



**City of St. Helena
Planning Commission
Regular Meeting
Tuesday, April 2, 2019 @ 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 four minutes.

Page

1. PLEDGE OF ALLEGIANCE

2. CALL TO ORDER AND ROLL CALL

Chairperson: Lester Hardy

Vice Chair: John Ponte

Commissioners: Autumn Anderson, Daniel Hale and Bobbi Monnette

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 four 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. Approval of Minutes: March 19, 2019

7 - 9

[Commission Minutes 03-19-19](#)

4.2. Planning Commission Adoption of Resolution Recommending City Council Adoption of "Revised Ordinance" Amending St. Helena Municipal Code ("SHMC") Section 17.08.060

11 - 32

CEQA Determination: Not a CEQA project

Prepared By: Thomas B. Brown, City Attorney

Recommendation:

1. Approve the draft resolution recommending that the City Council adopt the Revised Ordinance amending SHMC Section 17.08.060.

[Planning Commission Adoption of Resolution Recommending City Council Adoption of "Revised Ordinance" Amending St. Helena Municipal Code \("SHMC"\) - Staff Report](#)

5. PUBLIC HEARINGS

- 5.1. Request by Jude Wilmoth of Cook Tavern for adoption of a resolution approving a use permit amendment in order to add the brewing of beer

33 - 49

as an accessory use to the existing restaurant at 1304 Main Street in the Central Business (CB) district.

CEQA Determination: Exempt pursuant to CEQA Guidelines Section 15301.

Prepared By: Aaron Hecock, Senior Planner

Recommendation:

For the reasons stated above, staff recommends that the Planning Commission:

1. Determine that the project is exempt from the requirements of CEQA pursuant to Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities; and
2. Accept the required findings and approve a Use Permit Amendment in order to add accessory beer brewing as a permitted use to the restaurant space located at 1304 Main Street.

[1304 Main St. - Staff Report](#)

5.2. Snowden Vineyard, LLC Use Permit

51 - 73

CEQA Determination: Exempt

Prepared By: Chris Gustin, Contract Planner

Recommendation:

For the reasons stated above, staff recommends that the Planning Commission:

1. Determine that the project is exempt from the requirements of CEQA pursuant to Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities; and
2. Accept the required findings and approve a Use Permit for a wine business and tasting on the second floor at 1377 Main Street.

[1377 Main St. - Staff Report](#)

5.3. Cliff Bar Family Winery & Farm Use Permit

75 - 91

CEQA Determination: Exempt as a Class 3 Categorical Exemption under Section 15303 of CEQA.

Prepared By: Chris Gustin, Contract Planner

Recommendation:

REQUIRED ACTIONS:

1. CEQA determination that this project is exempt from the requirements of CEQA pursuant to Section 15303, Class 3(c).
2. Approve, deny or modify a request for a Use Permit for a 16-seat wine tasting room with indoor and outdoor seating, and retail space to sell wine, packaged food, branded merchandise, wine related merchandise, and associated office use at 1334 Vidovich Avenue.

[1334 Vidovich Ave. - Staff Report](#)

5.4. Request for Design Review approval to allow the construction of two, two-story office buildings (one approximately 7,350 square feet and the

93 - 277

other approximately 3,150 square feet) and related site improvements on a 39,100 square foot parcel in the Service Commercial (SC) Zoning District.

CEQA Determination: Staff finds that the proposed project is Categorically Exempt from the California Environmental Quality Act under Section 15332, as a Class 32 In-Fill Exemption

Prepared By: Noah Housh, Planning & Community Improvement Director

Recommendation:

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

1. Determine that the project is exempt from the requirements of CEQA pursuant to Section 15332 In-fill Developments;
2. Accept the required findings and approve Design Review to permit the construction of two two-story office buildings, one approximately 7,325 sq. ft. and the other approximately 3,125 sq. ft. on a 0.9 acre parcel in the SC – Service Commercial District. (File No. PL17-040)

[1030 Fulton Ln.- Staff Report](#)

[Public Comment \(1\)](#)

[Public Comment \(2\)](#)

[Public Comment \(3\)](#)

[Public Comment \(4\)](#)

[Power Point Presentation](#)

[*Moulton and Burton Public Comment](#)

[*Dickerson-Supplemental Information](#)

6. SCHEDULED MATTERS

- 6.1. Consideration and proposed approval of a resolution determining that the FY 2019/20 Capital Improvement Program (CIP) is in conformance with the General Plan

279 - 291

CEQA Determination: Categorically Exempt Sections 15301, 15302, 15303. Each project proposes to modify or improve to existing facilities, replace or reconstruct existing facilities and/or construct or convert small facilities or structures. Individual projects will have separate CEQA action.

Prepared By: Erica Ahmann Smithies, Public Works Director and City Engineer

Recommendation:

Adopt the attached resolution determining that Fiscal Year 2019/20 Capital Improvement Program is in conformance with the General Plan.

[Capital Improvement Program \(CIP\) - 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

Below is a link to a list of pending and upcoming projects which may be of interest to the community.

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.

A list of all current planning projects is available on our city website in the link below:

http://www.cityofsthelena.org/projects?term_node_tid_depth=21

Please contact the assigned project Planner for additional questions.

9. **ADJOURNMENT**

The next Regular Planning Commission meeting is scheduled for April 16, 2019, 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 March 27, 2019.



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.

MINUTES
City of St. Helena
Planning Commission Meeting
Tuesday, March 19, 2019 @ 6:00 PM
Vintage Hall Board Room - Second Floor
465 Main Street, St. Helena

A complete video recording of this meeting, except for closed session, can be found at <https://sthelena.civicweb.net/Portal/> or by calling the City Clerk at (707) 967-2792. The City Council video is the official record of the Council meeting.

Present: Chair Lester Hardy, Vice-Chair John Ponte, Commissioner Daniel Hale and Commissioner Bobbi Monnette
Absent: Commissioner Autumn Anderson
Staff Present: Noah Housh, Planning & Community Improvement Director, Erica Ahmann Smithies, Public Works Director and City Engineer, Kevin Siegel, City Attorney, and Xinia Gamero, Administrative Assistant

1. PLEDGE OF ALLEGIANCE

2. CALL TO ORDER AND ROLL CALL

3. PUBLIC FORUM:

No public comment received.

4. CONSENT ITEMS

4.1 Approval of Minutes: March 5, 2019

Commissioner Bobbi Monnette moved to approve the minutes on the Consent Calendar. The motion was seconded by Vice-Chair John Ponte and on roll call carried by the following vote:

AYES: Lester Hardy, Daniel Hale, Bobbi Monnette, and John Ponte

NOES: None

ABSENT: Autumn Anderson

ABSTAIN: None

RECUSE: None

5. PUBLIC HEARINGS

5.1 Review and Recommendation to the City Council of the draft St. Helena 2040 General Plan Update and draft Final Program Environmental Impact Report (EIR), including the Response to Comments, Mitigation Monitoring and Reporting Program (MMRP) and proposed Statement of Overriding Considerations, including all properties Citywide and in three specific Study

Areas located to the south and east of the current St. Helena City limits, as identified therein.

CEQA Determination: Environmental Impact Report

Prepared By: Noah Housh, Planning & Community Improvement Director

Recommendation:

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

1. Review the prepared Final Program EIR for the 2040 General Plan and potential project alternatives and provide comments and recommendations to the City Council regarding the adequacy of this analysis and the preferred alternative; and
2. Provide additional input regarding the additional economic, legal, social, technological or other benefits associated with the recommended alternative which would support the adoption of a statement of overriding considerations for the significant and unavoidable environmental impacts associated with the preferred General Plan project.

Noah Housh, Planning and Community Improvement Director reported on the item.

Andrew Hill, Dyett & Bhatia representative provided a presentation to the Commission.

Chair Hardy called for a recess at 7:15 P.M.

Chair Hardy reconvened the meeting at 7:28 P.M.

Chair Hardy opened public comment.

Citizen, Guadalupe Lopez, Tina Perrino addressed the Commission.

Chair Hardy closed public comment.

Transportation Planner, Ian Barnes and Andrew Hill addressed the Commission.

No public comment received.

Item will be re-noticed and continued to the Planning Commission meeting of April 16, 2019.

6. SCHEDULED MATTERS

6.1 Use of Official Zoning Code Interpretations to Clarify Code Requirements

CEQA Determination: Not a CEQA Project

Prepared By: Noah Housh, Planning & Community Improvement Director

Recommendation:

It is recommended that the Planning Commission review the Official Zoning Code Interpretation Number One to provide input regarding the clarity of the language, and the position being articulated.

Noah Housh, Planning and Community Improvement Director reported on the item.

No public comment received.

7. DEPARTMENT REPORTS

Noah Housh, Planning and Community Improvement Director reported on the item.

8. AGENDA FORCAST

9. ADJOURNMENT

Chair Hardy adjourned the meeting at **9:17 P.M.**

APPROVED:

ATTEST:

Lester Hardy, Chair

Noah Housh, Planning and Community
Improvement Director



PLANNING COMMISSION REPORT

Planning Commission Meeting of April 2, 2019

AGENDA SECTION: Consent

SUBJECT: Planning Commission Adoption of Resolution Recommending City Council Adoption of "Revised Ordinance" Amending St. Helena Municipal Code ("SHMC") Section 17.08.060

PREPARED BY: Thomas B. Brown, City Attorney

REVIEWED BY: Noah Housh, Planning & Community Improvement Director

APPROVED BY: Noah Housh, Planning & Community Improvement Director

APPLICATION FILED:

BACKGROUND

At its meeting on March 5, 2019 the Planning Commission considered the draft ordinance, referred to the Commission by the City Council, to amend St. Helena Municipal Code section 17.08.060. The March 5, 2019 staff report explaining the background and policy issues is **Attachment 1**. By way of a very brief summary, the Council's referral to the Commission was part of a broader effort by the Council to authorize the Council to form a Council subcommittee to review the water usage data of the City's water customers, including the water usage data of recipients of land use entitlements, to verify those recipients' compliance with (1) representations made by applicants during the project review process, and (2) conditions of project approval relating to water use and conservation.

At the conclusion of the presentation from staff at the March 5 hearing, the Commission voted to recommend the approval of the draft ordinance, with revisions initially suggested by Commission Chair Hardy. The revised draft ordinance ("Revised Ordinance") recommended by the Planning Commission is **Attachment 2**. Because the Commission is required by the California Government Code to make its

recommendation in writing, the Commission will need to consider and adopt the attached draft resolution, **Attachment 3**.

STAFF RECOMMENDATION

1. Approve the draft resolution recommending that the City Council adopt the Revised Ordinance amending SHMC Section 17.08.060.

ATTACHMENTS

[Attachments to 4-2-19 PC Staff Report](#)

ATTACHMENT “1”



PLANNING COMMISSION REPORT

Planning Commission Meeting of March 5, 2019

AGENDA SECTION: New Business

FILE NUMBER: N/A

SUBJECT: Consideration and recommendation of an Ordinance amending St. Helena Municipal Code Section 17.08.060 to authorize City Council Subcommittee review of water usage data to verify that recipients of discretionary land use permits and approvals comply with water-related representations made during project review and with water-related conditions of project approval.

PREPARED BY: Thomas B. Brown, City Attorney

REVIEWED BY: Noah Housh, Planning & Community Improvement Director

APPROVED BY: Noah Housh, Planning & Community Improvement Director

APPLICATION FILED:

LOCATION OF PROPERTY: Citywide

BACKGROUND

At its February 12, 2019 City Council meeting, the Council considered the policy question whether, and how, to allow the City Council to access otherwise confidential water customer water usage data for the purpose of verifying water customers' usage data, and compliance with water use agreements and conditions imposed on or representations made during the land use project approval/entitlement process. The February 12, 2019 staff report explaining the background and policy issues is **Attachment 1**.

At the conclusion of the presentation from staff, the Council voted unanimously (Council member Chouteau recused herself) to adopt the following three staff recommendations:

1. Approve the first reading of an Ordinance adding Sections 13.04.215 and 13.12.120 to the St. Helena Municipal Code ("SHMC").
2. Refer to the Planning Commission for its review of, and recommendation on an Ordinance amending Section 17.08.060.
3. Approve a resolution designating a City Council subcommittee to review otherwise confidential water customer water usage data.

PROJECT DESCRIPTION

These actions will, collectively, authorize the Council to form a Council subcommittee to review the water usage data of the City's water customers, including the water usage data of recipients of land use entitlements to verify those recipients' compliance with/satisfaction of representations during the project review process and conditions of project approval relating to water use and conservation. To accomplish that policy goal, the Council has referred the attached ordinance amending the Zoning Ordinance, SHMC Section 17.08.060, (**Attachment 2**) to the Planning Commission for its review and recommendation, as required by State law and the City's Municipal Code for any Zoning Ordinance amendment.

ANALYSIS

CEQA

The proposed changes are exempt from the requirements of CEQA, under Section 15061(b)(3) the "general rule" in that it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, and therefore, the activity is not subject to CEQA. Furthermore, the proposed modifications are consistent with the environmental impact analysis of the 1993 General Plan and Zoning Code.

Ordinance Process

In keeping with the requirements of S.H.M.C. Chapter 17.12.100, after review and comment by the Planning Commission, the draft Ordinance and proposed changes will be brought before the City Council for further review and action. In considering the proposed changes, both the Planning Commission and the City Council shall look for consistency of the proposed amendments with the goals, programs and policies of the General Plan, as well as other existing City policies.

ISSUES

Staff has not identified any additional issues related to this item that require further discussion in this report.

CORRESPONDENCE

As of the time of Agenda publication, no correspondence related to this item had been received by staff.

STAFF RECOMMENDATION

1. Review the attached Ordinance amending the Zoning Ordinance, SHMC Section 17.08.060, and recommend approval and adoption by the City Council.

ATTACHMENTS

[Agenda Item 10.3 - February 12, 2019 CC](#)

[Attachment 4 City of St. Helena-Ordinance Amending Municipal Code Section 17.08.060 4831-6094-0678 v.1](#)



Report to the City Council
Council Meeting of February 12, 2019

Agenda Section: New Business

Subject: Consideration and proposed approval of (1) First Reading of an Ordinance Adding Sections 13.04.215 and 13.12.120 to the St. Helena Municipal Code ("SHMC"); (2) Refer to the Planning Commission for Its Review and Recommendation on the Ordinance Amending Section 17.08.060; and (3) Approve the Resolution Designating A City Council Subcommittee To Review Otherwise Confidential Water Customer Water Usage Data.

CEQA Determination: Not a CEQA project

Prepared By: Thomas B. Brown, City Attorney

Reviewed By: Mark T. Prestwich, City Manager

Approved By: Mark T. Prestwich, City Manager

DISCUSSION

At its October 23, 2018 City Council meeting, the Council considered the policy question whether, and how, to allow the City Council to access otherwise confidential water customer water usage data for the purpose of verifying customer's compliance with water use agreements and conditions imposed or representations made during the land use approval process. The Council received a staff report (**Attachment 1**) and input from the City Manager and City Attorney. The Council also received testimony and input from the public.

At the conclusion of the presentation from staff and the input from the community and, after Council deliberation, the Council directed staff to prepare an ordinance allowing the Council to access otherwise confidential customer water usage data to verify customer compliance. The Council's direction was that, pursuant to the new ordinance, the Council would form an "ad hoc" working group of two Council members to perform

the compliance review and report back to the full Council and public, without revealing confidential information, about users' compliance.

Staff presented the initial draft ordinance to the City Council on December 11, 2018 to provide that authority. The Council again received a staff report (**Attachment 2**) and input from the City Manager and City Attorney. The Council voted to introduce the ordinance by First Reading at the December 11, 2018 meeting.

The initial ordinance then was returned to the Council for a Second Reading at the Council's meeting on January 8, 2019. At that meeting, Council members asked that the ordinance be revised to:

- more broadly allow the Council to review water usage data not solely for customers with water use agreements or land use entitlements, but also for the City's larger water users without water use agreements or water-related conditions/representations in land use entitlements; and
- allow for disclosure where the City Council subcommittee recommends, and the Council finds, that a water customer has failed to comply with a water use agreement, condition or representation of land use approval or other city water policy.

The attached revised draft ordinance (**Attachment 3**) attempts to address the requests made by the Council at the January 8, 2019 meeting. The revisions require a new First Reading.

Like the initial ordinance, this revised ordinance is intended as a companion to a second ordinance (**Attachment 4**) that would amend Section 17.08.060 of the City's zoning ordinance to authorize similar review and disclosure for water users for whom water-related conditions are imposed as a condition of land use approvals, and who make water-related promises or representations in the course of seeking land use approvals. That ordinance is again before the City Council tonight for referral to the City's Planning Commission for its review and recommendation of the proposed zoning ordinance amendment.

Finally, once the ordinances have been approved and adopted following two City Council readings, the Council will need to adopt a resolution appointing a City Council subcommittee to review the water usage data. The proposed resolution, which the City Council may approve now and which will become effective only after the ordinance is effective, is attached as **Attachment 5**.

FISCAL IMPACT

There will be no direct fiscal impact to the General Fund related to this report.

RECOMMENDED ACTION

1. Approve the First Reading of the Ordinance Adding Sections 13.04.215 and 13.12.120 to the St. Helena Municipal Code ("SHMC") by title only and waive further reading.
2. Refer to the Planning Commission for its review and recommendation on the Ordinance Amending Section 17.08.060.
3. Approve the Resolution Designating A City Council Subcommittee To Review Otherwise Confidential Water Customer Water Usage Data.

ATTACHMENTS

[Attachment 1 October 23, 2019 Staff Report](#)

[Attachment 2 December 11, 2019 Staff Report](#)

[Attachment 3 City of St. Helena-Ordinance Amending Municipal Code to Add Sections 13.04.215 and 13.12.120 4818-2820-0582 v.1](#)

[Attachment 4 City of St. Helena-Ordinance Amending Municipal Code Section 17.08.060 4831-6094-0678 v.1](#)

[Attachment 5 City of St. Helena-Resolution Re Water Customer Water Usage Data 4833-1744-0646 v.1](#)

CITY OF ST. HELENA

ORDINANCE NO.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ST. HELENA,
CALIFORNIA, AMENDING ST. HELENA MUNICIPAL CODE SECTION 17.08.060.**

The City Council of the City of the City of St. Helena ordains as follows:

SECTION 1. Findings.

The City Council finds as follows:

- A. The City Council plays a vital role in the stewardship of the City's scarce water resources and in the management of the City's water utility enterprise. The City Council also exercises a legislative function in managing the City's water rate setting process and in setting water rates. In exercising these functions it is vital that the Council have access to information about how the City's water is used, in what amounts, and by what users. Similarly, it is important that the City Council know whether certain water customers comply with the requirements and limits of their water use agreements with the City and with representations and conditions of approval made and imposed in connection with the City's approval of land use entitlements;
- B. The City of St. Helena has in the past treated water customers' usage data as confidential pursuant to the Public Records Act, Government Code section 6254.16. Recently, after members of the public expressed the view that the public interest would be served by allowing City Council members access to such water usage data for purposes of verifying customers' compliance with water use agreements and conditions imposed on, and representations made by applicants for land use approvals, the Council directed staff to place an item on the City Council agenda for the Council to consider the policy and legal issues associated with that view;
- C. Under the PRA, documents containing water customers' water usage information are confidential;
- D. Section 6254.16(f) of the PRA authorizes the Council to disclose such information to the public generally upon the finding that the public interest in such disclosure clearly outweighs the interest in nondisclosure;
- E. Section 6254.16(f) does not authorize the Council to limit the disclosure to Council members;
- F. Section 6254.16(d) allows disclosure "Upon determination by the local agency that the utility customer who is the subject of the request has used utility services in a manner inconsistent with applicable local utility usage policies;"

- G. Apart from Section 6254.16 or the PRA, the Council has the constitutional police power to take appropriate action to vest itself with the ability to independently verify water customers' water usage, and compliance with water use agreements and/or project conditions/representations concerning use of City water and/or water neutrality;
- H. Section 6252.5 of the PRA allows the Council the attendant right to inspect and review otherwise confidential documents containing water customers' water use data for the purpose of carrying out such duty to independently determine how and how much City water is used, and by what users, and to verify customers' compliance with water use agreements or project conditions/representations concerning water neutrality and/or water use; and
- I. Where Council members inspect such otherwise confidential documents, they have the obligation to maintain the confidentiality of those documents and the confidential information they contain, except as authorized by the PRA;
- J. Having read and considered the staff reports, as well as input from the community, the City Council directed the staff to prepare an ordinance and resolution authorizing the City Council to designate a subcommittee of its members, as part of their duties under the St. Helena Municipal Code, to review water customers' otherwise confidential usage data for the purposes of independently determining the amount of water used by the City's water customers, and verifying customers' compliance with water use agreements or project conditions/representations concerning water neutrality and/or water use;
- K. On December 11, 2018, January 9, 2019 and February 12, 2019, the City Council considered this Ordinance at public meetings, and all interested parties were given full opportunity to be heard and to present evidence and arguments about the Ordinance;
- L. On February 12, 2019, the City Council referred the Ordinance proposing the amendment of the City's Zoning Ordinance, SHMC section 17.08.060, to the City's Planning Commission for its review and recommendation as required by law;
- M. The City's Planning Commission reviewed the amendments proposed by this Ordinance at a duly noticed public hearing on _____. After all interested parties were given full opportunity to be heard, and to present evidence, the Planning Commission voted to recommend to the City Council that the Council adopt the amendments to Section 17.08.060 proposed by this Ordinance;
- N. On _____, the City Council conducted a duly noticed public hearing to consider this ordinance, and all interested parties were given full opportunity to be heard and to present evidence;
- O. The proposed amendments would further the public necessity, convenience, general welfare and good zoning practice by providing the city with enhanced ability to verify whether project applicants comply with representations and assurances they make during

the project application review and approval process and with conditions of project approval, consistent with state and federal law.

SECTION 2. Compliance with CEQA.

The City Council hereby finds that the action to adopt this Ordinance to amend the St. Helena Municipal Code is exempt from the requirements of CEQA, under Section 15061(b)(3), in that it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, and therefore, the activity is not subject to CEQA.

SECTION 3. Amending Section 17.08.060.

Section 17.08.060 of the St. Helena Municipal Code is hereby amended to read as set forth in the attached Exhibit A.

SECTION 4. Severability.

The City Council hereby declares every section, paragraph, sentence, cause and phrase is severable. If any section, paragraph, sentence, clause or phrase of this ordinance is for any reason found to be invalid or unconstitutional, such invalidity, or unconstitutionality shall not affect the validity or constitutionality of the remaining sections, paragraphs, sentences, clauses or phrases.

SECTION 5. Effective Date.

This ordinance shall take effect and be in force 30 days after its adoption, and a summary of this Ordinance shall be published once with the names of the members of the Council voting for and against the Ordinance in the St. Helena Star, a newspaper of general circulation published in the City of St. Helena.

SECTION 6. General Plan Consistency.

The proposed amendments are consistent with the General Plan.

THE FOREGOING ORDINANCE was introduced at a regular meeting of the St. Helena City Council on the day of _____, _____ and was adopted at a regular meeting of the St. Helena City Council on the day of _____, _____ by the following vote:

Mayor Ellsworth:	_____
Vice Mayor	_____
Councilmember Chouteau:	_____
Councilmember Dohring:	_____
Councilmember Koberstein:	_____

APPROVED:

Geoff Ellsworth, Mayor

ATTEST:

CITY OF ST. HELENA

Cindy Tzafopoulos, City Clerk

I, CINDY TZAFPOULOS, CITY CLERK of the City of St. Helena, California, do hereby certify that the foregoing Ordinance was regularly introduced and placed upon its first reading at a regular meeting of the City Council on the ____ day of _____, _____. That thereafter said Ordinance was duly adopted and passed at a regular meeting of the City Council on the ____ day of _____, _____ by the following vote:

Mayor Ellsworth:	_____
Vice Mayor	_____
Councilmember Chouteau:	_____
Councilmember Dohring:	_____
Councilmember Koberstein:	_____

Exhibit A

17.08.060 Authority of final decision-making body and verification of compliance with project representations and conditions.

- A. In considering an application for a permit or other discretionary approval authorized by this title, the final decision-making body may approve, deny or modify the application consistent with the evidence presented to it and the appropriate findings required by this title. Final decision-making bodies may require changes to applications and/or impose conditions of approval in order to effect the policies of the general plan and the purpose of this title. Such conditions include but are not limited to: dedication of land; installation of specific improvements; size, design and placement of buildings or structures; landscaping; conservation of water, limitations on use and/or hours of operation, and verification of representations made by and conditions imposed on project applicants. Such conditions shall be reasonably related to the use of the property for which the permit or other discretionary approval is requested.
- B. The City Council shall have the authority and discretion take those actions it deems necessary and appropriate to verify and ensure compliance with conditions imposed on and representations made by project applicants, including without limitation the authority, consistent with requirements of state and federal law, to designate a City Council subcommittee to review customer water use and other documents. Council subcommittee members shall report their findings to the full City Council, and, except as set forth in Subsection C, shall maintain the confidentiality of the water customers' usage data and information.
- C. Notwithstanding the foregoing, upon the referral from the City Council subcommittee that there has been a violation of or noncompliance with a representation made by and/or condition imposed on a project applicant relating to water usage and/or water neutrality, the City Council may determine that a water customer has used services in a manner inconsistent with applicable local usage policies, and on that basis order disclosure of any water customer's water usage data and information.

ATTACHMENT “2”

17.08.060 Authority of final decision-making body and verification of compliance with project representations and conditions.

A. In considering an application for a conditional use permit or other discretionary approval authorized by this title, the final decision-making body may approve, deny or modify the application consistent with the evidence presented to it and the appropriate findings required by this title. Final decision-making bodies may require changes to applications and/or impose conditions of approval in order to effect the policies of the general plan and the purpose of this title. Such conditions include but are not limited to: dedication of land; installation of specific improvements; size, design and placement of buildings or structures; landscaping; conservation of water, limitations on use and/or hours of operation, and verification of information provided in the application and water neutrality study, as well as any related representations made by the applicant, and the applicant's history of compliance with conditions previously imposed on project applicants. Such conditions shall be reasonably related to the use of the property for which the permit or other discretionary approval is requested.

B. The City Council shall have the authority and discretion to take those actions it deems necessary and appropriate to verify (a) past compliance with existing conditions of approval, (b) and to ensure future compliance with existing and new conditions of approval, imposed on and (c) information provided in the application materials, including any water neutrality study, as well as any related representations made by project applicants, including without limitation the authority, consistent with requirements of state and federal law, to designate a City Council subcommittee to review customer water use and other documents. Council subcommittee members shall report their findings to the full City Council, and, except as set forth in Subsection C, shall maintain the confidentiality of the water customers' usage data and information.

C. Notwithstanding the foregoing, upon the determination by the referral from City Council subcommittee and referral to the City Council of that determination, that there has been a violation of a or noncompliance with a representation made by and/or condition of approval imposed on a project applicant relating to water usage and/or water neutrality, or a misstatement of material fact or false representation in the application materials, including any water neutrality study, as well as any related representations, -the City Council may, after its own review of the subcommittee's report, determine that a water customer has used services in a manner inconsistent with applicable local usage policies, and on that basis order disclosure of any water customer's water usage data and information.

ATTACHMENT “3”

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION NO.

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA
RECOMMENDING TO THE CITY COUNCIL ADOPTION OF THE ATTACHED
ORDINANCE (ATTACHMENT 1) AMENDING ST. HELENA MUNICIPAL CODE
(S.H.M.C.) SECTION 17.08.060.**

Recitals

A. City of St. Helena Municipal Code (S.H.M.C.) Section 17.08.060 provides the general authority for the Planning Commission and City Council to consider, approve, deny or conditionally approve land use projects, and specifies a variety of examples of conditions the City might impose, including: dedication of land; installation of specific improvements; size, design and placement of buildings or structures; landscaping; and limitations on use and/or hours of operation; and

B. At its February 12, 2019 City Council meeting, the City Council considered the policy question whether, and how, to allow the City Council to access otherwise confidential water customer water usage data for the purpose of verifying water customers' usage data, and compliance with water use agreements and conditions imposed on or representations made during the land use project approval/entitlement process; and

C. At the conclusion of the presentation from staff, and after Council deliberations, the Council voted unanimously (Council member Chouteau recused herself) to refer to the Planning Commission for its review of, and recommendation on, a draft Ordinance amending Section 17.08.060. In so doing, the City Council adopted findings explaining the importance and scarcity of the City's water resources, the Council's vital role as a steward of that scarce resource, and the attendant need for the Council to be able to access water customers' usage data under appropriate circumstances; and

D. The draft ordinance referred to the Planning Commission by the City Council, together with a companion ordinance and resolution adopted by the Council, would: (1) include among the list of the examples of conditions the City is authorized to impose on projects, conditions relating to conservation of water, and verification of representations made by and conditions imposed on project applicants; and (2) authorize the Council to form a Council subcommittee to review the water usage data of the City's water customers, including the water usage data of recipients of land use entitlements to verify those recipients' compliance with/satisfaction of representations during the project review process and conditions of project approval relating to water use and conservation; and

E. The Planning Commission held a duly noticed Public Hearing to review the proposed text amendments in the draft ordinance on March 5, 2019, at which time all interested parties had the opportunity to be heard. After considering the draft, the input from the public, and the suggested revisions to the draft presented by Commission Chair Hardy, the Commission

determined to recommend to the City Council the adoption of the draft ordinance as revised by Chair Hardy's suggested revisions (the "Revised Ordinance," Attachment 1); and

F. The Planning Commission finds that the Revised Ordinance is consistent with the goals and objectives of the General Plan, as identified in the staff report and at the meeting of the Commission; and

G. The Revised Ordinance is consistent with public necessity, convenience, general welfare, and good zoning practice; and

Resolution

Now, therefore let it be resolved that, the Planning Commission finds that the action to recommend the adoption of the Revised Ordinance to amend St. Helena Municipal Code Section 17.08.060 is exempt from the requirements of CEQA (Public Resources Code Section 21000, et seq.) pursuant to CEQA Guidelines Section 15061(b)(3) in that it can be seen with certainty that there is no possibility that the Revised Ordinance may have a significant effect on the environment, and therefore, the activity is not subject to CEQA.

Now, therefore be it further resolved that the Planning Commission recommends that the City Council adopt the Revised Ordinance, Attachment 1 hereto, amending St. Helena Municipal Code (S.H.M.C.) Section 17.08.060.

I HEREBY CERTIFY that the foregoing recommendation to the City Council 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 March 5, 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTEST:

Lester Hardy, Chair,
Planning Commission

Noah Housh,
Planning and Community Improvement
Director

ATTACHMENT “1”

17.08.060 Authority of final decision-making body and verification of compliance with project representations and conditions.

A. In considering an application for a conditional use permit or other discretionary approval authorized by this title, the final decision-making body may approve, deny or modify the application consistent with the evidence presented to it and the appropriate findings required by this title. Final decision-making bodies may require changes to applications and/or impose conditions of approval in order to effect the policies of the general plan and the purpose of this title. Such conditions include but are not limited to: dedication of land; installation of specific improvements; size, design and placement of buildings or structures; landscaping; conservation of water, limitations on use and/or hours of operation, and verification of information provided in the application and water neutrality study, as well as any related representations made by the applicant, and the applicant's history of compliance with conditions previously imposed on project applicants. Such conditions shall be reasonably related to the use of the property for which the permit or other discretionary approval is requested.

B. The City Council shall have the authority and discretion to take those actions it deems necessary and appropriate to verify (a) past compliance with existing conditions of approval, (b) and to ensure future compliance with existing and new conditions of approval, imposed on and (c) information provided in the application materials, including any water neutrality study, as well as any related representations made by project applicants, including without limitation the authority, consistent with requirements of state and federal law, to designate a City Council subcommittee to review customer water use and other documents. Council subcommittee members shall report their findings to the full City Council, and, except as set forth in Subsection C, shall maintain the confidentiality of the water customers' usage data and information.

C. Notwithstanding the foregoing, upon the determination by the referral from City Council subcommittee and referral to the City Council of that determination, that there has been a violation of a or noncompliance with a representation made by and/or condition of approval imposed on a project applicant relating to water usage and/or water neutrality, or a misstatement of material fact or false representation in the application materials, including any water neutrality study, as well as any related representations, -the City Council may, after its own review of the subcommittee's report, determine that a water customer has used services in a manner inconsistent with applicable local usage policies, and on that basis order disclosure of any water customer's water usage data and information.



PLANNING COMMISSION REPORT
Planning Commission Meeting of April 2, 2019

AGENDA SECTION: Public Hearing

FILE NUMBER: PL18-014

SUBJECT: Request by Jude Wilmoth of Cook Tavern for adoption of a resolution approving a use permit amendment in order to add the brewing of beer as an accessory use to the existing restaurant at 1304 Main Street in the Central Business (CB) district.

PREPARED BY: Aaron Hecock, Senior Planner

REVIEWED BY: Noah Housh, Planning & Community Improvement Director

APPROVED BY: Noah Housh, Planning & Community Improvement Director

APPLICATION FILED:01/31/18

ACCEPTED AS COMPLETE:02/22/19

LOCATION OF PROPERTY: 1304 Main Street

APN: 009-212-007

GENERAL PLAN/ZONING: Central Business (CB)

APPLICANT: Jude Wilmoth

PHONE: (707) 477-7813

BACKGROUND

In November 2014, the applicant received use permit amendment approval (#PL14-047) to establish Cook Tavern at the existing 1,400-sf restaurant space formerly occupied by Armadillos Mexican Restaurant. The approval permitted the space to continue as a restaurant including a full bar with spirits whereas Armadillos only served beer and wine.

PROJECT DESCRIPTION

The applicant is seeking use permit amendment approval in order to add the brewing of beer as an ancillary use to the existing restaurant (Cook Tavern) at 1304 Main Street in the Central Business (CB) district, in order to modify the type of liquor license issued to the business by the State. The applicant proposes to install a 7-barrel (approximately 220 gallon) Brite System fermentation tank in an existing storage structure towards the rear of the building. In order to operate this brewing system, the applicant would be required to obtain a Type 75 License from the California Department of Alcoholic Beverage Control (ABC). This license currently requires permit holders to have a minimum 7-barrel brewing capacity and to produce not less than 100 barrels nor more than 5,000 barrels of beer annually on the licensed premises. The applicant proposes to brew 100 barrels/year or the minimum required by the ABC.

In order to meet the 100 barrel/year requirement, the applicant would need to brew just over 14 batches/year (brewing roughly every two – four weeks). The applicant and brew system manufacturer state that each batch would produce approximately 25 gallons of wastewater as part of the post brewing cleaning process. Wastewater would be discharged directly into the City sewer system subject to discharge limitations dictated by a Public Works Department approved Wastewater Discharge Permit (Conditions of Approval have been included in the attached resolution to reflect these requirements).

ANALYSIS

CEQA

Staff finds that the project is exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities. The proposed project is not subject to any of the exceptions to the use of a categorical exemption as outlined in CEQA Section 15300.2. The project site is not located on or near an environmentally sensitive area, is not visible from a scenic highway, is not included on a hazardous waste site, and will not impact historic resources or otherwise generate or contribute to any potentially significant impacts.

GENERAL PLAN

The subject property has a General Plan land use designation of Central Business (CB). This designation provides for retail, personal service uses, offices, restaurants, hotels/motels, service stations, public and quasi-public uses, and similar and compatible uses that serve local residents and the surrounding area. Emphasis is on pedestrian-oriented retail and service uses on the ground floor level, with office and residential uses on the upper levels. The intent is for the CB district to remain primarily local resident-serving in character. New uses which serve both local residents and tourists are allowed. General Plan policies applicable to the proposed project include:

- **2.6.27** - Prohibit commercial uses that are primarily tourist-serving in nature, and that are inconsistent with the community image of St Helena.
- **2.6.33**- Provide sufficient parking to serve the needs of residents in proximity to commercial destinations.

- **2.6.35** - Maintain the Central Business District as the City's social and cultural core and the primary center for retail business.
- **2.6.38** - Encourage primarily local serving businesses in the CB and SC designated areas.
- **3.4.2** Support the development of a responsible visitor-serving component to the City's economy as a valuable source of jobs, tax revenues, and cultural amenities.
- **3.4.3** - Give preference to visitor-serving uses whose orientation is toward a more discriminating upscale market consistent with the Valley's reputation as a producer of world class wines, and discourage the introduction of uses that are dependent upon a mass tourist market, while not increasing the total number of tourists.
- **5.6.3** - Any new demand within the Parking Impact Area that would produce more demand for parking than it proposes to supply must either provide the additional parking as a part of the development proposal, or must contribute an in-lieu fee to the City's off-street parking program.

***Staff Response:** Staff believes that the addition of in-house brewed beer to the existing restaurant location is consistent with the General Plan policies listed above in that the restaurant is both a local and tourist serving business. Also, the addition may enhance the character of the CB district by appealing to those that prefer beer over wine contributing to the liveliness and established character of the downtown area.*

ZONING

Consistent with the Central Business land use designation in the General Plan, the site exhibits a zoning designation of Central Business (CB). This designation provides for retail, personal service uses, offices, restaurants, hotels/motels and other similar and compatible uses. The intent is for the CB district to remain primarily locally serving in character. New uses which serve both local residents and tourists are allowed; however, uses which are primarily tourist-serving are not permitted. Local serving businesses are considered to be those that derive a significant portion of their revenue from St. Helena residents, and which provide services and products which satisfy local resident's day to day needs. It is presumed that the "local" customer base is defined by regular repeat customers from the community.

***Staff Response:** While breweries are not specifically defined in the St. Helena Municipal Code (SHMC), SHMC Section 17.48.030 requires use permit approval for eating and drinking establishments; winery tasting rooms; and other similar uses. As the addition of beer brewing to the existing restaurant could potentially result in significant water and wastewater impacts, consistent with past practices (recently the Las Alcobas Hotel), staff required that the applicant apply for a use permit amendment in order to add beer brewing to the approved use. All brewing activities will occur within an existing commercial building and there will be no modification to the restaurant's hours of operation or staffing levels.*

USE PERMIT

The purpose of a use permit is to allow the proper integration of essential or desirable uses which may be suitable only in certain locations or zoning districts in the City, 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. Pursuant to Municipal Code Section 17.168 050, no use permit shall be granted unless the following findings can be made:

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.

Staff Response: Staff believes that the project meets and/or complies with the required findings to approve a Use Permit as identified above. The findings included in the attached resolution identify this compliance.

