9)

Source: Transpedia Consulting Engineers, 2016.

Note: Delay is average delay in seconds per vehicle; LOS = Level of Service, (X) = Minor Street LOS; (X.X) = Minor Street delay.

SECTION 3

IMPACTS AND MITIGATION

This section presents the evaluation of traffic impacts on the study intersections under the following scenarios:

- Existing Plus Project
- Existing Plus Project Plus Approved Projects

TRIP GENERATION

The trip generation for the proposed development was estimated based on rates provided in *Trip Generation*, 9th Edition, 2012 published by the Institute of Transportation Engineers (ITE). The land use category for the proposed development and the existing house consists of Single-Family Detached Housing (ITE Code 210). The proposed project trip generation is summarized in Table 4. The Brenkle Court proposed project is expected to generate a total of 67 daily trips with 5 trips (1 inbound and 4 outbound) during weekday am peak hour and 7 trips (4 inbound and 3 outbound) during weekday pm peak hour.

Table 4- Project Trip Generation.

Land Use	Size	Daily	AM Peak Hour				PM Peak Hour			
			In/Out %	In	Out	Total	In/Out %	In	Out	Total
<u>Brenkle Court</u>										
Existing Houses	1 SFD	9.52	25%/75%	0.19	0.56	0.75	63%/37%	0.63	0.37	1.00
Proposed Houses	8 SFD	76.16	25%/75%	1.50	4.50	6.00	63%/37%	5.04	2.96	8.00
Net Trips	NA	66.64	NA	1.31	3.94	5.25	NA	4.41	2.59	7.00
Net Trips Rounded		67		1	4	5		4	3	7

Sources: Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Notes: SFD = Single-Family Detached Units (ITE Land Use Code 210) – daily = 9.52, AM = 0.75, PM = 1.00 trips/DU.

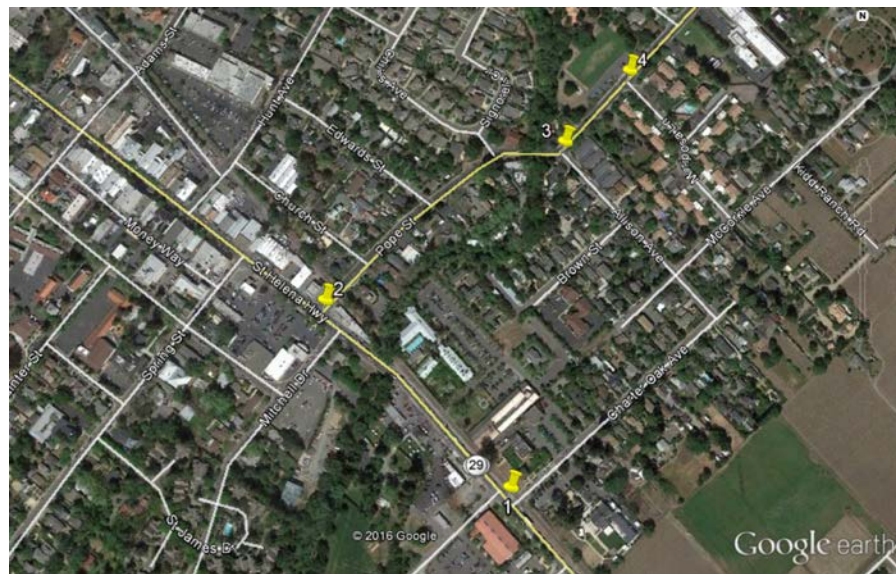
TRIP DISTRIBUTION

Trip distribution simulates the geographical pattern of travel, matching trips generated by one type of land use (e.g., residential or commercial) with trips attracted by other types of land uses (e.g., employment, shopping, and education). This traffic study assumed trips generated by the project would follow existing trip distribution patterns similar to nearby existing developments, as shown in Table 5 and Figure 4.

Table 5- Project Trip Distribution.

Direction	Percent of Trips
To/from north via Pope Street	40%
To/from south via Pope Street	30%
To/from south via Charter Oak Avenue	30%
Total	100%

Source: Transpedia Consulting Engineers, 2016.



Legend	
XX (XX)	AM (PM)
	Peak Hour Volumes

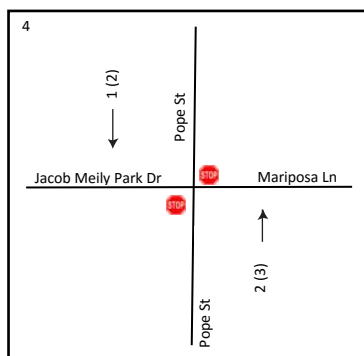
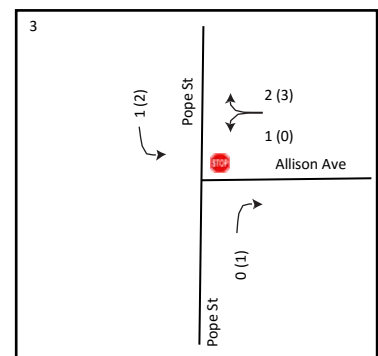
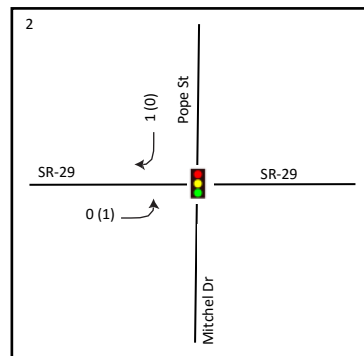
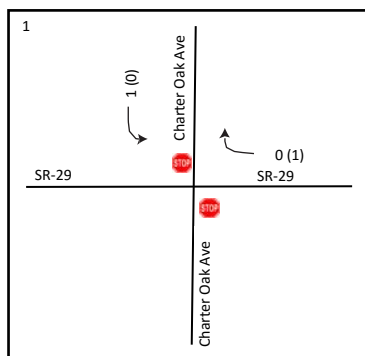


Figure 4 – Project Weekday AM and PM Peak Hour Trips.

EXISTING PLUS PROJECT SCENARIO

Traffic that would be generated by the project was added to the Existing Scenario traffic, as shown in Figure 5.

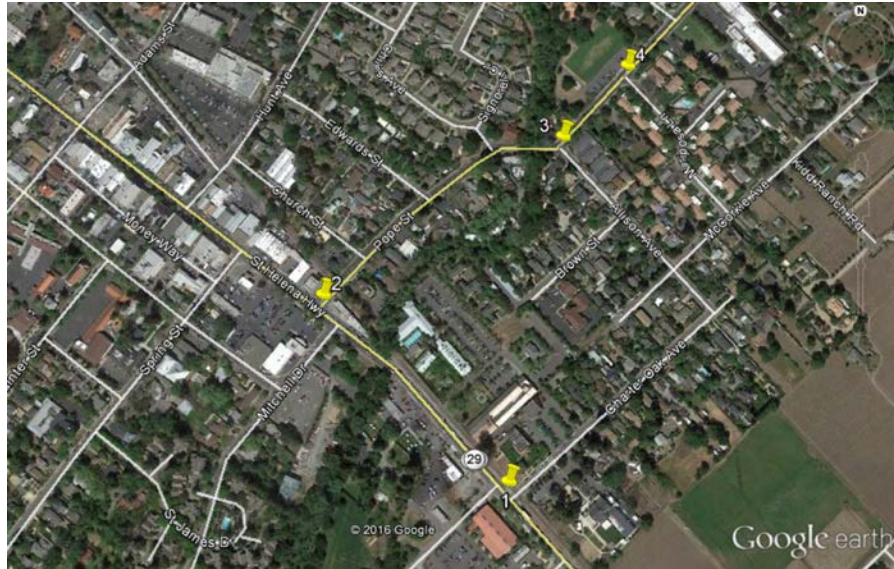
Under Existing Plus Project Scenario, the study intersections operate at acceptable levels of service. The level of service analysis results for the study intersections are summarized in Table 6. Capacity analysis worksheets are included in Appendix A. The project's is expected to have a less-than-significant impact on the study intersections operation.

Table 6- Intersection Operations- Existing Plus Project Scenario

Intersection			Control	Existing		Existing + Project	
				LOS	Delay	LOS	Delay
Weekday AM Peak Hour							
1	SR 29/Charter Oak Avenue		2-Way STOP	A	1.6	A	1.6
	Southbound Left Turn			(D)	(26.4)	D	(26.6)
2	SR 29/Pope Street		Signal	B	11.7	B	11.7
3	Allison Avenue/Pope Street		1-Way STOP	A	3.1	A	3.2
	Westbound Left Turn			(B)	(13.3)	B	(13.3)
4	Mariposa Lane/Pope Street		2-Way STOP	A	1.1	A	1.1
	Westbound Left Turn			(B)	(14.3)	B	(14.4)
PM Peak Hour							
1	SR 29/Charter Oak Avenue		2-Way STOP	A	1.7	A	1.7
	Southbound Left Turn			(C)	(21.8)	(C)	(21.8)
2	SR 29 (Main Street)/Pope Street		Signal	A	8.7	A	8.7
3	Allison Avenue/Pope Street		1-Way STOP	A	4.2	A	4.2
	Westbound Left Turn			(B)	(13.3)	B	(13.4)
4	Mariposa Lane/Pope Street		2-Way STOP	A	1.1	A	1.1
	West or Eastbound Left Turn			(B)	(12.9)	B	(13.0)

Source: Transpedia Consulting Engineers, 2016.

Notes: LOS = Level of Service, Delay = average delay per vehicle (seconds/vehicle), (X) = minor street LOS, (X.X) = minor street delay.



Legend	
XX (XX)	AM (PM)
	Peak Hour Volumes

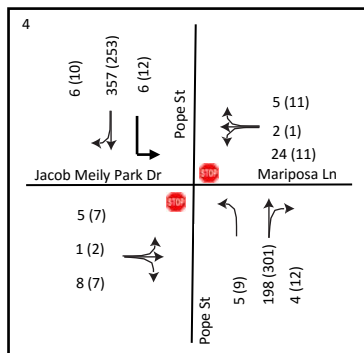
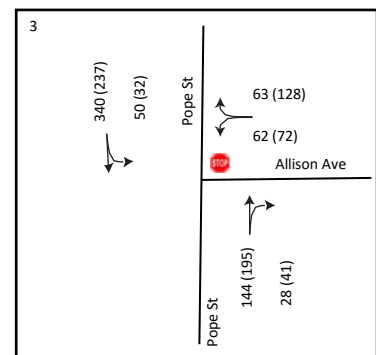
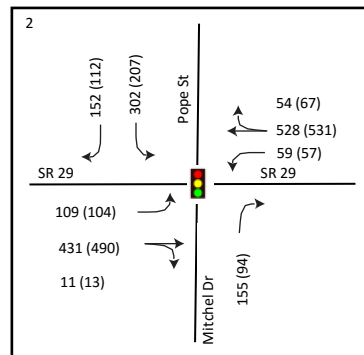
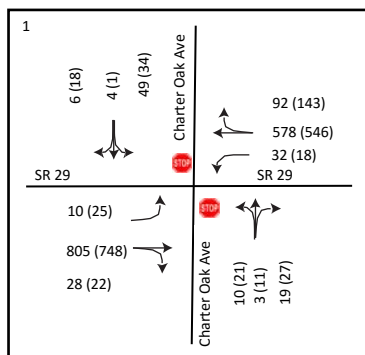


Figure 5 – Existing Plus Project Scenario Weekday AM and PM Hour Volumes.

EXISTING PLUS PROJECT PLUS APPROVED PROJECTS SCENARIO

Previously approved projects are either (a) under construction, (b) are built but not fully occupied, or (c) not built but have received final developmental approval from the City of St. Helena. The following approved projects are expected to generate traffic through the study intersections:

- McCorkle Apartments Project- 8 apartment units to replace an existing house at 632 McCorkle.
- Redmon Winery and Commercial Kitchen Project- a production winery (24,000 gallons per year) and a commercial kitchen at 867 Dowdell Lane.
- St. Helena Custom Crush Project- a production winery (120,000 gallons per year) at 890 Dowdell Lane.

These approved projects are expected to generate a total of 161 daily trips with 49 trips (30 inbound and 19 outbound) during weekday am peak hour and 49 trips (19 inbound and 30 outbound) during weekday pm peak hour. The approved projects trip generation is summarized in Table 7.

Table 7- Approved Projects Trip Generation.

Land Use	Size	Daily	AM Peak Hour				PM Peak Hour			
			In/Out %	In	Out	Total	In/Out %	In	Out	Total
<u>McCorkle Apartments</u>										
Existing House	1 SFD	9.52	25%/75%	0.19	0.56	0.75	63%/37%	0.63	0.37	1.00
McCorkle Apartments	8 MFA	53.2	20%/80%	0.82	3.26	4.08	65%/35%	3.22	1.74	4.96
Net Trips	NA	43.68	NA	0.63	2.7	3.33	NA	2.59	1.37	3.96
Net Trips Rounded		44		1	3	4		3	1	4
<u>Redmon Winery</u>										
		23	65%/35%	6	3	9	35%/65%	3	6	9
<u>St. Helena Custom Crush</u>										
		94	65%/35%	23	13	36	35%/65%	13	23	36
Net Total trips		161	NA	30	19	49	NA	19	30	49

Sources: Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Focused Traffic Impact Analysis for the Proposed Redmon Winery and Commercial Kitchen Project, Omni Means, April 2016

Notes: SFD = Single-Family Detached Units (ITE Land Use Code 210) – daily = 9.52, AM = 0.75, PM = 1.00 trips/DU.
MFA = Multi-Family Apartments (ITE Land Use Code 220) – daily = 6.65, AM = 0.51, PM = 0.62 trips/DU.
St. Helena Custom Crush Project's trips were estimated using the Redmon Winery trip estimates.
NA= not available or applicable.

This traffic study assumed trips generated by the McCorkle Apartments Project would follow the same trip distribution shown in Table 5; however, Redmon Winery and Custom Crush Projects would follow the same trip distribution identified in the Omni-Means traffic study mentioned above. Approved projects trip distribution and assignment is shown in Figure 6.

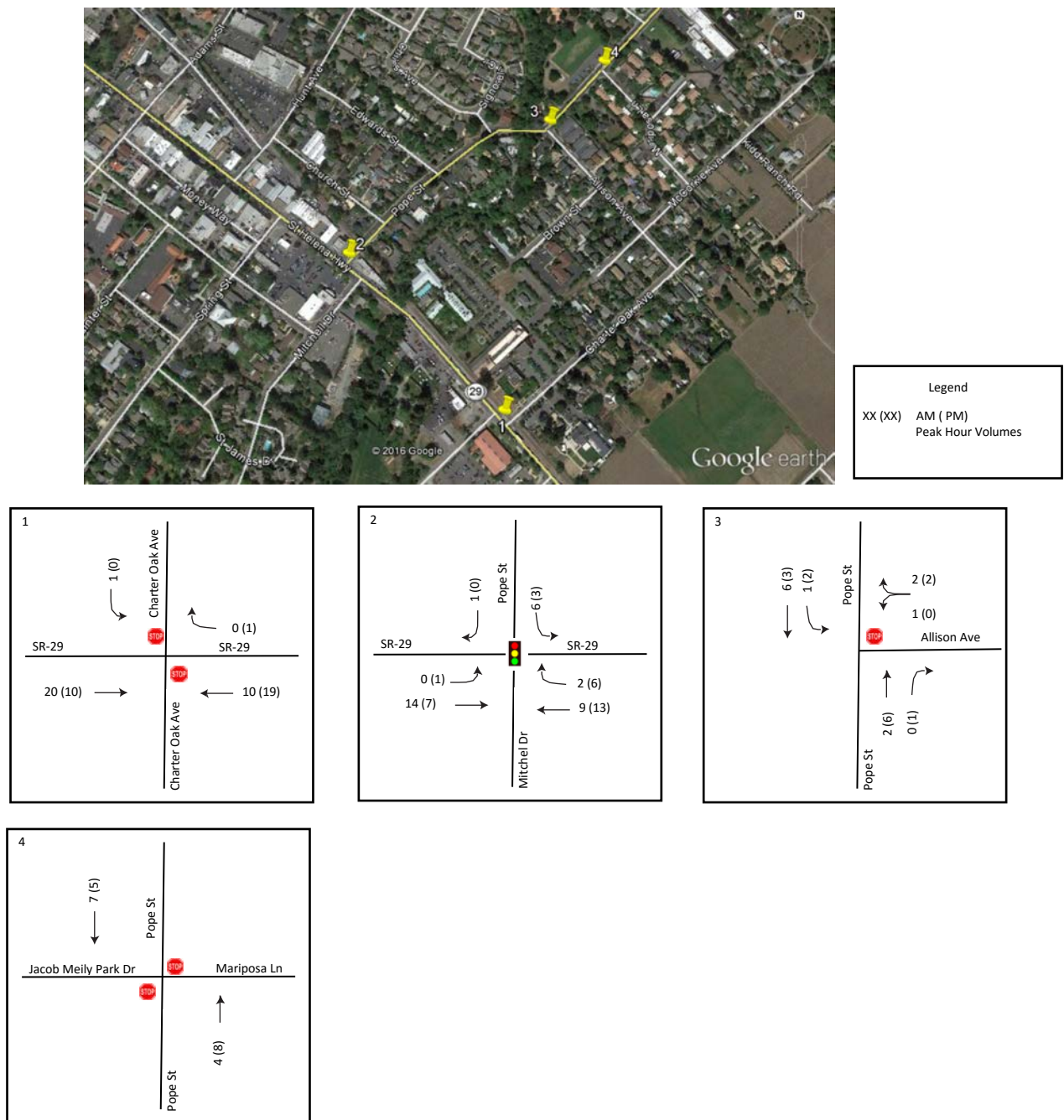


Figure 6 – Approved Projects Weekday AM and PM Peak Hour Trips.

Traffic that would be generated by the approved projects was added to the Existing Plus Project Scenario traffic, as shown in Figure 7.

Under Existing Plus Project Plus Approved Projects Scenario, the study intersections operate at acceptable levels of service. The level of service analysis results for the study intersections are summarized in Table 6. Capacity analysis worksheets are included in Appendix A. The project's is expected to have a less-than-significant impact on the study intersections operation.

Table 8- Intersection Operations- Existing Plus Project Plus Approved Projects Scenario.

Intersection		Control	Existing Plus Project		Existing + Project + Approved Projects	
			LOS	Delay	LOS	Delay
Weekday AM Peak Hour						
1	SR 29/Charter Oak Avenue	2-Way STOP	A	1.6	A	1.6
	Southbound Left Turn		D	(26.6)	D	(28.0)
2	SR 29/Pope Street	Signal	B	11.7	B	12.1
3	Allison Avenue/Pope Street	1-Way STOP	A	3.2	A	3.2
	Westbound Left Turn		B	(13.3)	B	(13.5)
4	Mariposa Lane/Pope Street	2-Way STOP	A	1.1	A	1.1
	Westbound Left Turn		B	(14.4)	B	(14.5)
PM Peak Hour						
1	SR 29/Charter Oak Avenue	2-Way STOP	A	1.7	A	1.7
	Southbound Left Turn		(C)	(21.8)	(C)	(22.4)
2	SR 29 (Main Street)/Pope Street	Signal	A	8.7	A	9.1
3	Allison Avenue/Pope Street	1-Way STOP	A	4.2	A	4.3
	Westbound Left Turn		B	(13.4)	B	(13.6)
4	Mariposa Lane/Pope Street	2-Way STOP	A	1.1	A	1.1
	West or Eastbound Left Turn		B	(13.0)	B	(13.1)

Source: Transpedia Consulting Engineers, 2016.