PARKING

The applicant's building is located within the City's Parking Impact Overlay district as outlined in SHMC Section 17.104. The purpose of the parking impact overlay district is to establish parking standards for portions of the City generally located within the central business district. This area of the City is impacted by a lack of off-street parking

because the buildings are of historic and unique character and were constructed in the early history of the City when automobiles were not as common.

Staff Response: According to SHMC Section 17.104.020(A), the basic parking requirement for buildings existing as of February 1, 1980, shall be at least one space for each 1,200-sf of ground floor area and one space for each 2,400-sf of floor area for basement and upper floors. According to the Napa County Assessor's Office, the existing two-story building was constructed in 1891 and is approximately 9,820-sf (4,900-sf per floor) which requires 6 off-street parking spaces (4 for the first floor and 2 for the second floor). As shown on the attached parking plan, there are 22 dedicated parking spaces for building tenants behind the building on Railroad Avenue which far exceeds what is required. Additionally, the use occupancy isn't changing and no new square footage is being added, therefore, the project does not require additional off-street parking.

WATER

Chapter 13.12 of the Municipal Code requires mandatory water efficiency measures and water demand offset requirements for new construction. Among these provisions is the requirement that any "new development" (i.e. construction that would introduce any freestanding building that contains water-using fixtures, any floor area additions to existing nonresidential structures, or any residential additions or remodeling that increases the number of independent living units) offset new water demand by an amount equal to the new demand placed on the city water system (i.e., it must be water neutral). The offset must be clearly demonstrated to the satisfaction of the Public Works Department.

Staff Response: The proposed change in use does not result in any new development, as defined above, and therefore is not subject to the St. Helena Water neutrality provisions. As noted above, the applicant will be buying wort (essentially unfermented beer) from a supplier to use in the brewing vessel and each batch of beer (approximately 14 batches/year) will require approximately 25 gallons of water for post brewing cleaning which was not identified as a significant impact on the City's water supply system.

SIGNAGE

The applicant is not proposing any new or modified signage at this time.

ISSUES

As discussed above, a Type 75 ABC license, the type that authorizes a restaurant to brew beer, requires each licensee to produce between 100 – 5,000 barrels (3,100 – 155,000 gallons) of beer annually on the licensed premises. The high end of this would mean brewing 714 batches of beer per year, or approximately 2 batches per day. Staff is looking for direction from the Planning Commission on if they would like to add a condition of approval (COA) limiting beer production on-site. While the applicant only wants to brew the minimum (100 barrels/year), it is possible that the ABC could increase this number in the future, so any such COA limiting the amount of production

should add something to the effect of “...or the minimum required by the ABC for a Type 75 License”.

CORRESPONDENCE

As of the completion of this report staff had received no correspondence related to this application.

STAFF RECOMMENDATION

For the reasons stated above, staff recommends that the Planning Commission:

1. Determine that the project is exempt from the requirements of CEQA pursuant to Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities; and
2. Accept the required findings and approve a Use Permit Amendment in order to add accessory beer brewing as a permitted use to the restaurant space located at 1304 Main Street.

ATTACHMENTS

[Resolution](#)

[Written Statement](#)

[Floor Plan and Elevations](#)

[Parking Plan](#)

[Photo of Equipment](#)

**CITY OF ST. HELENA PLANNING COMMISSION
RESOLUTION NO.
GRANTING USE PERMIT AMENDMENT APPROVAL TO
1304 MAIN STREET (PL18-014)**

PROPERTY OWNER: High Lob LLC

APN: 009-212-007

RECITALS

1. Request by Jude Wilmoth of Cook Tavern for adoption of a resolution approving a use permit amendment in order to add the brewing of beer as an accessory use to the existing restaurant at 1304 Main Street in the Central Business (CB) district;
2. A public notice was published in the Napa Valley Register and mailed to residents and occupants within 300 feet of the project site in compliance with state and local law;
3. 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 public hearing on April 2, 2019; and
4. Now, therefore let it be found that, the Planning Commission approves the use permit amendment and authorizes the modifications contained in said plans based on the findings below and subject to the conditions of approval enumerated herein.

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 this project is exempt from the requirements of CEQA pursuant to Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities.
- C. In accordance with Municipal Code Section 17.168.050, the Planning Commission makes the following use permit findings to support the motion to approve the use permit amendment:
 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 in that brewing activities would occur inside existing buildings and the creation of wort would occur off-site.*
 2. *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 the brewing of beer is an accessory to the restaurant use and is not anticipated to generate significant increases in noise, traffic or other external activities on-site.*
 3. *That the proposed use would not generate traffic noise in excess of the "normally acceptable" range identified in the General Plan as project generated traffic will not increase the level of traffic noise on Highway 29 (Main Street).*

1304 Main Street
Use Permit Amendment
April 2, 2019

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 given that the most water intensive elements of the brewery use (the creation of the wort) are proposed to occur off-site and that on-site brewery activities will generate minimal impacts to the use and provision of City infrastructure and services.*
5. *That the proposed use would provide adequate ingress and egress to and from the proposed location as ingress and egress would not change to the existing building due to the addition of brewing activities on-site.*
6. *That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local serving economy in that the proposed brewery would add an additional element of economic activity to the existing restaurant.*
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 as the proposed uses would occur within existing buildings, are accessory to the existing restaurant use, and are consistent with intended uses within the Central Business zoning district.*
8. *That the proposed use would not be in conflict with the City's General Plan in that it can be both local and tourist serving and is a commercial use in a commercially designated area.*
9. *That the proposed use would not be injurious to public health, safety, or welfare in that the brewing of beer would be an accessory use to the existing restaurant and would occur within an existing building.*
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 in that this use permit only applies to this property and to these specific uses; future applications are reviewed on a case-by-case basis subject to the constraints of each site and the specific operational characteristics proposed with each application.*
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 in that the project's ability to meet required parking has been addressed through the City's Parking Impact Overlay District.*
12. *That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use in that the proposed uses will occur in an existing building, will generate very little traffic and can adequately be served by existing streets.*

Planning Department Conditions of Approval

D. The Planning Commission approves a use permit amendment for the above described use with the following conditions of approval. 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 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. This permit shall be vested within one (1) year from the date of approval. A building permit for the improvements allowed under this permit shall have been submitted within one (1) year from the effective date of the permit or the permit shall expire; provided however that the permit 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.
3. Any request for an extension must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.
4. This permit is valid for this use only. New permits must be applied for upon any change in use. This permit will expire if the use is discontinued pursuant to then existing ordinances and regulations.
5. The permit shall not become effective until fourteen (14) calendar days after approval, providing that the action is not appealed to the City Council within that 14 day period.
6. All required fees, including planning fees, development fees, housing fees, building fees toilet retrofit fees, and St. Helena Unified School District fees shall be paid prior to issuance of building permit. Fees shall be those in effect at the time of the issuance of the building permit.
7. Pursuant to City Council Resolution 2003-65, the owner and applicant are informed of the following:

In recognition of the need for additional affordable housing, and to mitigate the effects of this development on the supply and demand of affordable housing, the permittee shall be subject to a Housing Impact Fee, an inclusionary requirement, an in-lieu fee, and/or similar fair and appropriate mechanisms, to provide funds for or to develop additional affordable housing.
8. Compliance with all permit conditions 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.
9. 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.
10. Provided they are in general compliance with the permit, minor modifications may be approved by the Planning Director.
11. 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.

12. 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.
13. The capacity of the brewery equipment installed at the project site is limited to a maximum of seven-barrels (or approximately 220 gallons) at any one time.
14. All brewing equipment, activities and storage are required to occur completely within the existing buildings on the project site.
15. Proper California Department of Alcoholic Beverage Control (ABC) licensing must be obtained for any alcohol sales on premise. Should that licensing allow the off-site sale of growlers it is permitted however, no bottling or other means of distribution are permitted with this action.
16. No signs, awnings, or façade modifications shall be installed or constructed without approval of a Sign Permit or Design Review.
17. Fire equipment shall be inspected annually by the Fire Department.
18. 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 Saturday. 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 construction activities shall occur on Sundays or federal or local holidays that generate noise that can be heard at the property line of any parcel of real property within the City limits.

Public Works Department Conditions of Approval

19. 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.
20. 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.
21. An encroachment permit shall be required for any work performed in the public right of way.
22. The applicant shall be required to submit to the requirements for annual inspections of food/beverage service establishments and businesses that handle hazardous wastes for illicit stormwater discharges as required by the State National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharged. The annual stormwater illicit discharge inspections are performed and invoiced by the County of Napa Environmental Health. Any illicit discharges outside

of the annual inspection will be initially investigated by the City Public Works Department.

23. All wastewater lines of the proposed use must be connected to the St. Helena sewer system and designed in accordance with the City sewer system standards. Wastewater shall not contain beer production byproducts.
24. Wastewater discharged is subject to all of the requirements and limitations set forth in Chapter 13.20, Sewer Service System, of the St. Helena Municipal Code.
25. Apply for and obtain a Wastewater Discharge Permit from the Department of Public Works as specified in St Helena Municipal Code Section 13.24.50. The permit conditions will require:
 - a. Wastewater is required to achieve the following discharge limits for the following constituents and characteristics:

Constituent or Characteristic	Maximum Allowable Concentration (mg/L)
pH	6.0 < pH < 9.0
BOD	250
TSS	250
FOG	40

- b. All residual solid "by product" produced from the brewing process shall be captured and disposed of prior to discharge. An acceptable disposal location for the by product shall be secured by the applicant and information provided to the City prior to approval of the building permit.
 - c. Wastewater with a pH less than 6.0 or greater than 9.0 shall be held in an onsite tank. This wastewater shall only be released after receiving approval to discharge from the wastewater treatment plant operator. Release of said wastewater shall then be limited to the periods from of 6:00 am to 9:00 am and from 5:00 pm to 8:00 pm. The flow rate of the release or discharge shall then not exceed 10 gpm.
 - d. At the owner's expense, sampling and discharge water quality analysis shall be performed once a year for the above listed constituents and/or characteristics after brewing operations by a California-certified laboratory under chain of custody documents. Such reports shall be submitted to the City by the following month.
 - e. The owner shall notify the City and take immediate corrective action upon receipt of any laboratory report or other information indicating that the concentration of any constituent listed in the table above exceeded the maximum concentration. Failure to take immediate corrective actions may result in enforcement actions as provided under the St. Helena Municipal Code or other applicable law.
 - f. The City shall have the right to randomly sample and test the discharge for the above listed constituents. Owner agrees to reimburse the City for the cost of such testing. The sampling manhole shall be accessible at all times. The City shall have the right to inspect all parts of the system at anytime during normal business hours.

Building Department Conditions of Approval

26. 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 2016 Title 24 codes.
27. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.
28. The applicant shall provide a construction waste management plan with the building permit application.
29. 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.
30. When submitting plans, the title page shall include all information referenced on the building permit application checklist Title Page requirements.
31. 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 permitted.

Fire Department Conditions of Approval

32. Fire sprinklers shall be installed as required by the St. Helena Fire Department per Fire Code standards.
33. Fire equipment shall be inspected annually by the Fire Department.

I HEREBY CERTIFY that the foregoing Use Permit Amendment 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 April 2, 2019 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTEST:

Lester Hardy
Chair, Planning Commission

Noah Housh
Planning Director



City of St Helena, City Hall
Received

JAN 31 2018

1480 Main St.
St Helena, CA 94574

September 13, 2017

City of St. Helena Planning Department

Cook Tavern has been open for almost three years and over that time many guests have told us they wish we brewed our own beer. Because we make everything in house we agreed we should start brewing a Cook Tavern Brew.

The brew system is a 7 barrel Brite System. It only uses 25 gallons of water per batch brewed to wash, sanitize, and rinse. We will sourcing the wort from various brewers so we will not produce any sediment or impacting the wastewater or sewer.

Our hours of operation and floorpan will remain the same. We will continue with background music; no live music or dj's. Our parking will remain the same as will our staffing.

The brew system will be placed inside an existing storage unit that is in the rear lot. The storage unit will be moved while the foundation to support the tank is poured. The wheels will be removed and the storage unit will be placed around the tank.

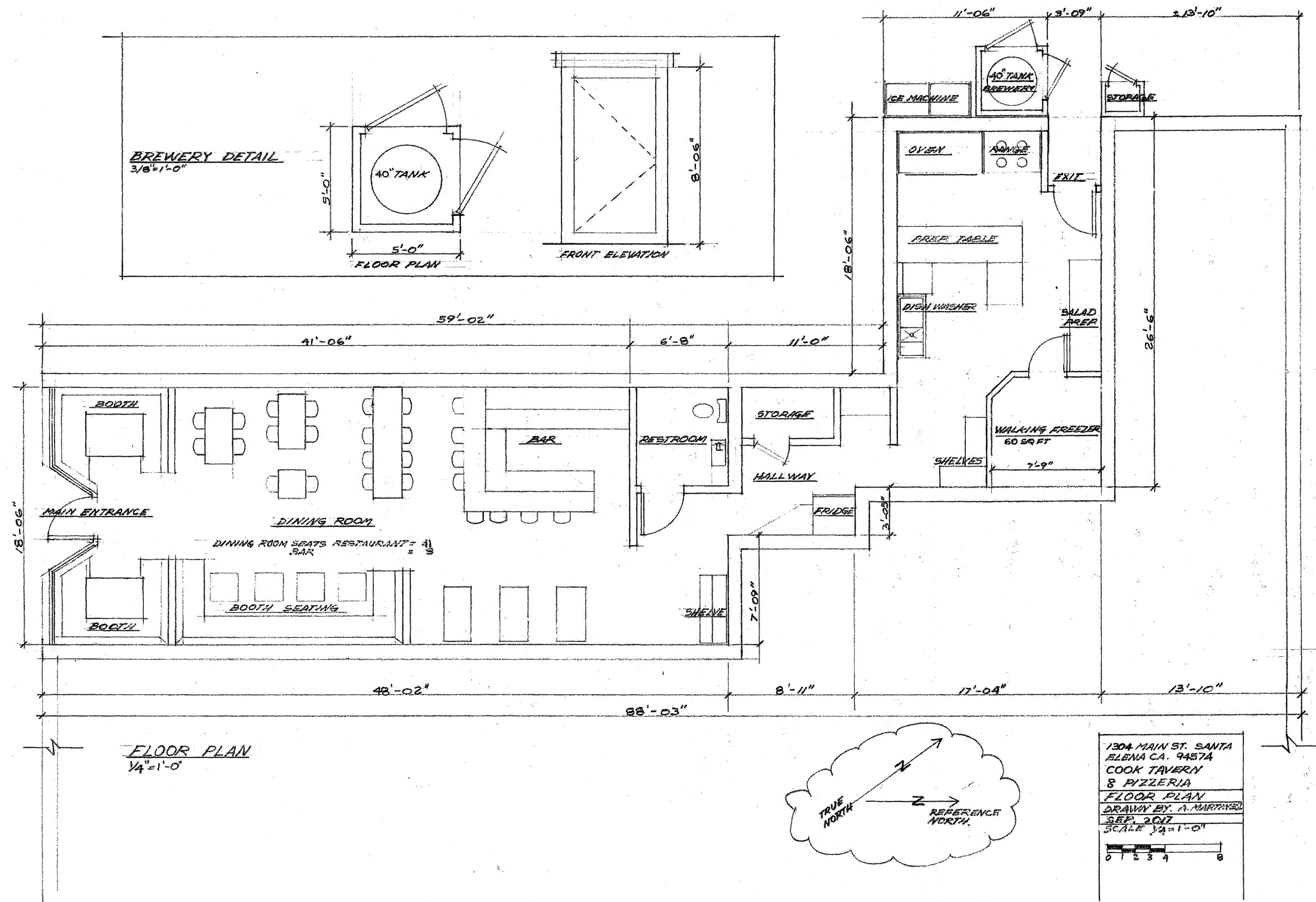
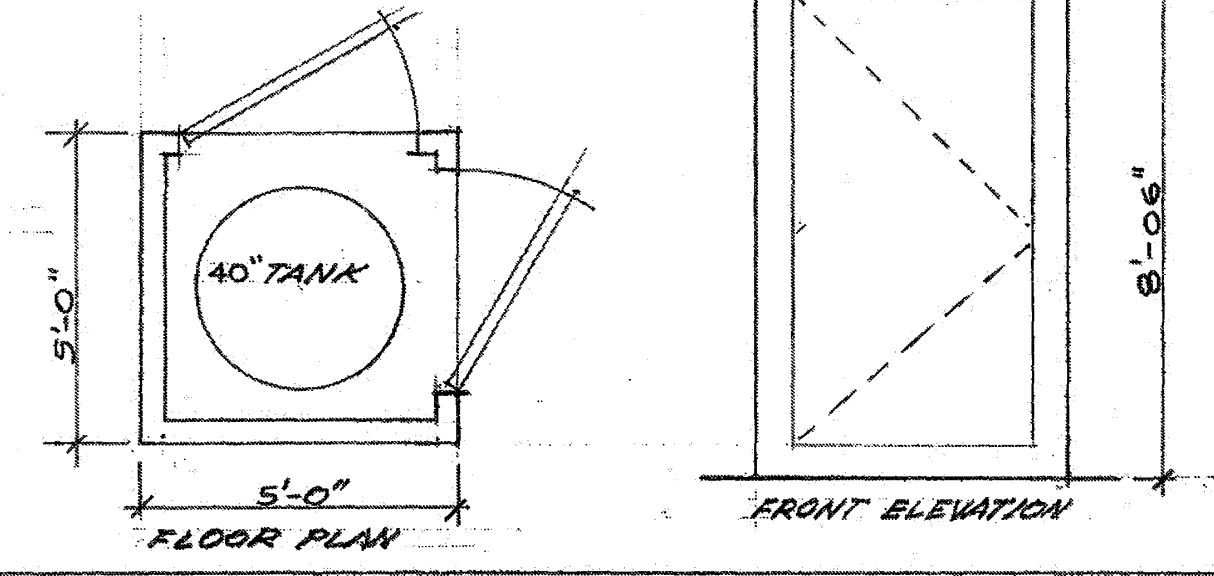
Please do not hesitate to contact me should you have any questions or concerns.

Many thanks,

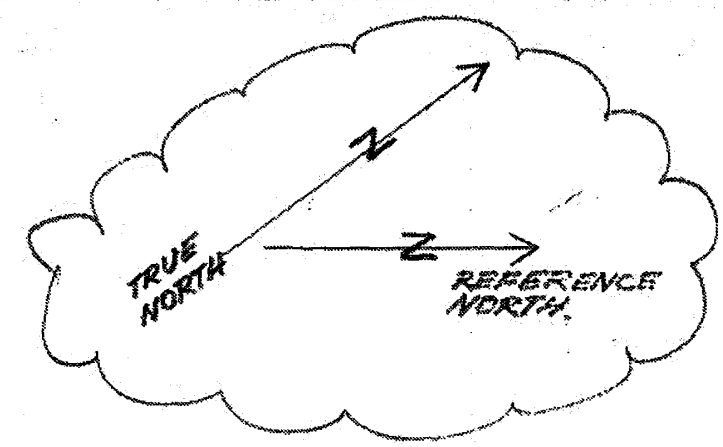
A handwritten signature in blue ink, appearing to read "Jude Wilmoth", followed by a horizontal line.

Jude Wilmoth
707.477.7813

BREWERY DETAIL
3/8"=1'-0"

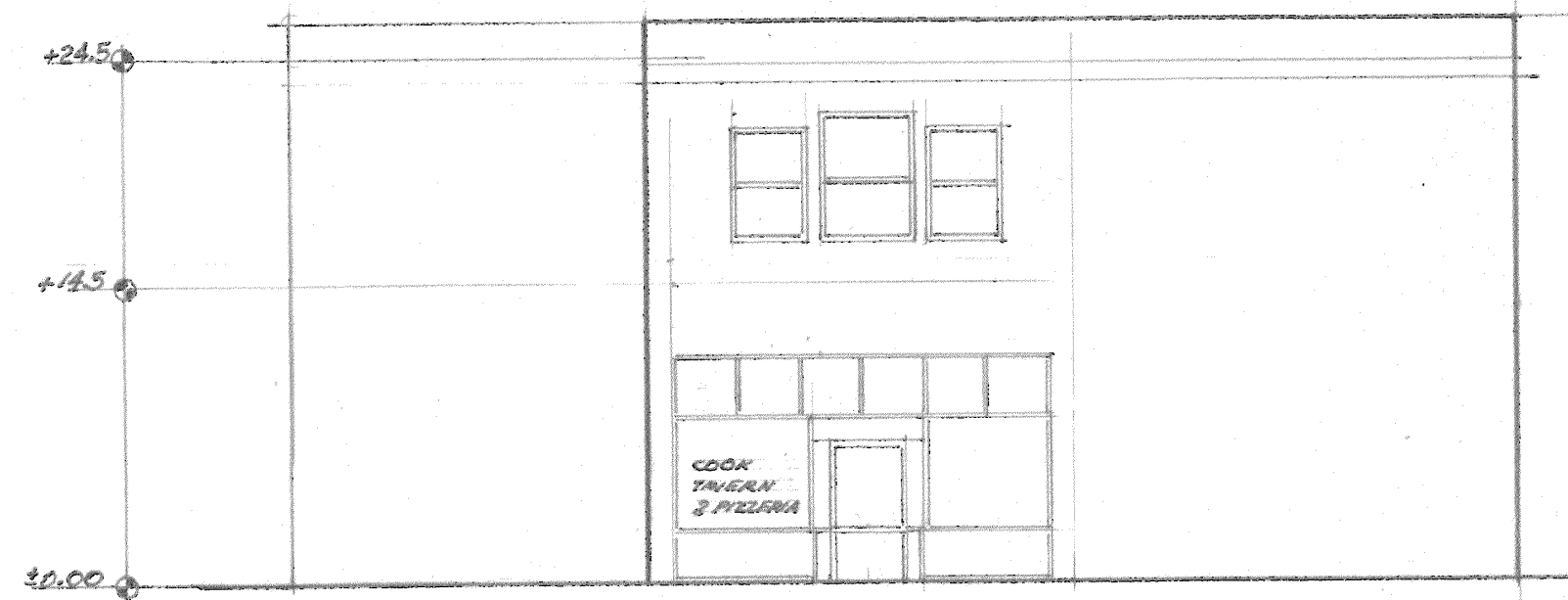


FLOOR PLAN
1/4"=1'-0"

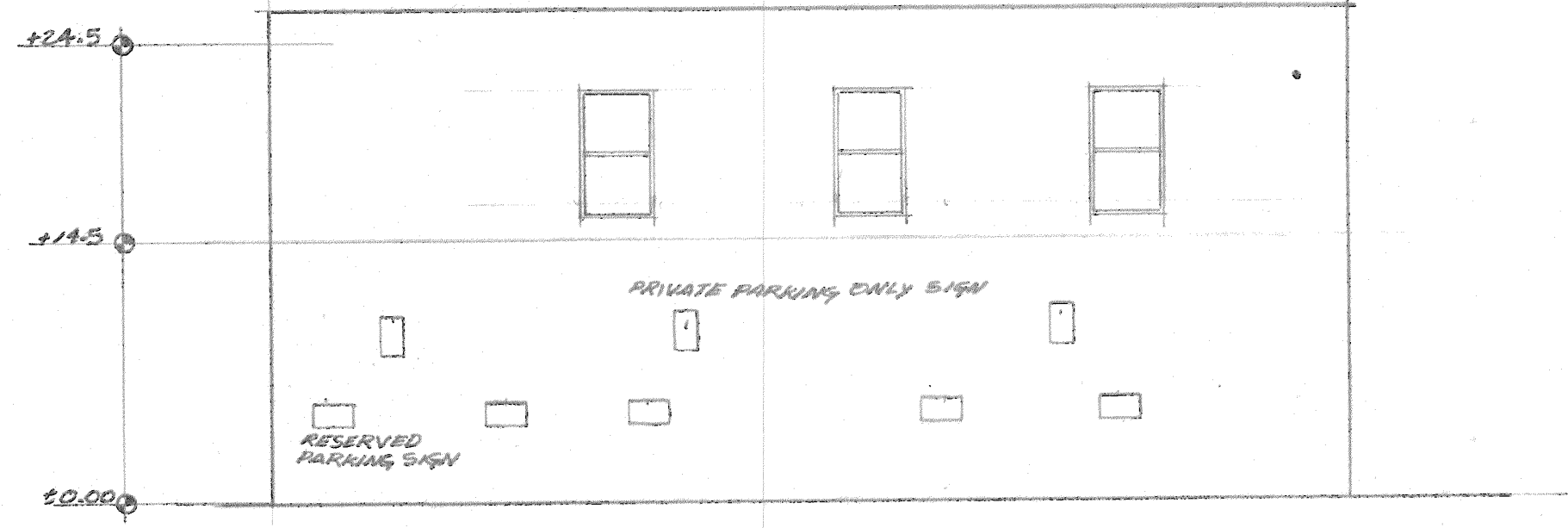


1304 MAIN ST. SANTA ELENA CA. 94574
COOK TAVERN
8 PIZZERIA
FLOOR PLAN
DRAWN BY A. MARTINEZ
SEP. 2017
SCALE 3/4"=1'-0"

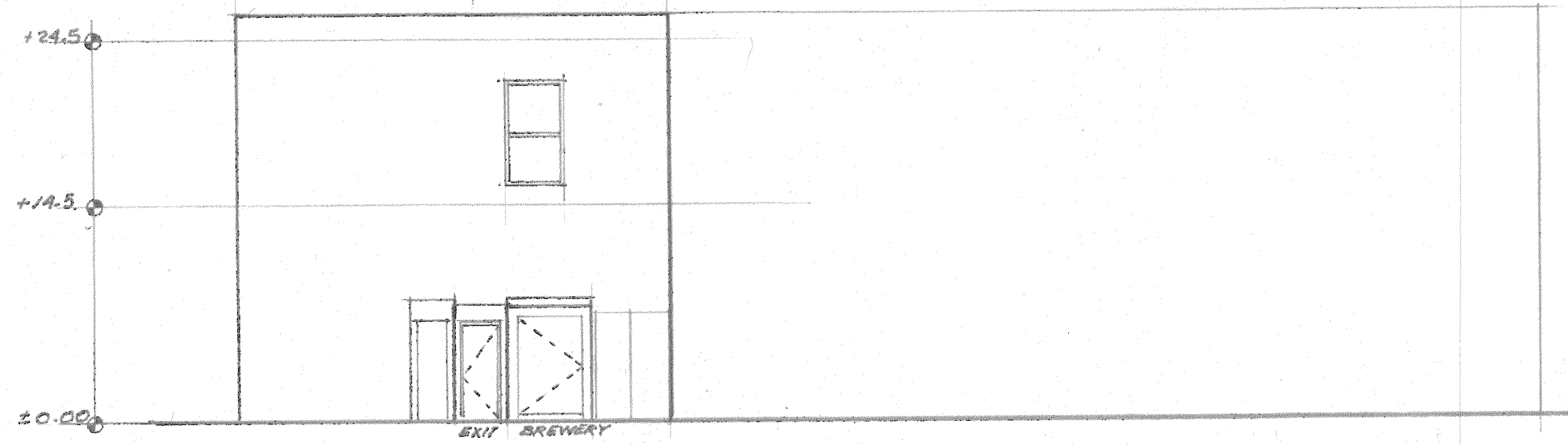
0 1 2 3 4 5



FRONT VIEW (WEST)
1/8"=1'-0"

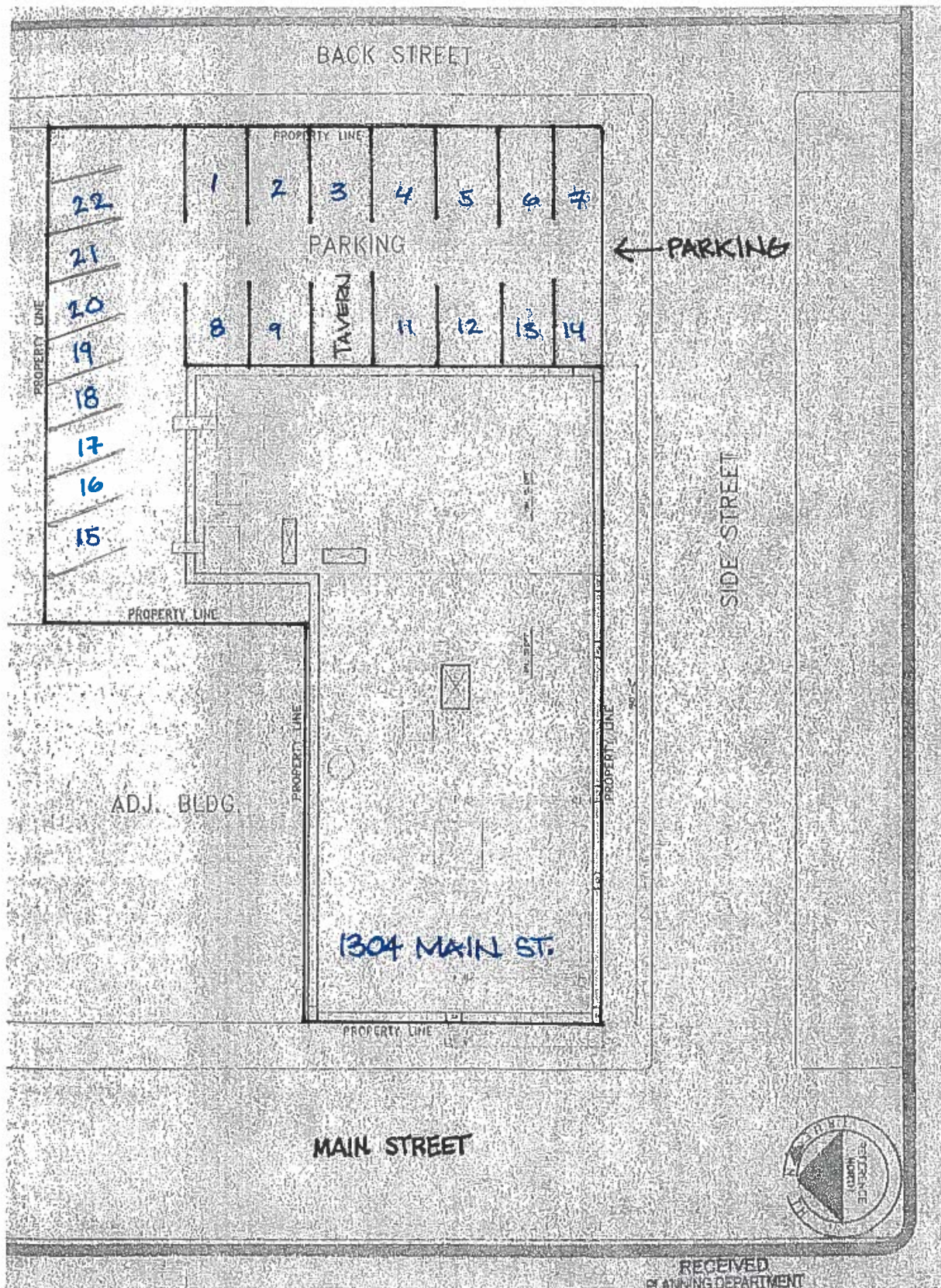


EAST VIEW
1/8"=1'-0"



NORTH VIEW
1/8"=1'-0"

1300 MAIN ST. SANTA ELENA CA. 94574
COOK TAVERN & PIZZERIA
ELEVATIONS
DRAWN BY A. MARTINEZ
SEP. 2017
SCALE 1/8"=1'-0"
0 1 2 3 4 5 16







PLANNING COMMISSION REPORT

Planning Commission Meeting of April 2, 2019

AGENDA SECTION: Public Hearing

FILE NUMBER: PL19-004

SUBJECT: Snowden Vineyard, LLC Use Permit

PREPARED BY: Chris Gustin, Contract Planner

REVIEWED BY: Noah Housh, Planning & Community Improvement Director

APPROVED BY: Noah Housh, Planning & Community Improvement Director

LOCATION OF PROPERTY: 1377 Main Street

APN: 009-240-021

GENERAL PLAN/ZONING: Central Business/CB: Central Business

APPLICANT: Snowden Vineyard, LLC

PHONE: 707-287-4052

PROJECT DESCRIPTION

The applicant is seeking approval of a use permit in order to establish an office for their vineyard and wine business with limited tasting in a portion of the second floor of the existing Vasconi Building. The applicants are requesting the use of approximately 290 sq. ft. of the existing second floor. No additional floor area or modifications to the exterior of the building are proposed. Minor changes to the interior of the second floor are proposed including accessible restrooms for men and women and reconfiguring the office space. As set forth in the attached written proposal submitted by the applicant, their current hours of operation at their present location in the Sherry House at 1748 Railroad Avenue are between 9:30 AM and 2:30 PM Monday through Thursday. During periods when additional office hours are required, the office may be used from 8:00 AM to 8:00 PM. Depending upon varying business needs, business staff is there between 20 and 40 hours per week. Current staffing consists of one half-time office employee and occasional use by family members on an as-needed basis. The applicants intend to

continue this flexible staffing level and hours in the proposed new location, with the anticipation that the business will grow to where it may be necessary to either add another half-time employee or one full-time employee.

The applicants require the approval of a use permit in order to conduct occasional tastings and sales limited to “members of the wine trade and consumers” in conjunction with their regular office activities. Again, based upon the written statement from the applicant, the following summarizes their concept of “wine trade” and “consumers”:

“Wine trade” consists of brand managers and other representatives of the distributors and importers of their wines that need to taste current and upcoming releases which they will be expected to distribute in their respective territories.

“Consumers” consist of a list of consumers who purchase wines directly from the producers rather than searching for wines in distribution. The applicants state that they are “regularly contacted” by consumers familiar with their products who are coming to visit the Napa Valley and request the opportunity to taste and potentially purchase their wine.

The applicants are requesting approval of this use permit to allow these members of the wine trade and consumers to taste their wines by appointment at this location.

ANALYSIS

CEQA

Staff is of the opinion that the project is exempt from the requirements of CEQA pursuant to Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities. The proposed project is not subject to any of the exceptions to the use of a categorical exemption as outlined in CEQA Section 15300.2. The project site is not located on or near an environmentally sensitive area, is not visible from a scenic highway, is not included on a hazardous waste site, and will not impact historic resources or otherwise generate or contribute to any potentially significant impacts.

GENERAL PLAN

The subject property has a General Plan land use designation of Central Business (CB). This designation provides for retail, personal service uses, offices, restaurants, hotels/motels, service stations, public and quasi-public uses, and similar and compatible uses that serve local residents and the surrounding area. Emphasis is on pedestrian-oriented retail and service uses on the ground floor level, with office and residential uses on the upper levels. The intent is for the CB district to remain primarily local resident-serving in character. New uses which serve both local residents and tourists are allowed. General Plan policies applicable to the proposed project include:

- **2.6.27** Prohibit commercial uses that are primarily tourist-serving in nature and that are inconsistent with the community image of St Helena.
- **2.6.33** Provide sufficient parking to serve the needs of residents in proximity to commercial destinations.
- **2.6.35** Maintain the Central Business District as the City's social and cultural core and the primary center for retail business.
- **2.6.38** Encourage primarily local serving businesses in the CB and SC designated areas.
- **3.4.2** Support the development of a responsible visitor-serving component to the City's economy as a valuable source of jobs, tax revenues, and cultural amenities.
- **3.4.3** Give preference to visitor-serving uses whose orientation is toward a more discriminating upscale market consistent with the Valley's reputation as a producer of world class wines, and discourage the introduction of uses that are dependent upon a mass tourist market, while not increasing the total number of tourists.
- **5.6.3** Any new demand within the Parking Impact Area that would produce more demand for parking than it proposes to supply must either provide the additional parking as a part of the development proposal, or must contribute an in-lieu fee to the City's off-street parking program.

Staff Response: Staff is of the opinion that the proposed use of a portion of the second floor of the existing Vasconi Building for office use and occasional wine tasting is consistent with the General Plan policies listed above.

ZONING

Consistent with the Central Business land use designation in the General Plan, the site exhibits a zoning designation of Central Business (CB). This designation provides for retail, personal service uses, offices, restaurants, hotels/motels and other similar and compatible uses. Office and residential uses are permitted on the second floor.

Pursuant to Municipal Code Section 17.48.030, Conditional uses", "Off-site winery offices and with non-public wine tasting. Tasting of wine may be offered to wine distributors and wine merchants only;" requires approval of a use permit in the Central Business district. Therefore, the applicant is required to obtain a use permit in order to allow for the establishment of an office use for an off-site winery and wine tasting for distributors and merchants.

Staff Response: The proposed office use and occasional wine tasting by distributors and merchants is consistent with Section 17.48.030 of the Zoning Code. No new square footage or alterations to the exterior of the structure are proposed.

USE PERMIT

The purpose of a use permit is to allow the proper integration of essential or desirable uses which may be suitable only in certain locations or zoning districts in the City, 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. Pursuant to Municipal Code Section 17.168 050, no use permit shall be granted unless the following findings can be made:

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.

Staff Response: Staff is of the opinion that the project meets and/or complies with the required findings to approve a Use Permit as identified above. The findings included in the attached resolution identify this compliance.

PARKING

The applicant's building is within the City's parking impact overlay district. The purpose of the parking impact overlay district is to establish parking standards for portions of the City generally located within the central business district. This area of the City is impacted by a lack of off-street parking because the buildings are of historic and unique

character and were constructed in the early history of the City when automobiles were not as common.

Staff Response: No additional floor area is being added and no parking spaces will be added or lost.

SIGNAGE

The applicant is not proposing any new or modified signage indicating that they are involved in any use other than as a business office.

ISSUES

Staff has not identified any issues that require additional discussion in relation to this application.

CORRESPONDENCE

As of the completion of this report staff had received no correspondence related to this application.

STAFF RECOMMENDATION

For the reasons stated above, staff recommends that the Planning Commission:

1. Determine that the project is exempt from the requirements of CEQA pursuant to Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities; and
2. Accept the required findings and approve a Use Permit for a wine business and tasting on the second floor at 1377 Main Street.

ATTACHMENTS

[1377 Main Street PC Reso](#)

[Cover Letter](#)

[Written Statement](#)

[Floor Plan](#)

[Office Photos](#)

USE PERMIT

NO. PL19-004

CITY OF ST. HELENA, STATE OF CALIFORNIA

GRANTED TO SNOWDEN VINEYARD LLC

1377 MAIN STREET

OWNERS: Mario and Patricia Vasconi

APN:

0
0
9
-
2
4
0
-
0
2
1

Recitals

- A. **Whereas**, The Applicant, Snowden Vineyard LLC, submitted an application for a Use Permit to operate a wine business office with limited wine tasting in an existing vacant commercial space located at 1377 Main Street and in the CB: Central Business Zoning District.
- B. **Whereas**, Off-site winery offices and wine tasting rooms are subject to a use permit pursuant to Municipal Code Chapter 17.48.
- C. **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 April 2, 2019.
- D. **Whereas**, A public notice was published in the Napa Valley Register and mailed to residents and occupants within 300 feet of the project site and in compliance with state and local law; and

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 report, City files for this matter, correspondence, presentations and other materials.
- B. The Planning Commission hereby finds that this project is exempt from the California Environmental Quality Act pursuant to Section 15301, Class 1 of the Guidelines which exempts the operation of existing facilities.
- C. Pursuant to Municipal Code Section 17.168.050, the Planning Commission finds that the proposed wine business offices and tasting would operate in an existing building located within St. Helena's commercial core. The proposed use would be compatible with surrounding uses which consist of boutique retail shops, artisanal food purveyors, restaurants, and upscale wine tasting rooms. Further there is no expectation that it would conflict with the goals and objectives established for the CB District. Given its location, the proposed use is within walkable distance of many other land uses and therefore its impacts to traffic would be limited.

There is no expectation the proposed offices or tasting would be detrimental to the health, safety, peace, comfort and general welfare of persons in the neighborhood. As a local and visitor serving use, the proposed wine business and tasting supports the development of responsible, visitor-serving components to the City's economy as a valuable source of jobs, tax revenues and cultural amenities.

As conditioned, it is expected that the project would operate in an acceptable manner and be generally consistent with the intent of the General Plan and Zoning Code provisions and therefore, the Planning Commission makes the following Use Permit findings to support the motion to approve the use permit:

- D. 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.

As a wine office and wine tasting room the proposed use would not produce anything that would be injurious to surrounding uses.

- E. That the proposed use would not generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses.

The proposed use would generate levels of noise that are consistent with an office/wine tasting room use and would not be expected to adversely affect the health, safety, or welfare of neighboring properties or uses.

- F. That the proposed use would not generate traffic noise in excess of the "normally acceptable" range identified in the General Plan.

As a wine business office with wine tasting that can accommodate a limited number of guests at any given time, it is not expected that the use would generate traffic noise beyond what is already typical of the area.

- G. 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.

The proposed use would go in an existing vacant tenant space in the CB Zoning District which is well served by public utilities and services and the proposed office and tasting room would not place an excessive demand on any utilities or services.

- H. That the proposed use would provide adequate ingress and egress to and from the proposed location.

No changes to ingress or egress are proposed. Any tenant improvements on the interior would comply with current building and fire code.

- I. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local serving economy.

As a business serving both locals and tourists and which relies on and supports other local businesses and sources product (e.g.) grapes from local vineyards, it is not expected that the use would conflict with City's goal of maintaining a viable local serving economy.

- J. 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.

The proposed use would be consistent with other typical uses found in the CB District.

- K. That the proposed use would not be in conflict with the City's General Plan.

No aspect of the project would conflict with or otherwise inhibit the achievement of any General Plan goals.

- L. That the proposed use would not be injurious to public health, safety, or welfare.

No aspect of the office or tasting room use would be injurious to health, safety, or welfare.

- M. 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.

As use permits are issued on a discretionary basis any similar uses would be considered based on their particular merits and as such, granting of this use permit would not set a precedent.

- N. 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.

No parking spaces are available at this historic building. Therefor no spaces will be created or lost.

- O. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use.

As a small-scale winery office with limited tasting, any vehicle and/or truck traffic would be within the capacity of surrounding streets.

-

- P. The Planning Commission approves the use permit for the above-described project with the following conditions of approval. 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. 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.

Conditions of Approval

- A. Project approvals shall be vested within one (1) year from the date of final action. A building permit for tenant improvements authorized 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.
- B. 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.
- C. 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.
- D. Minor modifications to the approved project may be approved by the Planning Director insofar as they are in substantial conformance with this approval.
- E. 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.
- F. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The applicant 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.
- G. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Code shall be obtained prior to installation of signage.
- H. 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.

Planning Department Conditions of Approval

-

- I. This permit authorizes a wine business office and wine tasting in an existing, vacant commercial space located at 1377 Main Street. Hours of operation shall be limited to the hours of 8:00 a.m. to 8:00 p.m.
10. No amplified or acoustic music is permitted outdoors.
11. No sales of "souvenir-type" items shall be permitted; only a small selection of items bearing the Snowden Winery motif may be sold.
12. This business shall remain distinct from those businesses authorized for operation as a food, beverage or drinking establishment as regulated through the Food & Beverage Establishments Inventory. This permit does not authorize the preparation of food on-site. Food may be offered insofar as it is at no cost to the consumer, is made off-premises and the facilities are approved by Napa County Environmental Management.
13. This approval is contingent on Snowden Winery's continued ability to meet the Code provisions enumerated in Chapter 17.48 of the St. Helena Municipal Codes stipulating that wines for tasting and for sale must be made from a minimum of

75% Napa Valley grapes and must be labeled Napa Valley or be a sub-appellation of the Napa Valley. If, at any time, the applicant is unable to meet this code provision the user permit shall be revoked.

14. The applicant shall maintain a Type 02 ABC license.
15. The applicant shall post a permanent sign at the exit(s) that will state "No alcohol may be consumed beyond this point."
16. The applicant shall comply with all conditions of the Napa County Department of Environmental Management pertaining to glass washing for wine-tasting.
17. All employees shall be certified by the Napa Valley Vintners Responsible Beverage Training Program, a recognized server training of the California Department of Alcoholic Beverage Control. Proof of certification shall be retained on premise at all times and provided to the City if requested.
18. Fire equipment shall be inspected annually by the Fire Department.

Public Works Conditions of Approval

19. Where applicable, 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 of the

following 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.

20. Where applicable, 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.
21. Where applicable, the applicant shall be required to submit to the requirements for annual inspections of food/beverage service establishments and businesses that handle hazardous wastes for illicit stormwater discharges as required by the State National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges. The annual stormwater illicit discharge inspections are performed and invoiced by Napa County Department of Environmental Management.
22. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the requirements of the City of St. Helena's Water Standards.
23. 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, they 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.

24. Where applicable, deteriorating or broken curb, gutter and/or sidewalk along the project frontage shall be replaced per City specifications, extent to be determined by the Public Works Department.
25. The applicant shall repair all public improvements that are damaged by the construction process in accordance with Caltrans Standards and Specifications and the City Water/Sewer/Street/Storm Drain/Sidewalk Standards.

Building Department Conditions of Approval

26. A building permit is required for all onsite demolition, construction and/or change of occupancy.
27. The applicant will be required to comply with the codes in effect at the time of building permit issuance.
28. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.
29. The applicant shall provide a construction waste management plan with the building permit application.
30. 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.

31. When submitting plans, the title page shall include all information referenced on the building permit application checklist Title Page requirements.

32. 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 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 April 2, 2019 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

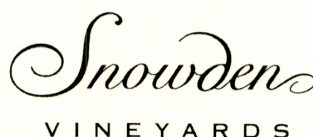
ATTEST:

-

Lester Hardy
Housh

Noah

Chair, Planning Commission
Planning Director



January 22, 2019

Use Permit Application -- 1377 Main Street

Dear Sir or Madam:

Enclosed is our Use Permit Application requesting permission to conduct limited wine tasting and sales as an adjunct to our permitted use of a small office on the second floor of the Vasconi Building at 1377 Main Street.

Our application consists of the following documents:

- 1) Use Permit Application. The application has been signed by me on behalf of our business entity and by the owners of the property, Mario "Hap" Vasconi and Patricia Vasconi.
- 2) Applicant Information. As specified in the "note" on the first page of the Use Permit Application, this is a listing of all of the owners and managing directors of our business entity, Snowden Vineyards LLC.
- 3) Written Statement. The statement explains the reasons and other details regarding the use permit request.
- 4) Preliminary Title Report. The title report includes a listing of persons requiring notification of our application.
- 5) Site Plan. We asked Mr. Hecock for guidance on what plans would be required for this application, noting the fact that the building and rental suite are built, no further construction is contemplated, and the office we are seeking to rent is so small. In an email dated November 6, 2018, Mr. Hecock advised "the only plan we would need for the use permit process would be a floor plan." In line with this advice, we have not included a site plan as a part of our application.
- 6) Floor Plan. We are enclosing large and small copies of a floor plan for the building which was professionally prepared for the Vasconis in 2008 when they were obtaining City approval to perform building renovations.
- 7) Site Photos. We have taken informal photographs of the building and the office suite on the second floor.

SNOWDEN VINEYARDS LLC — 1478 RAILROAD AVENUE, SUITE 5
POST OFFICE BOX 84, ST. HELENA, CALIFORNIA 94574
(707) 963-4292

Planning Department
City of St. Helena
January 22, 2019
Page 2

8) Solid Waste Disposal & Hazardous/Toxic Materials Information Form. When we picked up the use permit application materials, your staff member advised us the form is no longer required for an application of this type, so we have not included it.

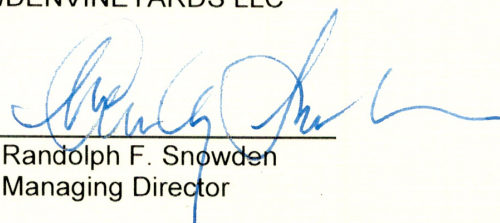
9) Processing Fees. We are enclosing checks for \$5,200.00 and \$600.00, representing the required fees for the Use Permit Application and the Public Hearing Notice.

10) Paper and Electronic Copies. We are enclosing four additional copies of this letter and each of the foregoing items, together with an electronic copy on the enclosed disc.

Please let us know if you have any questions or need any additional information to consider this application. The quickest way to do so would be to call me on my cell phone at (707) 287-4052; or to email to randy@snowdenvineyards.com.

Sincerely,

SNOWDENVINEYARDS LLC

By: 

Randolph F. Snowden
Managing Director

Enclosures

cc: Hap and Patty Vasconi
W. Scott Snowden

WRITTEN STATEMENT

Summary: Snowden Vineyards LLC seeks a use permit to allow for occasional wine tasting for members of the trade and consumers; and occasional wine sales to consumers at 1377 Main Street, St. Helena -- the second floor of the historic "Vasconi Building." These tastings and sales would occur as an ancillary use to the permitted use of the premises as an office for Snowden Vineyards' vineyard and wine business and would be by appointment only. There would be no signage regarding wine tasting or sales; and no signage regarding the office use, other than is currently allowed for existing office uses on the second floor of the building.

Background: Our family has been engaged in the business of growing grapes for the commercial production of wine since 1955, when Wayne and Virginia Snowden purchased our 160 acre ranch on the east side of the Silverado Trail between St. Helena and Rutherford. For many years, we were growers, supplying grapes to a number of wineries, including Stag's Leap Wine Cellars, Silver Oak Cellars, and Ramey Wine Cellars. Beginning in 1993, we began to retain a portion of the crop each year to produce our own wines. Although we continue to supply grapes to other producers, we have slowly built our own wine program from its original 383 cases to our current production averaging 2,200 cases per year. All of our wines are made from grapes grown on our property and are bottled under the "Napa Valley" appellation.

We do not own a winery. We produce our wines under an "alternating proprietorship" (a Type 02 ABC license) at a licensed winery on Spring Mountain Road, just west of the City of St. Helena. As our production grew, we outgrew our home offices. In 2007 we opened our first office in rented space at the corner of Pine Street and Main Street. Since 2009, our office has been located in the Sherry House on Railroad Avenue. We are now proposing to relocate our office to an approximately 290 square foot room on the second floor of the Vasconi Building at the corner of Main and Adams Streets.

Requested Uses: Our predominant use of the space will be as an office for our vineyard and wine business, which is a permitted use in the Central Business District.

We currently staff our office between 20 and 40 hours per week, depending on the varying needs of our business. Our basic office hours are 9:30 AM to 2:30 PM, Monday through Thursday. During weeks when additional office hours are required, they may begin as early as 8:00 AM and extend as late as 8:00 PM. Staffing consists of one half-time office employee, plus office use by family members on an as-needed basis. In the new space, we would continue this flexible coverage, although we anticipate the needs of the business will continue to gradually increase, at which point our one office employee might be moved to full time or a second part-time office employee added.

The purpose of this application is to allow us to also conduct occasional tastings and sales as an adjunct to our regular office activities.

Tastings would be for members of the wine trade and consumers.

Written Statement

Regarding trade, our wines are distributed in approximately two dozen states and six other countries, which entails working with numerous distributors and importers. When brand managers or other representatives come to the Napa Valley, they need to taste current and upcoming releases which they will be expected to distribute in their territories.

Regarding consumer tastings, we maintain a mailing list of consumers who are interested in purchasing wine directly from producers, as opposed to searching for wines in distribution. We are regularly contacted by mailing list members or other consumers familiar with us who are planning a visit to the Napa Valley and request the opportunity to taste -- and potentially purchase -- our wines. We are seeking permission to see these individuals by appointment at our office for these purposes.

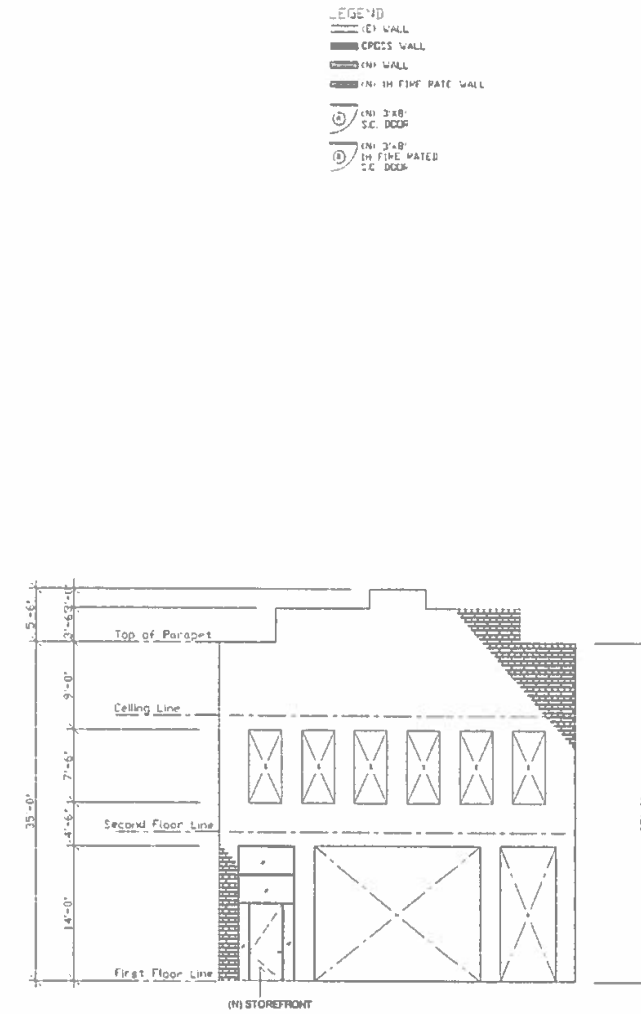
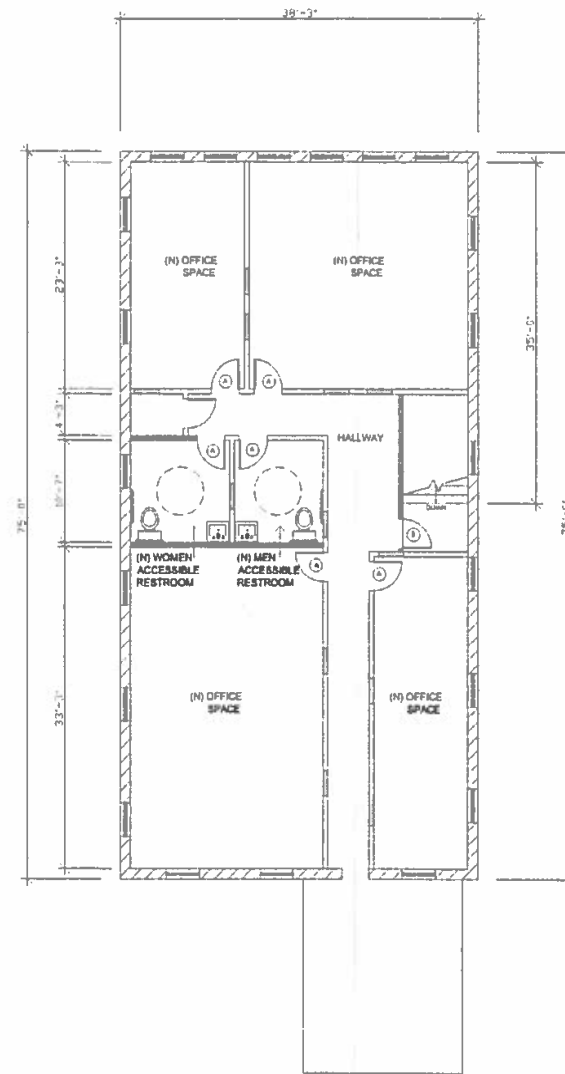
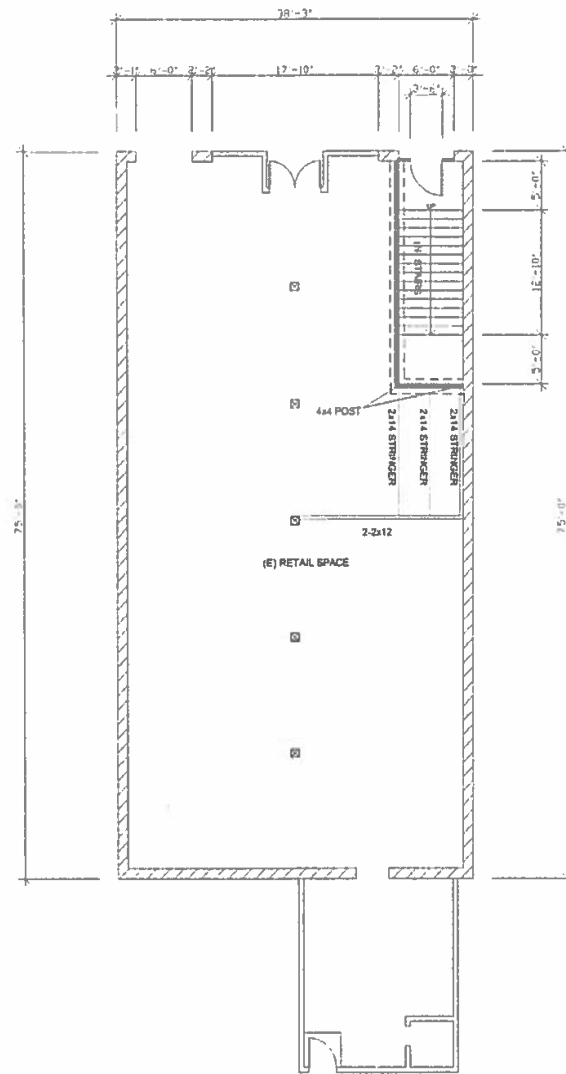
We do not contemplate making any building improvements in connection with the use applied for.

Limited Scope of Use. We are not requesting permission to establish a commercial "tasting room" designed to draw in members of the general public who are visiting St. Helena. Visits by trade and consumer tasters and purchasers would be by prior appointment. We would not post any signage visible from outside the suite indicating we are engaged in any use other than as a business office. We have no objection to reasonable limits on the number of visits and persons scheduled to come the office for the purpose of tasting or purchase.

Our overarching goal is to conduct a reasonably profitable family wine business within the law. Direct sales are an essential part of a successful business plan for small, family producers in the Napa Valley. The rules related to the Agricultural Preserve do not allow for commercial sales activities at vineyard properties which do not include a winery. We have already elected to move our office activities into the City, where we believe these activities are most appropriately located. This application seeks permission to also conduct limited tasting and sales activities at our office.

It has become apparent from our experience over the past few years that if we cannot conduct these limited activities as a part of our office operation, it will become increasingly difficult for us to support and maintain our direct wine sales and, hence to operate our business profitably. At that point, our only options would be to seek to build yet another small winery in the agricultural preserve; or to develop yet another commercial tasting room within one of the cities or towns.

We believe that, on balance, allowing for a limited amount of tasting and sales activities as an ancillary use within a small producer's business office best serves the interests of local residents.



City of St Helena, City Hall
Received

JAN 22 2019

1480 Main St.
St Helena, CA 94574



Date		Sep 2006
Scale		1/8"=1'-0"
Drawn		
Vib.		
As provided		
Sheet		A2
Of	Sheets	

MATRIX SEISMIC CORP.
28570 Marguerite Parkway, Suite 204, Mission Viejo, CA 92692
Tel: (949) 364-1090 Fax: (949) 364-1092

**1381 MAIN STREET
ST. HELENA, CA 94574**

Suite 5-6, 1377 Main Street, St. Helena, California



Looking west



Looking east



PLANNING COMMISSION REPORT

Planning Commission Meeting of April 2, 2019

AGENDA SECTION: Public Hearing

FILE NUMBER: PL18-080

SUBJECT: Cliff Bar Family Winery & Farm Use Permit

PREPARED BY: Chris Gustin, Contract Planner

REVIEWED BY: Noah Housh, Planning & Community Improvement Director

APPROVED BY: Noah Housh, Planning & Community Improvement Director

APPLICATION FILED: 11/14/18

ACCEPTED AS COMPLETE: 01/28/19

LOCATION OF PROPERTY: 1334 Vidovich Avenue

APN: 009-180-040

GENERAL PLAN/ZONING: Service Commercial/SC-Service Commercial

APPLICANT: Cliff Bar Family Winery &
Farm LLC

PHONE: 707-486-7072

BACKGROUND

At its meeting of March 2, 2010, the Planning Commission approved a Design Review and Use Permit (2010-16), a request to divide an existing 2,500 square foot building into four separate tenant spaces (400 to 500 square feet each), three for winery tasting rooms and one common area (800 square feet), signage above each tenant space, and new store front and exit doors. Although three tasting rooms had been approved, only two of the tasting rooms have opened and are in operation. Because the third tasting room was not established, the approval for that tasting room has expired.

As a part of the original approval, each of the tasting rooms were permitted a maximum of 16 seats each. Wine and wine related goods were to be available for sale. Hours of

operation were from 8:00 a.m. to 6:00 p.m., seven days a week. Four (4) parking spaces were required for each tasting room for an aggregate total of 12 spaces, although as noted only two were established.

PROJECT DESCRIPTION

The applicant is requesting a Use Permit to establish a 16-seat wine tasting room with indoor and outdoor seating, and retail space to sell wine, packaged food, branded merchandise, wine related merchandise, and associated office use. The proposed location is the end space in the rear-most building on the premises. Based upon the plans submitted, the total indoor space totals 1,075 square feet. Hours of operation are proposed from 8:00 AM to 6:00 PM, seven days a week. The applicant has requested a maximum of 20 seats, indicated that they have maintained four parking spaces originally allocated on the site, consistent with previous approvals.

No food preparation is proposed for the winery tasting room use; however, the business will allow food on the premises from any of the adjoining eateries located on the Vineland Station property.

ANALYSIS

General Plan:

The property is designated Service Commercial in the General Plan and is within the boundaries of the Hwy. 29 Specific Plan Area.

The Service Commercial designation provides for service and retail uses, restaurants, service stations, motels, public and quasi-public uses and similar and compatible uses. The designation is intended primarily for service and retail uses that are automobile-oriented or whose operational characteristics and space needs are not considered appropriate for the Central Business district. The intent is for the SC district to be primarily local resident-serving in character.

Zoning:

The zoning designation is Service Commercial (SC). On November 10, 2009, a Zoning Ordinance Text Amendment to Chapter 17.52 Service Commercial Zoning district was approved to clarify regulations and definitions pertaining to wine shops, off-site winery tasting rooms, and off-site winery offices. The proposed use as a winery tasting room is conditionally permitted in this district and is defined as:

Winery tasting rooms are establishments that sell wines on behalf of one or more wineries and enable consumers to taste wine (with and without charge) as a regular part of the sales process. The wines for tasting and for sale must be made from a minimum of 75% Napa Valley grapes and must be labeled Napa Valley or be a sub-appellation of the Napa Valley. The permit requires a Type 02 ABC license. Food may be provided if

it is at no cost to the consumer, is made off-premises and the facilities are approved by Napa County Environmental Management.

As noted, two of the three previously approved wine tasting rooms were established; the third was not established and approval for that tasting room has expired.

Use Permit:

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. No Use Permit shall be granted unless all of the following general findings, pursuant to Municipal Code Section 17.168.050, can be made:

- 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;
- B. That the proposed use would not generate levels of noise that adversely affect the health, safety or welfare of neighboring properties or uses;
- C. That the proposed use would not generate traffic noise in excess of the normally acceptable range identified in the General Plan;
- 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;
- E. That the proposed use would provide adequate ingress and egress to and from the proposed location;
- F. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local-serving economy;
- 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;
- H. That the proposed use would not be in conflict with the City's General Plan;
- I. That the proposed use would not be injurious to public health, safety or welfare;
- 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;

- K. 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;
- L. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use. (Prior code § 27.439)

Minimum Floor Area

All uses in the SC Zoning district within existing and newly constructed building shall have a minimum floor area of two hundred (200) square feet unless a use permit is approved by the Planning Commission to allow a reduction in floor area below 200 square feet. The proposal is to establish a wine tasting room with 1,075 sq. ft. of total area.

Parking

Zoning Ordinance Section 17.124.050(A) Change of Use, Increased Occupancy states that: Subject to other provisions of this chapter, an existing structure or land use may be changed with respect to floor area or substantial increase in occupancy, provided that additional parking space shall be provided in the extent of the change as required.

Zoning Ordinance Chapter 17.124, Parking & Loading Requirements, Section 17.124.030 (D) (2) requires one parking space for each four seats. The applicant has requested a maximum of 16 seats, which would require four parking spaces. As identified above, the previous approval allowing multiple tasting rooms on-site relied on this parking requirement and the site clearly met the needs. No changes are requested or proposed as a part of this use, and therefore staff has found that the project complies with the parking requirements for a 16-seat wine tasting room.

Signage

The permitted maximum cumulative sign area for the primary frontage is 60 square feet and the maximum cumulative sign area for the secondary frontage is 20 square feet. The applicant will submit a sign application that clearly meets the Service Commercial Zoning district requirements and shall be reviewed and approved by the Planning Director, or submitted to the Planning Commission for review and action (as appropriate).

ISSUES

No unresolved issues were identified as a component of this review.

CORRESPONDENCE

No correspondence has been received as of the preparation of this Staff Report.

STAFF RECOMMENDATION

REQUIRED ACTIONS:

1. CEQA determination that this project is exempt from the requirements of CEQA pursuant to Section 15303, Class 3(c).
2. Approve, deny or modify a request for a Use Permit for a 16-seat wine tasting room with indoor and outdoor seating, and retail space to sell wine, packaged food, branded merchandise, wine related merchandise, and associated office use at 1334 Vidovich Avenue.

ATTACHMENTS

[2018-80 1334 Vidovich PC Resolution](#)

[1334 Vidovich Use Permit - Aerial Image](#)

[1334 Vidovich Use Permit - Building Site Plan](#)

[1334 Vidovich Use Permit - Photos](#)

[1334 Vidovich Use Permit - Site Plan with Use Permit Locations](#)

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC20xx-xx

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA
GRANTING APPROVAL OF A USE PERMIT TO ALLOW A 16-SEAT WINE TASTING
ROOM FOR THE
CLIFF BAR FAMILY WINERY & FARM LOCATED AT 1334 VIDOVICH
File No. PL 18-080**

PROPERTY OWNER: Rifugio Holdings

APN: 009-180-040

Recitals

1. On November 28, 2018, Cliff Bar Family Winery and Farm submitted an application for a Use Permit to establish a wine tasting room at 1334 Vidovitch Avenue SC - Service Commercial in the District; and
2. On (date) a public notice of hearing before the Planning Commission was published in the St. Helena Star/Napa Valley Register and mailed to all property owners and occupants within 300 feet of the subject property; and
3. A staff report dated April 2, 2019 and incorporated herein by reference analyzed the projects consistency with the Use Permit Criteria enumerated in Section 17.168.050 of the Municipal Code, and
4. On April 2, 2019 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.
5. Now, therefore let it be found that, the Planning Commission approves the requested Use Permit on the following basis:

Resolution

- A. The project is categorically exempt from the requirements of CEQA pursuant to Section 15303 (c), which exempts New Construction or Conversion of Small Structures. The proposed project is not subject to any of the exceptions to the use of a categorical exemption as outlined in CEQA Section 15300.2. The project site is not located on or near an environmentally sensitive area, is not visible from a scenic highway, is not included on a hazardous waste site, and will not impact historic resources or otherwise generate or contribute to any potentially significant impacts

1284 and 1334 Vidovich Avenue
Use Permit 2018-80
April 2, 2019

- B. 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;
 - B. That the proposed use would not generate levels of noise that adversely affect the health, safety or welfare of neighboring properties or uses;
 - C. That the proposed use would not generate traffic noise in excess of the normally acceptable range identified in the General Plan;
 - 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;
 - E. That the proposed use would provide adequate ingress and egress to and from the proposed location;
 - F. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local-serving economy;
 - 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;
 - H. That the proposed use would not be in conflict with the City's General Plan;
 - I. That the proposed use would not be injurious to public health, safety or welfare;
 - 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;

1284 and 1334 Vidovich Avenue
Use Permit 2018-80
April 2, 2019

- K. 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;
 - L. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use.
- C. Now therefore be it further resolved that a Use Permit 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. 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.

Conditions of Approval

1. Permit 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 Use Permit 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 decision or these approvals shall expire; provided however that the approved Use Permit 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.
3. This permit is valid for this use 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.
4. The Use Permit 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.
5. Any request for an extension of the Use Permit must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.
6. 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.
7. Pursuant to City Council Resolution 2003-65, the owner and applicant are informed of the following:

In recognition of the need for additional affordable housing, and to mitigate the
1284 and 1334 Vidovich Avenue
Use Permit 2018-80
April 2, 2019

effects of this development on the supply and demand of affordable housing, the permittee shall be subject to a Housing Impact Fee, an inclusionary requirement, an in-lieu fee, and/or similar fair and appropriate mechanisms, to provide funds for or to develop additional affordable housing.

8. 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.
9. 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.
10. Provided they are in general compliance with the approved Use Permit, minor modifications found to be in substantial conformance with the approved use may be approved by the Planning Director.
11. This Use 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.
12. 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.
13. Construction documents shall be in compliance with approved plans and exhibits.
14. A business license is required for any new business or relocation of an existing business.
15. Consistent with St. Helena Municipal Code Article IV, Water Conservation Section 18.44, New Development, the applicant shall be required to retrofit ___ single family dwelling units prior to receiving a certificate of occupancy. Appeals to this requirement may be made pursuant to Article IV, Section 18.46. The exact number of retrofits may change dependent upon final floor area submitted for the building permit.

1284 and 1334 Vidovich Avenue
Use Permit 2018-80
April 2, 2019

16. All conditions of approval shall be clearly identified and included on all plans submitted for building permit review and issuance.
17. Where the SC – Service Commercial District adjoins agricultural districts, there exists a right-to-farm the adjoining property. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on the adjacent land. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.
18. Exterior lighting shall be directed or shielded to prevent glare onto the public roadway or adjacent properties.
19. 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 Saturday. 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 construction activities shall occur on Sundays or federal or local holidays that generate noise that can be heard at the property line of any parcel of real property within the City limits.

Fire Department Conditions of Approval

20. The applicant shall be required to install an approved interior fire sprinkler system, unless waived by the Fire Chief.

Building Department Conditions of Approval

21. A building permit is required for all onsite demolition, construction and/or change of occupancy.
22. 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 2016 Title 24 codes.
23. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.
24. The applicant shall provide a construction waste management plan with the building permit application.

1284 and 1334 Vidovich Avenue
Use Permit 2018-80
April 2, 2019

25. 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.
26. When submitting plans, the title page shall include all information referenced on the building permit application checklist Title Page requirements.
27. 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.
28. Properties which are on septic systems and proposing substantial renovations may require approval from the Napa County Environmental Health Department. Applicants are encouraged to engage with the County early in the building permit review process to reduce the potential for delay.
29. 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.
30. Submittal of a sign permit is required for any proposed signage and must be received and approved prior to the issuance of any building permits to implement the approved use.

Public Works Department Conditions

31. 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.
32. 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.

1284 and 1334 Vidovich Avenue
Use Permit 2018-80
April 2, 2019

33. An encroachment permit shall be required for any work performed in the public right of way.
34. The applicant shall be required to submit to the requirements for annual inspections of food/beverage service establishments and businesses that handle hazardous wastes for illicit stormwater discharges as required by the State National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharged. The annual stormwater illicit discharge inspections are performed and invoiced by the Napa County Department of Environmental Management.
35. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the requirements of the City of St. Helena's Water Standards.
36. 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. Any new fixture units added to the existing building will require upgrade of the sewer lateral to the building, including a sewer cleanout at the property line.
37. Wastewater discharged is subject to all of the requirements and limitations set forth in Chapter 13.20, Sewer Service System, of the St. Helena Municipal Code.
38. 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, they 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.
39. Where applicable, deteriorating or broken curb, gutter and/or sidewalk along the project frontage shall be replaced per City specifications, extent to be determined by the Public Works Department.
40. Existing streets being cut by new services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.
41. The applicant shall repair all public improvements that are damaged by the construction process in accordance with Caltrans Standards and Specifications and the City Water/Sewer/Street/Storm Drain/Sidewalk Standards.

1284 and 1334 Vidovich Avenue
Use Permit 2018-80
April 2, 2019

I HEREBY CERTIFY that the foregoing Use 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 April 2, 2019 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

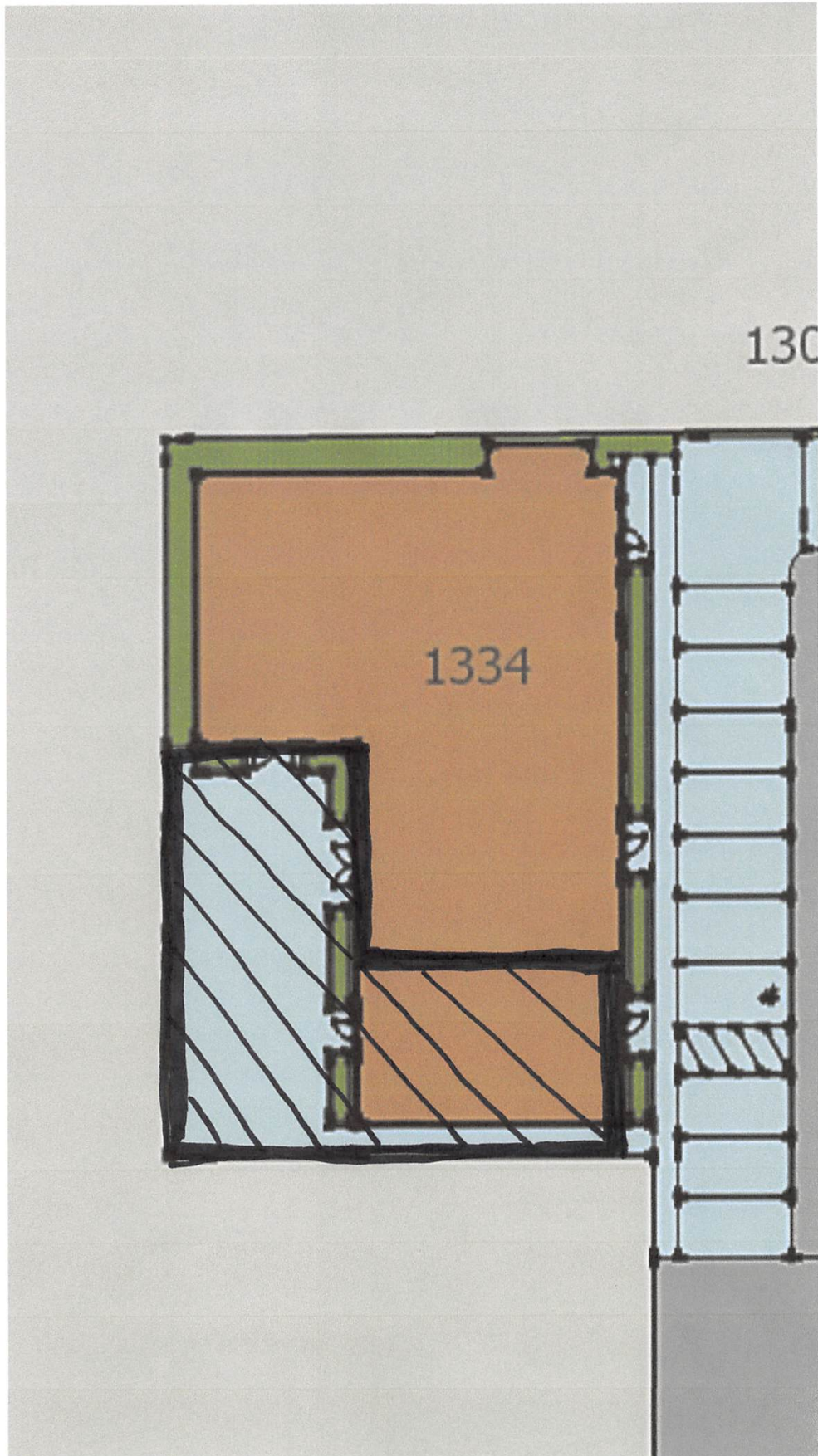
ATTEST:

Lester Hardy
Chair, Planning Commission

Noah Housh,
Planning and Community
Improvement Director

1284 and 1334 Vidovich Avenue
Use Permit 2018-80
April 2, 2019





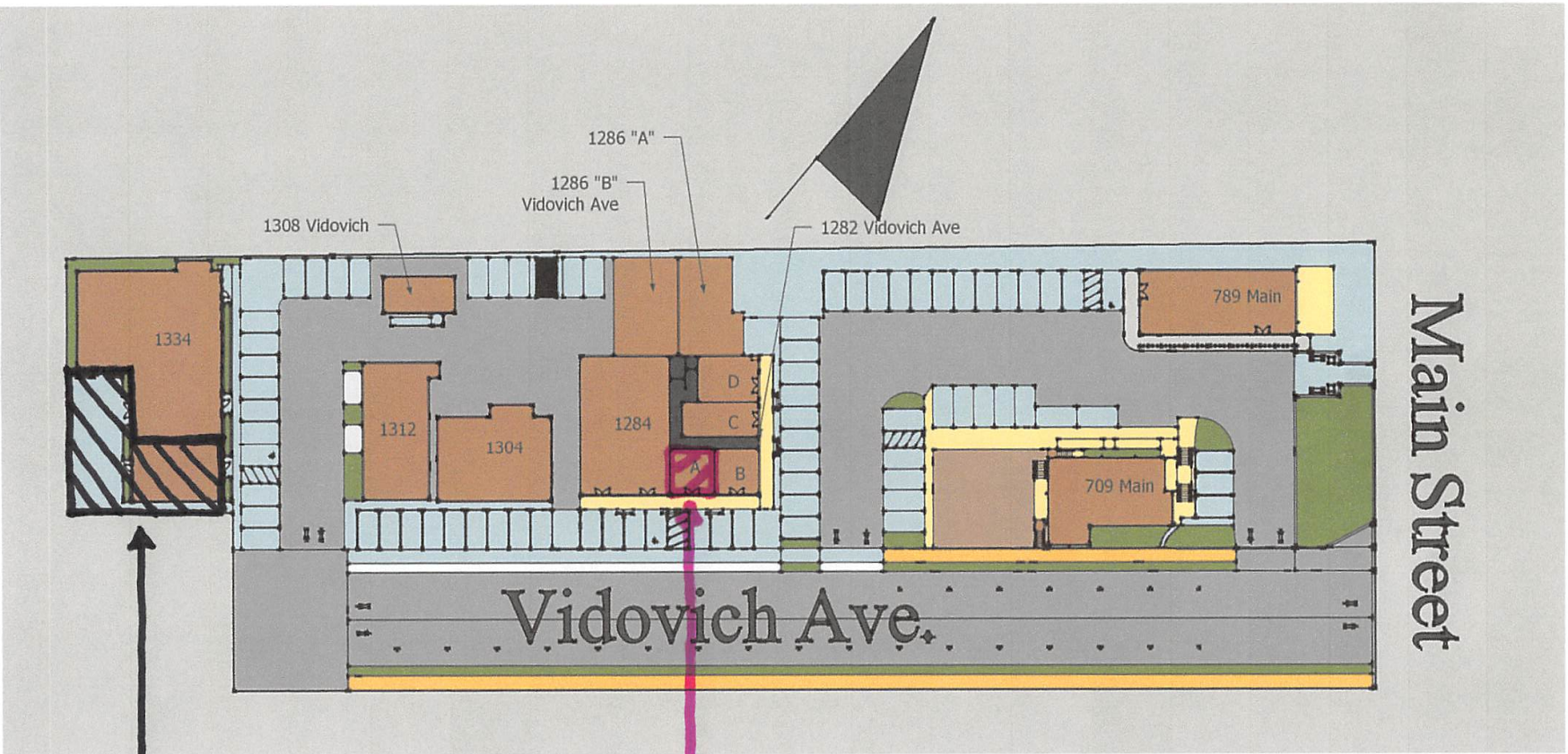
1334 Vidovich – Front



1334 Vidovich – Rear



Main Street



Existing Wine Tasting Use Permit
To Be Terminated

Proposed Wine Tasting
Use Permit at 1334 Vidovich



PLANNING COMMISSION REPORT
Planning Commission Meeting of April 2, 2019

AGENDA SECTION: Public Hearing

FILE NUMBER: PL17-040

SUBJECT: Request for Design Review approval to allow the construction of two, two-story office buildings (one approximately 7,350 square feet and the other approximately 3,150 square feet) and related site improvements on a 39,100 square foot parcel in the Service Commercial (SC) Zoning District.