Notes: LOS = Level of Service, Delay = average delay per vehicle (seconds/vehicle), (X) = minor street LOS, (X.X) = minor street delay.

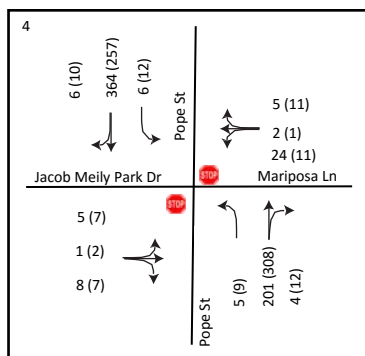
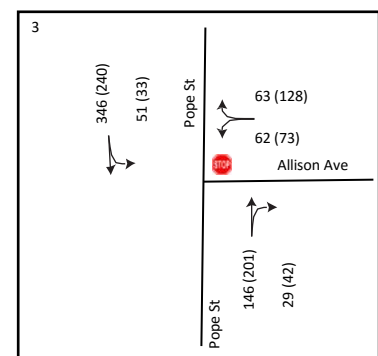
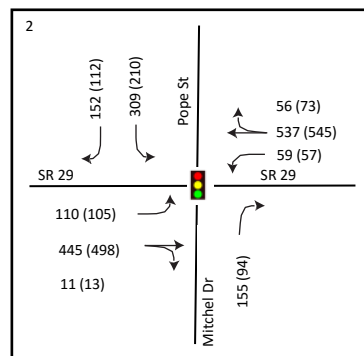
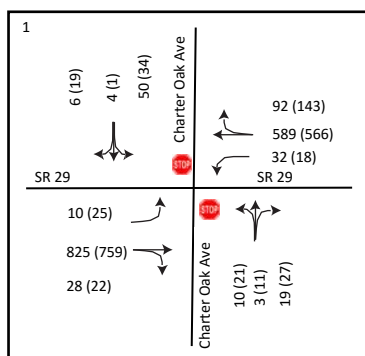
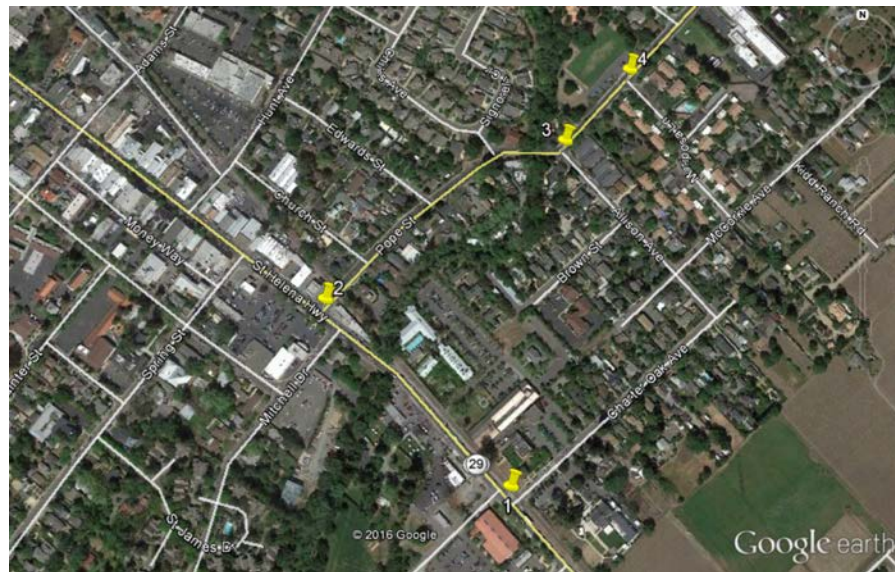


Figure 7 – Existing Plus Project Plus Approved Projects Scenario Weekday AM and PM Hour Volumes.

ALTERNATIVE TRANSPORTATION

The VINE (Valley Intercity Neighborhood Express) Transit is the public transportation service in the County of Napa. The VINE has 8 local routes and 5 regional routes. Two routes pass through St. Helena – route 10 and route 29.

Route 10 provides services from Calistoga to Napa, including stops in St. Helena, Rutherford and Oakville. Route 29 provides services for a similar path, but extends to the Vallejo Ferry Terminal. At the Vallejo Ferry Terminal, you can board a ferry to San Francisco. Route 10 has a bus stop in St. Helena at the City Hall (1480 Main Street); and Route 29 at the Post Office (1461 Main Street). Both stops are approximately 0.8 miles walking from the project site.

The St. Helena Shuttle is an on-demand, door-to-door, transit service within specific areas of the City. The service also operates on fixed route during the am and pm on weekdays. The route passes through Pope Street at Mariposa Lane and Allison Avenue, approximately at 0.2 miles walking from the project site.

Bicycle facilities can be classified into several general types, including:

Class I Paths: these facilities are located off-street and can serve both bicyclists and pedestrians. Recreational trails can be considered Class I facilities. Class I paths are typically 8 to 10 feet wide excluding shoulders and are generally paved.

Class II Bicycle Lanes: these facilities provide a dedicated area for bicyclists within the paved street width through the use of striping and appropriate signage. These facilities are typically 4 to 6 feet wide.

Class III Bicycle Routes: these facilities are found along streets that do not provide sufficient width for dedicated bicycle lanes. The street is then designated as a bicycle route through the use of signage informing drivers to expect bicyclists.

Class IV Bikeway: is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the vicinity of the project site, Class III bike route is provided along Pope Street. Class II bike lanes are proposed along McCorkle Avenue between College Avenue and Mariposa Lane (*St. Helena General Plan Update, September 2015 and St. Helena Bicycle Plan, January 2012*).

Bicycle and pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. In the vicinity of project, crosswalks, pedestrian signals and intermittent sidewalks are provided.

Bicycle and pedestrian facilities shall be designed to conform with the *St. Helena General Plan Update, September 2015 and St. Helena Bicycle Plan, January 2012, August 2011*.

SITE ACCESS AND CIRCULATION

Site access is provided by a project driveway on McCorkle Avenue. Internal circulation is appropriate and would provide adequate access to emergency vehicles.

CONCLUSIONS AND RECOMMENDATIONS

- The proposed project is expected to generate 67 net daily trips with 5 trips (1 inbound and 4 outbound) during the am peak hour and 7 trips (4 inbound and 3 outbound) during the pm peak hour.
- The study intersections are expected to operate at acceptable LOS during weekday am and pm peak hours under all study scenarios.
- The project is expected to have a less-than-significant impact on the study intersections operations.
- The VINE Transit bus routes 10 and 29 pass through the City and will provide an alternative transportation option to project residents or guests to travel to other areas in the County or regionally.
- The St. Helena Shuttle provides on-demand, door-to-door, and fixed transit routes within specific areas of the City and provides another alternative transportation option to project residents and guests to travel within the City.
- Class III bike route is provided on Pope Street with bike route signs installed along the street in the project vicinity.
- Class II bike lanes are proposed along McCorkle Avenue between College Avenue and Mariposa Lane.
- Crosswalks, pedestrian signals and intermittent sidewalks are provided in project vicinity.
- Bicycle and pedestrian facilities shall be designed to conform City standards.
- Site access is provided by a project driveway on McCorkle Avenue.
- Internal circulation is appropriate and would provide adequate access to emergency vehicles.

APPENDIX A

Intersection Capacity Analysis Worksheets

HCM Unsignalized Intersection Capacity Analysis

1: SR-29 & Charter Oak Ave

Existing AM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	805	28	32	578	92	10	3	19	48	4	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	875	30	35	628	100	11	3	21	52	4	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)		1120										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	728			905			1618	1710	890	1667	1675	678
vC1, stage 1 conf vol							912	912		748	748	
vC2, stage 2 conf vol							707	798		919	927	
vCu, unblocked vol	728			854			1629	1728	838	1681	1690	678
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			96	99	94	76	98	99
cM capacity (veh/h)	875			723			248	254	337	216	245	452
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	11	905	35	728	35	63						
Volume Left	11	0	35	0	11	52						
Volume Right	0	30	0	100	21	7						
cSH	875	1700	723	1700	295	230						
Volume to Capacity	0.01	0.53	0.05	0.43	0.12	0.27						
Queue Length 95th (ft)	1	0	4	0	10	27						
Control Delay (s)	9.2	0.0	10.2	0.0	18.8	26.4						
Lane LOS	A		B		C	D						
Approach Delay (s)	0.1		0.5		18.8	26.4						
Approach LOS					C	D						
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			63.9%		ICU Level of Service		B					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

2: SR-29 & Pope St

Existing AM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	431	11	59	528	54	0	0	155	302	0	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Frt	1.00	1.00		1.00	0.99				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1653				1450	1593		1425
Flt Permitted	0.27	1.00		0.40	1.00				1.00	0.95		1.00
Satd. Flow (perm)	446	1670		665	1653				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	468	12	64	574	59	0	0	168	328	0	164
RTOR Reduction (vph)	0	2	0	0	7	0	0	0	114	0	0	111
Lane Group Flow (vph)	118	478	0	64	626	0	0	0	54	328	0	53
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	21.4	21.4		21.4	21.4				14.1	14.1		14.1
Effective Green, g (s)	21.4	21.4		21.4	21.4				14.1	14.1		14.1
Actuated g/C Ratio	0.49	0.49		0.49	0.49				0.32	0.32		0.32
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	219	822		327	813				470	516		462
v/s Ratio Prot	0.29			c0.38								
v/s Ratio Perm	0.26			0.10					0.04	c0.21		0.04
v/c Ratio	0.54	0.58		0.20	0.77				0.12	0.64		0.12
Uniform Delay, d1	7.6	7.9		6.2	9.0				10.3	12.5		10.3
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	2.5	1.1		0.3	4.4				0.1	2.6		0.1
Delay (s)	10.2	8.9		6.5	13.5				10.4	15.1		10.4
Level of Service	B	A		A	B				B	B		B
Approach Delay (s)	9.2			12.8			10.4		13.5			
Approach LOS	A			B			B		B			
Intersection Summary												
HCM Average Control Delay	11.7			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.72											
Actuated Cycle Length (s)	43.5			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	69.8%			ICU Level of Service			C					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Allison Ave & Pope St

Existing AM
6/16/2016

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Volume (veh/h)	61	61	144	28	49	340			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	66	66	157	30	53	370			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			None			None			
Median storage (veh)									
Upstream signal (ft)			1070						
pX, platoon unblocked									
vC, conflicting volume	648	172			187				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	648	172			187				
tC, single (s)	6.4	6.2			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	84	92			96				
cM capacity (veh/h)	418	872			1387				
Direction, Lane #	WB 1	NB 1	SB 1						
Volume Total	133	187	423						
Volume Left	66	0	53						
Volume Right	66	30	0						
cSH	565	1700	1387						
Volume to Capacity	0.23	0.11	0.04						
Queue Length 95th (ft)	23	0	3						
Control Delay (s)	13.3	0.0	1.3						
Lane LOS	B		A						
Approach Delay (s)	13.3	0.0	1.3						
Approach LOS	B								
Intersection Summary									
Average Delay		3.1							
Intersection Capacity Utilization		47.0%	ICU Level of Service	A					
Analysis Period (min)		15							

HCM Unsignalized Intersection Capacity Analysis

4: Jacob Meily Park Dr & Pope St

Existing AM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1	8	24	2	5	5	196	4	6	356	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1	9	26	2	5	5	213	4	7	387	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	634	632	390	635	633	215	393			217		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	634	632	390	635	633	215	393			217		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	93	99	99	100			100		
cM capacity (veh/h)	385	394	658	382	393	825	1165			1352		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	15	34	5	217	7	393						
Volume Left	5	26	5	0	7	0						
Volume Right	9	5	0	4	0	7						
cSH	506	419	1165	1700	1352	1700						
Volume to Capacity	0.03	0.08	0.00	0.13	0.00	0.23						
Queue Length 95th (ft)	2	7	0	0	0	0						
Control Delay (s)	12.3	14.3	8.1	0.0	7.7	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	12.3	14.3	0.2		0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			29.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: SR-29 & Charter Oak Ave

Existing PM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	748	22	18	546	142	21	11	27	34	1	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	813	24	20	593	154	23	12	29	37	1	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)	1120											
pX, platoon unblocked				0.93			0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	748			837			1532	1666	825	1612	1601	671
vC1, stage 1 conf vol							879	879		710	710	
vC2, stage 2 conf vol							653	787		903	891	
vCu, unblocked vol	748			788			1534	1679	775	1621	1609	671
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			91	95	92	83	100	96
cM capacity (veh/h)	861			774			258	258	370	223	265	457
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	27	837	20	748	64	58						
Volume Left	27	0	20	0	23	37						
Volume Right	0	24	0	154	29	20						
cSH	861	1700	774	1700	300	271						
Volume to Capacity	0.03	0.49	0.03	0.44	0.21	0.21						
Queue Length 95th (ft)	2	0	2	0	20	20						
Control Delay (s)	9.3	0.0	9.8	0.0	20.2	21.8						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.3		0.2		20.2	21.8						
Approach LOS					C	C						
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			57.8%		ICU Level of Service		B					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

2: SR-29 & Pope St

Existing PM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	103	490	13	57	531	67	0	0	94	207	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Frt	1.00	1.00		1.00	0.98				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1648				1450	1593		1425
Flt Permitted	0.32	1.00		0.39	1.00				1.00	0.95		1.00
Satd. Flow (perm)	531	1670		658	1648				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	533	14	62	577	73	0	0	102	225	0	122
RTOR Reduction (vph)	0	2	0	0	8	0	0	0	79	0	0	95
Lane Group Flow (vph)	112	545	0	62	642	0	0	0	23	225	0	27
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	22.5	22.5		22.5	22.5				8.7	8.7		8.7
Effective Green, g (s)	22.5	22.5		22.5	22.5				8.7	8.7		8.7
Actuated g/C Ratio	0.57	0.57		0.57	0.57				0.22	0.22		0.22
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	305	959		378	946				322	354		316
v/s Ratio Prot		0.33			c0.39							
v/s Ratio Perm	0.21			0.09					0.02	c0.14		0.02
v/c Ratio	0.37	0.57		0.16	0.68				0.07	0.64		0.09
Uniform Delay, d1	4.5	5.3		3.9	5.8				12.1	13.8		12.1
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	0.8	0.8		0.2	1.9				0.1	3.7		0.1
Delay (s)	5.3	6.1		4.1	7.8				12.1	17.5		12.2
Level of Service	A	A		A	A				B	B		B
Approach Delay (s)		5.9			7.5			12.1			15.7	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM Average Control Delay			8.7			HCM Level of Service			A			
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			39.2			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			64.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Allison Ave & Pope St

Existing PM
6/16/2016

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Volume (veh/h)	72	125	195	40	30	237			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	78	136	212	43	33	258			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			None			None			
Median storage (veh)									
Upstream signal (ft)			1070						
pX, platoon unblocked									
vC, conflicting volume	557	234			255				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	557	234			255				
tC, single (s)	6.4	6.2			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	84	83			98				
cM capacity (veh/h)	480	805			1310				
Direction, Lane #	WB 1	NB 1	SB 1						
Volume Total	214	255	290						
Volume Left	78	0	33						
Volume Right	136	43	0						
cSH	645	1700	1310						
Volume to Capacity	0.33	0.15	0.02						
Queue Length 95th (ft)	36	0	2						
Control Delay (s)	13.3	0.0	1.1						
Lane LOS	B		A						
Approach Delay (s)	13.3	0.0	1.1						
Approach LOS	B								
Intersection Summary									
Average Delay		4.2							
Intersection Capacity Utilization		48.5%	ICU Level of Service	A					
Analysis Period (min)		15							

HCM Unsignalized Intersection Capacity Analysis 4: Jacob Meily Park Dr & Pope St

Existing PM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	2	7	11	1	11	9	298	12	12	251	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	2	8	12	1	12	10	324	13	13	273	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	660	661	278	658	660	330	284			337		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	660	661	278	658	660	330	284			337		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	97	100	98	99			99		
cM capacity (veh/h)	364	376	761	367	376	711	1279			1222		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	17	25	10	337	13	284						
Volume Left	8	12	10	0	13	0						
Volume Right	8	12	0	13	0	11						
cSH	474	478	1279	1700	1222	1700						
Volume to Capacity	0.04	0.05	0.01	0.20	0.01	0.17						
Queue Length 95th (ft)	3	4	1	0	1	0						
Control Delay (s)	12.9	12.9	7.8	0.0	8.0	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	12.9	12.9	0.2		0.4							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			26.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: SR-29 & Charter Oak Ave

Existing + Project AM

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	805	28	32	578	92	10	3	19	49	4	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	875	30	35	628	100	11	3	21	53	4	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)		1120										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	728			905			1618	1710	890	1667	1675	678
vC1, stage 1 conf vol							912	912		748	748	
vC2, stage 2 conf vol							707	798		919	927	
vCu, unblocked vol	728			854			1629	1728	838	1681	1690	678
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			96	99	94	75	98	99
cM capacity (veh/h)	875			723			248	254	337	216	245	452
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	11	905	35	728	35	64						
Volume Left	11	0	35	0	11	53						
Volume Right	0	30	0	100	21	7						
cSH	875	1700	723	1700	295	230						
Volume to Capacity	0.01	0.53	0.05	0.43	0.12	0.28						
Queue Length 95th (ft)	1	0	4	0	10	28						
Control Delay (s)	9.2	0.0	10.2	0.0	18.8	26.6						
Lane LOS	A		B		C	D						
Approach Delay (s)	0.1		0.5		18.8	26.6						
Approach LOS					C	D						
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			64.0%		ICU Level of Service		C					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

2: SR-29 & Pope St

Existing + Project AM

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	431	11	59	528	54	0	0	155	302	0	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Frt	1.00	1.00		1.00	0.99				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1653				1450	1593		1425
Flt Permitted	0.27	1.00		0.40	1.00				1.00	0.95		1.00
Satd. Flow (perm)	446	1670		665	1653				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	468	12	64	574	59	0	0	168	328	0	165
RTOR Reduction (vph)	0	2	0	0	7	0	0	0	114	0	0	112
Lane Group Flow (vph)	118	478	0	64	626	0	0	0	54	328	0	53
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	21.4	21.4		21.4	21.4				14.1	14.1		14.1
Effective Green, g (s)	21.4	21.4		21.4	21.4				14.1	14.1		14.1
Actuated g/C Ratio	0.49	0.49		0.49	0.49				0.32	0.32		0.32
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	219	822		327	813				470	516		462
v/s Ratio Prot	0.29			c0.38								
v/s Ratio Perm	0.26			0.10					0.04	c0.21		0.04
v/c Ratio	0.54	0.58		0.20	0.77				0.12	0.64		0.12
Uniform Delay, d1	7.6	7.9		6.2	9.0				10.3	12.5		10.3
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	2.5	1.1		0.3	4.4				0.1	2.6		0.1
Delay (s)	10.2	8.9		6.5	13.5				10.4	15.1		10.4
Level of Service	B	A		A	B				B	B		B
Approach Delay (s)	9.2			12.8			10.4				13.5	
Approach LOS	A			B			B				B	
Intersection Summary												
HCM Average Control Delay			11.7		HCM Level of Service			B				
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			43.5		Sum of lost time (s)			8.0				
Intersection Capacity Utilization			69.8%		ICU Level of Service			C				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Allison Ave & Pope St

Existing + Project AM

6/24/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	62	61	144	28	49	340
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	66	157	30	53	370
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1070			
pX, platoon unblocked						
vC, conflicting volume	648	172			187	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	648	172			187	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	92			96	
cM capacity (veh/h)	418	872			1387	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	134	187	423			
Volume Left	67	0	53			
Volume Right	66	30	0			
cSH	564	1700	1387			
Volume to Capacity	0.24	0.11	0.04			
Queue Length 95th (ft)	23	0	3			
Control Delay (s)	13.4	0.0	1.3			
Lane LOS	B		A			
Approach Delay (s)	13.4	0.0	1.3			
Approach LOS	B					
Intersection Summary						
Average Delay		3.1				
Intersection Capacity Utilization		47.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: Jacob Meily Park Dr & Pope St

Existing + Project AM

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1	8	24	2	7	5	196	4	7	356	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1	9	26	2	8	5	213	4	8	387	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	638	634	390	638	635	215	393			217		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	638	634	390	638	635	215	393			217		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	93	99	99	100			99		
cM capacity (veh/h)	381	393	658	381	392	825	1165			1352		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	15	36	5	217	8	393						
Volume Left	5	26	5	0	8	0						
Volume Right	9	8	0	4	0	7						
cSH	503	431	1165	1700	1352	1700						
Volume to Capacity	0.03	0.08	0.00	0.13	0.01	0.23						
Queue Length 95th (ft)	2	7	0	0	0	0						
Control Delay (s)	12.4	14.1	8.1	0.0	7.7	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	12.4	14.1	0.2		0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			29.3%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: SR-29 & Charter Oak Ave

Existing + Project PM

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	748	22	18	546	143	21	11	27	34	1	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	813	24	20	593	155	23	12	29	37	1	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)	1120											
pX, platoon unblocked				0.93			0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	749			837			1532	1667	825	1613	1602	671
vC1, stage 1 conf vol							879	879		710	710	
vC2, stage 2 conf vol							653	788		903	891	
vCu, unblocked vol	749			788			1534	1680	775	1621	1609	671
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			91	95	92	83	100	96
cM capacity (veh/h)	860			774			258	258	370	223	265	456
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	27	837	20	749	64	58						
Volume Left	27	0	20	0	23	37						
Volume Right	0	24	0	155	29	20						
cSH	860	1700	774	1700	300	271						
Volume to Capacity	0.03	0.49	0.03	0.44	0.21	0.21						
Queue Length 95th (ft)	2	0	2	0	20	20						
Control Delay (s)	9.3	0.0	9.8	0.0	20.2	21.8						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.3		0.2		20.2	21.8						
Approach LOS					C	C						
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			57.8%		ICU Level of Service		B					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

2: SR-29 & Pope St

Existing + Project PM

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	490	13	57	531	67	0	0	94	207	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Frt	1.00	1.00		1.00	0.98				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1648				1450	1593		1425
Flt Permitted	0.32	1.00		0.39	1.00				1.00	0.95		1.00
Satd. Flow (perm)	531	1670		658	1648				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	533	14	62	577	73	0	0	102	225	0	122
RTOR Reduction (vph)	0	2	0	0	8	0	0	0	79	0	0	95
Lane Group Flow (vph)	113	545	0	62	642	0	0	0	23	225	0	27
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	22.5	22.5		22.5	22.5				8.7	8.7		8.7
Effective Green, g (s)	22.5	22.5		22.5	22.5				8.7	8.7		8.7
Actuated g/C Ratio	0.57	0.57		0.57	0.57				0.22	0.22		0.22
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	305	959		378	946				322	354		316
v/s Ratio Prot		0.33			c0.39							
v/s Ratio Perm	0.21			0.09					0.02	c0.14		0.02
v/c Ratio	0.37	0.57		0.16	0.68				0.07	0.64		0.09
Uniform Delay, d1	4.5	5.3		3.9	5.8				12.1	13.8		12.1
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	0.8	0.8		0.2	1.9				0.1	3.7		0.1
Delay (s)	5.3	6.1		4.1	7.8				12.1	17.5		12.2
Level of Service	A	A		A	A				B	B		B
Approach Delay (s)		5.9			7.5			12.1			15.7	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM Average Control Delay			8.7			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			39.2			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			64.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Allison Ave & Pope St

Existing + Project PM

6/24/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	72	128	195	41	32	237
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	78	139	212	45	35	258
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1070			
pX, platoon unblocked						
vC, conflicting volume	561	234			257	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	561	234			257	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	83			97	
cM capacity (veh/h)	476	805			1308	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	217	257	292			
Volume Left	78	0	35			
Volume Right	139	45	0			
cSH	644	1700	1308			
Volume to Capacity	0.34	0.15	0.03			
Queue Length 95th (ft)	37	0	2			
Control Delay (s)	13.4	0.0	1.1			
Lane LOS	B		A			
Approach Delay (s)	13.4	0.0	1.1			
Approach LOS	B					
Intersection Summary						
Average Delay		4.2				
Intersection Capacity Utilization		48.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

4: Jacob Meily Park Dr & Pope St

Existing + Project PM

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	2	7	11	1	11	9	301	12	12	253	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	2	8	12	1	12	10	327	13	13	275	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	666	666	280	663	665	334	286			340		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	666	666	280	663	665	334	286			340		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	97	100	98	99			99		
cM capacity (veh/h)	361	373	758	364	374	708	1276			1219		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	17	25	10	340	13	286						
Volume Left	8	12	10	0	13	0						
Volume Right	8	12	0	13	0	11						
cSH	471	475	1276	1700	1219	1700						
Volume to Capacity	0.04	0.05	0.01	0.20	0.01	0.17						
Queue Length 95th (ft)	3	4	1	0	1	0						
Control Delay (s)	12.9	13.0	7.8	0.0	8.0	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	12.9	13.0	0.2		0.3							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			26.6%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects AM

1: SR-29 & Charter Oak Ave

6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	825	28	32	589	92	10	3	19	50	4	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	897	30	35	640	100	11	3	21	54	4	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)	1120											
pX, platoon unblocked				0.89			0.89	0.89	0.89	0.89	0.89	
vC, conflicting volume	740			927			1652	1743	912	1701	1709	690
vC1, stage 1 conf vol							934	934		760	760	
vC2, stage 2 conf vol							718	810		941	949	
vCu, unblocked vol	740			856			1671	1774	839	1725	1735	690
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			95	99	94	74	98	99
cM capacity (veh/h)	866			698			239	246	325	207	236	445
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	11	927	35	740	35	65						
Volume Left	11	0	35	0	11	54						
Volume Right	0	30	0	100	21	7						
cSH	866	1700	698	1700	285	221						
Volume to Capacity	0.01	0.55	0.05	0.44	0.12	0.30						
Queue Length 95th (ft)	1	0	4	0	10	30						
Control Delay (s)	9.2	0.0	10.4	0.0	19.4	28.0						
Lane LOS	A		B		C	D						
Approach Delay (s)	0.1		0.5		19.4	28.0						
Approach LOS					C	D						
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			65.4%		ICU Level of Service		C					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

2: SR-29 & Pope St

Existing + Project + Approved Projects AM

6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	445	11	59	537	56	0	0	155	309	0	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Frt	1.00	1.00		1.00	0.99				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1653				1450	1593		1425
Flt Permitted	0.26	1.00		0.38	1.00				1.00	0.95		1.00
Satd. Flow (perm)	431	1670		642	1653				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	484	12	64	584	61	0	0	168	336	0	165
RTOR Reduction (vph)	0	2	0	0	7	0	0	0	114	0	0	111
Lane Group Flow (vph)	120	494	0	64	638	0	0	0	54	336	0	54
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	21.8	21.8		21.8	21.8				14.3	14.3		14.3
Effective Green, g (s)	21.8	21.8		21.8	21.8				14.3	14.3		14.3
Actuated g/C Ratio	0.49	0.49		0.49	0.49				0.32	0.32		0.32
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	213	826		317	817				470	517		462
v/s Ratio Prot	0.30			c0.39								
v/s Ratio Perm	0.28			0.10					0.04	c0.21		0.04
v/c Ratio	0.56	0.60		0.20	0.78				0.12	0.65		0.12
Uniform Delay, d1	7.8	8.0		6.3	9.2				10.5	12.8		10.5
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	3.4	1.2		0.3	4.9				0.1	2.8		0.1
Delay (s)	11.2	9.2		6.6	14.1				10.6	15.6		10.6
Level of Service	B	A		A	B				B	B		B
Approach Delay (s)	9.6			13.4			10.6		13.9			
Approach LOS	A			B			B		B			
Intersection Summary												
HCM Average Control Delay			12.1	HCM Level of Service			B					
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			44.1	Sum of lost time (s)			8.0					
Intersection Capacity Utilization			71.0%	ICU Level of Service			C					
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects AM

3: Allison Ave & Pope St

6/16/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	62	63	146	29	51	346
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	68	159	32	55	376
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1070			
pX, platoon unblocked						
vC, conflicting volume	661	174			190	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	661	174			190	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	92			96	
cM capacity (veh/h)	410	869			1384	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	136	190	432			
Volume Left	67	0	55			
Volume Right	68	32	0			
cSH	559	1700	1384			
Volume to Capacity	0.24	0.11	0.04			
Queue Length 95th (ft)	24	0	3			
Control Delay (s)	13.5	0.0	1.3			
Lane LOS	B		A			
Approach Delay (s)	13.5	0.0	1.3			
Approach LOS	B					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			47.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects AM

4: Jacob Meily Park Dr & Pope St

6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1	8	24	2	5	5	201	4	6	364	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1	9	26	2	5	5	218	4	7	396	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	648	646	399	649	647	221	402			223		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	648	646	399	649	647	221	402			223		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	93	99	99	100			100		
cM capacity (veh/h)	377	387	651	374	386	819	1156			1346		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	15	34	5	223	7	402						
Volume Left	5	26	5	0	7	0						
Volume Right	9	5	0	4	0	7						
cSH	497	411	1156	1700	1346	1700						
Volume to Capacity	0.03	0.08	0.00	0.13	0.00	0.24						
Queue Length 95th (ft)	2	7	0	0	0	0						
Control Delay (s)	12.5	14.5	8.1	0.0	7.7	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	12.5	14.5	0.2		0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			29.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects PM

1: SR-29 & Charter Oak Ave

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	759	22	18	566	143	21	11	27	34	1	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	825	24	20	615	155	23	12	29	37	1	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL			TWLTL								
Median storage veh	2			2								
Upstream signal (ft)	1120											
pX, platoon unblocked				0.91			0.91	0.91	0.91	0.91	0.91	
vC, conflicting volume	771			849			1567	1701	837	1647	1635	693
vC1, stage 1 conf vol							891	891		732	732	
vC2, stage 2 conf vol							676	810		915	903	
vCu, unblocked vol	771			788			1573	1720	775	1660	1648	693
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			91	95	92	83	100	95
cM capacity (veh/h)	844			760			250	251	364	217	258	443
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	27	849	20	771	64	59						
Volume Left	27	0	20	0	23	37						
Volume Right	0	24	0	155	29	21						
cSH	844	1700	760	1700	292	265						
Volume to Capacity	0.03	0.50	0.03	0.45	0.22	0.22						
Queue Length 95th (ft)	2	0	2	0	21	21						
Control Delay (s)	9.4	0.0	9.9	0.0	20.8	22.4						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.3		0.2		20.8	22.4						
Approach LOS					C	C						
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			58.5%		ICU Level of Service		B					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

2: SR-29 & Pope St

Existing + Project + Approved Projects PM

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	498	13	57	545	73	0	0	94	210	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Frt	1.00	1.00		1.00	0.98				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1647				1450	1593		1425
Flt Permitted	0.30	1.00		0.38	1.00				1.00	0.95		1.00
Satd. Flow (perm)	504	1670		645	1647				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	541	14	62	592	79	0	0	102	228	0	122
RTOR Reduction (vph)	0	2	0	0	8	0	0	0	79	0	0	94
Lane Group Flow (vph)	114	553	0	62	663	0	0	0	23	228	0	28
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	23.1	23.1		23.1	23.1				9.1	9.1		9.1
Effective Green, g (s)	23.1	23.1		23.1	23.1				9.1	9.1		9.1
Actuated g/C Ratio	0.57	0.57		0.57	0.57				0.23	0.23		0.23
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	290	960		371	946				328	361		323
v/s Ratio Prot		0.33			c0.40							
v/s Ratio Perm	0.23			0.10					0.02	c0.14		0.02
v/c Ratio	0.39	0.58		0.17	0.70				0.07	0.63		0.09
Uniform Delay, d1	4.7	5.4		4.0	6.1				12.2	14.0		12.3
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	0.9	0.8		0.2	2.4				0.1	3.6		0.1
Delay (s)	5.6	6.3		4.2	8.5				12.3	17.6		12.4
Level of Service	A	A		A	A				B	B		B
Approach Delay (s)		6.2			8.1			12.3			15.8	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM Average Control Delay			9.1			HCM Level of Service			A			
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			40.2			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			66.2%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects PM

3: Allison Ave & Pope St

6/24/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	73	128	201	42	33	240
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	79	139	218	46	36	261
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1070			
pX, platoon unblocked						
vC, conflicting volume	574	241			264	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	574	241			264	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	83	83			97	
cM capacity (veh/h)	467	798			1300	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	218	264	297			
Volume Left	79	0	36			
Volume Right	139	46	0			
cSH	635	1700	1300			
Volume to Capacity	0.34	0.16	0.03			
Queue Length 95th (ft)	38	0	2			
Control Delay (s)	13.6	0.0	1.2			
Lane LOS	B		A			
Approach Delay (s)	13.6	0.0	1.2			
Approach LOS	B					
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			49.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects PM

4: Jacob Meily Park Dr & Pope St

6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	2	7	11	1	11	9	308	12	12	257	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	2	8	12	1	12	10	335	13	13	279	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	678	678	285	675	677	341	290			348		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	678	678	285	675	677	341	290			348		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	97	100	98	99			99		
cM capacity (veh/h)	354	367	754	357	368	701	1272			1211		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	17	25	10	348	13	290						
Volume Left	8	12	10	0	13	0						
Volume Right	8	12	0	13	0	11						
cSH	464	468	1272	1700	1211	1700						
Volume to Capacity	0.04	0.05	0.01	0.20	0.01	0.17						
Queue Length 95th (ft)	3	4	1	0	1	0						
Control Delay (s)	13.1	13.1	7.9	0.0	8.0	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	13.1	13.1	0.2		0.3							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			26.9%	ICU Level of Service					A			
Analysis Period (min)			15									



October 13, 2016

Howard Siegel.
Our Town St. Helena
1451 Oak Avenue
St. Helena, CA 94574

Subject: Biological Assessment for 684 McCorkle Ave.

Dear Mr. Siegel:

I walked the property on October 12, 2016 with the focus of determining whether there is potential for bats to occur in any of the buildings on site and whether any rodent burrows exist that could be used by overwintering bees.

I did not find any ground burrows suitable for use by bees for overwintering. I also found no evidence of bats occupying any of the existing buildings. I inspected the exterior of each building for urine stains around possible entrances and droppings on the ground. I did not find any evidence of bats entering or leaving the buildings from the outside. I entered each building and detected no odor of bat urine and saw no evidence of urine staining or droppings. Additionally, no bats were detected.

I conclude that the current conditions at 684 McCorkle Ave. do not provide value for rare, endangered or threatened wildlife species.

Please contact me with any questions.

Sincerely,

Joseph P. Sullivan, Ph.D.
Certified Wildlife Biologist

Aaron Hecock

From: Christine Hayne <chrishayne1@gmail.com>
Sent: Tuesday, October 11, 2016 4:29 PM
To: Alan Galbraith; Peter White; Sharon Crull; Greg Pitts; Paul Dohring; Grace Kistner; Sarah Parker; Tracy Sweeney; Mary Koberstein; Cindy Black; Noah Housh; Aaron Hecock; Jennifer Phillips; Steve Palmer
Subject: McCorkle Development Concerns

Dear Councilmembers, Planners and Staff

I and the other residents of McCorkle are very concerned about the developments on the north side of our street. Brinkle Court is underway, 632 McCorkle is being considered and the owners of 700 McCorkle also want to tear down the existing house and put 3 houses on that property. The addition of all of these units will change the quiet character of our neighborhood. The existing infrastructure of the street CANNOT handle the additional new traffic and parking. Each approval is happening piecemeal without consideration to the total impact. No developer (or the city) will put in storm drains, or make the street wide enough for all the extra parking, or, more importantly, preserve the neighborhood, which was their argument LOUD and CLEAR when they were pushing for the low/medium density land use change on the west side. The city has said it will do 'in fill' housing but instead they want to create a ghetto on the Westside which is totally unacceptable.

Please stop the unacceptable development on McCorkle Avenue.

Sincerely,
Christine Hayne
710 McCorkle Avenue

**CITY OF ST. HELENA
CITY COUNCIL RESOLUTION 2016-79**

Approving use of Affordable Housing Trust Funds to support Our Town St Helena's construction of a maximum of two very low income houses at 684 McCorkle Avenue for a total maximum cost of up to \$100,000

WHEREAS, on May 12, 2015, per resolution 2015-51 the City agreed to sell the McCorkle Site to Our Town St. Helena for \$1.00 to allow Our Town St. Helena (OTSH) to develop at least six (6) AFUs consisting of owner-occupied housing available to "lower income households"; and

WHEREAS, OTSH in cooperation with Rural Community Assistance Corporation ("RCAC") is working with the USDA Rural Development Mutual Self-Help Program and has secured a Technical Assistance Grant to build affordable housing in St. Helena; and

WHEREAS, to fund pre-development and site development costs, OTSH will be seeking loans from various agencies including the County of Napa and Rural California Assistance Corporation. OTSH has determined that they are not able to obtain the necessary pre-development and site development costs financing unless OTSH holds title to the property, and

WHEREAS, On January 12, 2016, the City Council approved Amendment No. 1 to the Agreement. In addition, on February 23, 2016, the City Council approved funding the City's development and review fees related to the construction of this project with funds from the City's Affordable Housing Trust Fund in an amount estimated between \$32,000 to \$65,000.

RESOLUTION

NOW, THEREFORE, BE IT RESOLVED that the City Council authorizes expending funds up to \$100,000 from the Affordable Housing Trust Fund to be used to fund two (2) very low income units at 684 McCorkle Avenue.

I HEREBY CERTIFY that the foregoing Resolution was duly approved by the City Council of the City of St. Helena at a regular meeting of said City Council held on June 14, 2016 by the following roll call vote:

Mayor Galbraith:

Vice Mayor White:

Councilmember Crull:

Councilmember Dohring:

Councilmember Pitts:

APPROVED:


Alan Galbraith, Mayor



ATTEST:


Cindy Black, City Clerk

**CITY OF ST. HELENA
PLANNING DEPARTMENT 1480 MAIN STREET- ST. HELENA, CA 94574
PLANNING COMMISSION**

November 15, 2016

AGENDA SECTION: Public Hearing

AGENDA ITEM: 5.2

FILE NUMBER: PL15-061

SUBJECT: Tentative Map, Use Permit and Design Review applications requesting approval to subdivide an existing 2.5 acre parcel into 5 lots ranging in size from 0.17 acres to 0.77 acres; and to construct two new homes each with a second dwelling unit on two of the newly created parcels, located at 574 Pope Street in the Medium Density Residential Zoning District.

PREPARED BY: Noah Housh, Planning Director

REVIEWED BY: Noah Housh, Planning Director

APPLICATION FILED: October 21, 2015

APPLICATION COMPLETE: September 21, 2016

LOCATION OF PROPERTY: 574 Pope Street

APPLICANT: Michael Layne/Kevin Block

PHONE: 707-967-9474

APN: 009-552-005

GENERAL PLAN/ZONING: Medium Density Residential/Medium Density Residential

PROPERTY DESCRIPTION

The existing site is a flat undeveloped parcel located on the north end of Pope Street, just east of the intersection of Starr Avenue. The northern property line is bounded by Sulphur Creek with the southern property line fronting onto Pope Street. The property to the east is developed with residential condominiums while the property to the west is developed with accessory single family residential structures and planted with vineyards. The project property was originally part of the same parcel as that to the west and was also planted with vineyards until recently.