PREPARED BY: Noah Housh, Planning & Community Improvement Director

REVIEWED BY: Noah Housh, Planning & Community Improvement Director

APPROVED BY: Noah Housh, Planning & Community Improvement Director

APPLICATION FILED:06/13/17

ACCEPTED AS COMPLETE:03/04/19

LOCATION OF PROPERTY: 1030 Fulton Lane

APN: 009-194-005

GENERAL PLAN/ZONING: Service Commercial/Service Commercial

APPLICANT: David Wignall

PHONE: 707-688-4335

BACKGROUND

The subject property (1030 Fulton lane) is a somewhat trapezoidal shaped flat parcel approximately 39,092 sq. ft. (.90 acres) in size with frontage onto Fulton Street, just east of the northern terminus of Railroad Avenue. The site is zoned Service Commercial and located within the Urban Limit Line. The Napa Valley Wine Train tracks fronts the western boundary of the property and adjacent parcels to the north, east, and south are outside of the ULL, are designated A – 20 Twenty Acre Agriculture and are developed with a mix of vineyards and residential estates.

This site was previously developed with a Greyhound Bus depot, which was demolished several years ago and remediation work was conducted to address contamination issues from this previous land use.

PROJECT DESCRIPTION

The project requests Design Review approval to construct two separate office buildings, a 35-space parking lot and associated supporting infrastructure on a 0.9 acre parcel in the Service Commercial (SC) Zoning District. The larger of the two buildings is proposed to be 34.5' tall and will contain approximately 7,600 square feet of office space. The smaller building is proposed to be a maximum of 31-feet tall, and will contain approximately 3,400 square feet. The combined building lot coverage will be 5,480 sq. ft. (14%) and the combined total floor area of 10,450 sq. ft. results in a Floor Area Ratio (FAR) of 28% where the General Plan Policy cited above limits the FAR to 50% (19,546 sq. ft.).

Project Architecture:

The proposed building architecture will resemble agricultural barns. The exterior siding of the buildings is proposed to be wood board-and-bat siding stained a dark red. Roofing will be corrugated metal with a matte finish. Custom sliding barn doors will be used along with custom wood-framed windows.

Building Setbacks:

The applicant has identified that the buildings were relocated on the property to provide a significant increase in the setbacks, in response to concerns raised by adjacent neighbors. The buildings have been moved closer to the railroad tracks with the parking lot areas moved to the side and rear for the development. Specifically, setbacks are proposed as: Front-35 feet; Rear-42 feet; Side-10 feet and 50-feet. These setback areas are proposed to be landscaped significantly, including with pedestrian amenities, new landscaping and preserving existing trees in an effort to provide and maintain a buffer from the adjacent properties.

Project Landscaping:

The Zoning Code requires a minimum of 20% of the parking area to be landscaped. For parking lots with more than 16 spaces, 20 trees per acre are required if the canopy is 40 feet or greater, and 24 trees per acre are required if the canopy is less than 40 feet.

As more fully described in the attached statement from the Applicant, the landscaping plan is designed to incorporate features that create useable outdoor space, soften the visual impact to and from adjacent properties, and incorporate storm water retention capabilities in the landscape plan. The poplar trees along the eastern property line will be retained, although some thinning may be required. Along Fulton Lane six new 36" box sycamore trees will be planted along with ground cover plantings to assist in the

bio-retention areas. Nine new 36" box strawberry trees will be planted in the parking area to provide shade. The Zoning Code requires extensive landscaping throughout the parking areas.

As noted, the Applicant intends to retain the existing polar trees along the eastern property line and two oak trees in the rear of the site. These poplar trees and the proposed new trees exceed the numerical requirement referenced above.

Access and Parking:

Access to the proposed development will be a single two-way access drive along Fulton Street near the eastern boundary. This access drive meets the standards of the City of St. Helena Fire Department and Public Works Department.

The parking lot is proposed to be constructed with a combination of permeable asphalt, concrete and pavers. The use of permeable materials will reduce the amount of runoff from the site and help to recharge groundwater aquifers.

As identified in Zoning Code Section 17.124.030 D. the proposed 10,450 sq. ft. of building area will require 35 spaces, based upon the standard 'Office' parking requirement of one space for each 300 sq. ft. of floor area ($10,450/300 = 34.8$ or 35 spaces). The applicant is proposing 23 standard spaces, 10 compact spaces, one accessible vehicle space, and one accessible van space. In addition, ten bicycle parking spaces will be provided. The design of the parking lot meets all design criteria identified in S.H.M.C. Sections 17.52.090 E. and 17.124.060 including lighting, screening and landscaping including trees.

One exception is that the tree planting pattern is not proposed in a "grid" pattern, as identified in 17.52.090 E. 2. c. Rather, the existing Poplar trees planted along the north-eastern boundary of the project site (and parking lot) are proposed to remain, with 36" box-sized London Plane and Marina Strawberry trees proposed to border the parking lot on the southern and western parking lot frontages. Staff finds this consistent with the intent of the SHMC, which identifies that the goal of the "grid" pattern is to "...shade expanses of pavement and other open space." London Plane trees, proposed along the parcel and parking lot frontage, regularly reach heights of 80-feet and combined with the "hedge" of 40-foot Poplar trees currently along the eastern property line, are anticipated to significantly shade the site. The proposed *Arbutus* Marina will further supplement shade of the western areas of the parking lot and open space.

A new sidewalk is proposed along a portion of Fulton Avenue connecting pedestrian circulation to this site from the existing sidewalk across the railroad tracks.

ANALYSIS

CEQA

As purely a Design Review entitlement, requesting authorization to construct a facility to house a "by-right" Office land use, staff finds that the proposed project is Categorically Exempt from the California Environmental Quality Act under Section 15332, In-Fill Development Projects. Class 32 consists of projects characterized as in-fill development generally meeting the following conditions:

- a. The project is consistent with the applicable general plan designation and related policies and the applicable zoning designation and regulations.
- b. The site is within the city limits on a site less than five acres and is surrounded by urban uses.
- c. The site has no value as habitat for endangered, rare, or threatened species.
- d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e. The site can be adequately served by all required utilities and public services.

Analysis and input from a Traffic Engineer, noise consultant and documentation regarding the past remediation activities on the project site were used to support this determination, and are attached to this report.

GENERAL PLAN/ZONING:

The Land Use and Growth Management Element of the General Plan designates the property for Service Commercial uses. The Service Commercial designation provides for service and retail uses, restaurants, service stations, motels, public and quasi-public uses, and similar and compatible uses. The designation is intended primarily for service and retail uses that are automobile-oriented or whose operational characteristics and space needs are not considered appropriate for the Central Business District. The intent is for the SC district to be primarily local resident serving in character. Strictly tourist-serving retail uses are prohibited within this designation. Maximum FAR in the SC district is 0.50.

Section 2.4 *Urban Limit Line and Urban Reserve* of the 1993 General Plan states:

The Land Use Map shows the incorporated City consisting of two distinct areas, a predominantly developed urban core area and a minimally developed rural, agricultural area around the periphery. The Urban Limit Line is a parcel-specific boundary that defines the outer edge of the Urban Service Area, marking the limit of where urban development is permitted. The intent of the Urban Limit Line is to discourage urban sprawl by containing urban development within a limited area during the planning period 1993-2010.

The Plan has been developed with enough developable land designated within the Urban Service Area to both accommodate projected growth and maintain a competitive real estate market during the planning period.

Some of the most applicable Policies of the 1993 General Plan include:

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.

2.6.3 Urban services such as sewer, water, and storm drainage will only be extended to development within the Urban Service Area. Exceptions will be permitted when undue hardship can be demonstrated, and proposed improvements are not found to be growth inducing.

2.6.5 Encourage the continuation of agricultural and low-intensity uses adjacent to the Urban Limit Line.

2.6.25 Designate only as much land area for service and commercial uses as is sufficient and necessary to maintain St Helena's historic role as a commercial center providing supplies and services to the surrounding area, and avoid the speculative expansion of commercial areas beyond the needs of the St. Helena community and its surrounding service area.

2.6.27 Prohibit commercial uses that are primarily tourist-serving in nature, and that are inconsistent with the community image of St Helena.

2.6.31 Require the design of all new commercial development to be compatible with and complementary to the image and character of the historic Main Street area.

2.6.33 Provide sufficient parking to serve the needs of residents in proximity to commercial destinations.

2.6.38 Encourage primarily local serving businesses in the CB and SC designated areas.

2.6.47 Provide sufficient opportunities for offices that support the regional economy and the local needs of the community.

2.6.48 Support the development of office uses as a transitional use between commercial areas and residential neighborhoods.

2.6.49 Encourage active, pedestrian-oriented retail districts by restricting office uses to upper story locations or locations along the periphery of the retail district.

2.6.50 Require office development that is located within a commercial district to be similar in appearance and character with surrounding businesses so that it does not detract from the design character or pedestrian orientation of the shopping district.

Staff Response: Staff finds that the project implements the policies of the General Plan in that it proposes to develop an office use on a Service Commercial parcel (with full access to public utilities) in a location providing a transition from commercial and intensive residential uses within the Urban Limit Line (ULL) to low intensity residential and agricultural uses outside the ULL. The proposed office use would contribute toward maintaining St. Helena as the commercial center of the upper Napa Valley, while also continuing to prohibit uses which are primarily tourist serving in nature. The agriculturally-inspired design maintains the character of the adjacent uses, essentially providing a transition from the intensive commercial development west of the wine train tracks, while also proposing building and landscape elements in character with the residential and agricultural uses further east on Fulton Lane. The project provides all required parking on site, and incorporates pedestrian and bicycle amenities throughout including wide paths, pedestrian scale lighting and bicycle parking, all on the periphery of the retail district.

ZONING

St. Helena Municipal Code Chapter 17.52 regulates development in the Service Commercial Zoning District. Section 17.52.010, Purpose, states that the SC – *Service Commercial District is to provide for service and retail uses, restaurants, service stations, motels, public and quasi-public uses and similar and compatible uses. The designation is intended primarily for service and retail uses that are automobile-oriented or whose operational characteristics and space needs are not considered appropriate for the central business district. The intent is for the SC district to be primarily local resident-serving in character. Strictly tourist-serving retail uses are prohibited within this designation.*

The SC District identifies that Office uses are permitted land uses in this zoning district, however the construction of a new building is subject to Design Review approval, per 17.52.040. Development standards in this zoning district limit height to 35 feet and identify that the front setback for lots fronting Main Street shall be 15-percent of the lot or a minimum of 35-feet (which the project provides). Required side yard setbacks are identified as 10-feet per floor which the project proposes to meet through the incorporation of covered porches on both sides of the ground floor or each building. Rear yard setback for projects abutting a residential parcel are required to be a minimum of 20-feet.

Although the 1993 General Plan identifies a Floor Area Ratio of 0.5 for the Service Commercial designated parcels, the SC District identifies all new buildings are required to provide a minimum F.A.R. of 200 square feet and are limited to a maximum F.A.R. of 10,000 square feet.

Twenty-percent of a redeveloped parcel in the SC District is required to be landscaped.

Staff Response: As is identified in the project description above and in the project plan set, presented to the Commission, the proposed design meets all development criteria identified in the Service Commercial Zoning District.

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 per Zoning Code Section 17.164.030:

- 1. Consistency and compatibility with applicable elements of the general plan;*
 - 1. Compatibility of design with the immediate environment of the site;*
 - 2. Relationship of the design to the site;*
 - 3. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;*
 - 4. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses*
 - 5. Compatibility with future construction both on and off the site;*
 - 6. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;*
 - 7. 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;*
 - 8. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;*
 - 9. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;*
 - 10. Whether natural features and vegetation are appropriately preserved and integrated with the project;*
 - 11. 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 structures and functions;*
 - 12. 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;*
 - 13. 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.*

In addition to the Findings set forth above, Section 17.164.040 Limitations of review, states:

- A. The commission shall not design or assist in the design of any buildings or projects submitted for approval except on request of the proponent or his or her*

architect. The commission shall restrict its considerations to a reasonable and professional review of the proposal and plans, leaving full responsibility for the design and development to the applicant.

- B. Individual initiative and experimentation are to be encouraged.*
- C. Only the proponent's failure to take reasonable account of the items discussed in Sections 17.164.010 through 17.164.030 shall justify the commission's disapproving a proposal solely on the basis of design.*
- D. In its endeavor to improve the quality of a design, the commission shall keep considerations of cost in mind. But consideration of cost shall not override the other objectives of this title.*
- E. The commission is not to use design review intentionally or inadvertently to exclude housing for minority groups or housing for low and moderate income persons.*
- F. The commission is not to use design review intentionally or inadvertently to prohibit or unduly restrict building types, materials or methods or to vary the specific allowances or other development controls. (Ord. 18-5 § 3 (Exh. A (part)): prior code § 27.378)*

As described above, and in the attached resolution approving Design Review, Staff is of the opinion that the proposed project is consistent with the required design review criteria listed above.

CORRESPONDENCE

Staff has received several letters over the project review time frame (attached), both in support and voicing concerns over the proposed project. Generally, concerns have been expressed over the stormwater management and drainage of the project site and surrounding areas and with general concerns over the development and potential impacts of the future uses of the site.

STAFF RECOMMENDATION

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

1. Determine that the project is exempt from the requirements of CEQA pursuant to Section 15332 In-fill Developments;
2. Accept the required findings and approve Design Review to permit the construction of two two-story office buildings, one approximately 7,325 sq. ft. and the other approximately 3,125 sq. ft. on a 0.9 acre parcel in the SC – Service Commercial District. (File No. PL17-040)

ATTACHMENTS

[project statement revised 3.04.19](#)
[Architectural Project Plans Revised 3.04.19](#)
[attachment 3 - revised civil improvement plans](#)

[attachment 4 - stormwater control plan](#)
[attachment 5 - water use analysis report](#)
[attachment 6 - revised traffic analysis](#)
[attachment 7 - revised noise analysis](#)
[attachment 8 - closure letter](#)
[Public Comment 1 Letter to City of St. Helena](#)
[Public Comment-Office building on Fulton](#)
[Public Comment 1030 Fulton Lane](#)
[PC Reso-Design Review](#)

1030 Fulton – Design Review Project Statement

APN: 009-194-005 - Zoning: SC: Service Commercial - Parcel Size: .90 ac / 39,092 sf

Project Site:

The subject parcel is 39,092 sf (.90 ac) and is located 750' east of Main Street, just a few blocks north of downtown St Helena. The site is flat, vacant and was previously developed with a 14,500 sf warehouse which was demolished in 2010.

The site is zoned (SC) Service Commercial and shares a property line to the west with the Napa Valley Wine Train. Parcels located to the north, east and south are zoned (A-20) Twenty-Acre Agriculture and are developed with vineyards and estate homes. Beyond those immediately adjacent to the subject site include parcels zoned (MR) Medium Density Residential, (SC) Service Commercial and (O) Office.

Fulton Lane serves as the primary frontage and will accommodate vehicular, pedestrian and bicycle access to and from the site.

Project Summary:

The project proposes a new 2-story primary structure (Barn) configured with 3,615 sf of ground floor office space and 3,710 sf of 2nd floor office space. The total conditioned area of this structure will be 7,325 sf.

The ground floor of the barn will accommodate office areas divided by a shared reception area, restrooms and breakroom. Internal staircases at either end of the building will provide access to the 2nd floor. The 2nd floor has been designed to accommodate office space and two restrooms.

The height of the barn is 34'-6".

The detached 2-story annex structure is configured with 1,535 sf of office space and restrooms on the ground floor and 1,590 sf of office space and restrooms on the 2nd floor. The total conditioned area of the annex will be 3,125 sf.

The height of the annex is 31'.

The project will result in 10,450 sf of total floor/use area.

Both structures meet the required 35' front setback, the 15' rear setback and 10' side yard setbacks.

Zoning District Consistency:

The project is consistent with the purpose of the (SC) Service Commercial District which is as follows:

The Service Commercial district (SC) designation provides for service and retail uses, restaurants, service stations, motels, public and quasi-public uses and similar and compatible uses. The designation is intended primarily for service and retail uses that are automobile-oriented or whose operational characteristics and space needs are not considered appropriate for the central business district. The intent is for the SC district to be primarily local resident-serving in character. Strictly tourist-serving retail uses are prohibited within this designation.

The project conforms to the development standards of the (SC) Service Commercial District.

	Required	Proposed
Building Height	35' max.	Barn: 34'-6" + Annex: 31'
Front setback	35'	35'
Side yard	10' per story	10' per story
Rear yard	15'	15'+
Maximum floor area	10,000 sf per structure	Barn: 7,325 sf + Annex: 3,125 sf
Lot coverage		Barn: 3,800 sf + Annex: 1,680 sf = 5,480 sf
Floor area ratio		28% (10,450 sf/ 39,092 sf)

CEQA:

We find that this project is exempt from the requirements of CEQA pursuant to Section 15332 – In-Fill Development projects.

Specifically:

- *That the project is consistent with the general plan map and policies as well as all applicable zoning designations and regulations.*
- *That the development is located within the city limits, is a site of less than 5 acres and is substantially surrounded by urban uses.*
- *That the project site has no value as habitat for endangered, rare or threatened species.*
- *That approval of the project would not result in significant effects relating to traffic, noise, or air/water quality.*
- *That the site can be adequately served by all required utilities and public services.*

Architectural Design:

The location of the structures is in response to unique site characteristics. The railroad tracks and the Urban Limit Line mark shifts in land use and character and the buildings act as a point of transition between these adjacencies. Sited along the tracks it activates currently neglected space while remaining sensitive to adjacent uses.

The architectural style was developed to be consistent with the agricultural heritage of the site and community generally. The structures will be developed with redwood board and batten siding (stained a dark red color), corrugated metal roofing (in a matte finish), custom sliding doors (painted dark grey) and custom wood framed windows (painted dark grey).

Landscape Design:

The landscape plan focuses on the following criteria:

- Create usable outdoor space
- Soften the visual impact of adjacent parcels
- Utilize bio-retention to control storm water runoff as landscape elements
- Utilize permeable paving to encourage percolation of rainwater back into the local aquifer
- Provide appropriate lighting via placement of shielded lighting bollards which are less than 4' in height

To address these criteria the landscape design provides planting materials and landscape elements which provide visual interest, shade, screening and water quality enhancements. The parking area is proposed to be permeable via asphalt, concrete or pavers. The planting area proposed along Fulton Lane will include six (6) new 36" box sycamore trees and under-story planting material suitable for serving as a bio-retention areas. The planting area at the eastern property line will consist of the existing poplar trees and bio-retention areas. In addition to the existing row of poplar trees, the parking area will be shaded by nine (9) new 36" box strawberry trees.

Infrastructure:

The subject site is located within the Urban Limit Line, has an existing water meter, was recently annexed into the sewer district and will connect to the new force main located at the southwest corner of the site.

Access Drive: The project includes a two-way access drive which enters from Fulton Lane at the eastern portion of the parcel. The access drive conforms to the City of St Helena's Public Works and Fire Department Standards.

Parking: The project has been designed to provide (35) off-street parking spaces (7,325 sf + 3,125 sf = 10,450 sf / 300 sf = 35 spaces). The project includes the following parking improvements:

- 23 standard parking spaces
- 10 compact parking spaces
- 1 accessible vehicle parking space
- 1 accessible van parking space
- 10 bicycle parking spaces

Pedestrian and Bicycle Circulation: The project has been designed to facilitate pedestrian and bicycle access to and from the site. Specifically, the project proposes sidewalk improvements along the north side of Fulton Lane from the western edge of the parcel to a permeable paver pathway which will serve as both pedestrian and bicycle access. The project will provide bicycle racks for tenants.

Outreach:

The City of St Helena sent out a notice of application regarding this project on February 10, 2018. Since that time the applicant has been collaborating with neighbors. Through a number of meetings and correspondence with the neighbors, the applicant has revised the project to address the following specific concerns:

- Height of proposed structures
- Drainage
- Location of HVAC
- Proposed sidewalk
- Existing condition of Fulton Lane
- Location of proposed structures
- Location of trash enclosure

Summary:

The applicant team has taken a thoughtful approach to the design of this project. The result is that the project is consistent with both the guiding policies of the St Helena General Plan and with the development standards of the St Helena Zoning Code. The proposed use is allowed within the (SC) Service Commercial Zoning district and the project will provide tenants with well-designed facilities conveniently located in the center of town.

Attachments:

- Attachment 1 – Response to incomplete letter
- Attachment 2 – Revised civil improvement plans
- Attachment 3 – Force main capacity analysis
- Attachment 4 – Revised architectural plans
- Attachment 5 – Correspondence regarding water retrofitting
- Attachment 6 – Revised traffic analysis
- Attachment 7 – Revised stormwater control plan
- Attachment 8 – Clarification re: comment #18 from city issues letter dated May 31, 2018
- Attachment 9 – Lighting bollard detail + specifications
- Attachment 10 – Drainage improvement concept

1030 Fulton Lane

Phase: Design Review

Aerial Photograph & Vicinity Map



Project Directory

Owner/Builder
David Wignall
Fulton Lane Partners, LLC
1030 Fulton Lane
St. Helena, CA 94575

Project Information

Construction of new two-story barn and barn annex for office use.

Address: 1030 Fulton Lane, St. Helena CA 94575
APN: 009-194-005
Lot Area: 39,092 Square Feet
Zoning: SC (Service Commercial)

Development Standard	Allowable	Proposed
<u>Building Height</u>		
Barn Height:	35'-0"	34'-6"
Barn Annex Height:	35'-0"	31'-0"
<u>Setbacks</u>		
Front (South) Setback:	35'-0"	35'-2"
Side (West) @ L1:	10'-0"	10'-2"
Side (West) @ L2:	20'-0"	20'-2"
<u>Lot Coverage</u>		
Barn Footprint:		3,800 Sq.Ft.
Annex Footprint:		1,680 Sq.Ft.
Total Footprint:	10,000 Sq.Ft.	5,480 Sq. Ft.
Total Lot Coverage:		14.0%
Floor Area Ratio (FAR):		0.28
<u>Building Area (Use)</u>		
Barn Level 2 (Office):		3,710 Sq.Ft.
Barn Level 1 (Office):		3,615 Sq.Ft.
Barn Total:		7,325 Sq. Ft.
Annex Level 2 (Office):		1,590 Sq.Ft.
Annex Level 1 (Office):		1,535 Sq.Ft.
Annex Total:		3,125 Sq.Ft.
Total Project Building Area:		10,450 Sq.Ft.
<u>Parking</u>		
Spaces Required (1 per 300 Sq.Ft. Office Use)		35 spaces
Compact Spaces Allowed (30%)		10 spaces
Accessible Spaces Required (1 per 25)		2 spaces

Exhibit Index

Sheet	Description
T0.1	Title Sheet, Exhibit Index
A0.1	Existing Site Photographs
A0.2	Existing Site Plan
A1.0	Site Plan
A1.1	Floor Plans; Barn & Barn Annex
A1.2	Roof Plans; Waste Enclosure
A2.1	Elevations: Barn
A2.2	Elevations: Barn Annex
A2.3	Perspectives; Material Examples

1030 FULTON LANE DEVELOPMENT Fulton Lane Partners, LLC Owner / Builder 135 Camino Dorado Napa CA 94558 p. 707.688.4335 e. david@harperrand.com
Project New Barn Structure & Annex LOCATED AT 1030 Fulton Lane St. Helena, CA 94575
Project APN 009-194-005
Phase DESIGN REVIEW
Submittal 4
Date Submitted 11.09.18
Sheet Title TITLE/ CONTENTS T0.1



Site Photos: Panorama of Site

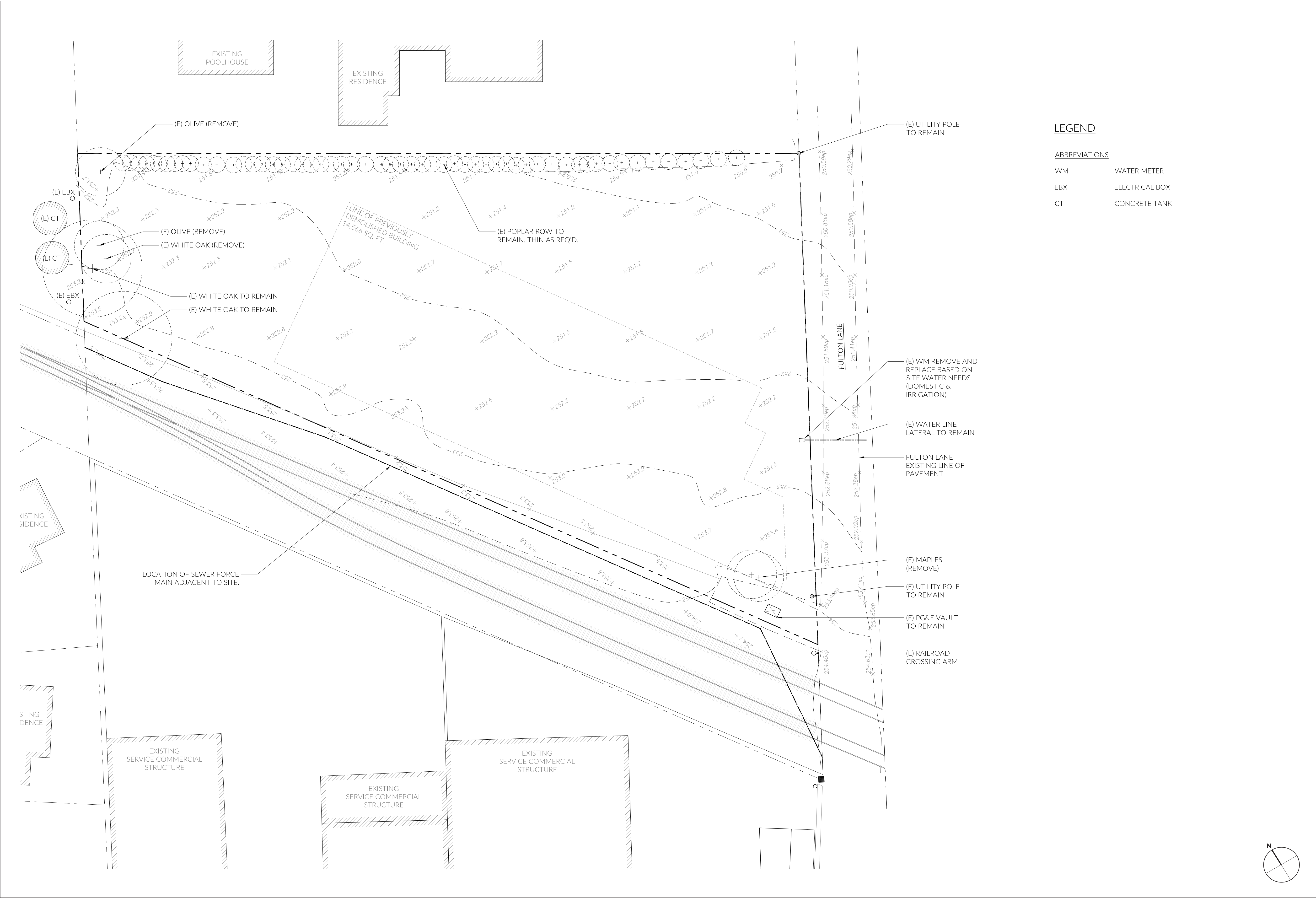


Site Photos: Views to/from Site Looking North and South



Site Photos: Views to/from Site Looking East and West

1030 FULTON LANE DEVELOPMENT Fulton Lane Partners, LLC Owner / Builder 135 Camino Dorado Napa CA 94558 p. 707.688.4335 e. david@harperrand.com	
Project	New Barn Structure & Annex LOCATED AT 1030 Fulton Lane St. Helena, CA 94575
Project APN	009-194-005
Phase	DESIGN REVIEW
Submittal	4
Date Submitted	11.09.18
Sheet Title	SITE PHOTOS
A0.1	

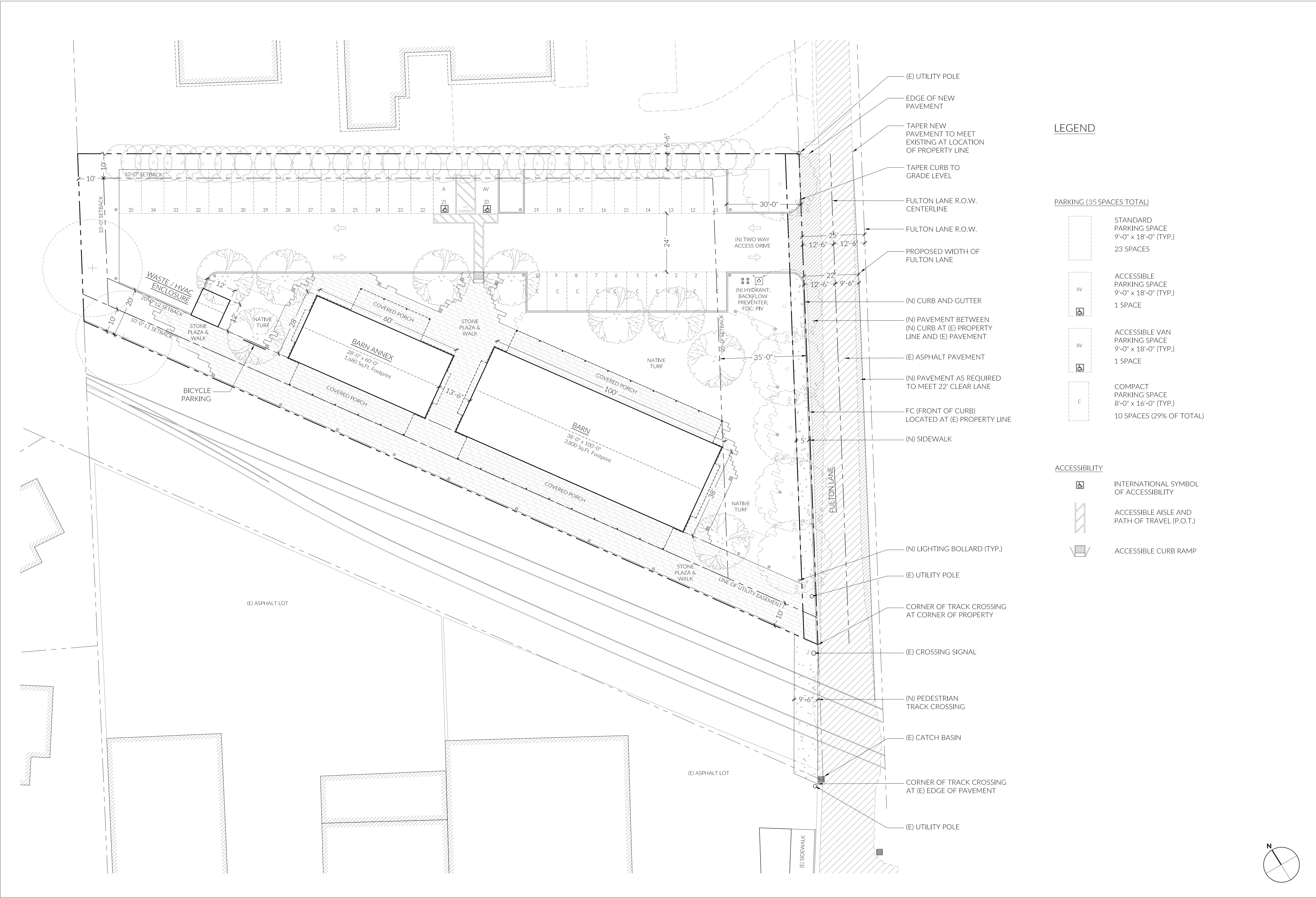


LEGEND

ABBREVIATIONS

- WM WATER METER
- EBX ELECTRICAL BOX
- CT CONCRETE TANK

1030 FULTON LANE DEVELOPMENT Fulton Lane Partners, LLC Owner / Builder 135 Camino Dorado Napa CA 94558 p. 707.688.4335 e. david@harperrand.com	
Project	New Barn Structure & Annex LOCATED AT 1030 Fulton Lane St. Helena, CA 94575
Project APN	009-194-005
Phase	DESIGN REVIEW
Submittal	4
Date Submitted	11.09.18
Sheet Title	EXISTING SITE & UTILITIES A0.2



LEGEND

- PARKING (35 SPACES TOTAL)
- STANDARD PARKING SPACE
9'-0" x 18'-0" (TYP.)
23 SPACES
 - ACCESSIBLE PARKING SPACE
9'-0" x 18'-0" (TYP.)
1 SPACE
 - ACCESSIBLE VAN PARKING SPACE
9'-0" x 18'-0" (TYP.)
1 SPACE
 - COMPACT PARKING SPACE
8'-0" x 16'-0" (TYP.)
10 SPACES (29% OF TOTAL)

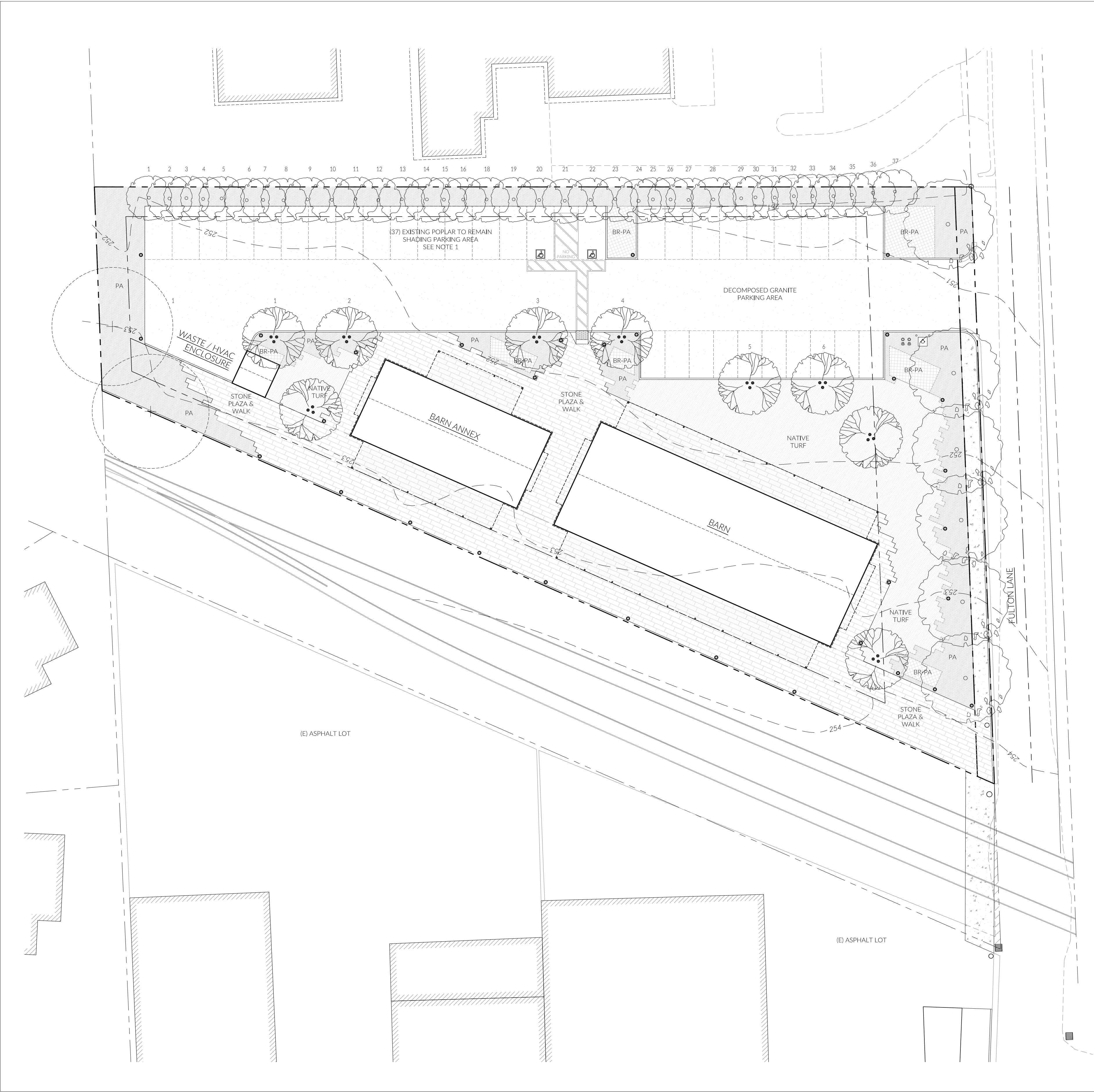
- ACCESSIBILITY
- INTERNATIONAL SYMBOL OF ACCESSIBILITY
 - ACCESSIBLE AISLE AND PATH OF TRAVEL (P.O.T.)
 - ACCESSIBLE CURB RAMP

1030 FULTON LANE
DEVELOPMENT
Fulton Lane Partners, LLC
Owner / Builder
135 Camino Dorado
Napa CA 94558
p. 707.688.4335
e. david@harperrand.com

Project
New Barn Structure & Annex
LOCATED AT
1030 Fulton Lane
St. Helena, CA 94575

Project APN
009-194-005
Phase
DESIGN REVIEW
Submittal
4
Date Submitted
11.09.18
Sheet Title
SITE PLAN

A1.0



NOTES

1. SHADE TREES

(7) TREE REQUIRED (24 TREES PER ACRE) TO SHADE PARKING AREA (MUNICIPAL CODE 17.52.090.E.2.).