PROJECT DESCRIPTION

The project requests Tentative Map approval to subdivide an existing 2.5 acre parcel into four separate residential lots, and one lot to accommodate the private road serving

the proposed parcels. The applicant is further requesting Design Review approval to allow the construction of two new single family homes, each with an attached second dwelling unit on two of these newly created lots. Finally, the applicant has requested Use Permit approval to reduce the required density on one of the lots proposed to be developed with a single family home (and second unit), due to the environmental constraints placed on the property by the riparian areas surrounding the creek.

The square footages and description of each of the proposed parcels are identified as follows:

	Parcel 1	Parcel 2	Parcel 3	Parcel 4	Parcel 5
Parcel Size	0.45 acres	0.89 acres	0.17 acres	0.24 acres	0.77 acres
Square Footage	19,602	38,768.4	7,405.2	10,454.4	33,541.2
Parcel Description	Residential Lot	Residential Lot	Private Road	SFD with Second Unit	SFD with Second Unit
Total Building Area	n/a	n/a	n/a	2,776 sq. ft.	4,512 sq. ft.
Density Range	2-5 units	4-11 units	n/a	1-3 units	4-9 units
Density After Environmental Constraints	n/a	n/a	n/a	n/a	2 units

ANALYSIS

GENERAL PLAN

As identified, the project site is designated as Medium Density Residential (MDR) by the 1993 General Plan. The General Plan identifies the MDR designation as:

Medium Density Residential (MDR)

The MDR designation provides for single-family detached and attached homes, secondary residential units, public and semi-public uses, and similar and compatible uses. Residential densities shall be in the range of 5.1 to 12.0 dwelling units per gross acre. The MDR designation is the predominant residential designation, occurring throughout large areas of the City. The wide distribution of this designation is intended to maintain a development pattern in newly developing areas that is consistent with historic development patterns.

Based on this MDR General Plan designation, a 2.5 acre parcel would require the construction of a minimum of 12-13 residential units to be developed. However, as mentioned, the applicant is proposing to subdivide the existing 2.5 acre property into five new parcels, and develop two of the proposed lots with two new residential units each (for a total of 4-units), identifying that this development is in keeping with the density requirements of these newly created parcels. While density is further discussed

in the zoning section below, the applicant has also provided a conceptual plan identifying how the overall site could be developed in the future to accommodate the 12-13 residential units required on the gross acreage of the project site.

Some of the most applicable General Plan policies are identified below.

2.6.1 New development should be required to occur in a logical and orderly manner within well-defined boundaries, and be consistent with the ability to provide urban services.

2.6.2 Urban development shall be allowed to occur only within the Urban Service Area during the time frame of the General Plan.

2.6.4 Permit infill development and higher densities within currently developed areas wherever possible to minimize and postpone the need for expansion of the Urban Service Area.

2.6.9 Limit the approval of new residential development to a maximum rate of 17 dwelling units per year. (Since revised down to allow a maximum of 9 dwelling units per year).

2.6.17 Minimize situations where new residential development will block public view of surrounding vineyards.

2.6.18 Minimize large lot development (one dwelling unit per acre or less), except where this scale of development would not threaten retention of vineyards, inefficiently utilize land, or physically separate the community from the surrounding vineyards.

Staff Response: Staff finds that the project is consistent with the policies of the General Plan in that the proposal is a logical expansion of development within the Urban Limit Line (ULL) and urban services area; the project is in a location able to be adequately serviced with City services; the project is an infill development, allowing further future development of the property; the number of units is permitted under the City's current Growth Management system (a maximum of nine new units are allowed per year and 3 have been approved in 2016 to date); and the design of the project puts the development toward the rear of the property, maintaining public view of the existing vineyards on 576 Pope Street and any future vineyard plantings on the 574 Pope Street property.

TENTATIVE MAP

Tentative Maps (ie. subdivisions) are governed by Section 16.16 of the Municipal Code, separate from most other development criteria, which are identified in the Zoning Code (Chapter 17 of the Municipal Code). There are numerous requirements for these maps identified in Chapter 16 as well as the Subdivision Map Act, a State law which also applies to the design and review of Tentative Maps. Some of the required information includes identification of natural features, dimensions and locations of all infrastructure, costs estimates for off-site improvements and specific processing criteria required for the review and approval of any subdivision. However, while this sections governs the

procedures and application requirements for subdivision review, the zoning code identifies a significant amount of the development criteria for the individual parcels.

ZONING

The project site is located in the Medium Density Residential (MDR) Zoning District. The MDR Zoning District is consistent with and implements the Medium Density Residential General Plan designation.

Section 17.40.020 of the zoning code identifies that Single Family Dwellings (SFD) are a permitted land use in the MDR Zoning District when the minimum allowable density is 1.99 units or less. A SFD becomes a conditional land use (requiring a Use Permit) when the minimum density is 2 units or greater on the lot proposed for development. Second units are permitted land uses in the MDR District and are counted toward the minimum density requirements, but not the maximum allowable density (17.040.060 E. 3).

In addition, the zoning code allows an applicant to request Use Permit approval from to approve a reduction in the required density "...if environmental site constraints...make compliance with the minimum density and other development standards impractical" (Section 17.40.060 E. 1). Environmental constraints are specifically identified as "...the presence of streams, significant trees, steep slopes, unusual lot configurations or the presence of historic structures or cultural resources." The applicant requested such a reduction in the attached September 21, 2016, letter from Meyer Block.

In this letter, it is stated that the required setback from Sulphur Creek, (as required by Section 17.136.060 (A)) eliminates the buildable area of the Lot 5 by 39%. The letter goes on to identify the mechanism to accommodate such limitations is the code allowance for a Use Permit to reduce the required density (as discussed above). The 39% reduction in buildable area (eliminates approximately 0.3 acres from the density calculation) results in a usable acreage of 0.47 acres which would require a minimum of 2 residential units to be constructed (0.47 acres x 5.1 units per acre = 2.4 units rounded down to 2 units). It is worth noting that portions of the proposed Parcel 2 and Parcel 5 are located within the 100-year and 500-year flood plain, however no structures are proposed to be constructed within these flood plain areas.

Section 17.40.060 provides the development standards for the Medium Density Residential Zoning District. These standards have been summarized in Table 1 below.

**Table 1
MDR Development Standards**

Maximum Density	16.0 Units/Acre
Max. Lot Coverage	45%
<u>Max Floor Area Ratio</u> Parcel 4 Parcel 5	0.305 0.21 (up to 4,200 sq. ft.)
<u>Building Height</u> Principle Building Accessory Structure	25-30 feet 15 feet
<u>Setbacks</u> (Building Height ≤25') Front Side Rear	20' 10' 20'
<u>Parking</u> Primary Residence Second Unit	1-covered/ 2-uncovered 1-additional

Section 17.40.070 provides the Floor Area Ratio (F.A.R.) standards for the MDR Zoning District with the maximum F.A.R. allowed on any parcel in the MDR District being 0.21 (or 4,200 square feet). This maximum is allowed on parcels greater than 20,000 square feet in size. The analysis below identifies the proposed F.A.R for the units proposed to be constructed on Lot 4 and Lot 5, as these are the only lots proposed for development. As is demonstrated below, the proposed primary and secondary residences on Lot 4 are well below the allowed square footage and allowable F.A.R. on the proposed parcel, even without including the 400 square foot exemption for the second unit. The primary and secondary residences proposed on Lot 5, are below the maximum square footage (and allowable F.A.R. limitations) after applying the 200-square foot covered parking exemption and 400-square foot second unit exemption, by 288 square feet.

Lot 4

<u>Total Acreage/Square Footage</u>	0.24 acres /10,454 square feet
<u>Maximum Allowable F.A.R.</u>	0.305/3,188 square feet
<u>Proposed Floor Area:</u> Covered Parking Exemption	0.265/2,776 square feet -200 SF
	TOTAL 2,576 square feet

FLOOR AREA RATIO: 2,576/10,454 = .25

Lot 5

<u>Total Acreage/Square Footage</u>	0.77acres/33,541 square feet
<u>Maximum Allowable F.A.R.</u>	0.21/4,200 square feet
<u>Proposed Floor Area/Square Footage:</u>	0.14/4,512 square feet
Second Unit Exemption	-400 SF
Covered Parking Exemption	-200 SF
TOTAL 3,912 square feet	

FLOOR AREA RATIO: 3,912/33,541= .12

The primary home on Lot 4 is a one bedroom second floor home above an expansive garage, for a total of 2,828 square feet (including the garage parking). This structure also includes a ground floor second dwelling unit totaling 727 square feet. The design of the overall structure is a contemporary form, with stucco siding and a standing seam metal roof. All facades of the structure incorporate a significant amount of glazing in the form of clear-story windows, functional windows as well as roll up and accordion doors. The maximum height of the structure is 24-feet. As proposed the total width of both units on Lot 4 will be approximately 75-feet, while the lot width is approximately 84-feet. However, the attachment of the two units combined with the articulation of the design, is determined to meet the 60% structure to lot width limitation based on code allowances.

The primary home on Lot 5 is a single level contemporary style home totaling approximately 3,617 square feet (including the two car garage) with a maximum height of 16-feet. The structure also incorporates a second dwelling unit, accessed with an attached walkway. The design is unique from but to complimentary to, the home proposed on Lot 4. The exterior is clad in stucco siding and a standing seam metal roof. The front of the home also incorporates a significant amount of rock cladding as a focal point for the entryway. All facades incorporate generous amounts of glazing in a variety of window and door styles and forms. As proposed the total width of both units on Lot 5 will be approximately 113 feet, while the lot width is approximately 182 feet. Similar to Lot 4, the attachment of the two units combined with the articulation of the structure, allows the design to meet the 60% structure to lot width limitation.

The proposed parking exceeds the requirements of Zoning Code Section 17.124. The landscaping has been designed in accordance with Section 17.112 of the zoning code. The primary goal of Section 17.112 is to ensure the implementation of Water-Efficient landscaping. The project proposes a variety of water efficient plantings, and verification of compliance with the Water Efficient Landscaping Ordinance (WELO) requirements will occur as a part of the building permit review.

Staff Response-As identified above, staff finds that the proposed subdivision of the 2.5 acre parcel at 574 Pope Street, into 4 separate residential lots and a private road (located within its own parcel) is consistent with the development criteria identified in the MDR Zoning District and Chapter 16.16 (subdivisions) of the Municipal Code. The requested reduction in density is justified due to the constraints put on the property by the presence of Sulphur Creek along the northern property line. The creek setback limitations preclude any development in this area, and the presence of the flood plain further limits the ability to develop adjacent to the creek. Based on these limitations, staff finds that the requested reduction in density is supportable.

As discussed, the design of the project meets all development criteria including structure height, F.A.R. limitations, lot size, lot coverage, structure width (as a percentage of the parcel width) and parking criteria. All required findings to recommend and approve the Tentative Map, Conditional Use Permit and Design Review can be met and have been included in the draft resolution supporting the staff recommendation to approve the project.

CEQA

The project has been determined to qualify for a Class 32 Categorical Exemption pursuant to Section 15332 of the California Environmental Quality Act (CEQA) in that the project is an In-Fill development consistent with all applicable General Plan and Zoning Criteria; is within the City limits on a parcel less than 5 acres, none of the areas proposed for development or considered in the density analysis for project provide any habitat area, the development of the project would not result in any significant environmental effects and the site can be served with all required utilities and public services. Further, the project has been found to qualify for a Class 3 Categorical Exemption under Section 15303 of CEQA in that the project proposes the construction of limited numbers of new small residential structures in an existing residential neighborhood, adjacent to existing development. Finally, the project has been found to qualify for an exemption from the requirements of CEQA under Section 15061 (b) 3, the "General Rule", in that it can be seen with certainty that the proposed project to subdivide a previously disturbed property, designated for residential development, and construction of two new homes will not have a significant impact on the environment.

WATER

The Applicant has worked with the St. Helena Unified School District to fund the removal of 284,186 square feet of turf that was previously irrigated with City water. The turf has been replaced by artificial turf that does not require irrigation. Using the WUCOLS methodology outlined in the provided water neutrality analysis, it was estimated that the turf (High water use classification) would use an estimated 5.7 million gallons of water per year or an average of over 15,500 gallons per day.

Existing vs Proposed Theoretical Water Demand with Offsite Mitigation

The calculations identified in the report show that the proposed project will result in a theoretical net increase in total theoretical water demand of 1,329 gpd. The proposed offsite mitigation will result in a theoretical net decrease in water demand of 15,500 gpd. Therefore the proposed mitigation will more than offset the impacts of the proposed

project and the overall net impact will be a decrease in theoretical total water demand on the City municipal water system.

However, given that this offset is not a standard retrofit of fixtures as identified in the Water Neutrality Ordinance, the City Council will have to approve the requested water savings proposal. Based on this description of the proposed use and water savings, the analysis identifies the project will exceed the water neutrality requirements of the Ordinance.

DESIGN REVIEW

The purpose of design review is to, among other things, promote the qualities that bring value to the community and foster attractiveness and functional utility of the community as a place to live and work. The following design criteria should be considered by the Planning Commission in review of this application (Zoning Code Section 17.164.030):

1. Consistency and compatibility with applicable elements of the general plan;
2. Compatibility of design with the immediate environment of the site;
3. Relationship of the design to the site;
4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;
5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;
6. Compatibility with future construction both on and off the site;
7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;
8. Whether the planning and siting of the various functions and buildings on the site create an internal sense of order and provide a desirable environment for occupants, visitors and the general community;
9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;
10. Whether sufficient ancillary functions are provided to support the main functions of the project and whether they are compatible with the project's design concept;
11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;
12. Whether natural features are appropriately preserved and integrated with the project;
13. Whether the materials, textures, colors and details of construction are an appropriate expression of its design concept and function and whether they are compatible with the adjacent and neighboring structure and functions;
14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character;
15. Whether the landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment and whether the landscape concept depicts an appropriate unity with the various buildings on the site;
16. Whether plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety which is suitable to the climate of St. Helena;

17. Whether sustainability and climate protection are promoted through the use of green building practices such as appropriate site/architectural design, use of green building materials, energy efficient systems and water efficient landscape materials.

As is identified in the attached resolution, staff finds that the project meets all Design Review criteria in that the project proposes a consistent design theme for the development on the property, using materials and forms in keeping with the residential nature and character of the neighborhood. Further, the site planning preserves both the natural features onsite as well as the vineyard views of the property and adjacent properties, locating the homes toward the rear of the site. Finally, the development materials, landscaping and site planning are found to create both a functional and desirable environment, while also being compatible with the adjacent neighborhood and functions.

USE PERMIT

The purpose of a use permit is to allow the proper integration in the city of essential or desirable uses which may be suitable only in certain locations or zoning districts, or to ensure that such uses are designed or arranged on the site in a particular manner. In its review of applications for use permits, the planning commission shall evaluate each proposed use in order to consider its impact on the city. This use permit is being approved to allow a reduction in the required density on Parcel 5, in keeping with the allowances of Zoning Code Section 17.40.060 E. 1. No use permit shall be granted unless all of the following general findings can be made (Zoning Code Section 17.168 040):

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.
2. That the proposed use would not generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses.
3. That the proposed use would not generate traffic noise in excess of the "normally acceptable" range identified in the General Plan.
4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.
5. That the proposed use would provide adequate ingress and egress to and from the proposed location.
6. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local serving economy.
7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.
8. That the proposed use would not be in conflict with the City's General Plan.

9. That the proposed use would not be injurious to public health, safety, or welfare.
10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.
11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.
12. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use.
13. That the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan, any applicable specific plan, and other applicable provisions of this code in that it is a residential project proposing four new residential units, and maintaining the ability of a number of additional units to be constructed in the future; and
14. That the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the state Subdivision Map Act and any guidelines promulgated by the city council based on the solar orientation of the properties, the maintenance of the openness of the site and the compact nature of the development; and
15. The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density given that the rear of the property (where the density reduction is being requested) is within the flood plain and riparian area of Sulphur Creek, a portion of the property that should not be developed; and
16. There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified other than disapproval of the housing development project or approval upon condition that the project be developed at a lower density given that mitigating the flood risk would result in significant modifications to the Sulphur Creek corridor, other developed residential properties or a combination of both.

As identified in the attached resolution, staff finds that the findings required to grant the use permit can be made given that the project is a residential land use implementing the residential land use designation of the General Plan, is not anticipated to generate any significant impacts associated with traffic, noise, glare, odors or any similar impact, all services can be provided to the proposed use and all development criteria can be met, and that the requested reduction in project density will satisfactorily avoid the adverse impact development in the flood plain could cause on health and safety and the riparian areas of Sulphur Creek preserved by the setback necessitating the reduction in density.

CORRESPONDENCE

As of the writing of this report, staff has received several letters in support of the proposed subdivision and home construction and no letters in opposition. These letters support not only the design of the proposal, but also the reduction in the density requested by the applicant.

ISSUES

As identified, staff finds that the project meets all development requirements and criteria in order to subdivide the existing property at 574 Pope Street and construct two new single family homes, each with an attached second dwelling unit. The only issue associated with the request is the reduction in density required to allow the development of Parcel 5, as proposed by the applicant.

As has been thoroughly discussed above, a significant portion of Parcel 5 is precluded from development based on the creek setback requirements and the presence of a flood plain. Given this, staff is fully supportive of the applicants request to reduce the density required to develop the proposed Parcel 5 as portions of this parcel are undevelopable. In addition, several letters in support of this density reduction have been received by staff (and are included as an attachment to this report). Based on this, staff finds that the issue has been resolved and the findings required have been incorporated into the attached resolution to approve the project.

STAFF RECOMMENDATION

It is recommended by the Planning and Community Improvement Department that the Planning Commission:

1. Determine that the project is categorically exempt from the requirements of CEQA under CEQA Sections 15332, 15303 and 15061 (b) 3.
2. Accept the required findings and approve the Use Permit and Design Review for the requested reduction in density and construction of two new single family homes, each with a Second Dwelling Unit; and
3. Accept the required findings and recommend that the City Council approve the proposed subdivision of the parcel at 574 Pope Street into 4 new parcels and a private road.

ATTACHMENTS

1. Resolution to Approve the Project
2. Applicant Provided Project Description/Summary
3. Project Plans (Site Plans, Elevations, Floor Plans and Details, Tentative Map, Renderings)
4. September 21, 2016, Letter from Meyer Block Requesting Reduction in Density
5. Water Use Analysis
6. Public Comments (Separate Comment Letters Received by Email)

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC2016-XXX

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA
GRANTING APPROVAL OF A USE PERMIT AND DESIGN REVIEW AND
RECOMMENDING CITY COUNCIL APPROVAL OF A TENTATIVE MAP
TO ALLOW THE SUBDIVISION OF AN EXISTING 2.5 ACRE PARCEL INTO FOUR
RESIDENTIAL LOTS AND A PRIVATE STREET AND THE CONSTRUCTION OF TWO
NEW SINGLE FAMILY HOMES, EACH WITH A SECOND UNIT, LOCATED AT 574
POPE STREET**

PROPERTY OWNER: ROGER TRINCHERO

APN: 009-552-005

Recitals

- A. Whereas,** Roger Trinchero submitted an application for a Tentative Map, Use Permit and Design Review to subdivide an existing 2.5 acre parcel into 5 lots ranging in size from 0.17 acres to 0.77 acres; and to construct two new homes each with a second dwelling unit on two of the newly created parcels at 574 Pope Street in the Medium Density Residential District; and
- B. Whereas,** the Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on November 15, 2016.
- C. Now, therefore** let it be found that, the Planning Commission recommends that the City Council approve the requested Tentative Map and hereby approves the requested Use Permit and Design Review on the following basis:

Resolution

- A.** The Planning Commission hereby finds that this project qualifies for a Class 32 (In Fill) Categorical Exemption pursuant to Section 15332, of the California Environmental Quality Act (CEQA), a Class 3 Categorical Exemption under Section 15303 of CEQA as the construction of new residential homes and is also found to be exempt under Section 15061 (b) 3 the "General Rule".
- B.** The Planning Commission has considered the Design Review design criteria identified in Municipal Code Section 17.164.030 to support the motion to approve the Design Review given that the project has been found to demonstrate:
1. Consistency and compatibility with applicable elements of the General Plan is determined given that the project proposes a residential land use in the Medium Density Residential Designation, meeting all development criteria;

2. Compatibility of design with the immediate environment of the site is supported based on the proposed residential design elements of the proposed homes (stucco siding, standing seam metal roof, clear story windows, etc) and the design of the residential buildings are in keeping with the size and scale of other residential homes in the area;
3. Relationship of the design to the site is found to be consistent and compatible in that the proposed elements respect, maintain and/or avoid the existing natural features on the property;
4. Determination that the design is compatible in areas considered by the Commission as having a unified design or historical character is found as the proposed structures are of a similar design, style and scale, are well setback from adjacent properties and the street and that there are no Historic elements of the property or design;
5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses is found to be in that the location of the development maintains the vineyard buffers surrounding the developed areas of the property and that the proposed homes are at or below the height of some of the existing residential development;
6. Compatibility with future construction both on and off the site is supported due to the proposed consistency of design elements of the structures, the separation of the homes from the surrounding uses and the areas of the property remaining undeveloped are proposed to be planted in vineyard;
7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project is supported based on the residential nature of the stud and stone veneer siding, metal roofs on both proposed buildings and consistent paint colors throughout the property;
8. Whether the planning and siting of the various functions and buildings on the site create an internal sense of order and provide a desirable environment for occupants, visitors and the general community is found to be based on the graduated intensity of the development which intensifies and concentrates development to the internal areas of the property, while maintaining the vineyard buffers, the location of the active outdoor areas behind and next to the homes and that the site circulation is focused into one area of the property;
9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures is found to be appropriate through the maintenance of the surrounding vineyard plantings and the landscaping surrounding the residential and parking areas on the property;
10. Whether sufficient ancillary functions are provided to support the main functions of the project and whether they are compatible with the project's design concept is supported given that the site is a well-designed residential development,

putting patios, surface parking, garages and other outdoor areas in secondary location of the property allowing the main dwellings to be prominent and well supported;

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles is found to be based on the proposed frontage improvements which include a concrete drive apron, bike lane and sidewalk and, the proposed improvements to the onsite pedestrian and vehicular circulation;
12. Whether natural features are appropriately preserved and integrated with the project is found to be given that all development is in areas previously disturbed by vineyard planting, avoids and maintains all natural features, and preserves the existing trees along the front of the property;
13. Whether the materials, textures, colors and details of construction are an appropriate expression of its design concept and function and whether they are compatible with the adjacent and neighboring structure and functions is found to be the case based on the design materials proposed for the construction of each home, the relatively low height of the proposed structures site, and the quality of the proposed construction materials referenced above;
14. In areas considered by the Commission as having a unified design character or historical character, whether the design is compatible with such character is found to be supported as the two structures are of a similar design aesthetic, incorporating similar materials, style, color and scale and that there are no Historic elements of the property or design;
15. Whether the landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment and whether the landscape concept depicts an appropriate unity with the various buildings on the site is found to be and is supported in that the design leaves the natural vegetation in place along the rear of the property, the proposed landscape areas are relatively minimal, primarily serving to soften the proposed buildings and parking areas and a majority of the proposed vegetation is vineyard in keeping with the surrounding agricultural landscape aesthetic of the community;
16. Whether plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety which is suitable to the climate of St. Helena is supported based on a majority of the proposed vegetation being drought tolerant and vineyard plantings;
17. Whether sustainability and climate protection are promoted through the use of green building practices such as appropriate site/architectural design, use of green building materials, energy efficient systems and water efficient landscape materials is found to be the case based on the efficiencies gained through the construction of new building and infrastructure in compliance with the

requirements of the California Building Code and compliance with the Water Efficient Landscape Ordinance (WELO).

C. Now, therefore be it resolved that the Planning Commission, in keeping with Municipal Code Section 16.16.080, hereby finds that:

18. That the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan, any applicable specific plan, and other applicable provisions of this code in that it is a residential project proposing four new residential units, and maintaining the ability of a number of additional units to be constructed in the future; and
19. That the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the state Subdivision Map Act and any guidelines promulgated by the city council based on the solar orientation of the properties, the maintenance of the openness of the site and the compact nature of the development; and
20. The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density given that the rear of the property (where the density reduction is being requested) is within the flood plain and riparian area of Sulphur Creek, a portion of the property that should not be developed; and
21. There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified other than disapproval of the housing development project or approval upon condition that the project be developed at a lower density given that mitigating the flood risk would result in significant modifications to the Sulphur Creek corridor, other developed residential properties or a combination of both.

D. Let it be further resolved that the Planning Commission has considered the findings identified in Municipal Code Section 17.168.050 to support the motion to approve the Use Permit given that the project has been found to demonstrate:

A. That the proposed use would not generate odors, fumes, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community given that the use is residential in nature and requesting to construct residential units at a reduced density;

B. That the proposed use would not generate levels of noise that adversely affect the health, safety or welfare of neighboring properties or uses in that residential land uses are not identified as creators of significant noise levels and any construction related impacts would be regulated by the City's Noise Ordinance;

C. That the proposed use would not generate traffic noise in excess of the normally acceptable range identified in the general plan given that the project

proposes two single family homes, each with a second dwelling unit on residentially designated parcels at a reduced density than is otherwise permitted;

D. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection and fire protection given that the project is implementing the land use identified for the properties by the General Plan and will be subject to all development impact fees required of such development;

E. That the proposed use would provide adequate ingress and egress to and from the proposed location is being required by the frontage improvements and on site circulation network proposed;

F. That allowing the proposed use would not conflict with the city's goal of maintaining the economic viability of a local-serving economy given that the project will implement the General Plan residential land use designation on the site and in no way impacts the ability to conduct locally serving commercial activities;

G. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located given that the project is a residential land use on a residentially designated property in a developed residential neighborhood;

H. That the proposed use would not be in conflict with the city's general plan given that it is implementing the residential designation of the property and continues to maintain the ability for additional residential development to occur on the project site;

I. That the proposed use would not be injurious to public health, safety or welfare given that it is a residential project, avoiding any flood plain areas on the parcel and improving the public bicycle and pedestrian circulation network in the neighborhood;

J. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the city or would be in conflict with the general plan given that it is implementing the residential designation of the property and allowing future development to occur on site through careful and thoughtful site design;

K. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long-term parking needs of existing and future residents is available as is demonstrated by the site plan and conceptual development plan identifying how future development of the site could occur in keeping with the development criteria of the City;

L. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use is found to be the case

given that the project proposes a residential land use and the use permit has been granted to reduce the density of the one of the parcels thereby reducing the potential traffic generated by the development of the site.

E. Now therefore be it further resolved that, the Use Permit and Design Review for the above described project is granted subject to compliance with all applicable provisions of the Zoning Code subject to each of the following conditions. Further, the Planning Commission recommends that the City Council approve the requested Tentative Map. Approval and Implementation of this Permit shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

1. The Use Permit and Design Review shall be vested within one (1) year from the date of approval. A building permit for the use allowed under this approval shall have been obtained within one (1) year from the effective date of the Use Permit and Design Review decision or these approvals shall expire; provided however that the approved Use Permit and Design Review may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 17.08.030, Extension of Permits and Approvals.
2. This permit is valid for this use and design only. New permits must be applied for any change in use. These permits will expire if the use is discontinued pursuant to then existing ordinances and regulations.
3. The Use Permit and Design Review shall not become effective until fourteen (14) calendar days after approval, providing that the action is not appealed by the City Council or any other interested party within that 14 day period.
4. Any request for an extension of the Use Permit or Design Review must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.
5. All required fees, including planning fees, development impact fees, building fees, retrofit fees, and St. Helena Unified School District fees shall be paid prior to issuance of building permit.
6. Compliance with all permit conditions shall be clearly identified on all plans submitted for building permit approval, shall occur in accordance with specific regulations but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.
7. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

8. Provided they are in general compliance with the approved Use Permit and Design Review, minor modifications found to be in substantial conformance with the approved design and use may be approved by the Planning Director.
9. This Use Permit and Design Review shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.
10. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The owner/applicant is responsible for meeting with the Building Official / Fire Inspector to review compliance with Building and Fire Codes, including fire protection systems and the accessibility standards of Title 24.
11. Construction documents shall be in compliance with approved plans and exhibits.
12. This action reduces the required density on Parcel 5 to a maximum of two units due to the development limitations placed on this parcel by the creek setback and flood zone.
13. An arborist is required to analyze the oak trees along the street frontage and make specific design and construction recommendations regarding the location and installation of the frontage improvements with the goal to minimize impacts to these existing trees.
14. Street Trees will be required to be planted within the street frontage improvements where trees are not present or must be removed to accommodate the frontage design.
15. This approval shall be contingent upon City Council approval of the proposed Tentative Map and method proposed to meet the requirements of the Water Use and Efficiency Guidelines.

Public Works Department Conditions of Approval

16. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.
17. The developer shall construct all on and offsite improvements in accordance with improvement plans and supporting calculations and documentation that are prepared by a registered Civil Engineer and reviewed and approved by the City of St. Helena Public Works Department. The improvement plans shall include detailed designs for all on and off site utilities, water, sewer, grading, drainage, erosion

control and paving. The improvement plans and calculations must be approved by the City Engineer prior to the approval of the Final Map.

18. For any improvements outside the existing building envelope, a grading and drainage plan showing topographic data, all easements, infrastructure onsite and directly adjoining, and an erosion control plan shall be submitted for review and approval by the City Engineer prior to the issuance of a building permit. If the project entails more than 50 cubic yards of soil disturbance, 10,000 square feet of disturbance area, a cut or fill of 3 feet or more, or alteration of any drainage pattern, a grading permit shall be required.
19. The Final Map shall show, dimension, and note all easements listed in the preliminary title report including those defined in the following Official Records:
 - a. 2014-0021042
 - b. 2014-0021043
 - c. 2008-0018850
20. Provide details of any and all proposed fencing and/or walls on all plans submitted for building permit review.
21. Drainage needs to be routed to prevent inundation of neighboring properties. Grading and/or site improvement plans shall show how 2-year and 10-year storm flows shall be infiltrated on site and/or diverted at the property lines to prevent inundation of neighboring properties.
22. If the proposed/new landscaping involves an area greater than 500 square feet or rehabilitation of more than 2,500 square feet, the proposed landscaping shall comply with the State's Model Water Efficient Landscape Ordinance (MWELO).
23. A detailed Post-Construction Stormwater Control Plan (SWCP) that identifies and sizes all permanent post-construction stormwater treatment BMPs shall be prepared and submitted for review approval. The Plan shall be prepared in accordance with the latest edition of the Bay Area Stormwater Management Agencies Association (BASMAA) Post-Construction Manual and the requirements of the State Water Resources Control Board Phase II Municipal Separate Storm Water System (MS4) General Permit (Order 2013-0001 DWQ).
24. Prior to recordation of the Final Map or prior to issuance of a building permit, whichever occurs first, the Owner of the property shall enter into a Storm Water Maintenance Agreement for the parcels in a form approved by the City Engineer and City Attorney to provide long-term maintenance of the post construction storm water best management practices.

25. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum.
26. The Applicant shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer.
27. The applicant shall incorporate water conservation practices into the proposed project per the Water Neutrality Calculations prepared by Applied Civil Engineering, dated October 15, 2015. Any and all non-conforming appliances and plumbing fixtures shall be removed from the premises. The water conservation requirements shall be replicated in full on the architectural plans.
28. The applicant shall install an approved backflow device behind the existing water meter(s) prior to Certificate of Occupancy. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the current requirements of the City of St. Helena's Water Standards and the California Department of Health Standards. Existing meter boxes located within a driveway shall be retrofitted with a traffic-rated box. New laterals shall be located perpendicular to the water main and outside any driveway/drive aisle.
29. Remodels or new construction which require fire sprinklers shall install an appropriately-sized water service with appropriate backflow and meter devices prior to Certificate of Occupancy. Fire system calculations shall be submitted with the Grading and Drainage Plan to verify fire service lateral and meter sizing. Deferred submittals are not accepted.
30. The applicant shall apply for annexation to the St. Helena Municipal Sewer District No. 1 prior to issuance of a Building Permit. The application shall be completed in accordance with the City of St. Helena's Sewer Annexation Procedures including all annexation, impact, connection, and sewer fees.
31. The developer shall construct an 8-inch sewer main through Parcel 3 in accordance with City Standards. This improvement shall be coordinated with all civil improvement plans.
32. Unless otherwise explicitly permitted, all existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Napa County Department of Environmental Services or other designated agency. If there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.
33. All parcels shall be connected to the City of St. Helena municipal water system and installed per City of St. Helena standards.

34. The developer shall construct a 6-inch water main through Parcel 3 in accordance with City Standards. This improvement shall be coordinated with all civil improvement plans.
35. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.
36. A drainage report prepared by a California Registered Civil Engineer shall be submitted for review with the initial submittal of the Improvement Plans. The report shall include detailed hydrologic and hydraulic calculations to support the design and sizing of all public and private drainage facilities including storm drains, detention facilities and weirs.
37. No permanent structures shall be located within the Flood Zone AE (the 100 year Flood Zone) as depicted on the Tentative Map.
38. The developer shall submit the project Final Map as required in St. Helena Municipal Code Section 16.20 for review by the Public Works Department and signature by the County Surveyor. All costs associated with map, plans, easements, outside agency approvals and support documentation preparation shall be the responsibility of the developer and shall be paid prior to the approval of the final map. All improvements shall be complete or be secured as stated in said municipal code Section 16.32.
39. The access road width as shown (25-foot wide parcel with 16-feet of asphalt) is acceptable for the design shown but may not be appropriate for the development of additional parcels. Additional subdivision will require additional right of way dedication and improvements to the private road Parcel 3.
40. Prior to recordation of the Final Map, the developer shall construct frontage improvements as determined by the City Engineer. Frontage improvements shall be designed to meet current City and ADA standards. Said improvements shall be identified and incorporated into all plans submitted for building and encroachment permit approval. Standard frontage improvements cross section consists of a 5' sidewalk, 5' landscape area, curb and gutter, 5' bike lane, and 12' vehicle lane; in each direction. Any new asphalt shall taper back to the existing edge of pavement. As a component of these frontage improvements, the project shall reconstruct the roadway to the centerline, and slurry seal the entire road along the project frontage. Dedicate the required right of way for said improvements on the Final Map
41. Protect and maintain the existing Oak trees along the property front. The trees shall be located in the planter strip along the frontage and the sidewalk shall meander behind them as necessary. Provide a tree protection plan for approval by the Public

Works Director prior to approval of the Final Map. The plan shall be coordinated with any civil grading/drainage/improvement plans.

42. Construct sidewalk, curb, and gutter along the property street frontage per current City and ADA standards prior to Certificate of Occupancy.
43. If the neighboring property does not construct frontage improvements, the developer shall construct sidewalk, curb, and gutter from the property frontage to the northeast corner of Pope Street and Starr Avenue, and construct a new curb ramp at the northeast corner of Pope St. and Starr Ave. to meet current City and ADA standards prior to Certificate of Occupancy for the first structure on this Project.
44. Construct the driveway approach per current City and ADA standards prior to Certificate of Occupancy.
45. Install "No Parking Bike Lane Signs" in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD) along Pope Street from the property frontage to Starr Avenue prior to Certificate of Occupancy.
46. The developer shall underground all on-site utility lines per St. Helena Municipal Code. The cost of undergrounding shall be the responsibility of project developer.
47. Due to the economic and engineering infeasibility of undergrounding regional serving overhead power lines, such existing lines may remain on overhead power poles.
48. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.
49. An encroachment permit shall be required for any work performed in the public right of way. Improvements on private shared roadways will require approval by all parties of ownership of the access easements.
50. No construction may commence until adequate access to fire water supply is available to building sites as approved by the Fire Chief.

Fire Department Conditions of Approval

51. Installation of an approved interior fire sprinkler system is required in all areas of new construction.
52. One hour minimum fire resistant construction is required on all exterior walls within 10' of property boundary. Fire resistant construction of interior walls shall be determined by type of occupancy.

53. Truck turning template needs to be identified on both the Final Map and the site plans for proposed residential units, to clearly show that the fire engine can be turned around at end of driveway.

Building Department Conditions of Approval

54. A building permit is required for all onsite demolition, construction and/or change of occupancy.
55. The applicant will be required to comply with the codes adopted at the time the applicant applies for a building permit. At this time the City of St. Helena utilizes the 2013 Title 24 codes.
56. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.
57. The applicant shall provide a construction waste management plan with the building permit application.
58. The plans for construction shall include a checklist for compliance with the California Green Buildings Standards Code, mandatory measures. Provide a reference on the checklist indicating where the mandatory measures can be found on the plans.
59. When submitting plans, the title page shall include all information referenced on the building permit application checklist Title Page requirements.
60. Building Permit application materials and plans shall include any documentation pertaining to special loads applicable to the design and the specified section of the code that addresses the condition; special inspections for any systems or components requiring special inspection; requirements for seismic resistance; and a complete list of deferred submittals at time of application. Any deferral of the required submittal items shall have prior approval of the Building Official however deferral of fire sprinkler design is not allowed.

I HEREBY CERTIFY that the foregoing Use Permit, Design Review and Tentative Map recommendation was duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on November 15, 2016, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTEST:

Grace Kistner
Chair, Planning Commission

Noah Housh,
Planning and Community
Improvement Director

MICHAEL LAYNE & ASSOCIATES

DESIGN

October 21, 2015
Planning Department
1480 Main street
St. Helena, CA 94574

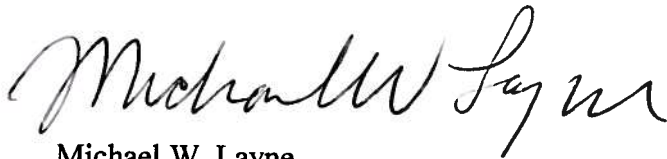
St. Helena Planning commission,

We are applying for design review approval to construct two single family homes on a subdivided parcel located at 579 Pope Street.

Residence number one is a single story three-bedroom home 21 feet in height and with a square footage of 4795 square feet.

Residence number two is a two story single bedroom home 21 feet in height with a main floor of 2054 square feet and an upper floor of 780 square feet for a total of 2834 square feet.

Sincerely,



Michael W. Layne

MICHAEL LAYNE & ASSOCIATES

DESIGN

RECEIVED
PLANNING DEPARTMENT
JUL 14 2016
City of St. Helena

July 7, 2016

City of St. Helena Planning Department
Noah Housh
Director of Planning

Dear Noah,

My client, Roger Trincherro, wishes to build his new home on the parcel of land located at 574 Pope Street. The parcel is zoned medium density and Mr. Trincherro has made a sincere effort to conform to that zoning. To do so he has had no choice but to build four residences to meet the density requirements.

We respect the town's desire to see that his land is developed in accordance with its current medium density zoning and in an effort to achieve that goal we are submitting these revisions in response to staff comments and recommendations.