(44) TOTAL PROVIDED IN PARKING AREA (37 EXISTING ESTABLISHED POPLARS, 1 EXISTING MATURE WHITE OAK, (6) NEW ARBUTUS PER SCHEDULE BELOW.

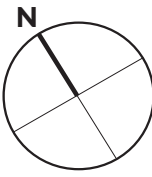
LEGEND

TREES		QTY	SIZE	SPACING	WUCOLS
	(E) WHITE OAK TO REMAIN	2 EA	N/A	N/A	LOW
	(E) POPLARS TO REMAIN	37 EA	N/A	N/A	MODERATE
	ARBUTUS 'MARINA' MARINA STRAWBERRY	9 EA	36" BOX	PER PLAN	VERY LOW
	PLATANUS X ACERIFOLIA LONDON PLANE	6 EA	36" BOX	PER PLAN	MODERATE

LIGHTING	
	LIGHTING BOLLARD

HARDSCAPE MATERIALS: SITE	QTY	SIZE	SPACING	WUCOLS
	PARKING LOT, PERMEABLE	12,440 SF (0.29 ACRES)		
	STONE PAVER, SAND SET SEMI-PERMEABLE	8,951 SF		

PLANTED AREAS: SITE	QTY	SIZE	SPACING	WUCOLS
	NATIVE NO-MOW SOD	4,446 SF		
	BIORETENTION AREA	866 SF		
	JUNCUS PATENS CALIFORNIA GREY RUSH	33%	1 GAL	18" O.C. LOW
	CAREX DIVULSA BERKELEY SEDGE	33%	1 GAL	18" O.C. LOW
	CHONDROPETALUM SPP. CAPE RUSH	33%	5 GAL	24" O.C. LOW
	PERIMETER PLANTING	5,846 SF		
	MUHLENBERGIA RIGENS DEER GRASS	15%	5 GAL	24" O.C. LOW
	BOUTELOUA GRACILIS BLUE GRAMA	15%	1 GAL	18" O.C. LOW
	SALVIA CLEVELANDII BLUE SAGE	15%	5 GAL	24" O.C. LOW
	SALVIA APIANA WHITE SAGE	15%	5 GAL	24" O.C. VERY LOW
	ACHILLEA MILLEFOLIUM YARROW	10%	1 GAL	18" O.C. LOW
	CISTUS 'HARPER'S WHITE' WHITE ROCK ROSE	10%	1 GAL	18" O.C. LOW
	SALVIA CHAMAEDRYOIDES GERMANDER SAGE	10%	1 GAL	18" O.C. LOW
	ARTEMESIA 'POWIS CASTLE' WORMWOOD	10%	1 GAL	18" O.C. LOW



1030 FULTON LANE
DEVELOPMENT
Fulton Lane Partners, LLC
Owner / Builder
135 Camino Dorado
Napa CA 94558
p. 707.688.4335
e. david@harperrand.com

Project

New Barn Structure & Annex
LOCATED AT
1030 Fulton Lane
St. Helena, CA 94575

Project APN
009-194-005

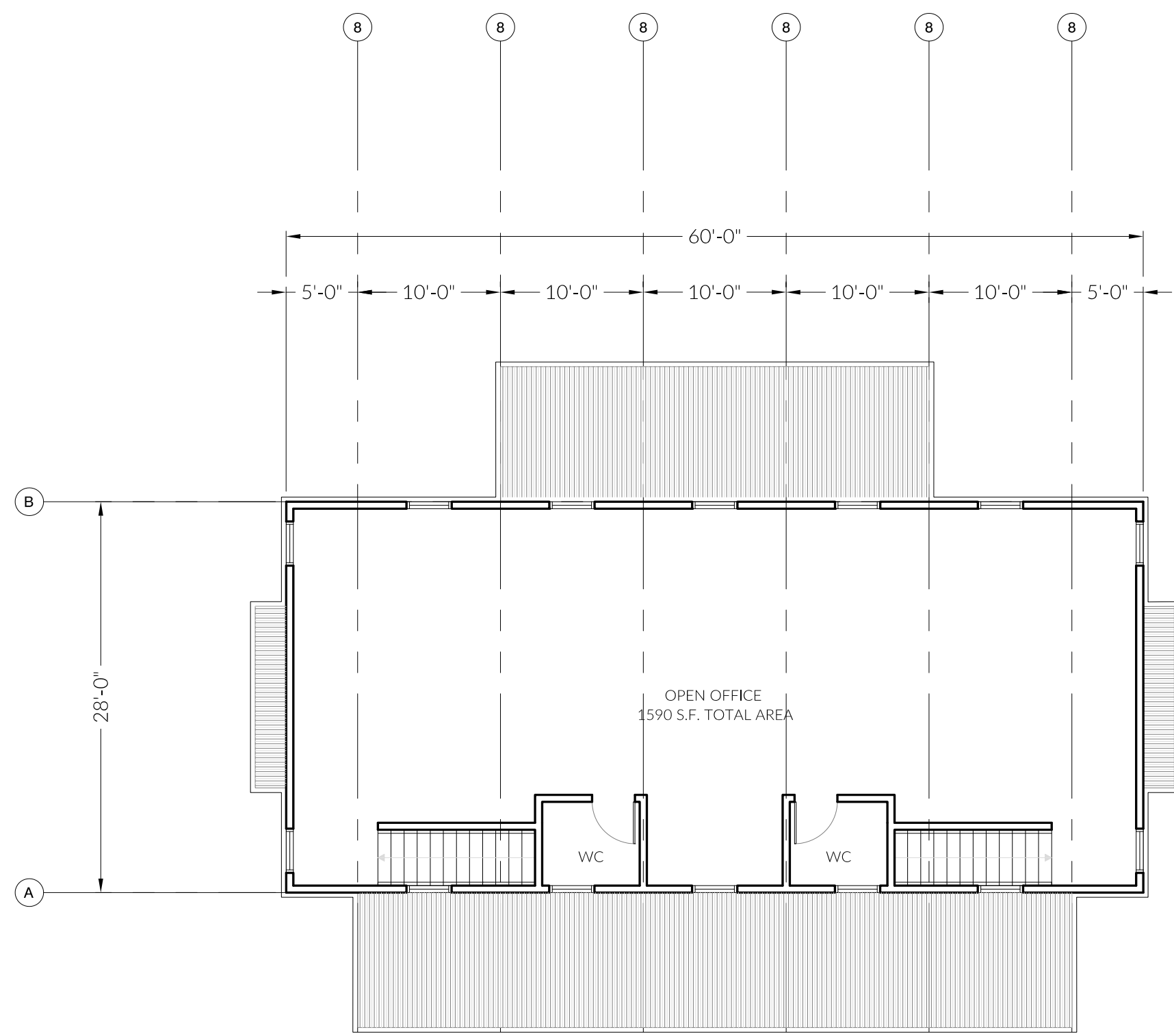
Phase
DESIGN REVIEW

Submittal
4

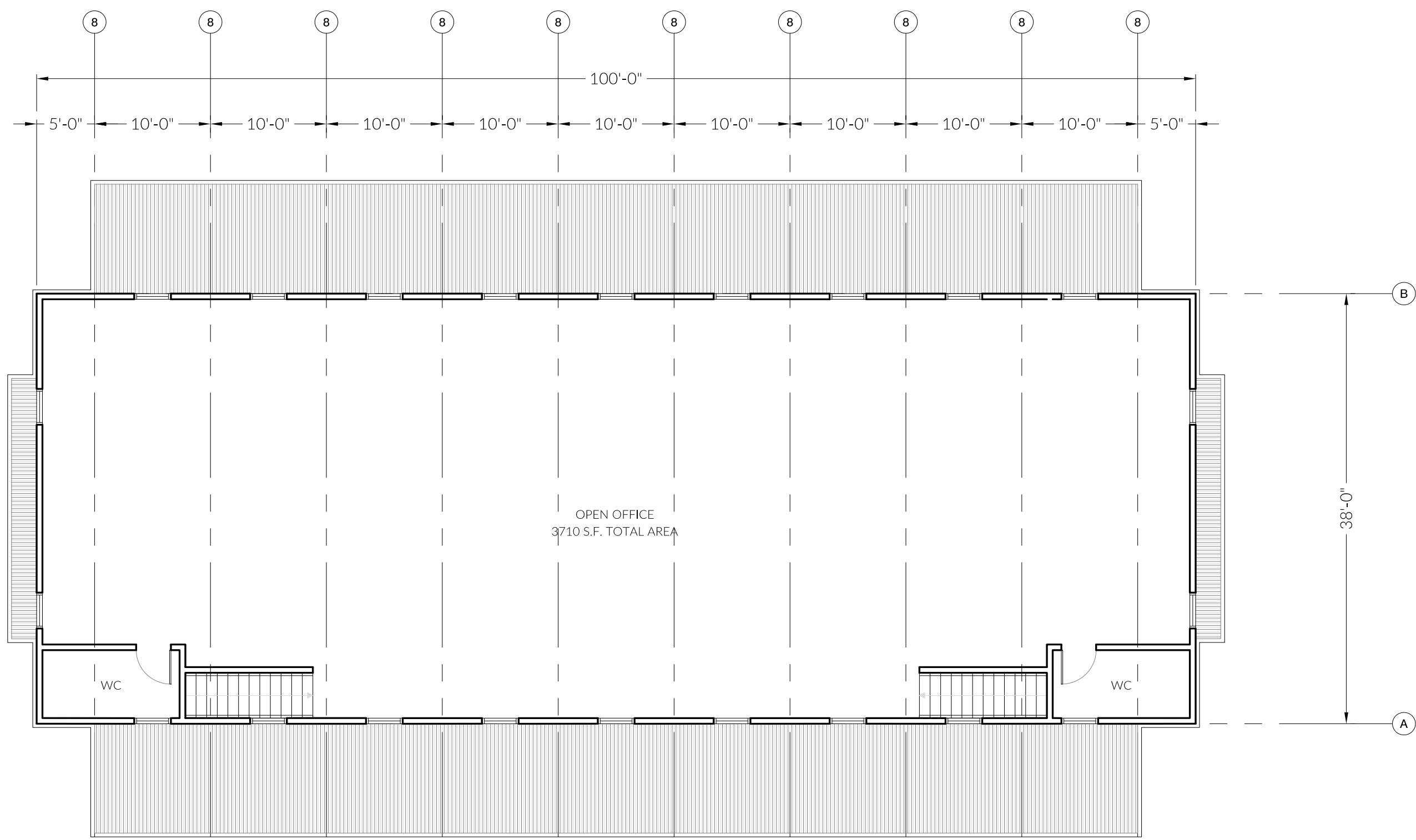
Date Submitted
11.09.18

Sheet Title
LANDSCAPE
PLAN

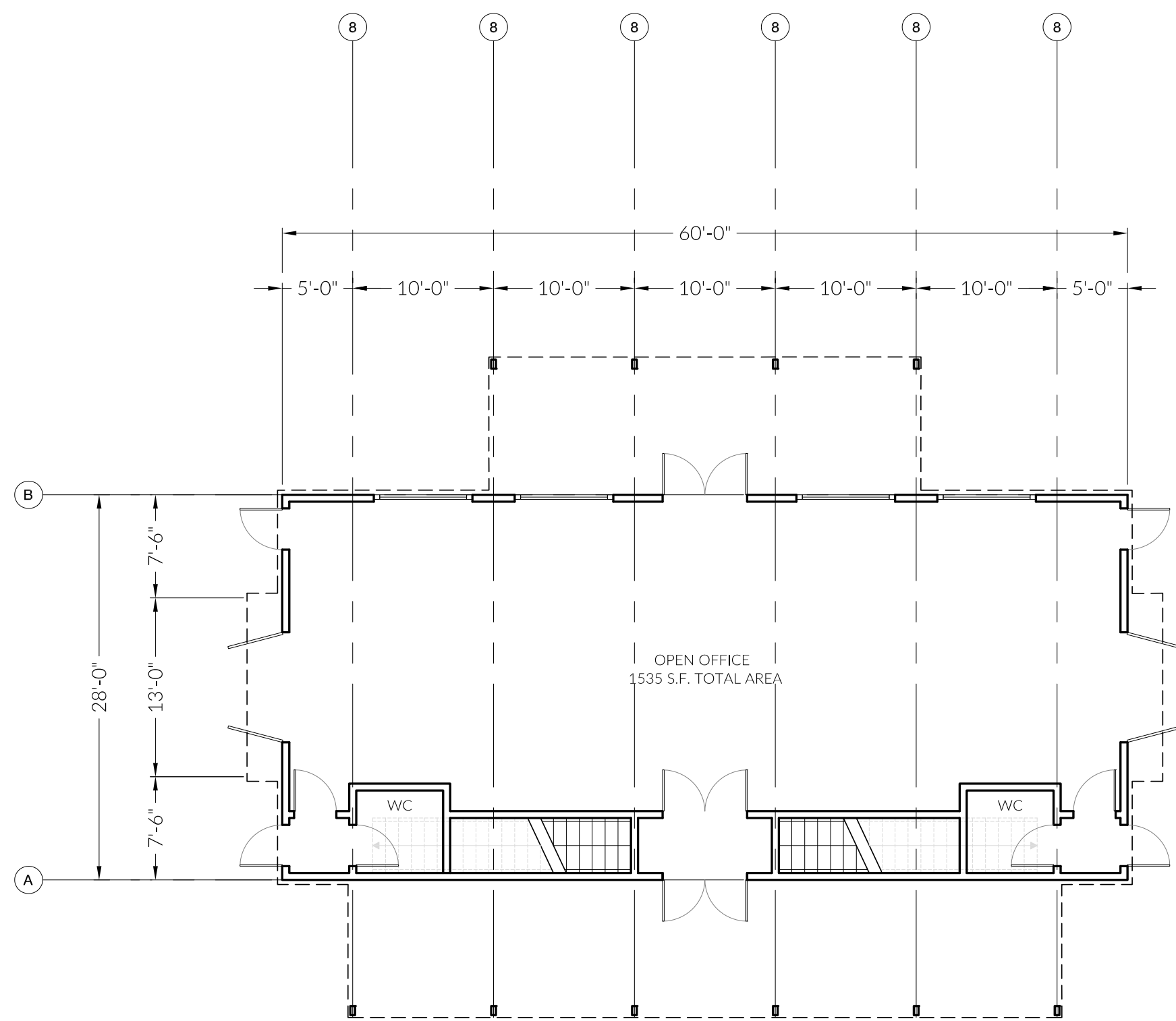
L1.0



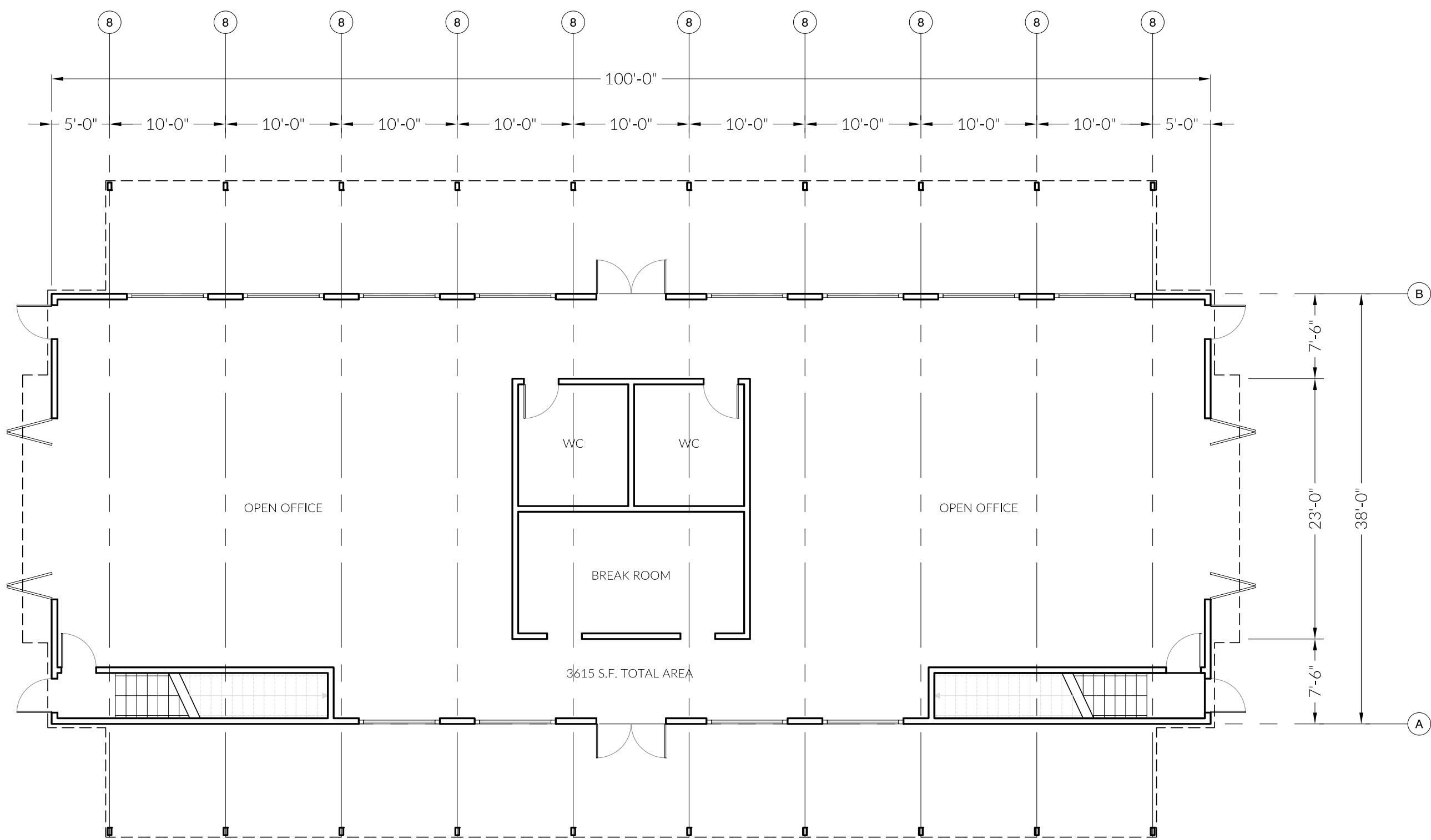
Barn Annex: Level 2
Scale: 1/8" = 1'-0"



Barn: Level 2
Scale: 1/8" = 1'-0"

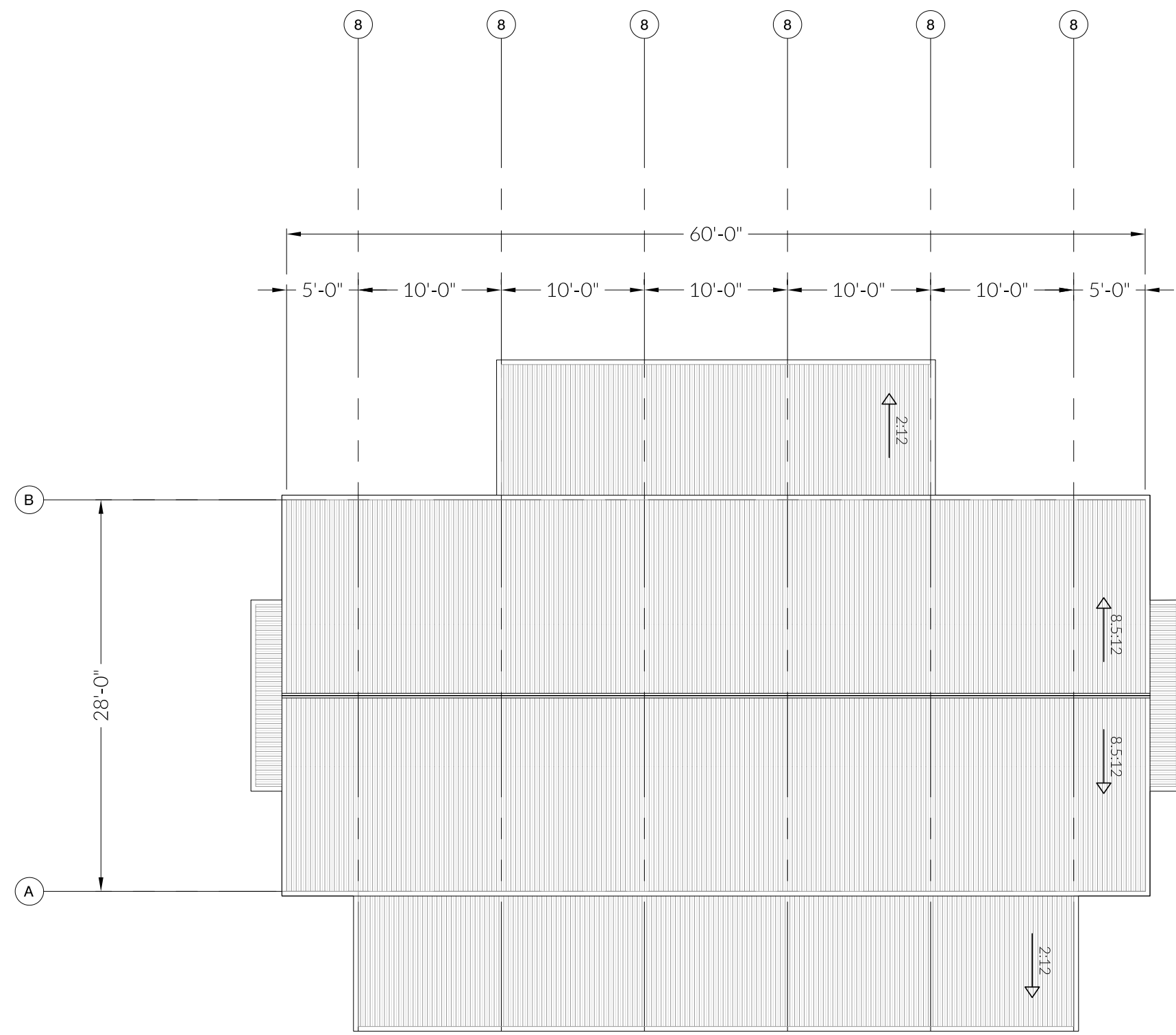


Barn Annex: Ground Floor
Scale: 1/8" = 1'-0"

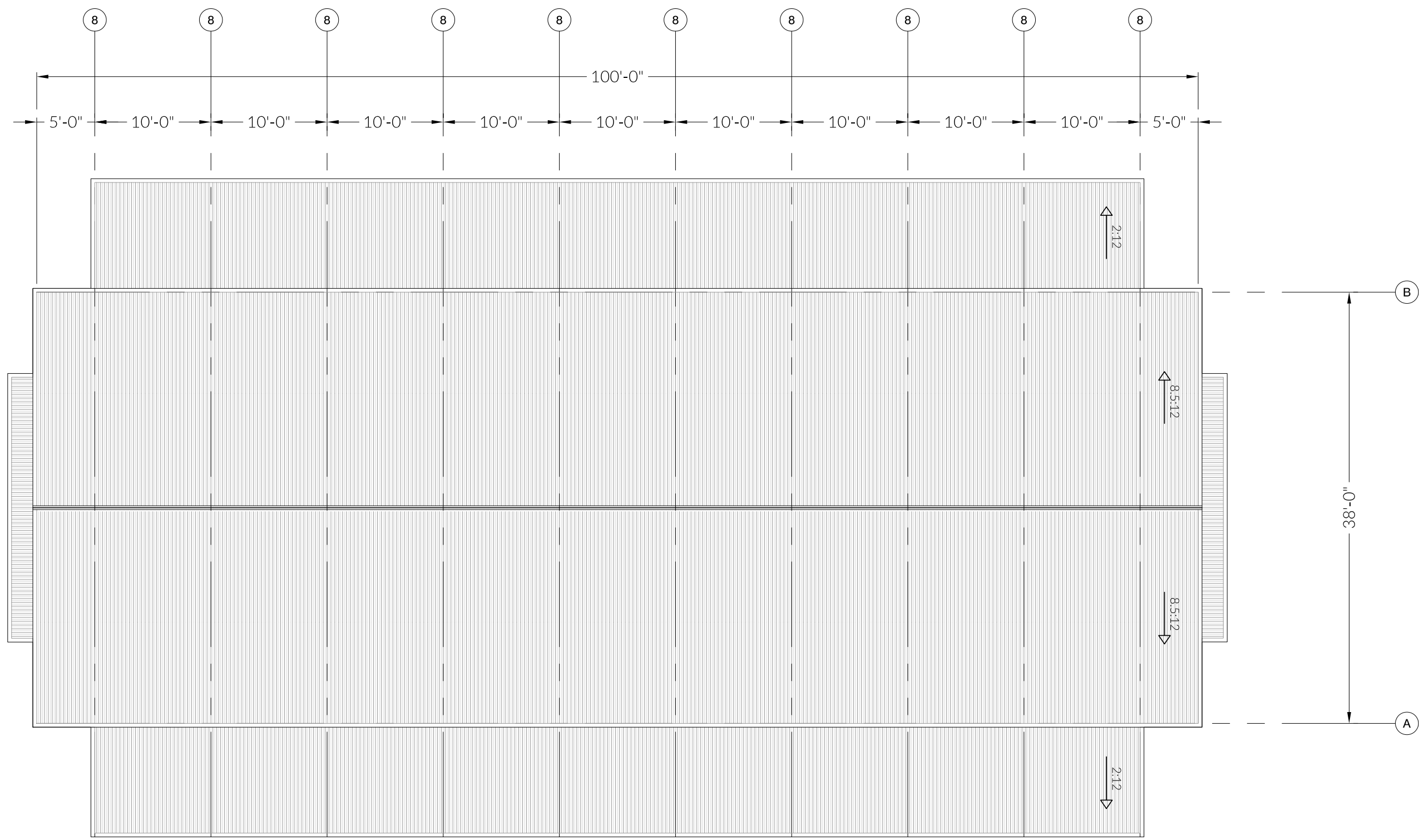


Barn: Ground Floor
Scale: 1/8" = 1'-0"

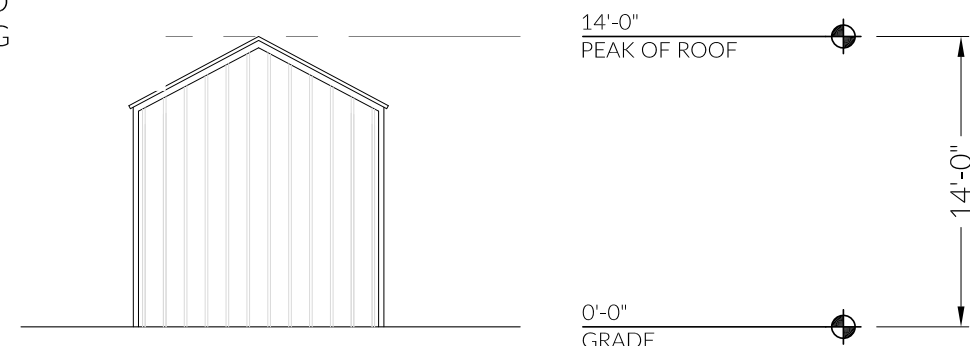
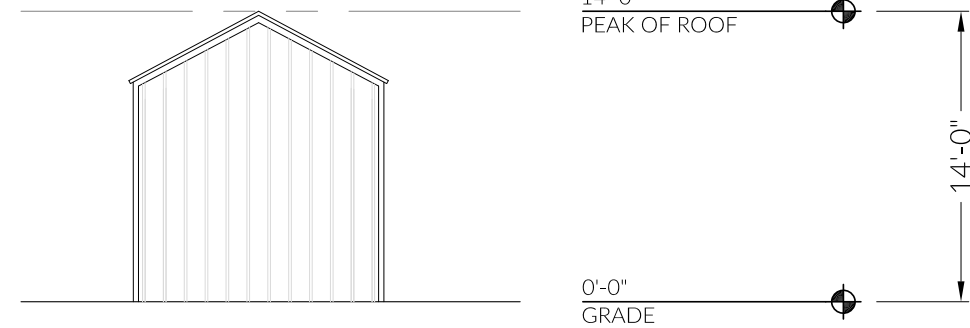
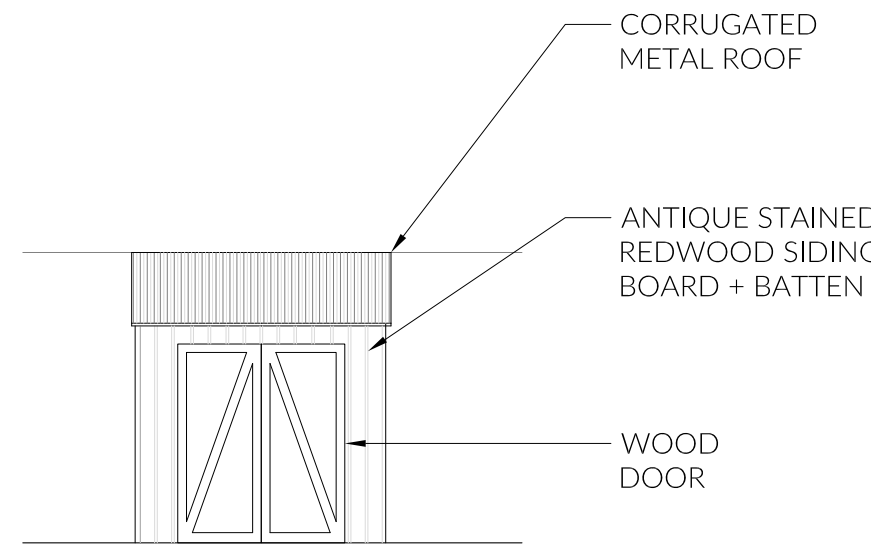
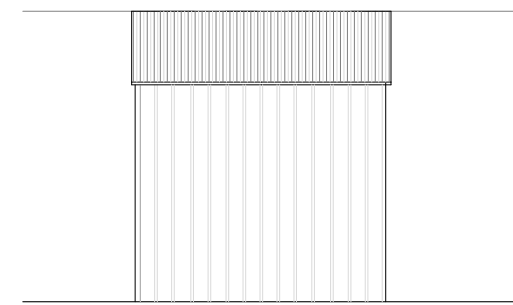
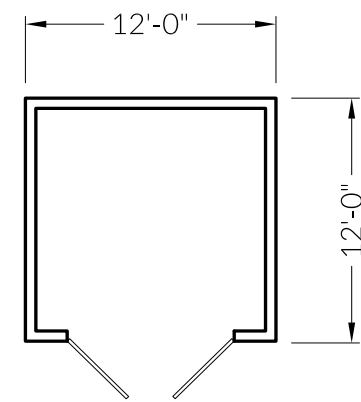
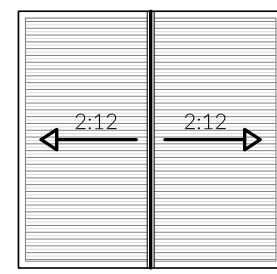
1030 FULTON LANE DEVELOPMENT Fulton Lane Partners, LLC Owner / Builder 135 Camino Dorado Napa CA 94558 p. 707.688.4335 e. david@harperrand.com	
Project	
New Barn Structure & Annex LOCATED AT 1030 Fulton Lane St. Helena, CA 94575	
Project APN 009-194-005	
Phase DESIGN REVIEW	
Submittal 4	
Date Submitted 11.09.18	
Sheet Title BARN & ANNEX PLANS	
A1.1	



Barn Annex: Roof Plan
Scale: 1/8" = 1'-0"



Barn: Roof Plan
Scale: 1/8" = 1'-0"

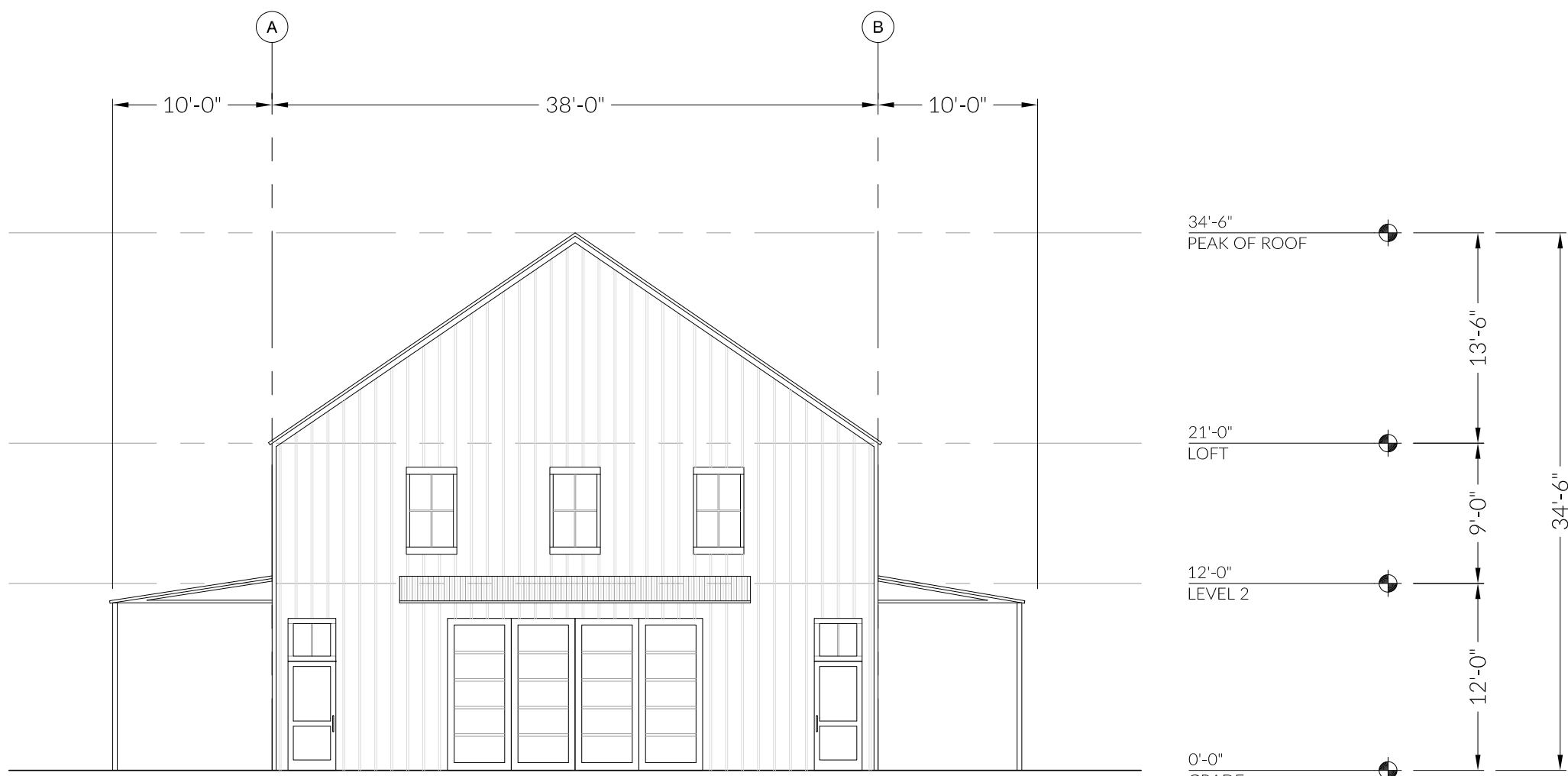


Waste Enclosure: Plans & Elevations
Scale: 1/8" = 1'-0"

1030 FULTON LANE DEVELOPMENT Fulton Lane Partners, LLC Owner / Builder 135 Camino Dorado Napa CA 94558 p. 707.688.4335 e. david@harperrand.com	
Project	
New Barn Structure & Annex LOCATED AT 1030 Fulton Lane St. Helena, CA 94575	
Project APN 009-194-005	
Phase DESIGN REVIEW	
Submittal 4	
Date Submitted 11.09.18	
Sheet Title ROOF PLANS & WASTE ENCLOSURE A1.2	