It is our desire to have today's submittal secure support from Planning and Public Works. And upon presentation to the Planning Commission for design review, receive a favorable response and approval.

Per our discussion, we are splitting the original lot into five parcels. Each parcel is configured to conform to the requirements of the medium density zoning.

- Parcels one and two remain for development by my client or others that may purchase the property in the future. Each parcel meets the zoning requirements for medium density development.
- Parcel one accommodates three residences.
- Parcel two is configured to provide four residences.
- Parcel three allows access to the four residences submitted for approval.
- Parcels three, four and five are being submitted for current approval with a total of four residences, two each on parcels four and five.

The remaining parcels could be developed with condo or townhome style residences, or other configurations that make sense at the time. This results in no loss of the potential medium density development on Mr. Trincherro's property.

In response to comments by the planning director we submit the following:

Item 19:

We are conforming to the density requirements with two residences on parcel five and two residences on parcel four. Parcel five, less the undevelopable stream setback, has a building area of 19,665 square feet or approximately 0.45 acre which requires two residences. Parcel four which is 12,500 square feet an area and is approximately 0.24 acre would require one to two residences. We are proposing to build two residence on that parcel.

Item 20: Conceptual plan.

A conceptual plan for future development meeting the minimum density requirements has been submitted and reviewed by the Director of Planning.

Item 21: FAR requirements.

Parcel five's residence and guest house have a total square footage of 4512 sq. ft. The allowable sq. footage is 4800 sq. ft. including the 400 sq. ft. allowance for guest house and 200 sq. ft. allowance for covered parking.

Parcel four is 3550 sq. ft., the allowable is 3750 sq. ft. including the allowance for covered parking.

Item 22: Creek setback.

The creek setback has been increase to 52 feet from the toe of the creek bank per the request of Planning and Public Works.

Item 23: WELO.

Our submittal includes a landscape plan, irrigation plan and completed state mandated WELO plant species and irrigation forms.

Item 24: Submittal revisions, and resolution of inconsistencies.

With the help of planning and public work staff, the items in question have been resolved to the best of our knowledge. Any additional comments will be responded to immediately and cheerfully.

Item 25: The structures on parcel four have been redesigned to have more variety in shape and a greater number of windows.

We believe the submittal exhibits presented, show that Mr. Trincherro has made a sincere effort to meet the zoning requirements of his property. The home and guest house and adjacent second home-garage and guest house, which could be a low income rental for a caretaker, each located on individual parcels, are in compliance with the number of dwellings required on parcels four and five. The remaining parcels preserve in their configurations the ability to be developed in the future in compliance with the medium density zoning.

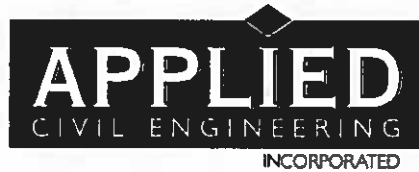
Given the scarcity of water, traffic issues, neighborhood objection to high density development and the current strain on city services, we believe that our proposal for Mr. Trinchero's property is reasonable and compatible with the surrounding neighborhoods and their residences.

Sincerely,

Michael Layne

Michael Layne

NAPA VALLEY: 1432 MAIN STREET, ST. HELENA, CA 94574 PHONE: 707 967 9474 FAX: 707 967 8873
mikewinebf@aol.com ♦ www.michaellaynedesign.com



July 7, 2016

Job No. 15-135

Steve Palmer, PE
Director of Public Works
City of St. Helena
1480 Main Street
St. Helena, CA 94574

Re: Trinchero Residence – Response to Comments
574 Pope Street (File No. PL15-061)

Dear Mr. Palmer:

Below please find responses to comments on the conceptual site improvement plans that we received from your department regarding the above reference project:

- 1) Sheet C1 has been revised to read "Tentative Parcel Map" as requested.
- 2) It is our understanding that future development on the property in order to meet City medium density requirements would be accessed directly off of Pope Street and therefore a 56' right of way would not be required.
- 3) See item 2 above.
- 4) The Typical Cross Section on Sheet C2 has been revised to call out City Standard 320 as requested.
- 5) The Pope Street cross sections on Sheet C2 have been revised to show all slopes less than 4% as requested.
- 6) The new water services shown on Sheet C1 include a reference to City Standard 105 for backflow devices behind the water meters.
- 7) It is not feasible to obtain 2% slope on a sewer lateral from Pope Street to the north end of the property and maintain reasonable cover depth. Therefore, a private main has been designed with a larger 6 inch pipe which can be installed at a minimum slope of 0.5%. The new private main is located within the private road parcel and terminates at a manhole located near the east corner of Parcel 4. Standard 4" laterals with 2% slope extend from the manhole to the proposed development on both Parcel 4 and Parcel 5.
- 8) Approximate tree canopy outline is shown on the revised plan sheets and Tree Protection Notes are called out on Sheet C2.

- 9) The project proposes new curb, gutter and sidewalk along the entire Pope Street frontage. Extending these improvements beyond the property frontage is beyond the scope of work warranted for the proposed project and should be completed by the developer of the adjacent property.
- 10) No Parking / Bike Lane signs are shown on Sheet C2.
- 11) Copies of the following Official Records listed are provided with this letter:
 - 2014-0021042
 - 2014-0021043
 - 2008-0018850
- 12) A preliminary landscape plan is being provided with this submittal.
- 13) See attached preliminary cost estimate for offsite improvements.

We trust that this information and the attached documents adequate address your concerns. Please feel free to contact us at (707) 320-4968 if you have any questions.

Sincerely,

Applied Civil Engineering Incorporated

By:

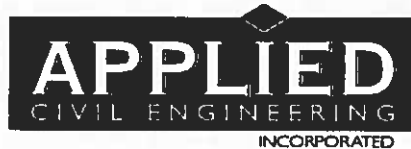


Michael R. Muelrath

Michael R. Muelrath RCE 67435
Principal

Copy:

Michael Layne (via email)



**Public Improvements Associated with the Trinchero Pope Street Tentative Parcel Map
Pope Street, St. Helena, CA 94574**

ESTIMATE OF PROBABLE CONSTRUCTION COST*

Item	Unit Cost		Quantity	Total
Mobilization	\$5,000	lump sum	1	\$5,000
Tree Preservation	\$2,500	lump sum	1	\$2,500
Erosion Control	\$2,500	lump sum	1	\$2,500
Remove Tree	\$2,750	each	6	\$16,500
Relocate Road Sign	\$200	each	1	\$200
Dust Control	\$5,000	lump sum	1	\$5,000
Grading				
Clear and Grub	\$2,500	lump sum	1	\$2,500
Remove Asphalt Pavement	\$2.25	per sf	4,700	\$10,575
Excavation and Export	\$30	per cy	250	\$7,500
Concrete & Paving				
6" PCC Driveway	\$20	per sf	160	\$3,200
Curb & Gutter	\$45	per lf	222	\$9,990
Sidewalk	\$16	per sf	912	\$14,592
AC Paving	\$115	per ton	110	\$12,650
Class 2 Aggregate Base	\$50	per cy	260	\$13,000
Water				
2" Reduced Pressure Backflow Preventer	\$4,000	each	2	\$8,000
1" Water Service	\$2,500	each	2	\$5,000
Relocate Fire Hydrant	\$2,500	each	1	\$2,500
Sewer				
6" SDR 35 PVC Sewer Main	\$80	per lf	45	\$3,600
Sewer Manhole, 48"	\$5,000	each	1	\$5,000
Street				
Roadside Sign (One Post)	\$250	each	3	\$750
Painted Stripe	\$1.50	per lf	222	\$333
Sub-Total				\$130,890
10% Contingency				\$13,089
Total				\$143,979

*This estimate is based on engineer's judgement and experience but is not a guarantee of actual construction cost. If actual costs are desired a contractor should prepare a bid for the work.



September 21, 2016

Noah Housh
Planning and Community
Improvement Director
City of St. Helena
1480 Main Street
St. Helena, CA 94574
nhoush@cityofsthelelena.org

Re: Trinchero Residence
574 Pope Street, APN 009-552-005
Application PL15-061

Dear Noah:

I am writing in support of Roger Trinchero's application to build a home for himself at 574 Pope Street, a 2.5-acre undeveloped parcel with a General Plan and zoning designation of medium density residential (MR). The northeastern portion of the property is occupied by Sulphur Creek.

Mr. Trinchero seeks approval of (i) a tentative map, dividing the property into five parcels, or four parcels plus remainder, (ii) design review of the house, and (iii) a use permit preserving the property's overall density while allowing reduced density on the proposed home site due to building constraints imposed by the creek.

Minimum density in the medium density residential (MR) district is 5.1 dwelling units per acre (17.40.010). The minimum density on the entire 2.5-acre property is therefore 13 units (2.5 acres x 5.1 units per acre = 12.75 units rounded up per 17.40.060(E)). The proposed parcel map will preserve this 13-unit capacity on the property.

Sulphur Creek is located on a portion of the Trinchero lot, necessitating a significant setback. The setback is calculated as two times the depth of creek bank plus 20 feet from the toe of the bank (17.136.060(A)). The toe of the bank is the base or bottom of the bank slope.

Noah Housh
September 21, 2016
Page Two

The average depth of bank of Sulphur Creek at this location is 16 feet, as measured by civil engineer Mike Muelrath. The required setback from Sulphur Creek on the Trincherro parcel is therefore 52 feet from the toe of the bank (16 feet depth of bank x 2 = 32 feet + 20 feet = 52 feet). The proposed tentative map depicts the 52-foot setback line.

The setback requirement deprives Mr. Trincherro of the ability to build on 39% of his parcel. The total area of the Trincherro parcel is 0.77 acres. The creek setback encompasses 0.3 acres, as measured by Mike Muelrath. The zoning ordinance thus reduces the buildable area of the Trincherro parcel to 0.47 acres.

The zoning ordinance accommodates such limitations. Under section 17.40.060(E)(1), the Planning Commission may approve a use permit allowing reduced density on a parcel if environmental constraints make compliance with minimum density requirements impractical. The ordinance defines environmental constraints to include natural features such slopes, trees and streams.

Mr. Trincherro requests approval of a use permit allowing him to construct two units on his parcel based upon the buildable area available to him. Two units are consistent with the minimum density requirement for the parcel minus the setback zone (0.77 acres – 0.3-acre setback = 0.47 acres x 5.1 units per acre = 2.4 units rounded down per 17.40.060(E)).

The Trincherro proposal will preserve the minimum density on the 2.5-acre property as a whole which, as noted above, is 13 units. Attached is a conceptual plan showing how the site can accommodate 13 units including the Trincherro residence. The City can therefore approve the Trincherro application without any reduction in the property's housing capacity.

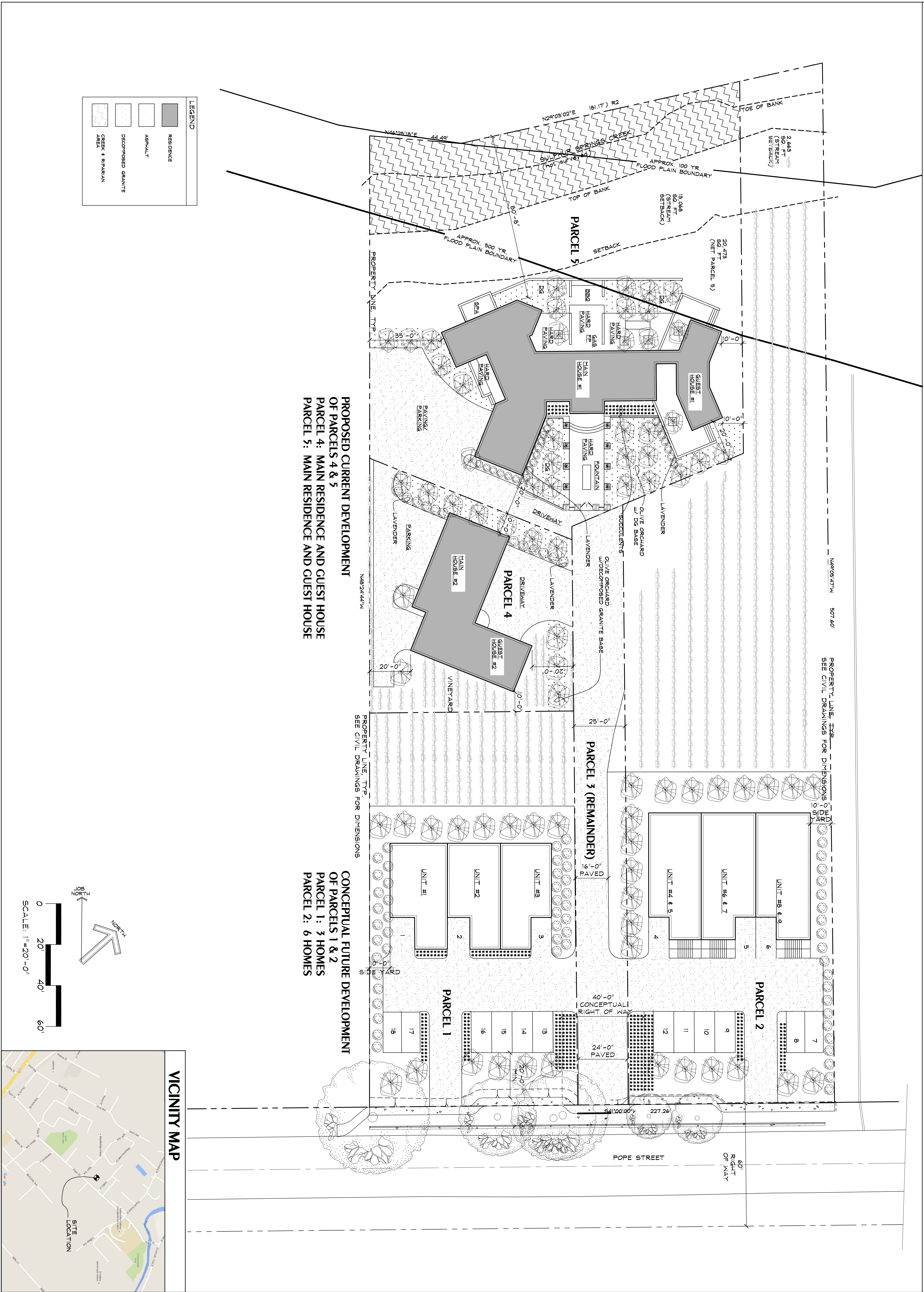
Please do not hesitate to contact me with any questions.

Sincerely,

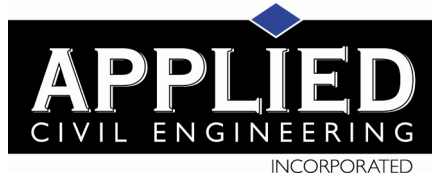
A handwritten signature in black ink, appearing to read 'Kevin P. Block', written in a cursive style.

Kevin P. Block

SITE PLAN



	MICHAEL LATTE AND ASSOCIATES MICHAEL LATTE 1461 RAILROAD AVE. ST. HELENA, CA 94744 707-487-9474	MARY SIKES & ASSOCIATES 1461 RAILROAD AVE. STE. 2 ST. HELENA, CA 94744 707-487-9474	SITE PLAN	PROJECT:	ROGER TRINCHERO NEW RESIDENCE	SITE LOCATION:	A.P.N.: 009-552-005 576 POPE STREET, ST. HELENA, CA	DESCRIPTION:	SITE DEVELOPMENT	DRAWN BY:	DATE:	09/21/16
				REVISION:								



October 15, 2015

Job No. 15-135

Steve Palmer, PE
Public Works Director
City of St. Helena
1480 Main Street
St. Helena, CA 94574

Re: Water Neutrality Analysis for the Trinchero Design Review and Tentative Parcel Map
Pope Street, St. Helena, CA 94574
Napa County Assessor's Parcel Number 009-552-005

Dear Mr. Palmer:

Roger Trinchero is proposing to subdivide the above referenced property into two parcels and build a single family dwelling on each parcel. Below is a summary of the planned improvements that are pertinent to this Water Neutrality Analysis:

- Build one new single family dwelling unit with one potential bedroom on Parcel 1
- Build one new single family dwelling unit with four potential bedrooms on Parcel 2
- Install 4,000 +/- sf of moderate water use landscaping on Parcel 1
- Install 6,000 +/- sf of moderate water use landscaping on Parcel 2
- Install irrigation system for 0.5 +/- acres of existing vineyard on Parcel 1
- Install irrigation system for 0.75 +/- acres of existing vineyard on Parcel 2.

The purpose of this letter is to provide an analysis of the theoretical existing and proposed domestic and irrigation water demand on the City water system as required by City of St. Helena Municipal Code Section 13.12.050.

Existing Theoretical Domestic & Irrigation Water Demand

We understand that there is no City water use at the property at this time. The parcel is currently developed with vineyard that is dry farmed.

Proposed Theoretical Domestic Water Demand

The two new residences will be outfitted with water efficient, EPA WaterSense labeled fixtures to meet the requirements of the California Green Building Standards Code and City of St. Helena Building Code as is required for all new residential construction. Below is a summary of the water saving fixtures that will be installed in each residence and the performance specification for each plumbing fixture:

➤ Showerheads:	2 gallons per minute
➤ Lavatory Faucet Aerators:	1.5 gallons per minute
➤ Kitchen Faucet Aerators:	1.5 gallons per minute
➤ Water Closets:	1.28 gallons per flush
➤ Clothes Washer:	19.7 gallons per load
➤ Dish Washer:	6.3 gallons per load

We have utilized the methodology of the California Green Building Standards Code and the water use specifications above to calculate the theoretical domestic water demand for the four bedroom residence and one bedroom residence (5 total bedrooms). The calculations are presented in the attached Proposed Water Use Calculation Spreadsheet and the theoretical proposed water demand was determined to be 361 gallons per day.

A copy of a sample specification sheet for each of the above fixtures is included as an attachment to this letter. The owner may choose to substitute alternate fixtures at the time of construction provided they are in general accordance with the flow / water use specifications outlined above.

Proposed Theoretical Landscape Irrigation Water Demand

We have estimated the proposed landscape irrigation water demand by using the Water Use Classification of Landscape Species (WUCOLS) methodology developed by the University of California Cooperative Extension. WUCOLS predicts the required depth of irrigation for landscaping as follows:

Irrigation Depth = Plant Factor x ETo

Where:

Plant Factor is the ratio of a certain plant's water use relative to ETo; and

ETo is the reference evapotranspiration for the geographic region being evaluated

Plant Factors vary by plant species and WUCOLS identifies the following general Plant Factor ranges:

High (H)	70% to 100% of ETo
Moderate (M)	40% to 60% of ETo
Low (L)	10% to 30% of ETo
Very Low (VL)	0% to 10% of ETo

We understand that landscaping will consist of olive trees and other low to moderate water use plants. For the purpose of this analysis we have conservatively assumed all landscape areas will be Moderate water use plants to leave some flexibility in final landscape plan design.

Parcel 1 – Moderate Water Use Plants	4,000 +/- sf	M
Parcel 2 – Moderate Water Use Plants	6,000 +/- sf	M

The reference evapotranspiration is the combined depth of water that is evaporated and transpired from a closely planted grass crop that fully shades the soil surface. ETo is influenced by climatic conditions including solar radiation, temperature, wind, vapor pressure, humidity and elevation relative to sea level and thus varies widely from location to location. The California Irrigation Management Information System (CIMIS) has over 120 monitoring stations throughout the State that compile ETo data to facilitate irrigation scheduling. According to the published CIMIS ETo Zone Map the project site is located in Zone 8 which as a total ETo of approximately 49 inches per year and approximately 40 inches for the irrigation season consisting of the months of April through October. We assumed that rainfall sufficiently meets the landscape water needs during the months of November through March in an average rainfall year.

Using this data we calculated the annual irrigation demand to be as follows:

Parcel 1	59,840 gallons
Parcel 2	89,760 gallons
Total	149,600 gallons

The total theoretical proposed landscape irrigation water demand is estimated to be 149,600 gallons per year or an average of 410 gallons per day.

Proposed Theoretical Vineyard Irrigation Water Demand

We have estimated the theoretical vineyard irrigation demand based on the Napa County Water Availability Analysis – Appendix B: Estimated Water Use for Specific Land Use to be 0.5 acre-feet per year per acre of vines.

The total area of vines to remain on each parcel is as follows:

Parcel 1	0.50 +/- acres
Parcel 2	0.75 +/- acres

Using this data we calculated the annual vineyard irrigation demand to be as follows:

Parcel 1	81,463 gallons
Parcel 2	122,194 gallons
Total	203,657 gallons

The total theoretical proposed landscape irrigation water demand is estimated to be 203,657 gallons per year or an average of 558 gallons per day.

Total Proposed Theoretical Water Demand

The total proposed theoretical water demand is equal to the proposed theoretical domestic water demand (361 gpd) plus the proposed theoretical irrigation water demand (410 gpd) plus the proposed theoretical vineyard irrigation demand (558 gpd) or 1,329 gpd.

Existing vs Proposed Theoretical Water Demand

The above calculations indicate that the proposed project will result in a theoretical net increase in total water demand of 1,329 gpd (1,329 gpd – 0 gpd) after construction of the new two residences and the associated landscaping and vineyard.

Proposed Offsite Mitigation

The Applicant has worked with the St. Helena Unified School District to fund the removal of 284,186 square feet of turf that is currently irrigated with City water. The turf will be replaced by artificial turf that does not require irrigation. Using the WUCOLS methodology outlined above we have estimated that the turf (High water use classification) would use an estimated 5.7 million gallons of water per year or an average of over 15,500 gallons per day.

Existing vs Proposed Theoretical Water Demand with Offsite Mitigation

The above calculations show that the proposed project will result in a theoretical net increase in total theoretical water demand of 1,329 gpd. The proposed offsite mitigation will result in a theoretical net decrease in water demand of 15,500 gpd. Therefore the proposed mitigation will more than offset the impacts of the proposed project and the overall net impact will be a decrease in theoretical total water demand.

Conclusion

The calculations above show that the proposed project, with offsite mitigation, will not result in an increase in theoretical estimated City water demand in compliance with City of St. Helena Municipal Code Section 13.12.050.

Please feel free to contact us at (707) 320-4968 if you have any questions regarding our analysis.

Sincerely,

Applied Civil Engineering Incorporated

Michael R. Muelrath

Michael R. Muelrath RCE 67435
President



Enclosures:

- Proposed Water Use Calculation Spreadsheet
- Floor Plans
- Site Plan
- Fixture Information Sheets
- St. Helena Unified School District Letter

Proposed Domestic Water Use Calculation Spreadsheet

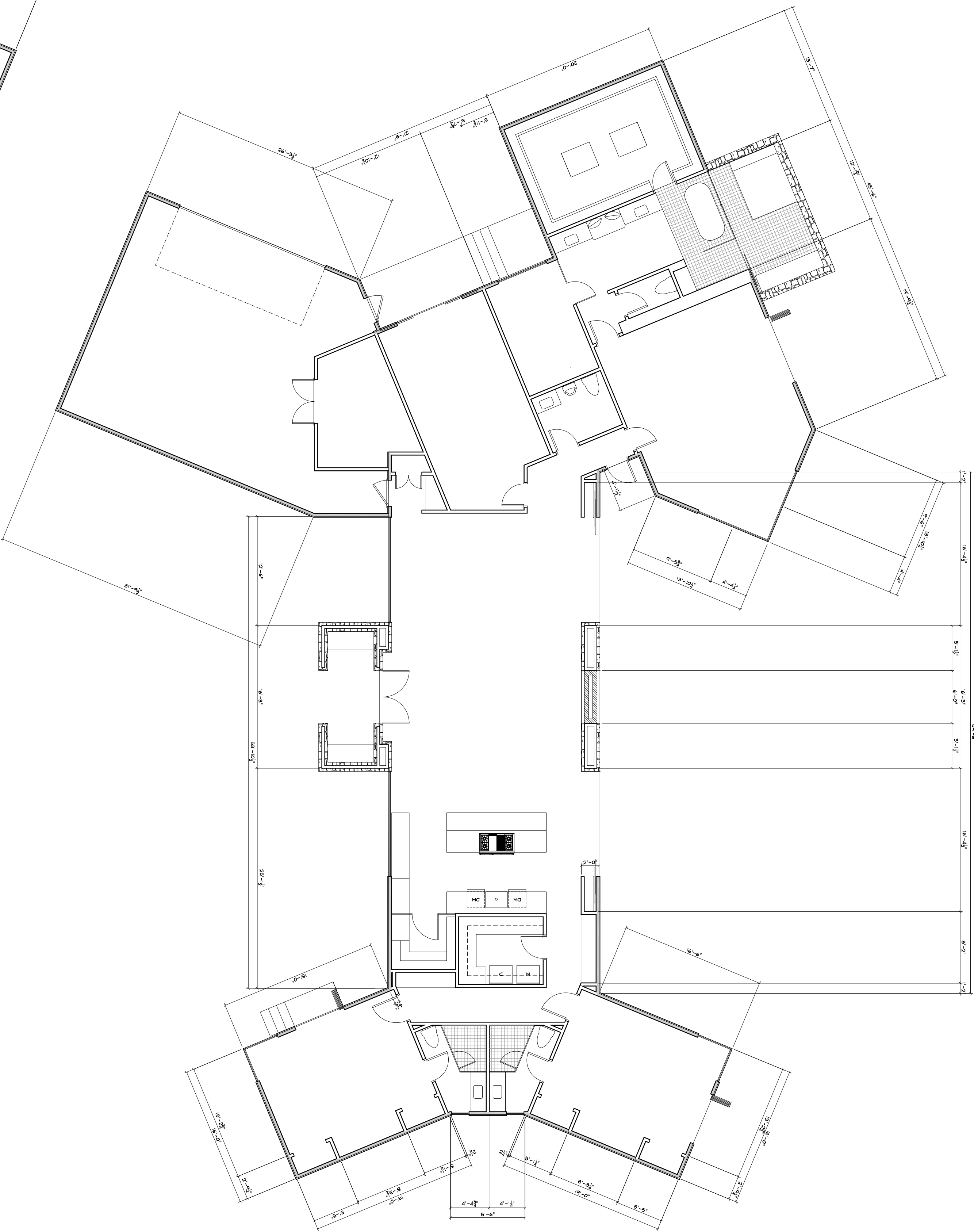
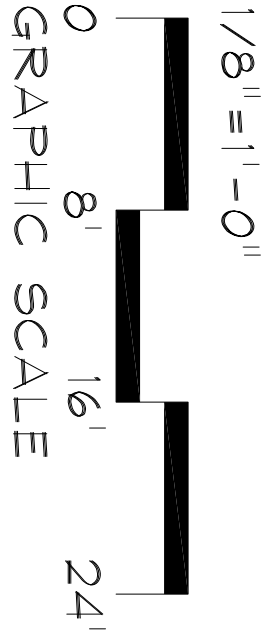
Fixture Description	Flow Rate			Flow Duration / Description			Daily Uses per Occupant ^{(5) (6)}		Number of Occupants ⁽⁷⁾		Gallons per Day
Showerhead	2	gpm ⁽¹⁾	x	8	minutes ⁽⁴⁾	x	1	x	10	=	160.0
Sink Faucets	1.5	gpm ⁽¹⁾	x	0.25	minutes ⁽⁴⁾	x	3	x	10	=	11.3
Kitchen Faucet	1.8	gpm ⁽¹⁾	x	4	minutes ⁽⁴⁾	x	1	x	10	=	72.0
Toilet	1.3	gpf ⁽²⁾	x	1	flush	x	3	x	10	=	39.0
Clothes Washer	19.7	gpl ^{(3), (8)}	x	1	load	x	0.37	x	10	=	72.9
Dish Washer	6.3	gpl ^{(3), (9)}	x	1	load	x	0.1	x	10	=	6.3
Total											361

Notes:

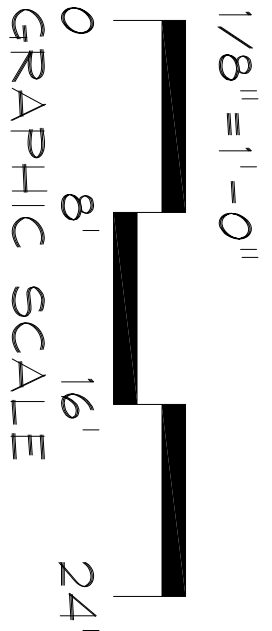
- (1) Gallons per minute (gpm)
- (2) Gallons per flush (gpf)
- (3) Gallons per load (gpl)
- (4) Flow duration from 2010 California Green Building Standards Code
- (5) Daily uses per occupant from 2010 California Green Building Standards Code (Showerhead, Sink Faucet, Kitchen Faucet, Toilet)
- (6) Daily uses per occupant from US EPA Onsite Wastewater Treatment Systems Manual (Laundry Machine, Dish Washer)
- (7) Number of occupants conservatively assumes 2 people per bedroom and 5 total bedrooms
- (8) Water use per load varies based on setting. Range = 7 gpl to 19.7 gpl per Miele
- (9) Water use per load varies based on setting. Range = 1.3 gpl to 6.3 gpl per Miele

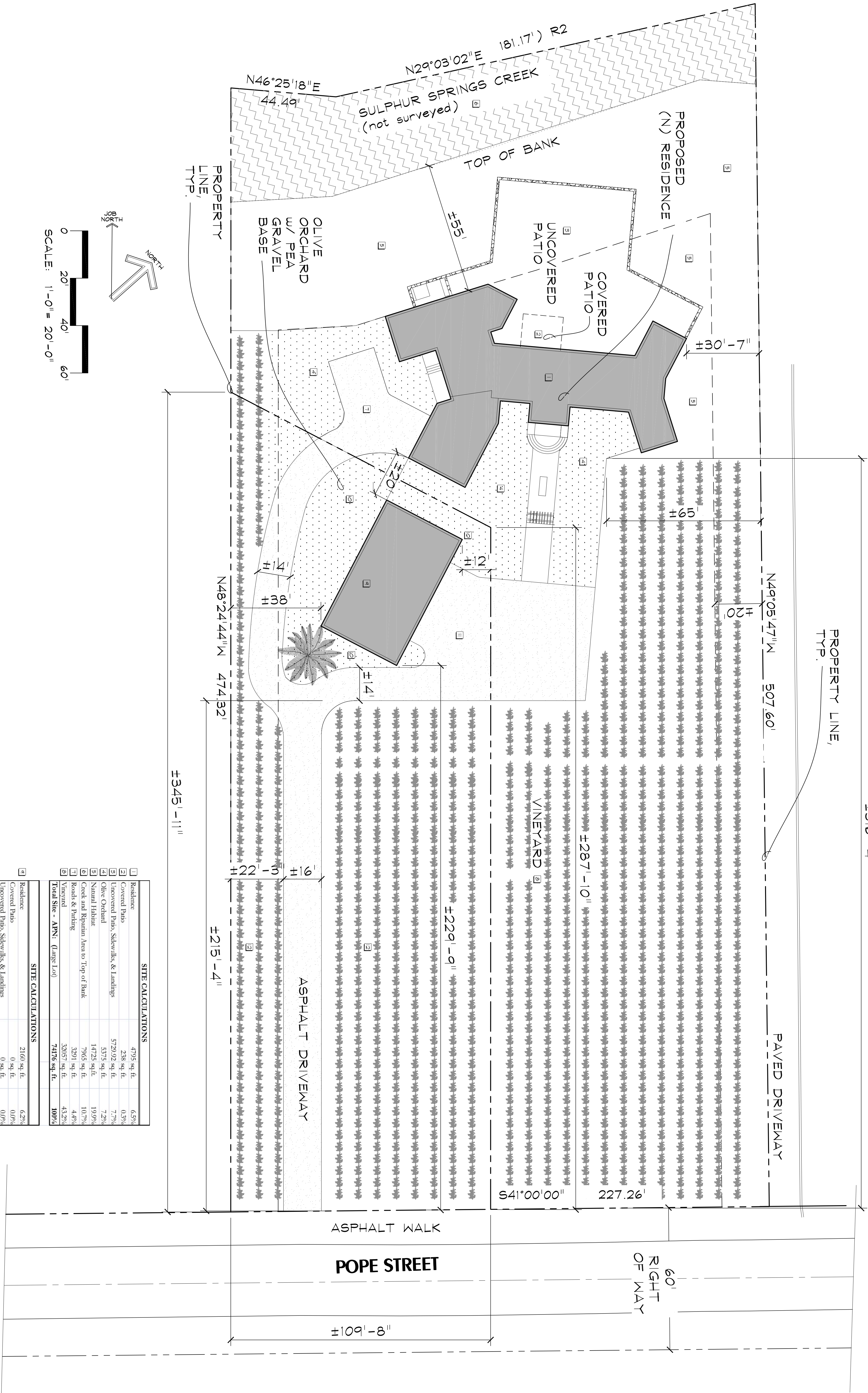


PROPOSED SECOND FLOOR PLAN

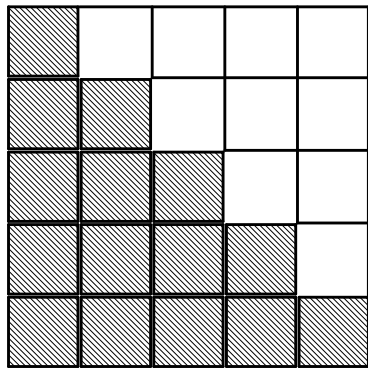


PROPOSED FLOOR PLAN





SITE CALCULATIONS			
1	Residence	4795 sq. ft.	6.5%
2	Covered Patio	238 sq. ft.	0.3%
3	Uncovered Patio, Sidewalks, & Landings	5729.02 sq. ft.	7.7%
4	Olive Orchard	5375 sq. ft.	7.2%
5	Natural Habitat	14725 sq.ft.	19.9%
6	Creek and Riparian Area to Top of Bank	7965 sq. ft.	10.7%
7	Roads & Parking	3291 sq. ft.	4.4%
8	Vacant	32057 sq. ft.	43.2%
Total Site - APN: (Large Lot)		74176 sq. ft.	100%
SITE CALCULATIONS			
9	Residence	2160 sq. ft.	6.2%
	Covered Patio	0 sq. ft.	0.0%
	Uncovered Patio, Sidewalks, & Landings	0 sq. ft.	0.0%
10	Olive Orchard	3610 sq. ft.	10.4%
11	Creek and Riparian Area to Top of Bank	0 sq. ft.	0.0%
12	Roads & Parking	7357 sq. ft.	21.2%
13	Vacant	21020 sq. ft.	62.2%
Total Site - APN: Small Lot		34747 sq. ft.	100%



**MICHAEL LANTE
AND ASSOCIATES**
MICHAEL LANTÉ
1461 RAILROAD AVE.
ST. HELENA, CA
707-467-9474
**MARY SIKES &
ASSOCIATES**
1461 RAILROAD AVE. STE. 1
ST. HELENA, CA
707-467-9465

PROJECT:

**ROGER TRINCHERO
NEW RESIDENCE**

SITE LOCATION:

A.P.N.: 009-552-005

576 POPE STREET, ST. HELENA, CA

DESCRIPTION:

PROPOSED SITE PLAN

DRAWN BY:

DATE:

09/10/15

REVISION:

FEATURES

- E-Max® flushing system, low consumption (1.28GPF/4.8LPF)
- One-piece decorative toilet with low-profile tank
- Elongated front bowl with SoftClose® seat (SS114) or round front bowl with SoftClose® seat (SS113)
- 12" Rough-in
- Chrome trip lever

MODELS

- MS864114E
Elongated bowl with SoftClose seat (SS114)
- MS863113E
Round bowl with SoftClose seat (SS113)

COLORS/FINISHES

- Standard
 - #01 Cotton
 - #03 Bone
 - #11 Colonial White
 - #12 Sedona Beige



E-MAX™
FLUSHING SYSTEM BY TOTO®

PRODUCT SPECIFICATION

The one-piece low consumption E-Max flushing system toilet shall be 1.28GPF/4.8LPF. Toilet shall be of elongated front bowl (MS864) or round front bowl (MS863) with a low-profile tank and SoftClose seat. Toilet shall have chrome trip lever. Toilet shall be TOTO Model MS864114E_____ (elongated), MS863113E_____ (round).

CODES/STANDARDS

- Meets and exceeds ASME A112.19.2/CSA B45.1
- Certifications: IAPMO(cUPC), EPA Watersense, State of Massachusetts, City of Los Angeles, and others
- Code compliance: UPC, IPC, NSPC, NPC Canada, and others
- Legislative compliance: California AB715, California Green Building Code, City of Los Angeles Water Efficiency Ordinance





WATER 



NIAGARA
CONSERVATION®



N3215-PC* Bathroom Sink Aerator

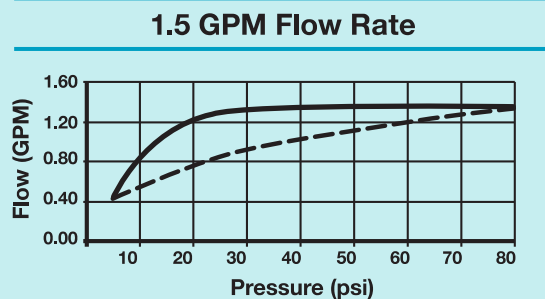
Pressure Compensating Needle Spray, 1.5 GPM (5.7 LPM)

Niagara's patented pressure compensating aerator revolutionizes the flow of water. A simple device that saves thousands of gallons of water a year without sacrificing the pressure or performance.

- 1.5 gallon per minute flow rate (5.7 litre per minute)
- Niagara's patented non-removable pressure compensator provides a constant output of water regardless of pressure
- Conical shape compensator helps to filter debris and mineral build-up
- Dual-thread brass connection, Male:15/16-27 Female: 55/64-27
- Housing constructed of solid, low-lead brass with high-polished chrome finish
- Needle spray has (18) individual streams with the perfect amount of pressure
- Bubble spray model is air-inducted providing a full stream of water while using less
- 10-year guarantee

Certifications: Meets or exceeds: ASME A112.18.1 / CSA B125.1; ANSI/NSF 61; California Health and Safety Code 116875 (AB 1953-2006) and Vermont Bill S.0152. Chrome plated parts meets ASTM B368 for corrosion testing

Case Qty: 500



Pressure Compensated Spray

Non-Pressure Compensated Spray

Savings

Savings	Water (gallons)	Electric (kWh)	Gas (therms)	Dollars
Electric Water Heater	7,665	433	n/a	\$82
Gas Water Heat	7,665	n/a	24	\$59

*Savings based on FEMP/DOE data and assuming a water rate of \$4/1,000 gallons.

*Also Available in:



Bubble Spray
Item# N3104-PC



Versa

Dual S
1.5 GP

- Two sp
- 360° S
- Dual-t



WATER 



NIAGARA
CONSERVATION®



N3116P-C* Versa Kitchen Aerator

Dual Spray with Swivel, 1.5 GPM (5.7 LPM)

Modern and sleek, the Versa dual function kitchen aerator delivers a great spray at any water pressure. Switch from an aerated bubble spray to needle spray with a push/pull of the body. Soft rubber water jet-ways allow for easy cleaning.