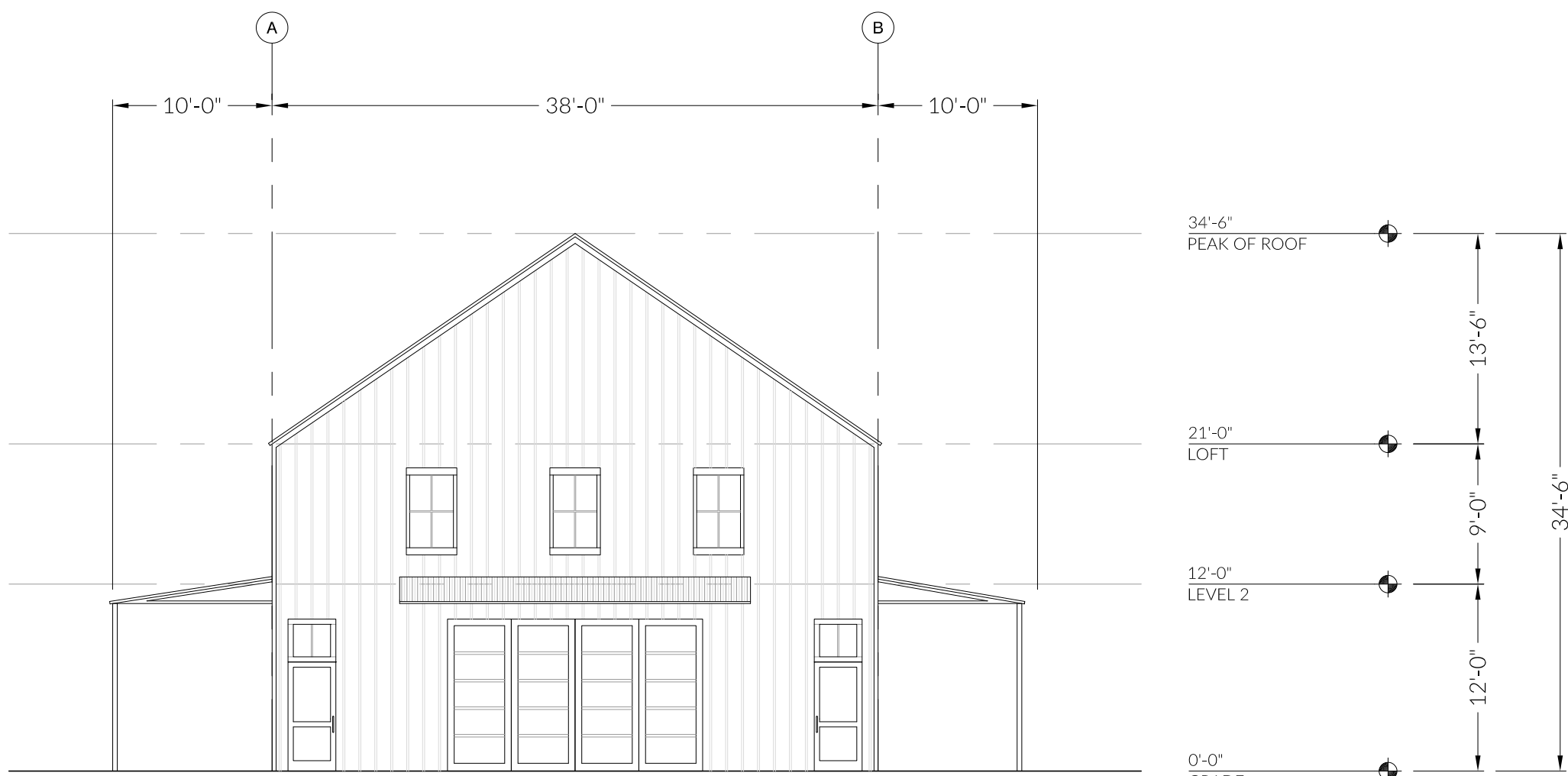
Barn: East Elevation
Scale: 1/8" = 1'-0"



Barn: South Elevation
Scale: 1/8" = 1'-0"



Barn: West Elevation
Scale: 1/8" = 1'-0"



Barn: North Elevation
Scale: 1/8" = 1'-0"

**1030 FULTON LANE
DEVELOPMENT**
Fulton Lane Partners, LLC
Owner / Builder
135 Camino Dorado
Napa CA 94558
p. 707.688.4335
e. david@harperrand.com

Project

New Barn Structure & Annex
LOCATED AT
1030 Fulton Lane
St. Helena, CA 94575

Project APN

009-194-005

Phase

DESIGN REVIEW

Submittal

4

Date Submitted

11.09.18

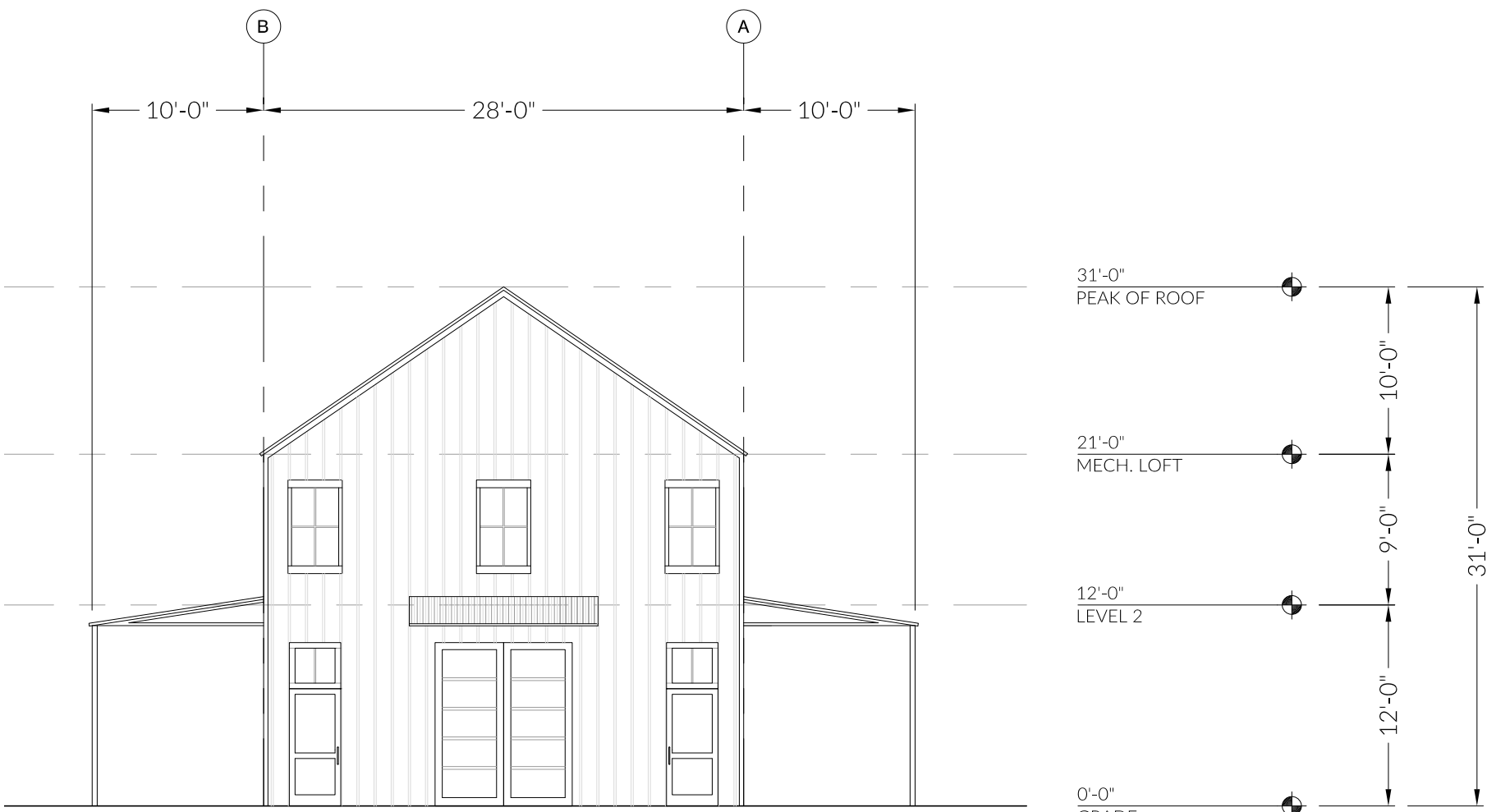
Sheet Title

**BARN
ELEVATIONS**

A2.1



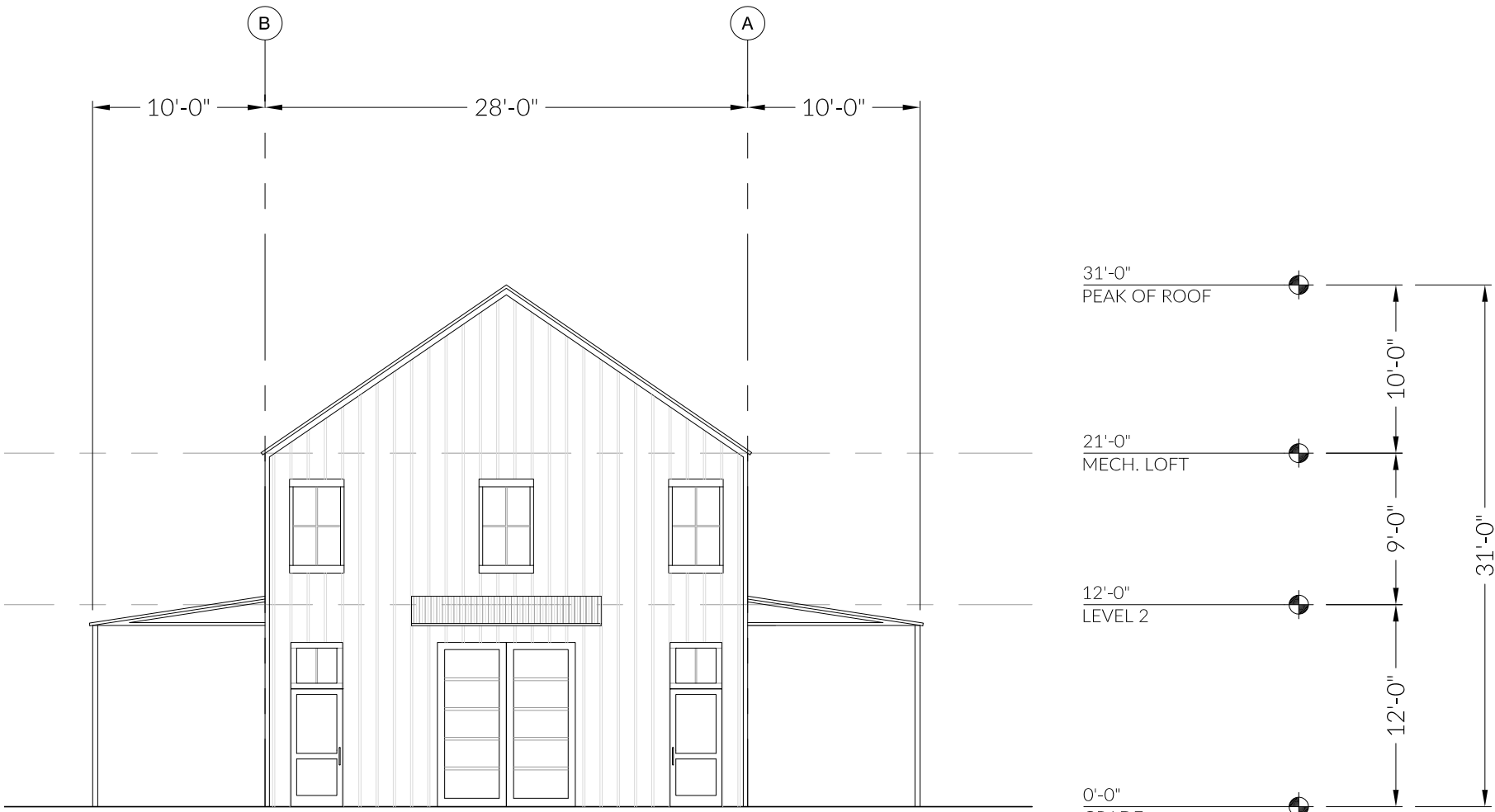
Barn Annex: East Elevation
Scale: 1/8" = 1'-0"



Barn Annex: South Elevation
Scale: 1/8" = 1'-0"



Barn Annex: West Elevation
Scale: 1/8" = 1'-0"



Barn Annex: North Elevation
Scale: 1/8" = 1'-0"

**1030 FULTON LANE
DEVELOPMENT**
Fulton Lane Partners, LLC
Owner / Builder
135 Camino Dorado
Napa CA 94558
p. 707.688.4335
e. david@harperrand.com

Project

New Barn Structure & Annex
LOCATED AT
1030 Fulton Lane
St. Helena, CA 94575

Project APN
009-194-005

Phase
DESIGN REVIEW

Submittal
4

Date Submitted
11.09.18

Sheet Title
**BARN ANNEX
ELEVATIONS**

A2.2



Metal Windows



Sliding Barn Door



Sliding Barn Door



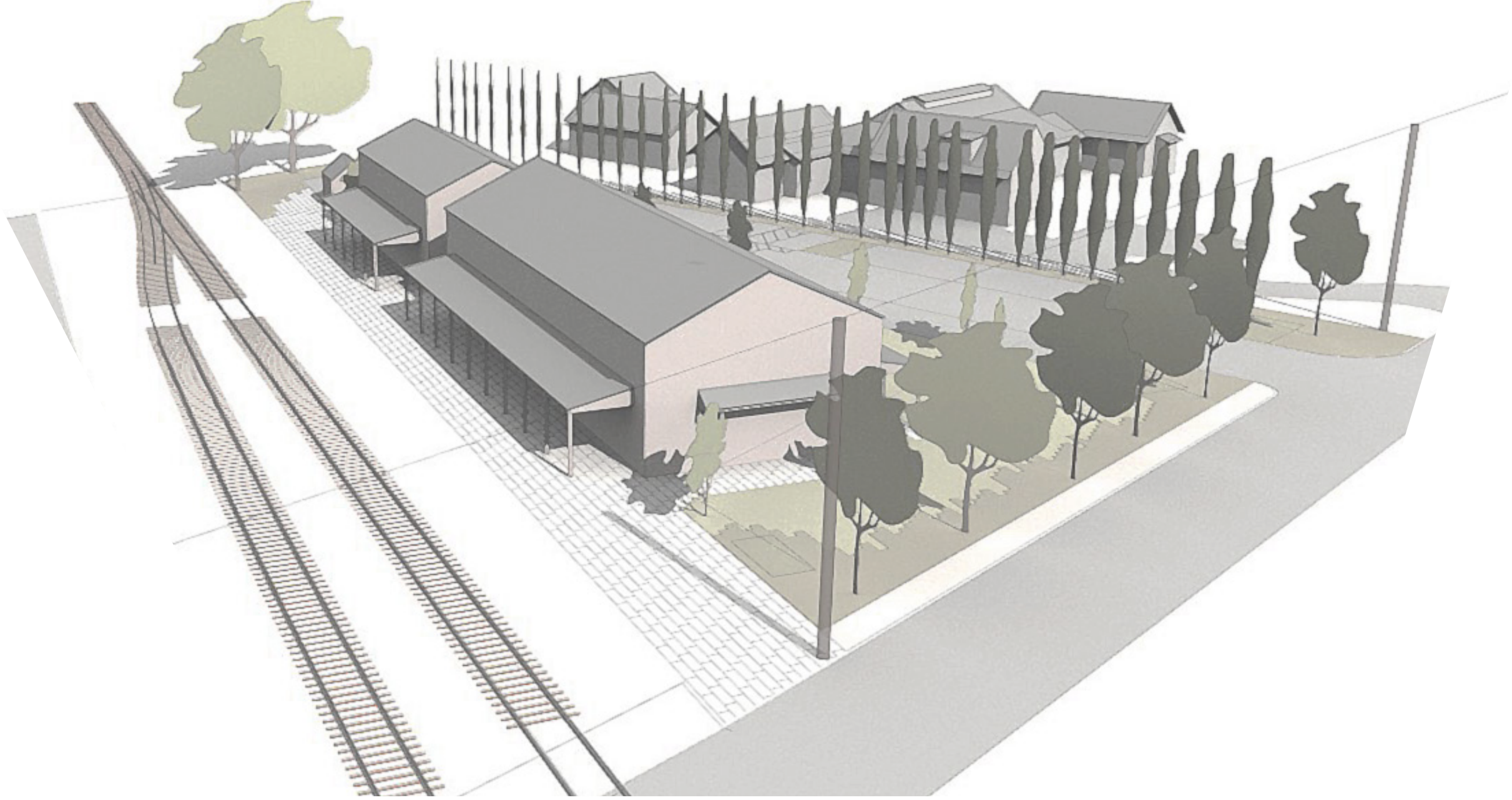
Corrugated Metal Roof



Stained Redwood Siding

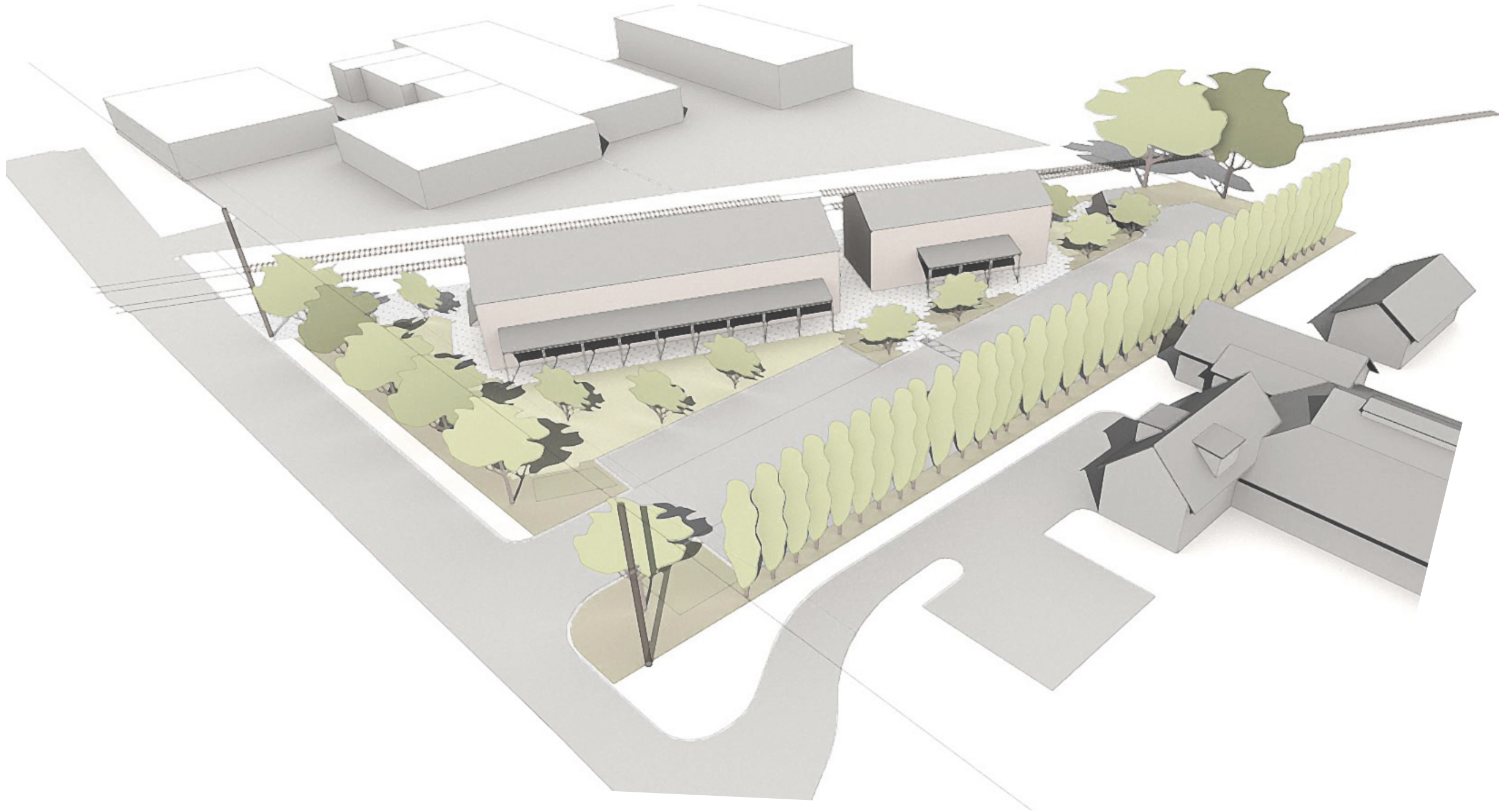
Material Examples

Scale: NTS



Perspective: Looking Southwest

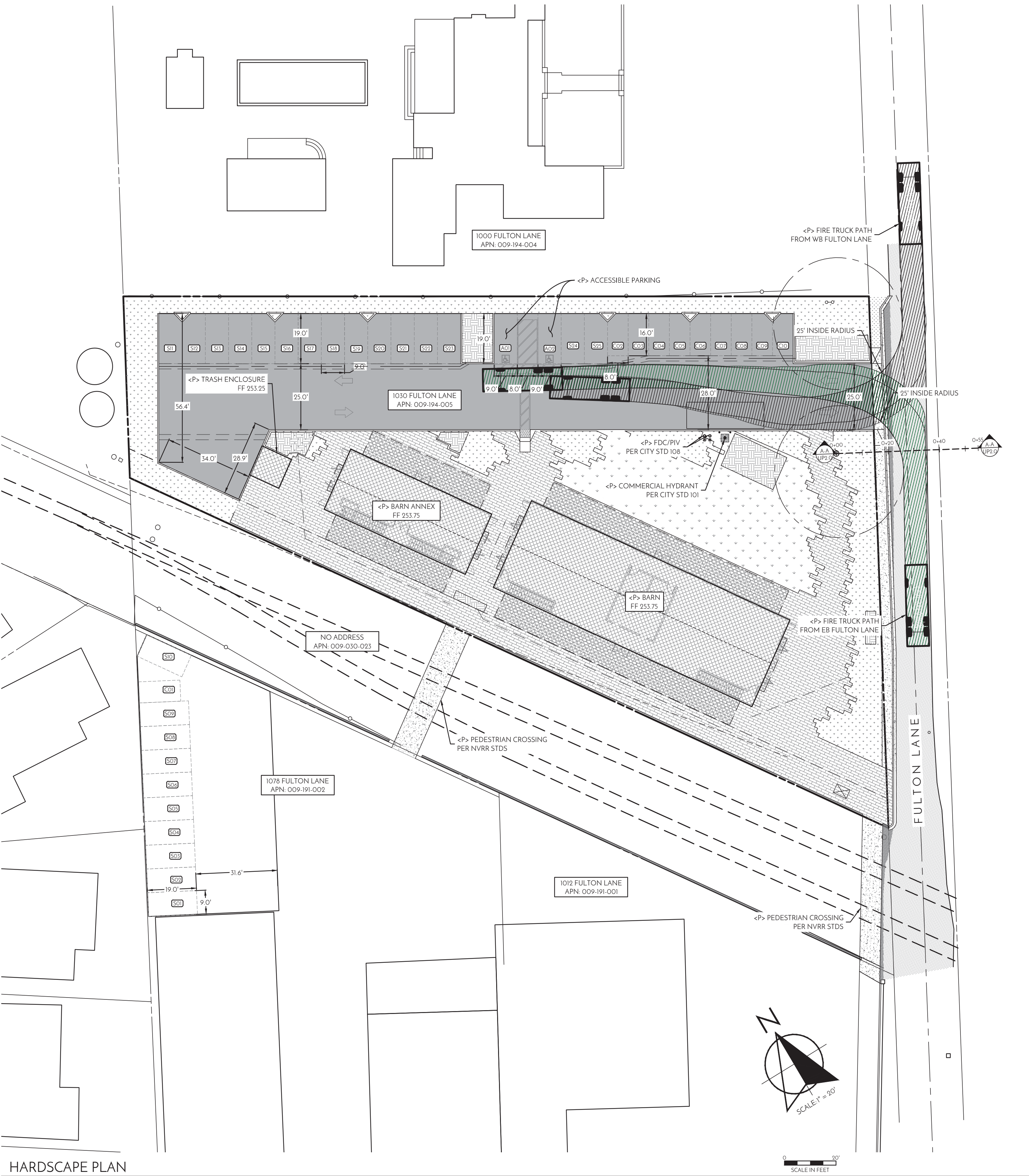
Scale: NTS



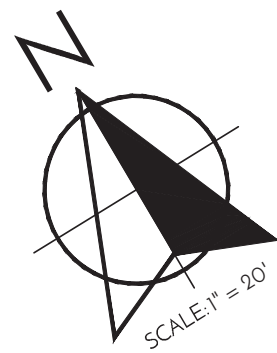
Perspective: Looking Northeast

Scale: NTS

1030 FULTON LANE DEVELOPMENT Fulton Lane Partners, LLC Owner / Builder 135 Camino Dorado Napa CA 94558 p. 707.688.4335 e. david@harperrand.com	
Project	New Barn Structure & Annex LOCATED AT 1030 Fulton Lane St. Helena, CA 94575
Project APN	009-194-005
Phase	DESIGN REVIEW
Submittal	4
Date Submitted	11.09.18
Sheet Title	PERSPECTIVES & MATERIAL EXAMPLES
A2.3	



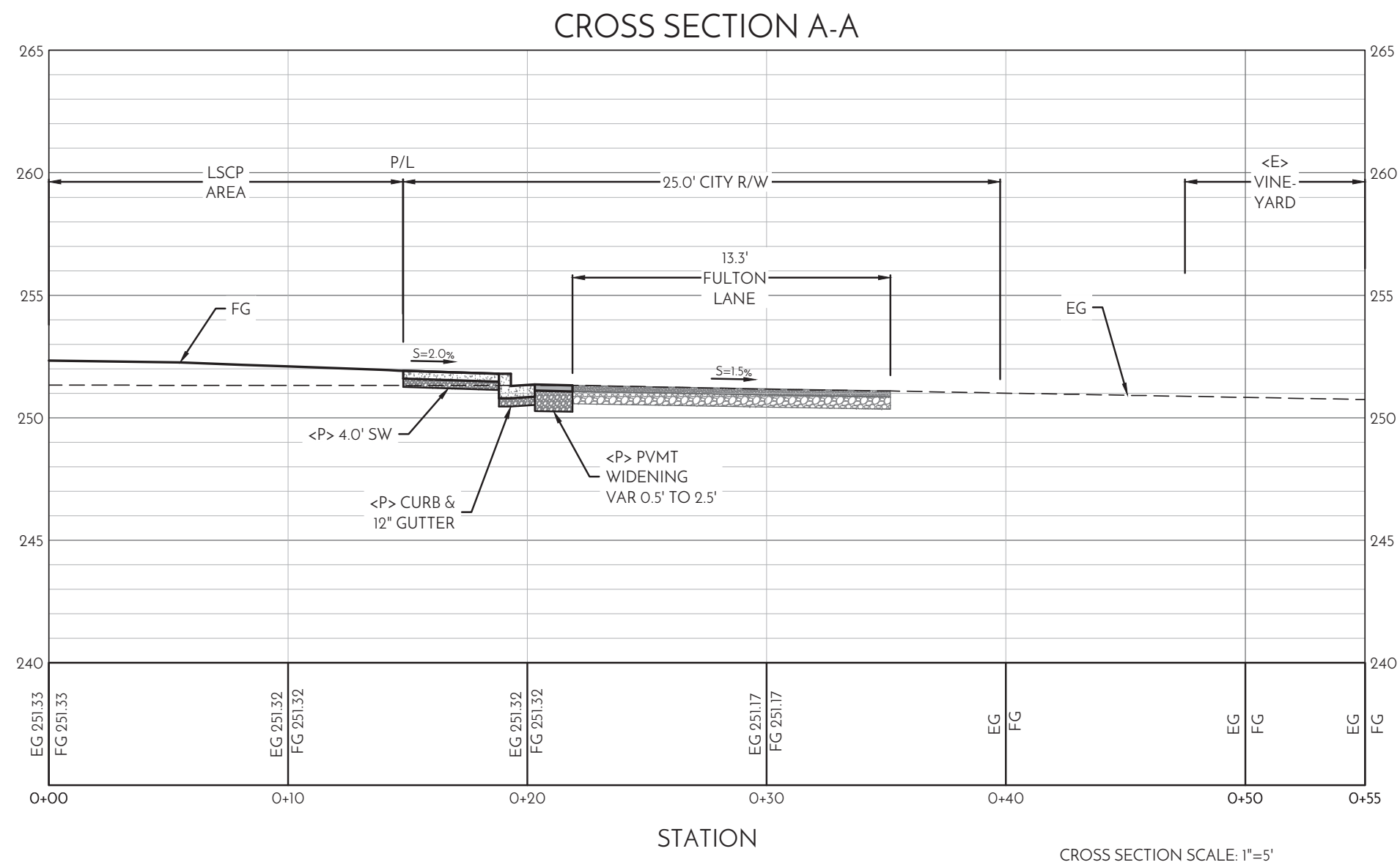
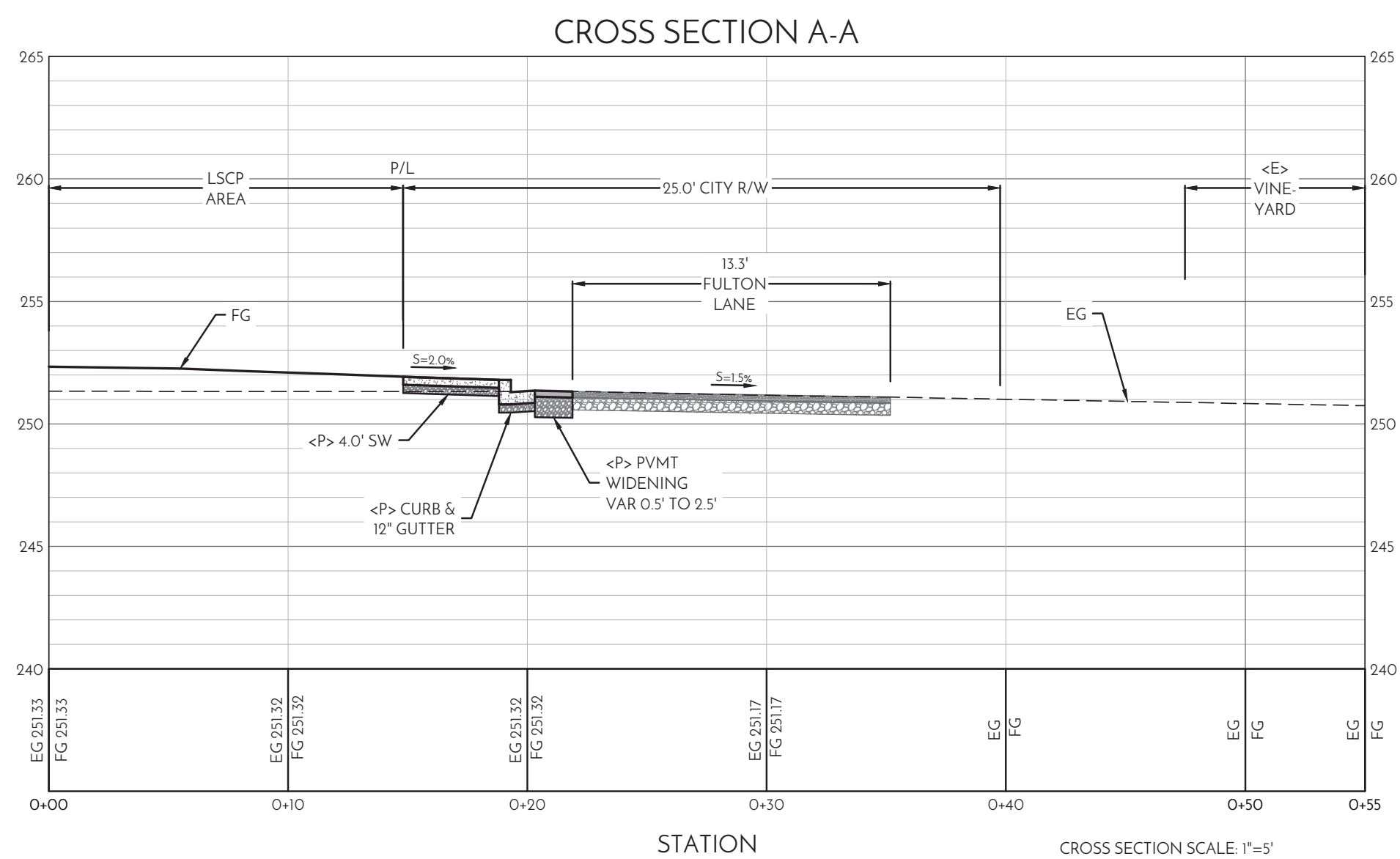
HARDSCAPE PLAN



SCALE 1"=20'

HARDSCAPE LEGEND					
	TYPE OF IMPERVIOUS SURFACE	AREA DESCRIPTIONS	AREA (SF)	TYPICAL SECTION	PERVIOUS/ IMPERVIOUS
	BUILDINGS, GARAGES, CARPORTS, OTHER STRUCTURES WITH ROOFS	BUILDINGS	8,740	N/A	IMPERVIOUS
		WALLS	200	N/A	IMPERVIOUS
	PATIO, IMPERVIOUS DECKING, PAVERS AND IMPERVIOUS LINERS	PAVERS	10815	SLD	IMPERVIOUS
	PARKING LOTS	DG/GRAVEL	12025	DG OVER 10.0" CL 2 AB	IMPERVIOUS
	OFF-SITE IMPERVIOUS IMPROVEMENTS	CONCRETE	1965	4" CONC OVER 4" CL 2 AB	IMPERVIOUS
		ASPHALT	260	3" AC OVER 10" CL 2 AB	IMPERVIOUS
	OTHER PERVIOUS SURFACE	DECOMPOSED GRANITE	0	N/A	PERVIOUS
		PLANTING	5330	N/A	PERVIOUS
		LAWN	3320	N/A	PERVIOUS
		BIORETENTION	1015	N/A	PERVIOUS
		TOTAL	43,670		

TOTAL NEW/RECONSTRUCTED IMPERVIOUS AREA : 31,035 SF (0.712 AC)
TOTAL DISTURBED SOIL AREA: 39,205 SF (0.900 AC)



NOT FOR CONSTRUCTION

THIS DOCUMENT IS THE PROPERTY OF MADRONE ENGINEERING. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MADRONE ENGINEERING. ANY UNAUTHORIZED USE OF THIS DOCUMENT IS PROHIBITED AND WILL BE SUBJECT TO LEGAL ACTION.