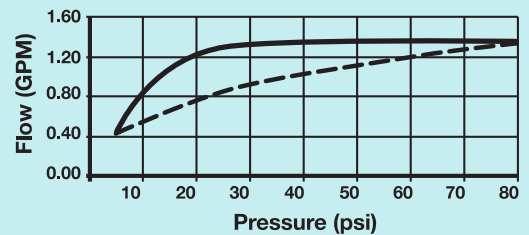
- 1.5 gallon per minute flow rate (5.7 litre per minute)
- Niagara's patented non-removable pressure compensator provides a constant output of water regardless of pressure
- (2) spray functions: Air inducted soft bubble stream and splash-free needle spray pattern of (20) individual streams
- POM ball joint with 360° swivel, virtually lead-free aerator
- Soft rubber nozzles for easy cleaning and decalcification
- Sleek, modern housing
- Dual-thread brass connection, Male: 15/16-27 Female: 55/64-27
- Overall dimensions: 1.3" diameter x 2.2" (33 x 55.6mm)

Certifications:

Meets or exceeds: ASME A112.18.1 / CSA B125.1; ANSI/NSF 61
Chrome plated parts meets ASTM B368 for corrosion testing

Case Qty: 200

1.5 GPM Flow Rate



**Pressure
Compensated Spray**

*Non-Pressure
Compensated Spray*

Savings

Savings	Water (gallons)	Electric (kWh)	Gas (therms)	Dollars
Electric Water Heater	7,665	433	n/a	\$82
Gas Water Heat	7,665	n/a	24	\$59

*Savings based on FEMP/DOE data and assuming a water rate of \$4/1,000 gallons.

*Also Available in:



White w. Chrome
Item# N3116P

ANYSTREAM® CLASSIC

Showerheads GENERAL SPECIFICATION

Water conserving pressure compensating Autoflo® device reduces flow to 2.5 GPM/9.46LPM maximum, to meet existing ASME A112.18.1/CSA B125.1 Standard. ½" N PT inlet.

☐ S-2251

Polished chrome plated Anystream® showerhead. Brass ball swivel joint. Brass shank. Spray adjusting handle. 3-1/2" face. 8 Lexan deposit resisting plungers with 64 spray channels.

☐ S-2252

Polished chrome plated Anystream® showerhead. Brass ball swivel joint. Brass shank. Spray adjusting peanut handle. 2-3/4" face. 6 Lexan deposit resisting plungers with 48 spray channels.

☐ S-2253

Polished chrome plated Anystream® showerhead. Brass ball swivel joint. Chrome plated shank. Spray adjusting T-handle. 2-1/4" face. 4 Lexan deposit resisting plungers with 32 spray channels.

OPTIONS

SUFFIX	DESCRIPTION
☐ E2	2.0 GPM flow rate (S-2252 & S-2253 only)
☐ E175	1.75 GPM flow rate (S-2253 only)
☐ E15	1.5 GPM flow rate (S-2253 only)
☐ PB	Polished brass finish (S-2251 & S-2252 only)
☐ BP	Blister pack packaging (S-2252 & S-2253 only)
☐ BPT	½" British pipe thread inlet
☐ ORB	Oil rubbed bronze (S-2251 & S-2252 only)
☐ PN	Polished nickel finish (S-2251 & S-2252 only)
☐ BN	Brushed nickel finish (S-2251 & S-2252 only)

S-2251

S-2252

S-2253



Coffee Cooking Dishwashers Laundry Care Refrigeration Wine Storage Vacuums Professional

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Washing Machine

Standard features

Large capacity

Stainless steel Honeycomb™ wash drum

Advanced Touchtronic Controls

Display function

24-hour delay start

Digital program countdown display

Fault indicators

Child lock feature

Self diagnostics

PC update function

RemoteVision™ capable

Interior light

Cast iron cradle
[Hydraulic suspension](#)
 139 kWh consumption per year
 110 volts

Wash Programs / Options

11 [MasterCare™](#) wash programs
 6 standard [wash programs](#)
 Create your own [Custom](#) wash program
[Extended](#) option
[Heavy soil](#) option
[Sensitive](#) option
[Buzzer](#) option
 6 [water temperature settings](#)
 6 spin settings (0 - 1300 rpm)
 Program sequence lights
 No drum spin option

Optional Accessories Not Included

Utilizes optional stacking kit model WTV407
 Optional WTS410 [laundry stand](#) with storage drawer

Design considerations

[Angled control panel](#)
 Stainless steel porthole door with metal hinges
 Available in white finish



W 3033 Washing Machine

Learn more

[Detergent Recommendations](#)

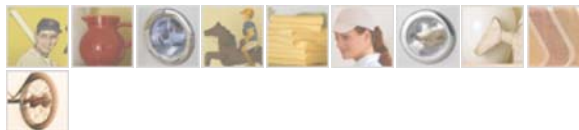
Also see: [High-Efficiency Detergents](#) & Fabric Care Products
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Item Number Manuals Specs CAD files Energy Guide

Click a tab to view

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washer

Controls

PC Update function
Concealed control panel



Standard features

11 wash programs including China & Crystal, and Turbo setting
& 5 additional specialty cycles
Varia™ temperature settings

Item Number	
Manuals	Specs
Energy Guide	
File	Type
<u>Operating and Installation manual</u>	pdf

Emergency options

Automatic load size sensor
 Information button
 Acoustic function monitor
 Double waterproof system
 298 kWh consumption per year
 RemoteVision™ capable
 AutoClose™ door

Optional accessories not included

(Additional accessories [here](#).)

Cappuccinatore insert
 Large diameter plate insert
[Rinse Aid](#)
[Salt](#)
 MieleCare Collection: Dishwasher [Freshener](#)
 Miele Dishwasher [Detergent Tabs](#)
 Miele Ceramic and [Stainless Steel Cleaner](#)

Basket configuration

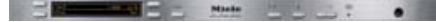
[Multi-function basket](#)™
[Upgraded highly-flexible upper basket](#)
[Upgraded highly-flexible lower basket](#)
 Split [cutlery tray](#)

Finishes

Accepts custom door panel (required)
 Optional [Door Panels](#)
[Door handle options](#)



Interior of the G 2872 SCVi La Perla Series dishwasher



(Click to see control panel)

G2872SCVi Gallery**Dealer Locator**

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Andrea Stubbs
CHIEF BUSINESS OFFICIAL

September 8, 2015

City of St. Helena
1480 Main Street
St. Helena, CA 94574

Dear Sir or Madam:

The St. Helena Unified School District is the process of removing 284,186 square feet of irrigated grass and replacing it with 207,034 square feet of artificial turf that requires no irrigation. We estimate this will save in excess of 8,000 gallons for each watering cycle.

Roger Trinchero has generously committed to fund the cost associated with removal of our thirsty natural grass so that we can make way for our new water conscious turf ball fields. His donation will not only reduce the cost of construction, but will save thousands over the life cycle of the project while preserving natural resources.

On behalf of the Board of Trustees, I would like to thank Mr. Trinchero for his generous donation and his continued support of St. Helena School schools.

Sincerely,

Jeannie Kerr
President, Board of Trustees

Cindy Black

From: greg ochocki <lakebear@centurytel.net>
Sent: Friday, April 08, 2016 2:35 PM
To: Noah Housh
Subject: From Greg Ochocki Peppertree Condos

City Of St. Helena, CA.
Dear Noah

We support Roger Trincherro in his plan to build on the lot at Pope and Hollis (formally Aves property) Family homes and out building.

We feel that 18 units, as is zoned currently, would be a severe negative impact of traffic flow on Pope Street. Pope is already impacted by heavy traffic and truck noise, as is the historic bridge at Silverado and Pope.

Adding more traffic impact would cause more congestion and gridlock both at the historic bridge and at the stoplight at the railroad crossing at Pope and Main street.

This will have a negative impact on the entire neighborhood

We support that Mr Trincherro's plan be approved for the sake of the neighborhood.

Feel free to forward this email to whom it may concern.

Sincerely

Greg Ochocki Anne Barrie
owners

1135 Peppertree Circle
St Helena CA 94574

707 968 -5432

Cindy Black

From: Doug Keller <ddkeller1@gmail.com>
Sent: Friday, May 13, 2016 10:52 AM
To: Noah Housh
Subject: Re: From Greg Ochocki/ Peppertree Condos

As recent purchasers of 1250 Peppertree Circle, we thoroughly agree with Greg Ochoki re the proposed home by Roger Trinchero. I, Doug Keller, have known Roger for over 60 years and am convinced he will build tastefully.

Doug Keller
John McAteer

On Fri, Apr 8, 2016 at 2:56 PM, Noah Housh <NHoush@cityofstheleena.org> wrote:

Greg,

Thank you for taking the time to comment on the project.

I will forward a copy of your comments to Mr. Trinchero's architect (Michael Lane) and will provide a copy to the Planning Commission for their review prior to acting on the project.

Noah Housh

Planning and Community Improvement Director

City of Saint Helena

[\(707\) 968-2659](tel:(707)968-2659)

From: greg ochocki [mailto:lakebear@centurytel.net]
Sent: Friday, April 08, 2016 2:17 PM
To: Noah Housh
Cc: bunny; Janie Beach; Doug Keller; laurel krsek; Craig De Mello; Fernando Porto
Subject: From Greg Ochocki/ Peppertree Condos

City Of St. Helena

N.

Thanks for your phone call in reference to lots at Pope & Hollis (formerly Aves property)

1. We support Roger Trincherro in his plans to build family houses and out building .

My wife Anne Barrie and I own unit 1135 Peppertree Circle in St Helena.

Our feeling is that if 18 units were built there, it would have a **negative impact** on the already heavy vehicle traffic

on Pope Street and have a severe impact on the historic bridge,

The stoplight at the railroad crossing at Main St and Pope would also suffer major back ups.

2. The property on the other side of Pope street which was

zoned for 80 units(to my understanding) if that was built up with 80 units,

would create total grid lock on Pope Street which is the main artery between

Highway 29 and Siverado Trail.

Hollis street would also suffer congestion impacts from an 18 unit complex.

Please e mail us so we can attend hearings in support of Mr. Trincherro.

Feel free to forward this letter to whom it may concern, as well as Mr. Trincherro and his agents.

Sincerely

Greg Ochocki

Anne Barrie

unit 1135 Peppertree Circle

St. Helena CA 94574

[707 968-5432](tel:7079685432)

Cindy Black

From: Bunny <bunnybette@comcast.net>
Sent: Saturday, April 09, 2016 11:56 AM
To: Noah Housh
Subject: Pope St

Noah Housh
City of St Helena

Dear Noah,

As homeowners on the Pope St corridor, please note our support for the plans of Roger Trincherro to build a family home and out-building on the property at Hollis and Pope. We look forward to adding him as a neighbor.

Addition of multiple unit housing on Pope St would be a disservice to the community in terms of traffic, water use and property values, to name a few.

Bernard & Bette Goldstein
1130 Peppertree
963-9512

Cindy Black

From: greg ochocki <lakebear@centurytel.net>
Sent: Thursday, November 03, 2016 12:49 PM
To: Noah Housh
Subject: Re: Pope Street Trinchero Project

Mr Housh

Did Mr Trincero tentative receive permission and construction will begin?
When I spoke to you last year,
I was informed that there were some state issues and zoning that needed to be addressed.

As I expressed previously I think that this project will be a welcome addition to the Pope Street neighborhood.
We always have had serious reservations about the previous possibility of a developer, building
a multi unit nine unit complex on this land.
That would add many vehicles and more congestion
to the already busy and "at times" gridlocked Pope Street and the historic Pope Street bridge.

Our condo unit faces this property ; the former Aves vineyard.
My wife and I **fully endorse** Mr Trincero's residence plans .
We hope that he gets approval and can begin .
Please express our feelings , here in this letter ,at the meeting.
We will try to attend if our schedule permits

owners
Anne and Gregory Ochocki
1135 Peppertree Circle
St Helena CA 94574
707 968-5432

On Nov 3, 2016, at 12:30 PM, Noah Housh <NHoush@cityofsthelena.org> wrote:

Hello Everyone,

You have previously expressed an interest in the decision regarding Roger Trinchero's development
proposal at 574 Pope Street.

City staff anticipates this project to be on the Nov. 15, 2016, Planning Commission agenda and we
wanted to let you know. Any comments received to date will be provided to the Commissioners for
their review prior to acting on the project.

The complete packet and agenda will be posted to the City website on (or slightly before) Friday
November 11, 2016. Thank you for your interest and participation in the review of this project.

Noah Housh
Planning and Community Improvement Director
City of Saint Helena
(707) 968-2659

Cindy Black

From: Doug Keller <ddkeller1@gmail.com>
Sent: Saturday, November 05, 2016 9:09 PM
To: Noah Housh
Subject: Re: Pope Street Trinchero Project

We are in the process of moving full time to Peppertree Circle effective 12/1/16---have been there part time for the past 6 years. As we have the end unit overlooking Hollis near the bridge, we have a clear view of the empty lot. We strongly support Roger Trinchero building a single family home on the current empty lot at the corner of Pope and Hollis. We do not care how large the single family home is as long as there are not multiple units built on that lot. We have bought our place to retire and multiple units will impact our quality of life in addition to the extra traffic. Having grown up in St. Helena with the Trinchero's, I am convinced that Roger will built something tasteful and pleasing for everybody.

Douglas Keller
1250 Peppertree circle
St.Helena, Ca 94574
(707) 963-3905
(415) 350-4724---CELL

On Thu, Nov 3, 2016 at 12:30 PM, Noah Housh <NHoush@cityofsthelena.org> wrote:

Hello Everyone,

You have previously expressed an interest in the decision regarding Roger Trinchero's development proposal at 574 Pope Street.

City staff anticipates this project to be on the Nov. 15, 2016, Planning Commission agenda and we wanted to let you know. Any comments received to date will be provided to the Commissioners for their review prior to acting on the project.

The complete packet and agenda will be posted to the City website on (or slightly before) Friday November 11, 2016. Thank you for your interest and participation in the review of this project.

Noah Housh

Planning and Community Improvement Director

City of Saint Helena

[\(707\) 968-2659](tel:(707)968-2659)

**CITY OF ST. HELENA
PLANNING DEPARTMENT 1480 MAIN STREET- ST. HELENA, CA 94574
PLANNING COMMISSION**

November 15, 2016

AGENDA SECTION: Scheduled Matters

AGENDA ITEM: 6.1

FILE NUMBER: N/A

SUBJECT: Request by the Planning Department for Planning Commission direction regarding application of Design Review requirements.

PREPARED BY: Noah Housh, Planning Director

REVIEWED BY: Noah Housh, Planning Director

LOCATION OF PROPERTY: Citywide

PROJECT DESCRIPTION

Staff is requesting Planning Commission direction regarding the use of administrative Design Review approvals for very minor exterior modifications to private property.

ANALYSIS

BACKGROUND

On December 8, 2015, the Planning Department brought an item before the Planning Commission as a part of the Department Report requesting confirmation of the Departments interpretation of the Design Review section of the Zoning Code. The Department was seeking to streamline the review process by granting administrative level Design Review for small scale and minor alterations to properties.

In their review of this request, the Planning Commission disagreed with the staff interpretation of the zoning code and directed staff to bring nearly all requested modifications to private property before the Commission for review and action. Staff has strictly implemented this direction in the months since. However, the Commission has on numerous occasions identified that some of the items brought before them for review should be decided at an administrative level.

Therefore staff is seeking formal direction on this issue in an effort to clarify the intent of the Commission and streamline the application of Design Review.

GENERAL PLAN

The 1993 General Plan does not speak to applying the requirements of Design Review in any meaningful way. However, Policy 2.6.60 identifies a Planned Unit Development is a good approach to providing flexible project design while also ensuring adequate Design Review. Separately, Housing Element Policy HE2.H directs the City to adopt a streamlined Design Review process to encourage the development of on-site employee housing. Other than these

references, there is not General Plan direction regarding the use and applicability of Design Review.

ZONING

Design Review is primarily regulated by Chapter 17.164 of the Zoning Code. The Applicability and Exemption language of the Design Review section is provided below.

Specifically these sections state:

17.164.050 Applicability.

- A. Any new building or structure or for exterior addition to, alteration of, or modification of any existing structure or building as regulated by each of the established zoning districts;*
- B. Structures or building/site modifications requiring use permits in any district;*
- C. Tentative map conditions shall include the requirement for design review prior to the issuance of any future building permits (Note: Effective on maps approved after January 1992);*
- D. Any public facility;*
- E. Demolition. –Not Applicable so omitted from discussion*

The code further states:

- F. Design review shall not be required for the following:*

- 1. Those activities not described above,*
- 2. Any form of repair or maintenance where the work solely involves the replacement of materials in like kind and form or to any such work in areas not visible to the public from the public right-of-way or areas accessible to the public. (Ord. 07-4 § 2 (part): prior code § 27.379)*

In addition, the code allows the Commission to delegate some authority to planning staff under certain circumstances, as identified in the Exemptions section, provided below.

17.164.060 Exemptions.

- A. Whenever the city planner finds that a proposal raises no substantial design problem of the sort outlined in Sections [17.164.010](#) through [17.164.030](#), the planner shall place such an exemption recommendation on the planning commission's consent agenda.*
- B. The planning commission may delegate to the city planner responsibility for review and recommendation for applications for zoning and building permits in those cases, where in the opinion of the commission, the proposed use or structure would not have a significant impact on neighboring properties or on the entire area, or in cases where the proposed use of structure is clearly consistent with the purposes of Sections*

17.164.020 and 17.164.030 and the remaining requirements of this chapter and the general plan.

C. The city planner may review and approve the replacement of existing architectural features that do not involve substantial design changes or changes in materials. (Prior code § 27.380)

Based on the recent direction from the Planning Commission and the language in the zoning code, staff is proposing certain requests to modify existing properties (be recommended by the Commission to) be decided at an administrative level.

Specifically, these would include:

- Installation of doors, windows and other architectural features to the facades of existing structures

- Construction of small non-habitable accessory structures such as a shed less than 120 square feet or rear yard shade arbor

- Minor modifications to existing structures including the modification of roof lines and/or the installation of dormers into existing roof structures.

- Construction of minor additions to existing structures not visible from the street or areas of public use

Staff is requesting this clarifying direction to support the Commissions' recent direction regarding the applicability of Design Review. Increasing the use of administrative approvals of minor level projects and the use of Design Review Exemptions for projects deemed to have little potential for significant aesthetic impacts will support property owners' ability to make minor modifications to their property in a relatively timely manner and to focus the efforts of City staff on the most appropriate projects. Further, elevation of the review of these minor modifications to the Planning Commission for action, takes a significant amount of staff time and effort, which could otherwise be directed to work on assignments and projects of greater interest to the City Council, Planning Commission and community.

No proposals to modify historically designated properties, visually prominent properties or projects where a use permit (or other discretionary permit) is required would be decided administratively.

CEQA

Providing clarification and direction on municipal code interpretations is not a project under CEQA.

CORRESPONDENCE

As of the timing of this report, no public comments have been received on this item. However, the Planning Commission has on numerous occasions since the December 8, 2015, meeting

identified that some projects brought before them should have remained at the staff level or reviewed as a design review exemption.

ISSUES

No unresolved or unidentified issues are outstanding regarding this issue. Staff is simply requesting Commission direction regarding how the code should be interpreted and applied in an effort to best utilize the resources of the City staff.

STAFF RECOMMENDATION

It is recommended by the Planning and Community Improvement Department that the Planning Commission:

1. Support the request by staff to administratively approve minor modifications to existing properties, as identified in order to better utilize the resources of the Planning Department; or
2. Provide additional clarifying direction regarding the use of Design Review Exemptions as envisioned by the Planning Commission.

ATTACHMENTS

None