CIVIL IMPROVEMENT PLANS
HARDSCAPE PLAN

1030 FULTON LANE
ST. HELENA, CA 94574
APN: 009-194-005
PROJECT 18-009

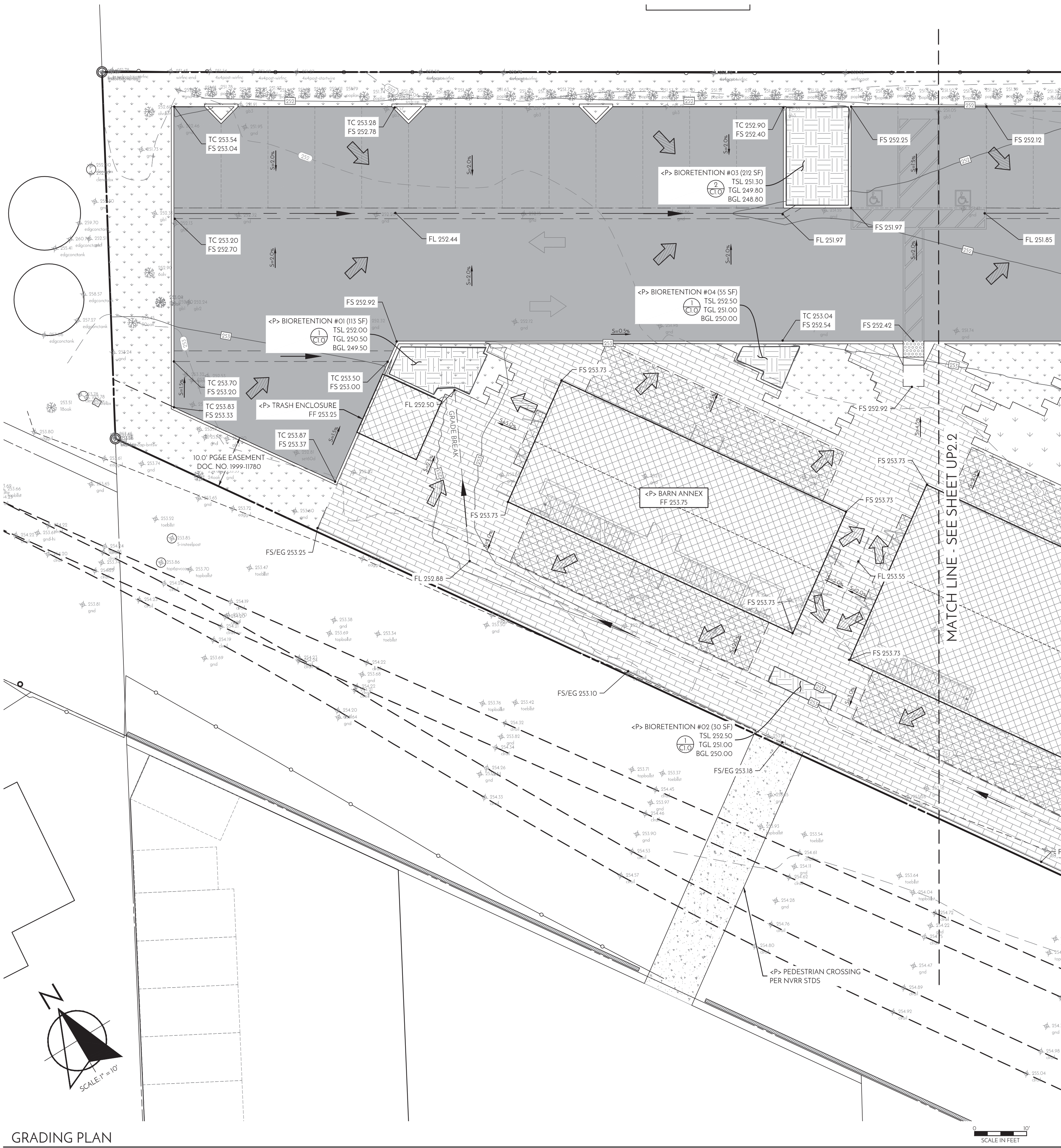


EVERY PERSON PLANNING TO DIG
CALL US AT 818.080.0000 BEFORE EXCAVATION

FOR MORE INFORMATION
SEE WWW.MADRONE.ENG

DATE: 04/04/18 ISSUE: DESIGN REVIEW

SHEET: UP2.0



NOT FOR CONSTRUCTION

THIS DOCUMENT IS THE PROPERTY OF MADRONE ENGINEERING. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY REUSE, REPRODUCTION, OR DISTRIBUTION OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF MADRONE ENGINEERING IS STRICTLY PROHIBITED. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. MADRONE ENGINEERING SHALL NOT BE LIABLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS DOCUMENT. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

madrone
engineering
1445 Main Street, Suite 202
St. Helena, CA 94574
Tel: 707.259.4880

CIVIL IMPROVEMENT PLANS
GRADING PLAN

1030 FULTON LANE
ST. HELENA, CA 94574
APN: 009-194-005
PROJECT 18-009

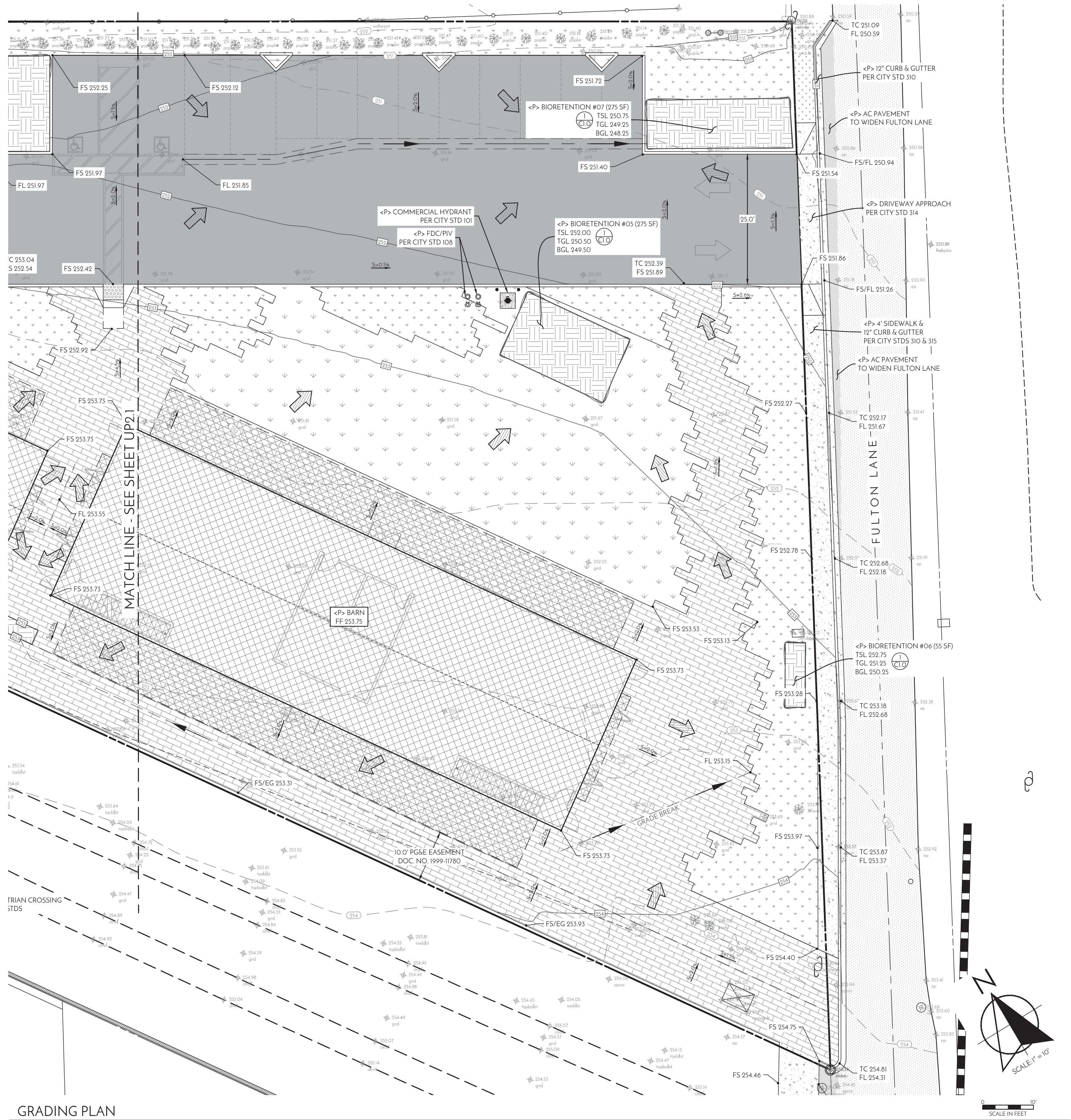


EVERY PERSON PLANNING TO DIG
CALL US AT 811 BEFORE EXCAVATION

FOR MORE INFORMATION
SEE WWW.CALSTREETCARE.CA

DATE: 04/04/18
ISSUE: DESIGN REVIEW

SHEET:
UP2.1



NOT FOR CONSTRUCTION

CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.



CIVIL IMPROVEMENT PLANS
GRADING PLAN

1030 FULTON LANE
ST. HELENA, CA 94574
APN: 009-194-005
PROJECT 18.009



EVERY PERSON PLANNING TO DIG
CALL US AT 818-280-1000 TO EXCAVATION

DATE: 04/04/18 ISSUE: DESIGN REVIEW

SHEET

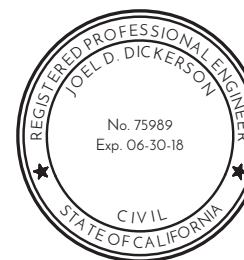
UP2.2

THIS DOCUMENT IS THE PROPERTY OF MADRONE ENGINEERING. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY REUSE, REPRODUCTION, OR DISTRIBUTION OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF MADRONE ENGINEERING IS STRICTLY PROHIBITED. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

madrone
engineering
1445 Main Street, Suite 202
San Jose, CA 95128
Tel: 707.359.4380

CIVIL IMPROVEMENT PLANS
UTILITY PLAN

1030 FULTON LANE
ST. HELENA, CA 94574
APN: 009-194-005
PROJECT 18-009



EVERY PERSON PLANNING TO DIG
CALL 811 BEFORE EXCAVATION

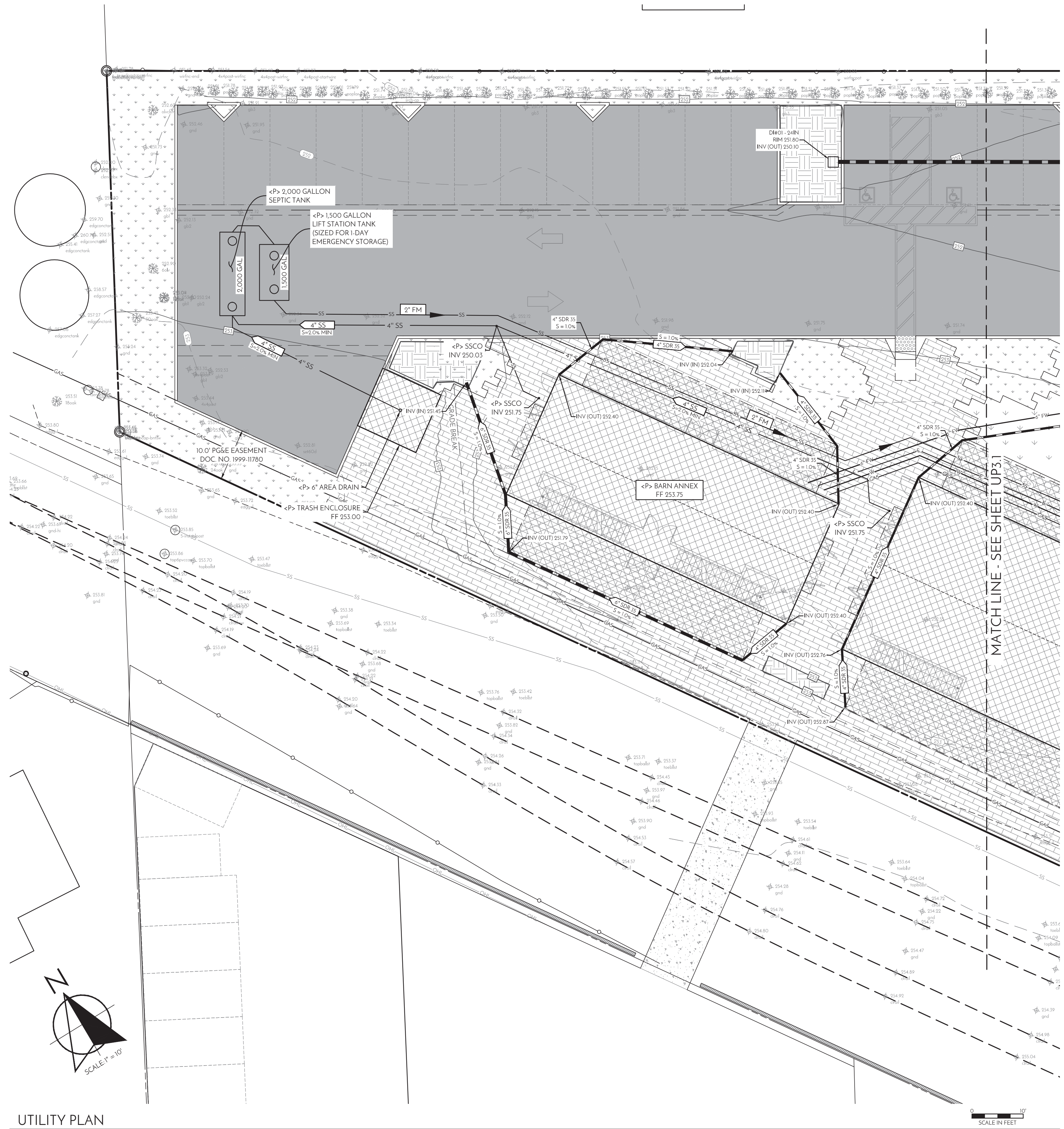


FOR MORE INFORMATION
SEE WWW.CALL811.CA

DATE: 04/04/18
ISSUE: DESIGN REVIEW

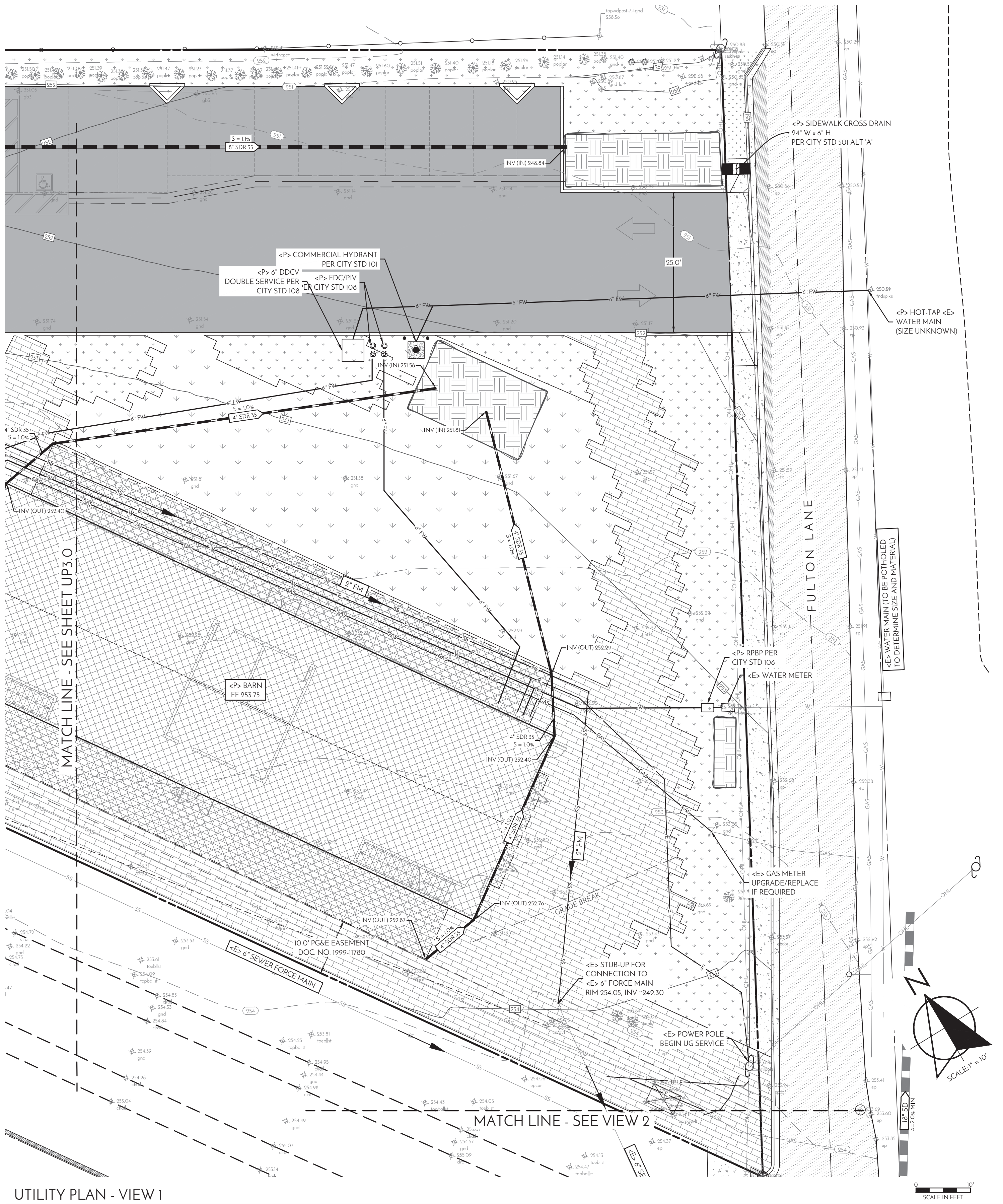
SHEET

UP3.0

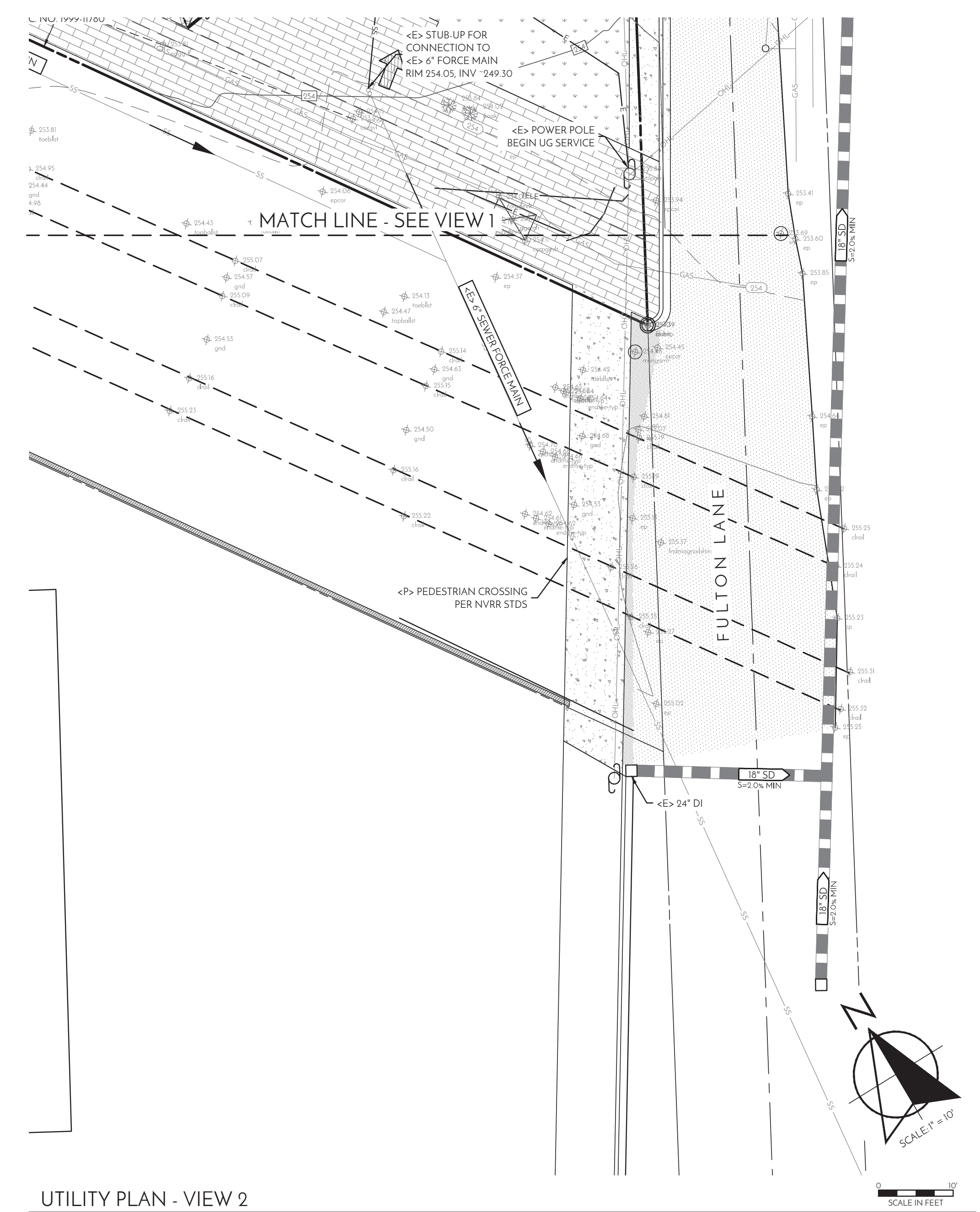


UTILITY PLAN

NOT FOR CONSTRUCTION



UTILITY PLAN - VIEW 1



UTILITY PLAN - VIEW 2

NOT FOR CONSTRUCTION

CIVIL IMPROVEMENT PLANS

UTILITY PLAN

1030 FULTON LANE
ST. HELENA, CA 94574
APN: 009-194-005
PROJECT 18.009

madrone
engineering
1485 Main Street, Suite 202
St. Helena, CA 94574
Tel: 707.329.4380

REGISTERED PROFESSIONAL ENGINEER
No. 7599
Exp. 06-30-18
STATE OF CALIFORNIA

EVERY PERSON PLANNING TO DIG
CALL US AT 800.876.2000 TO EXCAVATION

FOR MORE INFORMATION
SEE WWW.MADRONE.ENG

DATE: 04/04/18 ISSUE: DESIGN REVIEW

SHEET: UP3.1



STORMWATER CONTROL PLAN

REGULATED PROJECT

1030 FULTON LANE
ST. HELENA, CA 94574
APN: 009-194-005

APRIL 4, 2018



PREPARED BY:
MADRONE ENGINEERING
1485 MAIN STREET, SUITE 302
ST. HELENA, CA 94574

18.009
1030 Fulton Lane



TABLE OF CONTENTS

I. INTRODUCTION & GENERAL REQUIREMENTS 3

 A. REPORT OVERVIEW 3

 B. PROJECT DESCRIPTION 3

 C. OPPORTUNITIES AND CONSTRAINTS FOR STORMWATER CONTROL 3

II. PROJECT DATA FORM 4

III. LOW IMPACT DEVELOPMENT (LID) DESIGN STRATEGIES 5

 A. GUIDELINE 1: OPTIMIZATION OF SITE LAYOUT 5

 B. GUIDELINE 2: USE OF PERVIOUS PAVEMENT 5

 C. GUIDELINE 3: DISPERSAL OF RUNOFF TO PERVIOUS AREAS 5

 D. GUIDELINE 4: STORMWATER CONTROL MEASURES 5

IV. DOCUMENTATION OF DRAINAGE DESIGN 6

 A. DESCRIPTIONS OF EACH DRAINAGE MANAGEMENT AREA 6

 B. TABULATION AND SIZING CALCULATIONS 7

V. SOURCE CONTROL MEASURES 11

 A. SITE ACTIVITIES AND POTENTIAL SOURCES OF POLLUTANTS 11

 B. SOURCE CONTROL TABLE 11

 C. FEATURES, MATERIALS, AND METHODS OF CONSTRUCTION OF SOURCE CONTROL BMPs 12

VI. STORMWATER FACILITY MAINTENANCE 12

 A. OWNERSHIP AND RESPONSIBILITY FOR MAINTENANCE IN PERPETUITY 12

 B. SUMMARY OF MAINTENANCE REQUIREMENTS FOR EACH STORMWATER FACILITY 12

VII. CONSTRUCTION CHECKLIST 13

VIII. CERTIFICATIONS AND CONCLUSION 13

18.009
1030 Fulton Lane



I. Introduction & General Requirements

A. Report Overview

Madrone Engineering has prepared this report to assist the 1030 Fulton Lane project in complying with current storm water regulations, specifically the Phase II NPDES Permit for Small Municipal Storm Sewer Systems (MS4s). As of June 30, 2015, development projects that create or replace 2,500 square feet or more of impervious surface (roofs or pavement) must incorporate specific measures to reduce runoff.

As the total new or reconstructed impervious area for this project is more than 5,000 square feet, and the project is not in the "Single-Family Home" category, the project is required to submit a complete Storm Water Control Plan for Regulated Projects. This report follows the Bay Area Stormwater Management Agencies Association (BASMAA) guidelines found in Appendix D (Regulated Projects) of the Post-Construction Manual.

B. Project Description

This project is requesting Design Review approval for the construction of 11,000 SF of new office space configured in two detached structures of 2 stories each at 1030 Fulton Lane, St. Helena, CA (APN 009-194-005).

The project location is an 0.90 acre parcel within the City Limits, at the NE corner of Fulton Lane and the Napa Valley Wine Train tracks. The parcel was previously developed with a 14,500 SF warehouse building which was demolished in 2010. The parcel is quite flat, with slopes ranging from 1%-2%. Stormwater is currently transported from south to north across the parcel by sheet flow. There is an existing berm that will remain along the east property line that directs sheet flow to the public right of way. Downstream flow is sheet flow and shallow concentrated through vineyards to the Napa River, which is about 3,500 feet north of the parcel.

C. Opportunities and Constraints for Stormwater Control

There are no proposed revisions to existing stormwater flow patterns, except for the addition of bioretention areas. Various landscaped areas in the site plan have been identified to be used for bioretention. A landscaped strip is proposed along the north and east property lines.

18.009
1030 Fulton Lane



II. Project Data Form

Table 1: Project Data Form

Project Name/Number	1030 Fulton Lane
Application Submittal Date	April 4, 2018
Project Location (street address + APN)	1030 Fulton Lane St. Helena, CA 94574 APN: 009-194-005
Name of Owner or Developer	David Wignall
Project Type and Description	Regulated Project (> 5,000 square feet) New roof, new concrete sidewalk, and new parking areas.
Total Project Site Area (acres)	0.90
Total New or Replaced Impervious Surface Area (square feet)	~31,035 square feet
Total Pre-Project Impervious Surface Area	~500 square feet
Total Post-Project Impervious Surface Area	~31,035 square feet

18.009
1030 Fulton Lane



III. Low Impact Development (LID) Design Strategies

Appendix D of the BASMAA Post-Construction Manual provides the following guidelines for reducing storm water runoff:

1. Optimization of Site Layout
2. Use of Permeable Pavements
3. Dispersal of Runoff to Pervious Areas
4. Stormwater Control Measures

See below for specific details showing the implementation of LID design strategies for this project.

A. Guideline 1: Optimization of Site Layout

The following items (if checked) have been included in the design and are shown on the project plans.

- ☒ Limitation of development envelope.
- ☒ Preservation of natural drainage features.
- ☒ Setbacks from creeks, wetlands, and riparian habitats.
- ☒ Minimization of imperviousness
- ☒ Use of drainage as a design element.

B. Guideline 2: Use of Pervious Pavement

The proposed courtyards will use pervious pavers on a sand base.

C. Guideline 3: Dispersal of Runoff to Pervious Areas

The proposed downspouts for the new areas covered by roof will be outlet to adjacent landscaping/bioretenention areas.

D. Guideline 4: Stormwater Control Measures

No additional stormwater control measures are proposed beyond those described above.

18.009
1030 Fulton Lane



IV. Documentation of Drainage Design

A. Descriptions of Each Drainage Management Area

Table 2: DMA Descriptions

DMA Name	Surface Type	Area (square feet)
DMA #I01	DG Parking	780
DMA #I02	Roof	1,250
DMA #I03	Parking/Driveway	5,250
DMA #I04	Roof	1,250
DMA #I05	Roof	3,000
DMA #I06	Roof	3,000
DMA #I07	Parking/Driveway	6,290
DMA #P01	Pervious Pavers	1,526
DMA #P02	Pervious Pavers	120
DMA #P03	Pervious Pavers	224
DMA #P04	Pervious Pavers	900
DMA #P05	Pervious Pavers	1,400
DMA #P06	Pervious Pavers	2,550
DMA #P07	Pervious Pavers	925
DMA #L01	Landscaping	180
DMA #L02	Landscaping	3,830
DMA #L03	Landscaping	720
DMA #S01	Self-Treating	3907
DMA #S02	Self-Treating	700

See Appendix B, Drainage Management Areas, for a detailed map of the DMAs and proposed bioretention facilities.

18.009
1030 Fulton Lane



B. Tabulation and Sizing Calculations

Table 3: Summary for Bioretention Facility Design

DMA Name	Surface Type	Area (square feet)
DMA #I01	DG Parking	780
DMA #I02	Roof	1,250
DMA #I03	Parking/Driveway	5,250
DMA #I04	Roof	1,250
DMA #I05	Roof	3,000
DMA #I06	Roof	3,000
DMA #I07	Parking/Driveway	6,290
DMA #P01	Pervious Pavers	1,526
DMA #P02	Pervious Pavers	120
DMA #P03	Pervious Pavers	224
DMA #P04	Pervious Pavers	900
DMA #P05	Pervious Pavers	1,400
DMA #P06	Pervious Pavers	2,550
DMA #P07	Pervious Pavers	925
DMA #L01	Landscaping	180
DMA #L02	Landscaping	3,830
DMA #L03	Landscaping	720
DMA #S01	Self-Treating	3907
DMA #S02	Self-Treating	700

1. Self-Treating Areas
DMA #S01 and S02 are composed of existing and proposed landscaped areas that do not drain onto impervious areas. These areas can be considered to be self-treating areas..
2. Self-Retaining Areas
Not applicable to this project.
3. Areas Draining to Self-Retaining Areas
Not applicable to this project.

18.009
1030 Fulton Lane



4. Areas Draining to Bioretention Facilities
Please see below for a summary of the DMAs that drain to bioretention facilities, and the proposed size of each bioretention facility.

- a. DMA #101, 102 & P01 drain to proposed bioretention facility #1 (see Table 4).

Table 4: Bioretention Facility #1 Sizing Calculation

DMA Name	DMA Area (square feet)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	Bioretention Facility #1		
					Facility Sizing Factor	Minimum Facility Size	Proposed Facility Size
DMA #101	780	Parking/Driveway	1.0	780	0.04	31	
DMA #102	1250	Roof	1.0	1250	0.04	50	
DMA #P01	1526	Pervious Pavers	0.5	763	0.04	31	
Total>				2793	0.04	111.72	113

- b. DMA #P05 drains to proposed bioretention facility #2 (see Table 5).

Table 5: Bioretention Facility #2 Sizing Calculation

DMA Name	DMA Area (square feet)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	Bioretention Facility #2		
					Facility Sizing Factor	Minimum Facility Size	Proposed Facility Size
DMA #P05	1500	Pervious Pavers	0.5	750	0.04	30	
Total>				750	0.04	30	30

- c. DMA #103 & P02 drain to proposed bioretention facility #3 (see Table 6).

Table 6: Bioretention Facility #3 Sizing Calculation

DMA Name	DMA Area (square feet)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	Bioretention Facility #3		
					Facility Sizing Factor	Minimum Facility Size	Proposed Facility Size
DMA #103	5250	Parking/Driveway	1.0	5250	0.04	210	
DMA #P02	120	Pervious Pavers	0.5	60	0.04	2	
				0	0.04	0	
Total>				5310	0.04	212	212

18.009
1030 Fulton Lane



d. DMA #104, P03, and L01 drain to proposed bioretention facility #4 (see Table 7).

Table 7: Bioretention Facility #4 Sizing Calculation

DMA Name	DMA Area (square feet)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	Bioretention Facility #4		
					Facility Sizing Factor	Minimum Facility Size	Proposed Facility Size
DMA #104	1250	Roof	1.0	1250	0.04	50	
DMA #P03	224	Pervious Pavers	0.5	112	0.04	4	
DMA #L01	180	Landscaping	0.1	18	0.04	1	
Total>				1380	0.04	55	55

e. DMA #105, #106, P04, and L02 drain to proposed bioretention facility #5 (see Table 9).

Table 8: Bioretention Facility #5 Sizing Calculation

DMA Name	DMA Area (square feet)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	Bioretention Facility #6		
					Facility Sizing Factor	Minimum Facility Size	Proposed Facility Size
DMA #105	3000	Roof	1.0	3000	0.04	120	
DMA #106	3000	Roof	1.0	3000	0.04	120	
DMA #P04	900	Pervious Pavers	0.5	450	0.04	18	
DMA #L02	3830	Landscaping	0.1	383	0.04	15	
				0	0.04	0	
Total>				6833	0.04	273	275

f. DMA #P06 and L03 drain to proposed bioretention facility #6 (see Table 10).

Table 9: Bioretention Facility #6 Sizing Calculation

DMA Name	DMA Area (square feet)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	Bioretention Facility #6		
					Facility Sizing Factor	Minimum Facility Size	Proposed Facility Size
DMA #P06	2550	Pervious Pavers	0.5	1275	0.04	51	
DMA #L03	720	Landscaping	0.1	72	0.04	3	
				0	0.04	0	
				0	0.04	0	
Total>				1347	0.04	54	55

18.009
1030 Fulton Lane



g. DMA #107 and P07 drain to proposed bioretention facility #7 (see Table 11).

Table 10: Bioretention Facility #7 Sizing Calculation

DMA Name	DMA Area (square feet)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	Bioretention Facility #6		
					Facility Sizing Factor	Minimum Facility Size	Proposed Facility Size
DMA #107	6290	Parking/Driveway	1.0	6290	0.04	252	
DMA #P07	925	Pervious Pavers	0.5	462.5	0.04	19	
				0	0.04	0	
				0	0.04	0	
Total>				6752.5	0.04	270	270

18.009
1030 Fulton Lane



V. Source Control Measures

A. Site Activities and Potential Sources of Pollutants

Please see Appendix A for the completed Stormwater Pollutant Sources/Source Controls Checklist.

B. Source Control Table

See below for a table summarizing the potential pollutant sources and the proposed source controls to be implemented by the project.

Table 10: Source Control Measures

Potential Source of Runoff Pollutants	Structural Source Control BMPs	Operational Source Control BMPs
D2. Landscape/ Outdoor Pesticide Use/Building and Grounds Maintenance	Final landscape plans will accomplish all of the following: ☐ Preserve existing native trees, shrubs, and ground cover to the maximum extent possible. ☐ Design landscaping to minimize irrigation and runoff, to promote surface infiltration, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. ☐ Where landscaped areas are used to retain or detain stormwater, specify plants that are tolerant of saturated soil conditions. ☐ Consider using pest-resistant plants, especially adjacent to hardscape. ☐ To insure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.	☐ Maintain landscaping using minimum or no pesticides. ☐ See applicable operational BMPs in Fact Sheet SC-41, "Building and Grounds Maintenance," in the CASQA Stormwater Quality Handbook. ☐ Provide IPM information to new owners, lessees, and operators.
G. Refuse areas	☐ The project includes construction of a new trash enclosure that will have adequate space for at least two 2-yard bins (one for trash, one for recycling). ☐ Post signs on or near dumpsters with the words "Do not dump hazardous materials here."	☐ Provide adequate number of receptacles. Inspect receptacles regularly; repair or replace leaky receptacles. Keep receptacles covered. Prohibit/prevent dumping of liquid or hazardous wastes. Post "no hazardous materials" signs. Inspect and pick up litter daily and clean up spills immediately. Keep spill control materials available on-site. See Fact Sheet SC-34, "Waste Handling and Disposal" in the CASQA Stormwater Quality Handbook.
N. Fire Sprinkler Test Water	☐ Provide a means to drain fire sprinkler test water to the sanitary sewer.	☐ See the notes in Fact Sheet SC-41, "Building and Grounds Maintenance," in the CASQA Stormwater Quality Handbook.

18.009
1030 Fulton Lane



Potential Source of Runoff Pollutants	Structural Source Control BMPs	Operational Source Control BMPs
P. Plazas, sidewalks, and parking lots.	☐ N/A	☐ Sweep plazas, sidewalks, and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect washwater containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.

C. Features, Materials, and Methods of Construction of Source Control BMPs

See Table 10, above, for a detailed description of how source control BMPs will be implemented on this project.

VI. Stormwater Facility Maintenance

A. Ownership and Responsibility for Maintenance in Perpetuity

The owner shall execute all necessary maintenance agreements as required by the City of St. Helena. The owner accepts responsibility for interim operation and maintenance of stormwater treatment and flow-control facilities until such time as this responsibility is formally transferred to a subsequent owner.

B. Summary of Maintenance Requirements For Each Stormwater Facility

The owner, or owner's delegated representative, shall perform the following maintenance activities a minimum of once annually, or more frequently if required by the City of St. Helena.

1. Clean Up - Remove soil or debris blocking bioretention facility inlets or overflows. Remove trash that typically collects near inlets or gets caught in vegetation.
2. Prune - Prune or cut back plants for health and to ensure flow into inlets and across the surface of the bioretention facility.
3. Control Weeds - Control weeds by manual methods and soil amendment. Selectively use natural herbicides if necessary.
4. Add Mulch - Add aged mulch (compost mulch) to reduce the ability of weeds to establish, keep soil moist, and replenish soil nutrients. Ensure that the top of the mulch layer is below the facility overflow.
5. Check Signage
6. Check Irrigation - Confirm irrigation is adequate but not excessive.

18.009
1030 Fulton Lane



The owner and landscape maintenance personnel should be aware of the following:

1. Do not add fertilizer to bioretention facilities.
2. Do not use synthetic pesticides on bioretention facilities.

VII. Construction Checklist

See below for a stormwater construction checklist to ensure that the stormwater requirements outlined in this document are included in final design/construction documents.

Table 11: Construction Checklist

Page Number in Stormwater Control Plan	Structural Source Control BMPs	Plan Sheet #
11	Final landscape plans will accomplish all of the following: ☐ Preserve existing native trees, shrubs, and ground cover to the maximum extent possible. ☐ Design landscaping to minimize irrigation and runoff, to promote surface infiltration, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. ☐ Where landscaped areas are used to retain or detain stormwater, specify plants that are tolerant of saturated soil conditions. ☐ Consider using pest-resistant plants, especially adjacent to hardscape. ☐ To insure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.	
11	☐ The project includes construction of a new trash enclosure that will have adequate space for at least two 2-yard bins (one for trash, one for recycling). ☐ Post signs on or near dumpsters with the words "Do not dump hazardous materials here."	
11	☐ Provide a means to drain fire sprinkler test water to the sanitary sewer.	
12	☐ Sweep plazas, sidewalks, and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect washwater containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.	

VIII. Certifications and Conclusion

The preliminary design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the current edition of the BASMAA Post-Construction Manual. Specifically, this report demonstrates that the project design is in compliance with current stormwater regulations and follows the recommendations of Appendix D of the BASMAA Post-Construction Manual for a Regulated Project.

18.009
1030 Fulton Lane



APPENDICES

APPENDIX A: SOURCE CONTROL CHECKLIST

APPENDIX B: VICINITY MAP & DRAINAGE MANAGEMENT AREAS

18.009
1030 Fulton Lane



APPENDIX A

SOURCE CONTROL CHECKLIST

Appendix A. Stormwater Pollutant Sources/Source Controls Checklist

How to use this worksheet (also see instructions on page 3–6 of the *BASMAA Post-Construction Manual*):

1. Review Column 1 and identify which of these potential sources of stormwater pollutants apply to your site. Check each box that applies.
2. Review Column 2 and incorporate all of the corresponding applicable Structural Source Control BMPs in your Stormwater Control Plan drawings.
3. Review Columns 3 and 4 and incorporate all of the corresponding applicable Structural Source Control BMPs and Operational Source Control BMPs in a table in your Stormwater Control Plan. Use the format shown in Table 3-1 on page 3-6 of the *BASMAA Post-Construction Manual*. Describe your specific BMPs in an accompanying narrative, and explain any special conditions or situations that required omitting BMPs or substituting alternative BMPs.

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☐ A. On-site storm drain inlets (unauthorized non-stormwater discharges and accidental spills or leaks)	☐ Locations of inlets.	☐ Mark all inlets with the words “No Dumping! Flows to Bay” or similar.	☐ Maintain and periodically repaint or replace inlet markings. ☐ Provide stormwater pollution prevention information to new site owners, lessees, or operators. ☐ See applicable operational BMPs in Fact Sheet SC-44, “Drainage System Maintenance,” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks ☐ Include the following in lease agreements: “Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drains.”

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☐ B. Interior floor drains and elevator shaft sump pumps	Show drains and pump locations	☐ State that interior floor drains and elevator shaft sump pumps will be plumbed to sanitary sewer.	☐ Inspect and maintain drains to prevent blockages and overflow.
☐ C. Interior parking garages	Show drain locations	☐ State that parking garage floor drains will be plumbed to the sanitary sewer.	☐ Inspect and maintain drains to prevent blockages and overflow.
☐ D1. Need for future indoor & structural pest control		☐ Note building design features that discourage entry of pests.	☐ Provide Integrated Pest Management information to owners, lessees, and operators.

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☒ D2. Landscape/ Outdoor Pesticide Use/Building and Grounds Maintenance	☒ Show locations of native trees or areas of shrubs and ground cover to be undisturbed and retained. ☐ Show self-retaining landscape areas, if any. ☒ Show bioretention facilities. (See instructions in Chapter 4.)	State that final landscape plans will accomplish all of the following. ☒ Preserve existing native trees, shrubs, and ground cover to the maximum extent possible. ☒ Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. ☒ Where landscaped areas are used to retain or detain stormwater, specify plants that are tolerant of saturated soil conditions. ☒ Consider using pest-resistant plants, especially adjacent to hardscape. ☒ To insure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.	☐ Maintain landscaping using minimum or no pesticides. ☒ See applicable operational BMPs in Fact Sheet SC-41, “Building and Grounds Maintenance,” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks ☒ Provide IPM information to new owners, lessees and operators.

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☐ E. Pools, spas, ponds, decorative fountains, and other water features.	☐ Show location of water feature and a sanitary sewer cleanout in an accessible area within 10 feet.	☐ If the local municipality requires pools to be plumbed to the sanitary sewer, place a note on the plans and state in the narrative that this connection will be made according to local requirements.	☐ See applicable operational BMPs in Fact Sheet SC-72, “Fountain and Pool Maintenance,” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks The sanitary sewer operator must be notified and a clean out identified when pools are to be drained to the sanitary sewer.
☐ F. Food service	☐ For restaurants, grocery stores, and other food service operations, show location (indoors or in a covered area outdoors) of a floor sink or other area for cleaning floor mats, containers, and equipment. ☐ On the drawing, show a note that this drain will be connected to a grease interceptor before discharging to the sanitary sewer.	☐ Describe the location and features of the designated cleaning area. ☐ Describe the items to be cleaned in this facility and how it has been sized to insure that the largest items can be accommodated.	State maintenance schedule for grease interceptor

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☒ G. Refuse areas	☒ Show where site refuse and recycled materials will be handled and stored for pickup. See local municipal requirements for sizes and other details of refuse areas. ☒ If dumpsters or other receptacles are outdoors, show how the designated area will be covered, graded, and paved to prevent run-on and show locations of berms to prevent runoff from the area. ☒ Any drains from dumpsters, compactors, and tallow bin areas shall be connected to a grease removal device before discharge to sanitary sewer.	☒ State how site refuse will be handled and provide supporting detail to what is shown on plans. ☒ State that signs will be posted on or near dumpsters with the words “Do not dump hazardous materials here” or similar.	☒ State how the following will be implemented: Provide adequate number of receptacles. Inspect receptacles regularly; repair or replace leaky receptacles. Keep receptacles covered. Prohibit/prevent dumping of liquid or hazardous wastes. Post “no hazardous materials” signs. Inspect and pick up litter daily and clean up spills immediately. Keep spill control materials available on-site. See Fact Sheet SC-34, “Waste Handling and Disposal” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks
☐ H. Industrial processes.	☐ Show process area.	☐ If industrial processes are to be located on site, state: “All process activities to be performed indoors. No processes to drain to exterior or to storm drain system.”	☐ See Fact Sheet SC-10, “Non-Stormwater Discharges” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☐ I. Outdoor storage of equipment or materials. (See rows J and K for source control measures for vehicle cleaning, repair, and maintenance.)	☐ Show any outdoor storage areas, including how materials will be covered. Show how areas will be graded and bermed to prevent run-on or run-off from area. ☐ Storage of non-hazardous liquids shall be covered by a roof and/or drain to the sanitary sewer system, and be contained by berms, dikes, liners, or vaults. ☐ Storage of hazardous materials and wastes must be in compliance with the local hazardous materials ordinance and a Hazardous Materials Management Plan for the site.	☐ Include a detailed description of materials to be stored, storage areas, and structural features to prevent pollutants from entering storm drains. ☐ Where appropriate, reference documentation of compliance with the requirements of programs for: ▪ Hazardous Waste Generation ▪ Hazardous Materials Release Response and Inventory ▪ California Accidental Release (CalARP) ▪ Aboveground Storage Tank ▪ Uniform Fire Code Article 80 Section 103(b) & (c) 1991 ▪ Underground Storage Tank	☐ See the Fact Sheets SC-31, “Outdoor Liquid Container Storage” and SC-33, “Outdoor Storage of Raw Materials ” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☐ J. Vehicle and Equipment Cleaning	☐ Show on drawings as appropriate: (1) Commercial/industrial facilities having vehicle/ equipment cleaning needs shall either provide a covered, bermed area for washing activities or discourage vehicle/equipment washing by removing hose bibs and installing signs prohibiting such uses. (2) Multi-dwelling complexes shall have a paved, bermed, and covered car wash area (unless car washing is prohibited on-site and hoses are provided with an automatic shut-off to discourage such use). (3) Washing areas for cars, vehicles, and equipment shall be paved, designed to prevent run-on to or runoff from the area, and plumbed to drain to the sanitary sewer. (4) Commercial car wash facilities shall be designed such that no runoff from the facility is discharged to the storm drain system. Wastewater from the facility shall discharge to the sanitary sewer, or a wastewater reclamation system shall be installed.	☐ If a car wash area is not provided, describe measures taken to discourage on-site car washing and explain how these will be enforced.	Describe operational measures to implement the following (if applicable): ☐ Washwater from vehicle and equipment washing operations shall not be discharged to the storm drain system. ☐ Car dealerships and similar may rinse cars with water only. See Fact Sheet SC-21, “Vehicle and Equipment Cleaning,” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☐ K. Vehicle/Equipment Repair and Maintenance	☐ Accommodate all vehicle equipment repair and maintenance indoors. Or designate an outdoor work area and design the area to prevent run-on and runoff of stormwater. ☐ Show secondary containment for exterior work areas where motor oil, brake fluid, gasoline, diesel fuel, radiator fluid, acid-containing batteries or other hazardous materials or hazardous wastes are used or stored. Drains shall not be installed within the secondary containment areas. ☐ Add a note on the plans that states either (1) there are no floor drains, or (2) floor drains are connected to wastewater pretreatment systems prior to discharge to the sanitary sewer and an industrial waste discharge permit will be obtained.	☐ State that no vehicle repair or maintenance will be done outdoors, or else describe the required features of the outdoor work area. ☐ State that there are no floor drains or if there are floor drains, note the agency from which an industrial waste discharge permit will be obtained and that the design meets that agency's requirements. ☐ State that there are no tanks, containers or sinks to be used for parts cleaning or rinsing or, if there are, note the agency from which an industrial waste discharge permit will be obtained and that the design meets that agency's requirements.	In the Stormwater Control Plan, note that all of the following restrictions apply to use the site: ☐ No person shall dispose of, nor permit the disposal, directly or indirectly of vehicle fluids, hazardous materials, or rinsewater from parts cleaning into storm drains. ☐ No vehicle fluid removal shall be performed outside a building, nor on asphalt or ground surfaces, whether inside or outside a building, except in such a manner as to ensure that any spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately. ☐ No person shall leave unattended parts or other open containers containing vehicle fluid, unless such containers are in use or in an area of secondary containment.

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☐ L. Fuel Dispensing Areas	☐ Fueling areas shall have impermeable floors (i.e., portland cement concrete or equivalent smooth impervious surface) that are: a) graded at the minimum slope necessary to prevent ponding; and b) separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable. ☐ Fueling areas shall be covered by a canopy that extends a minimum of ten feet in each direction from each pump. [Alternative: The fueling area must be covered and the cover's minimum dimensions must be equal to or greater than the area within the grade break or fuel dispensing area ¹ .] The canopy [or cover] shall not drain onto the fueling area.		☐ The property owner shall dry sweep the fueling area routinely. ☐ See the Business Guide Sheet, “Automotive Service—Service Stations” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks

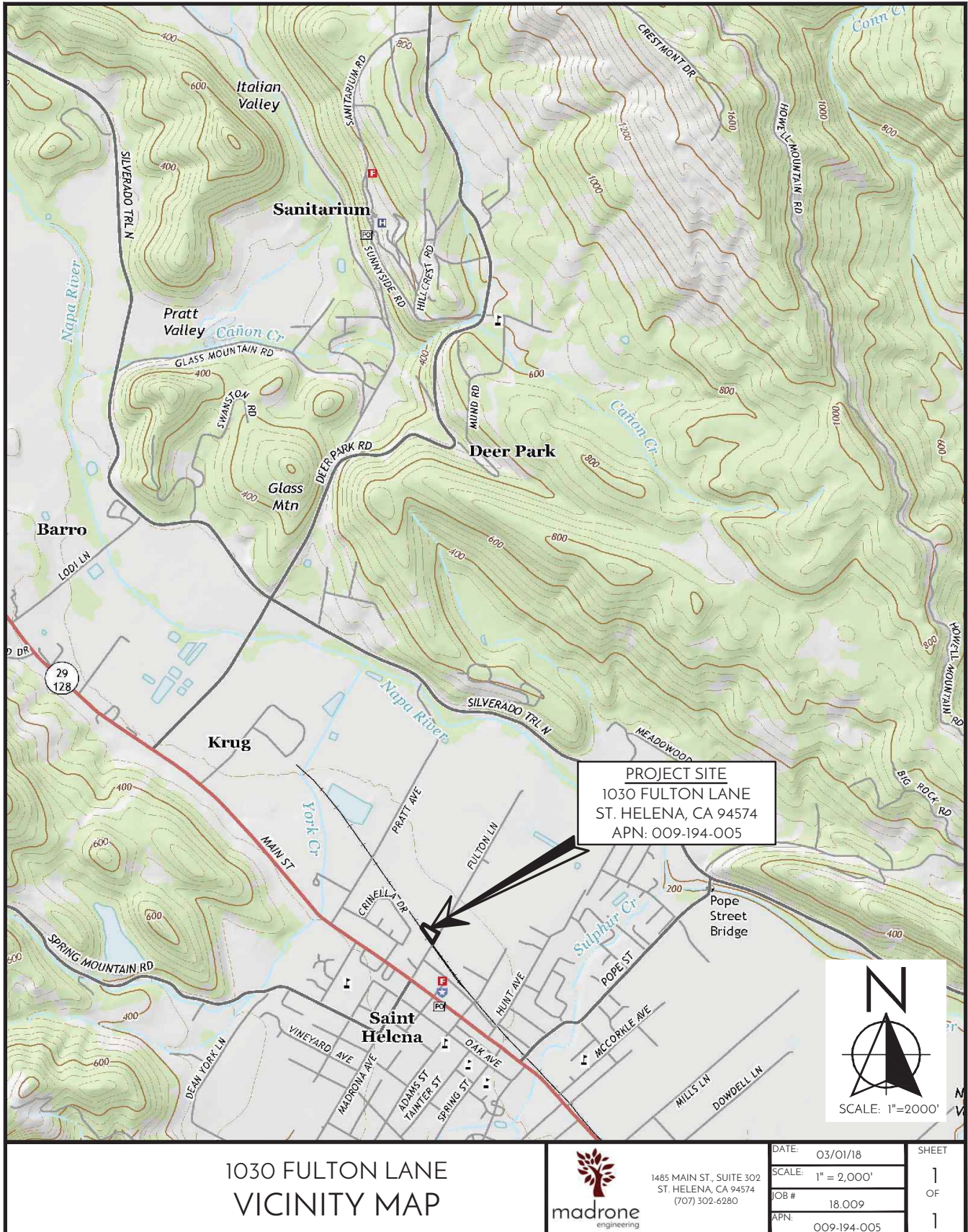
IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
☐ M. Loading Docks	☐ Show the loading dock area, including roofing and drainage. Loading docks shall be covered and/or graded to minimize run-on to and runoff from the loading area. Roof downspouts shall be positioned to direct stormwater away from the loading area. Water from loading dock areas shall be drained to the sanitary sewer, or diverted and collected for ultimate discharge to the sanitary sewer. ☐ Loading dock areas draining directly to the sanitary sewer shall be equipped with a spill control valve or equivalent device, which shall be kept closed during periods of operation. ☐ Provide a roof overhang over the loading area or install door skirts (cowling) at each bay that enclose the end of the trailer.		☐ Move loaded and unloaded items indoors as soon as possible. ☐ See Fact Sheet SC-30, “Outdoor Loading and Unloading,” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks
☒ N. Fire Sprinkler Test Water		☒ Provide a means to drain fire sprinkler test water to the sanitary sewer.	☒ See the note in Fact Sheet SC-41, “Building and Grounds Maintenance,” in the CASQA Stormwater Quality Handbooks at www.casqa.org/resources/bmp-handbooks

IF THESE SOURCES WILL BE ON THE PROJECT SITE ...	... THEN YOUR STORMWATER CONTROL PLAN (SCP) SHOULD INCLUDE THESE SOURCE CONTROL BMPs		
1 Potential Sources of Runoff Pollutants	2 Structural Source Controls—Show on Stormwater Control Plan Drawings	3 Structural Source Controls—List in SCP Table and Narrative	4 Operational Source Control BMPs—Include in SCP Table and Narrative
O. Miscellaneous Drain or Wash Water or Other Sources ☐ Boiler drain lines ☐ Condensate drain lines ☐ Rooftop equipment ☐ Drainage sumps ☐ Roofing, gutters, and trim. ☐ Other sources	Show drain lines and drainage sumps	☐ Boiler drain lines shall be directly or indirectly connected to the sanitary sewer system and may not discharge to the storm drain system. ☐ Condensate drain lines may discharge to landscaped areas if the flow is small enough that runoff will not occur. Condensate drain lines may not discharge to the storm drain system. ☐ Rooftop equipment with potential to produce pollutants shall be roofed and/or have secondary containment. ☐ Any drainage sumps on-site shall feature a sediment sump to reduce the quantity of sediment in pumped water. ☐ Include controls for other sources as specified by local reviewer.	If architectural copper is used, implement the following BMPs for management of rinsewater during installation: ☐ If possible, purchase copper materials that have been pre-patinated at the factory. ☐ If patination is done on-site, prevent rinse water from entering storm drains by discharging to landscaping or by collecting in a tank and hauling off-site. ☐ Consider coating the copper materials with an impervious coating that prevents further corrosion and runoff. Implement the following BMPs during routine maintenance: ☐ Prevent rinse water from entering storm drains by discharging to landscaping or by collecting in a tank and hauling off-site.
☒ P. Plazas, sidewalks, and parking lots.	Show extent of permeable paving materials		☒ Sweep plazas, sidewalks, and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect washwater containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.

18.009
1030 Fulton Lane



APPENDIX B VICINITY MAP & DRAINAGE MANAGEMENT AREAS







June 9, 2017
October 27, 2017 - Revision #1
April 13, 2018 – Revision #2

Job No. 16-148

Erica Smithies, PE
Public Works Director
City of St. Helena
1480 Main Street
St. Helena, CA 94574

Re: Water Neutrality Analysis
1030 Fulton Lane, St. Helena, CA 94574
Napa County Assessor's Parcel Number 009-194-005

Dear Ms. Smithies:

David Wignall is proposing to construct a new 8,000 sf two story commercial building and 3,000 sf two story annex building at the property located at 1030 Fulton Lane in the City of St. Helena. The new commercial building will have 4,000 sf of office space on the first floor and 4,000 sf of office space on the second floor. The annex building will have 1,500 sf of office space on the first floor and 1,500 sf of office space on the second floor. The purpose of this letter is to provide an analysis of the theoretical existing and proposed domestic and irrigation water demand as required by City of St. Helena Municipal Code Section 13.12.050.

Theoretical Existing Domestic Water Demand

There is no existing development on the property so the theoretical domestic water demand for existing conditions is zero gallons per day (gpd).

Theoretical Existing Domestic Water Demand = 0 gpd

Theoretical Existing Irrigation Water Demand

There are not any irrigated landscape areas on the property at this time and thus the estimated theoretical irrigation water demand is zero gallons per day.

Theoretical Existing Irrigation Water Demand = 0 gpd

Total Existing Theoretical Water Demand

The total theoretical existing water demand is equal to the sum of the theoretical existing domestic water demand (0 gpd) and the theoretical existing irrigation water demand (0 gpd) or a total of 0 gpd.

Theoretical Proposed Domestic Water Demand

The project results in a total of 11,000 sf of office space in the two proposed buildings. Water efficient plumbing fixtures will be installed throughout the new buildings in accordance with the 2016 California Building Code. This will minimize the use of water in the buildings. Below is a summary of the water saving fixtures that will be installed in the new building and the water use performance specification for each plumbing fixture:

- Lavatory Faucet Aerators: 0.4 gallons per minute
- Water Closets: 1.28 gallons per flush

We have utilized the general methodology of the California Green Building Standards Code and the water use specifications above to calculate the theoretical domestic water demand for the office uses proposed by the subject project. For the purpose of this analysis we have estimated that the office space will be occupied at a rate of approximately one person per 250 sf of space and that the water demand for these office spaces is driven by the number of occupants. The calculations for the water demand are presented in the attached Domestic Water Use Calculation Spreadsheet and is estimated to be 185 gpd.

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

Theoretical Proposed Irrigation Water Demand

As part of the proposed project approximately 11,048 square feet of irrigated landscape area will be created as illustrated on the landscape plans prepared by Terre Moto. The new landscape areas will be irrigated via an efficient drip irrigation system which will be controlled by a smart controller that will adjust irrigation based on weather conditions to increase irrigation efficiency.

The Applicant has estimated the proposed irrigation water demand by using the Water Efficient Landscape Ordinance (WELO) methodologies. A reference evapotranspiration of 45.3 inches was utilized for St. Helena, CA.

Plants were grouped into water use categories based on their irrigation requirements.

The estimated total water use was calculated to be 45,299 gallons per year or an average of 124 gallons per day.

Total Theoretical Proposed Water Demand

The total theoretical proposed water demand is equal to the sum of the theoretical proposed domestic water demand (185 gpd) and the theoretical proposed irrigation water demand (124 gpd) or 309 gpd.

Existing vs Proposed Water Demand

The above calculations indicate that the proposed project will result in a theoretical net increase in water demand of 309 gpd after implementation of required water saving features in the new commercial building and installing low to moderate water use landscaping with an efficient drip irrigation system and smart controller.

Recommendations

In order to comply with City of St. Helena Municipal Code Section 13.12.050 the Applicant will work with other property owner's that are served by the City of St. Helena water system to reduce water use on those properties and thereby offset the net increase of use on the subject property. Offsite water use reductions may be accomplished by the means of landscape removal and/or retrofit, retrofit of plumbing fixtures or any other means that reduces water use. When candidate properties are identified by the Applicant, the Applicant will provide documentation to the City, including an estimate of the total water savings that will be achieved and documentation that the total savings will be at least equal to the volume needed to offset the net increase in water use that is projected for the proposed project at 1030 Fulton Lane.

Conclusion

The proposed development of an existing vacant lot with a new two story commercial building and a second two story annex building will result in an increase in the theoretical estimated water use. The Applicant is therefore required to offset this projected increase in water use to be 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

4/13/2018

Michael R. Muelrath RCE 67435
President

Date



Copy:

David Wignall (via email)
Greg Desmond (via email)

Enclosure:

Proposed Water Use Calculation Spreadsheet
Fixture Information Sheets

Proposed Water Use Calculation Spreadsheet

Description	Flow Rate			Flow Duration / Description			Daily Uses per Occupant ⁽⁵⁾		Number of Users ⁽⁶⁾		Gallons per Day
Employees											
Lavatory Faucets	0.4	gpm ⁽¹⁾	x	0.25	minutes ⁽⁴⁾	x	3	x	44	=	13.2
Toilets	1.3	gpf ⁽²⁾	x	1	flush	x	3	x	44	=	171.6
Total											185

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, assumes a 15 second run time per use

(5) Daily uses per occupant estimated from 2010 California Green Building Standards Code (Lavatory Faucet & Toilet)

(6) Number of users assumes 1 employee per 250 sf of office suite space

PCA® Spray
Faucet Attachment - 0.35 gpm max
 Pressure Compensating **Regular Size**



flow, stop and go®

Features and Benefits

- ▶ Pressure compensating for constant flow from 20 to 80 psi.
- ▶ Provides non-splashing, non-aerated spray.
- ▶ Anti-clogging dome screen filters sediment and particles.
- ▶ Color-coded to identify flow rate.
- ▶ Virtually unbreakable single piece insert ensures a longer useable life.
- ▶ Also compatible with regular and vandal proof M22 and M24 metric housings.
- ▶ Available housing finishes: unplated, chrome and PVD.
- ▶ Laser marked housings: statutory mark and custom logo.
- ▶ Rubber washer.
- ▶ Delivers a flow rate 30% below the baseline for public access bathrooms (0.5 gpm) to maximize LEED® points in green buildings. *LEED is a registered trademark of the US Green Building Council.*

Certification

ANSI/NSF 61

Part Number & Packing

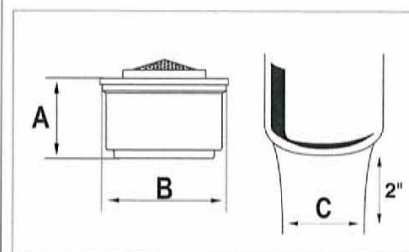
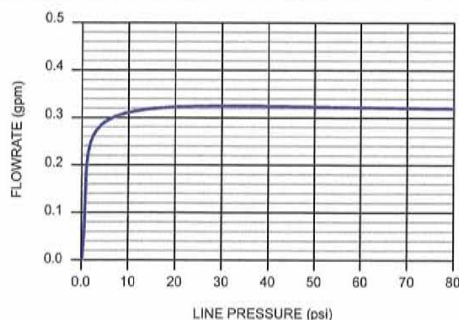
Designation	Part #	Packing
Insert only	A5.9041.1	3000
Regular male 15/16"-27	40.7068.613	500
Regular female 55/64"-27	40.7068.623	500
Reg. dual thread 15/16"-27 55/64"-27	40.7068.673	500
Vandal proof regular male 15/16"-27	40.7068.723	400
Vandal proof regular female 55/64"-27	40.7068.733	400
Vandal proof dual thread	40.7068.763	400
Vandal key	BX.399C.1	

*Other combinations also available

Color Code

Dome: White	Diffuser: Brown	Basket: Dark Gray
-------------	-----------------	-------------------

Flow Rate Curve



Dimensions

No	mm	In
A	13.00	.512
B	19.95	.785
C	≈ 25	≈ 1

Housings



Technical Data

Materials:	Body	Acetal
	O-ring	EPDM
	Washer	EPDM
Working temperature:		150°F
Working pressure:		125 psi

NEOPERL Inc., Waterbury, CT • Tel: 203-756-8891 • Fax: 203-755-5717 • www.neoperl.com

Feb. 2011 - Information subject to change without notice

TOTO®

CST454CEF(R)(G)

Drake® II Close Coupled Toilet, 1.28GPF

FEATURES

- Double Cyclone® flushing system, low consumption (1.28GPF/4.8LPF)
- Optional SanaGloss® ceramic glaze - SanaGloss glaze prevents debris, and mold from sticking to ceramic surfaces, leading to fewer chemicals and less water in cleaning.
- Universal Height
- Decorative two-piece design with high-profile tank
- Elongated front bowl and tank set, less seat
- Chrome trip lever
- 12" Rough-in, less supply

MODELS

- CST454CEFG
With SanaGloss ceramic glaze
- CST454CEF

COMPONENTS

- C454CEFG Elongated bowl with SanaGloss
- C454CEF Elongated bowl, less SanaGloss
- ST454E Tank and cover only
- ST454ER Tank and cover only, right-hand trip lever
- SS224 SoftClose® seat (sold separately)
- SS214 SoftClose® seat (sold separately)
- SS204 SoftClose® seat (sold separately)
- SS114 SoftClose® seat (sold separately)
- SC534 Commercial seat (sold separately)

COLORS/FINISHES

- Standard
- #01 Cotton
- #03 Bone
- #11 Colonial White
- #12 Sedona Beige
- #51 Ebony (not available in SanaGloss)

PRODUCT SPECIFICATION

The Two-piece low consumption Double Cyclone flushing system toilet shall be 1.28GPF/4.8LPF. Toilet shall have optional SanaGloss ceramic glaze and be at Universal Height. Toilet shall have high-profile tank, elongated front bowl and Chrome trip lever. Toilet shall be TOTO Model CST454CEF_____.



SanaGloss
DOUBLE CYCLONE
FLUSHING SYSTEM BY TOTO®

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
- ADA compliant (when installed with trip lever located on the approach side)



TRAFFIC ANALYSIS

1030 FULTON PROJECT

January 11, 2018

Prepared for: FULTON LANE PARTNERS, LLC

Prepared by: Mark D. Crane, P.E.
California Registered Traffic Engineer (#1381)
CRANE TRANSPORTATION GROUP
2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3406
cranetransgroup@gmail.com

I. INTRODUCTION

This report has been prepared at the request of Fulton Lane Partners, LLC to detail the local area circulation impacts due to development of a new two-story 11,000-square-foot office project along the north side of Fulton Lane just west of the Napa Valley Wine Train right-of-way.

Friday AM and PM peak hour traffic counts have been conducted at the Fulton Lane intersections with Railroad Avenue and Main Street (State Route 29-128) with Existing & Existing + Project operating conditions determined at the state highway intersection. A determination has then been made whether any of the project's circulation impacts would be considered significant based upon City of St. Helena criteria and, if so, what mitigation measures would be required.

II. SUMMARY OF FINDINGS

A. EXISTING (WITHOUT PROJECT) CONDITIONS

- The Main Street (SR 29-128)/Fulton Lane-Madrone Avenue signalized intersection is now operating at acceptable levels of service and vehicle delay during harvest Friday commute conditions (Level of Service B during the AM peak hour and Level of Service C during the PM peak hour). Also, the Fulton Lane/Railroad Avenue unsignalized intersection is operating at acceptable levels of service and delay during the same time periods (LOS B during the AM and PM peak hours).
- Volumes on Fulton Lane adjacent to the project site on a harvest Friday now range from 30 to 40 vehicles during the AM peak hour and 40 to 50 vehicles during the PM peak hour.

B. EXISTING + PROJECT CONDITIONS

- The proposed office project would be expected to generate 15 inbound and 3 outbound trips during the AM peak hour, with 3 inbound and 14 outbound trips during the PM peak hour.
- The Main Street (SR 29-128)/Fulton Lane-Madrone Avenue signalized intersection would continue to operate at an acceptable LOS B during the AM peak hour and an acceptable LOS C during the PM peak hour after the addition of project traffic. Average vehicle delays would be increased by less than a second during both time periods. Also, the Fulton Lane/Railroad Avenue unsignalized intersection would continue to operate at an acceptable LOS B after the addition of project traffic during both the AM and PM peak hours. *Less than Significant.*
- Both project driveway intersections with Fulton Lane would operate at LOS A during harvest Friday AM and PM peak hour conditions.

- Sight lines would be acceptable at the primary project driveway connection to Fulton Lane east of the Wine Train grade crossing serving on-site parking as well as at the existing secondary driveway connection west of the crossing leading to an additional parking area for the project. *Less than Significant.*
- A sidewalk will be provided on the north side of Fulton Lane across the Wine Train rail crossing connecting the end of the existing sidewalk to the west of the crossing to the project's internal pedestrian/bike circulation system east of the crossing. A pedestrian crossing of the Wine Train tracks will also be provided near the north end of the site leading to the secondary project parking area on the west side of the railroad. *Less than Significant.*

C. MITIGATION MEASURES

- No measures required.

III. PROJECT LOCATION & DESCRIPTION

The proposed project will be located in the northeastern section of the City of St. Helena on the north side of Fulton Lane just east of the Napa Valley Wine Train right-of-way (see **Figures 1 & 2**). The project site is currently vacant. The project will consist of (2) two-story structures. One structure will be 8,000 square feet and the other will be 3,000 square feet.

Project parking will be provided north of Fulton Lane both east and west of the Wine Train grade crossing. To the east of the crossing on-site project parking will be accessed via the primary driveway connection at the east end of the project's approximate 210-foot-long frontage (see **Figure 3, Site Plan**). This driveway will serve a common parking area located immediately adjacent to the east side of the office buildings. About 150 feet west of the crossing an existing driveway now serving several light industrial uses will be used to access an additional (secondary) parking area for the project adjacent to the railroad near the north end of the site. A pedestrian crossing of the railroad will connect this secondary parking area with the project office buildings (see **Figure 4**).

The project will widen its half section of Fulton Lane adjacent to the entire frontage. In addition, it will provide a sidewalk along the north side of Fulton Lane which will extend along the project frontage about 20 feet to the west edge of the project's west driveway. This sidewalk will provide access to walkways within the project site. The City of St. Helena has reviewed and approved the pedestrian and frontage improvements for the project.

IV. ANALYSIS TIME PERIODS & SCENARIOS

The following time periods and scenarios have been evaluated in this study.

- Existing (Without Project) harvest Friday AM & PM Peak Hour Conditions
- Existing + Project harvest Friday AM & PM Peak Hour Conditions

V. EXISTING CONDITIONS

A. ROADWAYS

Fulton Lane will provide access to both site driveways. It is a two-lane street extending easterly from a signalized intersection with Main Street (State Route 29 & 128) for about three quarters of a mile before it ends. The street changes name to Madrona Avenue to the west of the state highway. Fulton Lane has a Tee intersection with Railroad Avenue one block (about 370 feet) east of SR 29-128. The Railroad Avenue approach is stop sign controlled while the Fulton Lane approaches are uncontrolled. The Napa Valley Wine Train has a two-track at-grade crossing of Fulton Lane immediately west of the project site. The crossing is protected by gates and flashing lights. Fulton Lane is about 20 feet wide at the crossing. Adjacent to most of the site the street is about 13 feet wide, has dirt shoulders, and is lacking curbs, gutters or sidewalks. The posted speed limit is 25 miles per hour.

Main Street (State Routes 29 & 128) is the primary north-south travel route through the Napa Valley and the major north-south route through the City of St. Helena. Main Street is classified as a Regional Connector Street in the St. Helena General Plan Update 2030 Circulation element. In the project vicinity it has two travel lanes and on-street parking is allowed. Left turn lanes are provided on both approaches to this intersection. The posted speed limit is 25 miles per hour through the Fulton-Madrona intersection and 35 miles per hour to the north of the intersection.

Railroad Avenue is a two-lane local street extending southerly from Fulton Lane into downtown St. Helena.

Figure 2 provides a schematic presentation of approach lane geometrics and control at the two surveyed intersections.

B. VOLUMES

1. Existing Counts

The recently released Napa County Travel Behavioral Study¹ shows that the highest weekday volumes in Napa Valley occur on a Friday. Caltrans historical traffic count information for SR 29 also shows that Friday has the peak weekday traffic. Therefore, Friday traffic conditions were evaluated in this study.

¹ Fehr & Peers, December 8, 2014.

Friday AM peak period (7:00-9:00) and PM peak period (3:00-6:00) turn movement counts were conducted by All Traffic Data under the direction of Crane Transportation Group on Friday, November 4, 2016 at the Fulton Lane intersections with SR 29-128 and Railroad Avenue. The peak traffic hours were determined to be 8:00-9:00 AM and 4:30-5:30 PM. Count results are presented in **Figure 5**, while count worksheets are provided in the **Appendix**.

2. Seasonal Adjustments

Project traffic impacts have been evaluated during September harvest conditions as they reflect the highest volumes of the year. Based upon more than four years of historical information from Caltrans PeMS (Performance Measurement System) count surveys along SR 29 in the Napa Valley, September has the highest daily volumes of the year (during harvest).

November 2016 peak hour traffic counts were seasonally adjusted to reflect September 2016 harvest conditions. Historical traffic count data from Caltrans PeMS system as well as past studies were used to determine that September weekday volumes are about 10 percent higher than November weekday volumes. Resultant harvest 2016 Friday AM and PM peak hour volumes are presented in **Figure 6**. Expected two-way volumes along Fulton Lane adjacent to the project site would be about 30 to 40 vehicles during the AM peak hour and 40 to 50 vehicles during the PM peak hour.

C. INTERSECTION LEVEL OF SERVICE

1. Analysis Methodology

Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system.

Signalized Intersections. For signalized intersections, the 2010 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology was utilized. With this methodology, operations are defined by the level of service and average control delay per vehicle (measured in seconds) for the entire intersection. For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 1** summarizes the relationship between delay and LOS for signalized intersections.

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2010 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay reported for the stop sign controlled

approaches or turn movements. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

2. Minimum Acceptable Operation

a. Signalized Intersections on Main Street (SR 29-128)

The City of St. Helena uses LOS D as the poorest acceptable operation at a signalized intersection along Main Street.

b. Unsignalized Intersections Not on Main Street

The City of St. Helena uses LOS C at unsignalized intersections not on Main Street as the poorest acceptable operation for the side street stop sign controlled approach.

3. Existing Intersection Operation

Table 3 shows that all analyzed intersections are now operating at acceptable levels of service during both harvest Friday 2016 AM and PM peak hour conditions.

- SR 129-128/Fulton Lane-Madrone Street Intersection – AM Peak Hour: LOS B & PM Peak Hour: LOS C
- Fulton Lane/Railroad Avenue – AM Peak Hour: LOS B & PM Peak Hour: LOS B

D. PEDESTRIAN & BICYCLE FACILITIES

There are no sidewalks along either side of Fulton Lane to the east of the Napa Wine Train grade crossing. However, a sidewalk is in place on the north side of the street extending from just west of the Wine Train crossing to Main Street (SR 29-128). Sidewalks are also in place along both sides of Railroad Avenue and Main Street.

There are no Class I, II or III bike paths, lanes or street designations in the immediate project vicinity. However, the Class I Vine Trail is proposed to run along the Wine Train right-of-way at some unspecified time in the future.

VI. PROJECT IMPACTS

A. SIGNIFICANCE CRITERIA

The significance criteria utilized in this study are based on the City of St. Helena's General Plan Circulation Element documentation for roadway and intersection operations.

The City's current LOS standard is LOS D for intersections on Main Street (SR 29/128) and LOS C elsewhere. Based on City of St. Helena and CEQA standards, a project's impact would be considered significant if any of the following conditions occur.

- If operating conditions at a signalized intersection on Main Street (SR 29/128) deteriorate from LOS D without the project to LOS E or F with the project.
- If operating conditions at a signalized intersection on Main Street (SR 29/128) operating at LOS E without the project deteriorate to LOS F with the project.
- If the average intersection delays at a signalized intersection operating at LOS E or F without the project increases by more than five seconds with the project.
- If operating conditions at an unsignalized intersection not on Main Street deteriorate from LOS C or better to LOS D or poorer with the project.
- If, in the opinion of the registered traffic engineer conducting this study, the addition of project traffic, pedestrian or bicycle riders would result in a significant safety impact.

B. PROJECT TRIP GENERATION

Project trip generation has been developed using the traffic engineering profession's standard source of trip rate data: *Trip Generation Manual*, 9th Edition, by the Institute of Transportation Engineers, 2012. Land use code 710 (General Office Building) was used for evaluation purposes.

Table 4 shows that on a harvest Friday the proposed office project would be expected to generate about 15 inbound and 3 outbound trips during the AM commute peak traffic hour, with about 3 inbound and 14 outbound trips during the PM commute peak traffic hour. Average rather than fitted curve equation trip rates were used for evaluation purposes as fitted curve rates provide completely illogical projections for offices less than 50,000 square feet in size. For example, the fitted curve projection of 91 two-way PM peak hour trips from an 11,000-square-foot office is not believable.

C. PROJECT TRIP DISTRIBUTION

Based upon the existing traffic counts, it was estimated that most project office employees and visitors traveling to/from the south would split about equally between Railroad Avenue and Main Street (SR 29-128).

Figure 7 presents the project traffic increment expected during the Friday AM and PM peak traffic hours, while **Figure 8** presents Existing + Project harvest Friday AM and PM peak hour volumes.

D. PROJECT IMPACTS

1. Intersection Level of Service

Table 3 shows that the addition of project traffic would produce no significant impacts at either the signalized Main Street (SR 29-128)/Fulton Lane-Madrona Avenue intersection or at the unsignalized Fulton Lane/Railroad Avenue intersection during the existing harvest Friday AM or PM peak traffic hours. At Main Street/Fulton Lane-Madrona Avenue, AM peak hour operation would remain LOS B with only a 0.1 second increase in vehicle control delay, while PM peak hour operation would remain LOS C with only a 0.4 second increase in vehicle control delay. At Fulton Lane/Railroad Avenue, the stop sign controlled Railroad Avenue approach would remain LOS B during both the harvest Friday AM and PM peak hours. **Table 3** also shows that both stop sign controlled project driveway approaches to Fulton Lane would be operating at LOS A conditions during both the AM and PM peak hours. *Less than Significant.*

2. Sight Lines at Project Driveways

The proposed project will have a single primary driveway connection from Fulton Lane to on-site parking east of the Wine Train grade crossing (see **Figure 2**). The connection will be about 30 feet from the project's east boundary and will accommodate in and outbound traffic flow.

Fulton Lane is level and straight at the primary project driveway connection. Sight lines for drivers exiting the driveway would be greater than 500 feet to the east or west along Fulton Lane. While the posted speed along Fulton Lane near the project site is 25 miles per hour, surveyed speeds by Crane Transportation Group ranged from 25 to 40 miles per hour. Acceptable sight lines for private driveway connections to public roads are based upon minimum stopping sight distance. Using *Caltrans Highway Design Manual* (2014) standards, a vehicle driving 40 miles per hour on a level road would require a minimum stopping sight distance of 300 feet. Therefore, sight lines at the proposed primary project driveway connection would be acceptable.

The existing light industrial driveway west of the Wine Train crossing that would also be used as an access to secondary project parking has sight lines greater than 500 feet both to the east and west. Therefore, sight lines would also be acceptable at this location for project drivers. *Less than Significant.*

3. Pedestrian & Bicycle Rider Impacts

The project will extend the sidewalk along the north side of Fulton Lane from its current terminus just west of the Wine Train at-grade crossing across the two railroad tracks and along the project's frontage for about 20 feet to the western edge of the project's western driveway. It will connect with the project's internal pedestrian/bicycle circulation plan. The project site will also act as an informal stop on the Vine Trail pedestrian/bicycle path, which will be constructed

at some time in the future along the Wine Train right-of-way. City staff have approved the project's pedestrian/bicycle circulation plan. ***Less than Significant.***

VII. MITIGATION MEASURES

No measures required.

This Report is intended for presentation and use in its entirety, together with all of its supporting exhibits, schedules, and appendices. Crane Transportation Group will have no liability for any use of the Report other than in its entirety, such as providing an excerpt to a third party or quoting a portion of the Report. If you provide a portion of the Report to a third party, you agree to hold CTG harmless against any liability to such third parties based upon their use of or reliance upon a less than complete version of the Report.

Figures

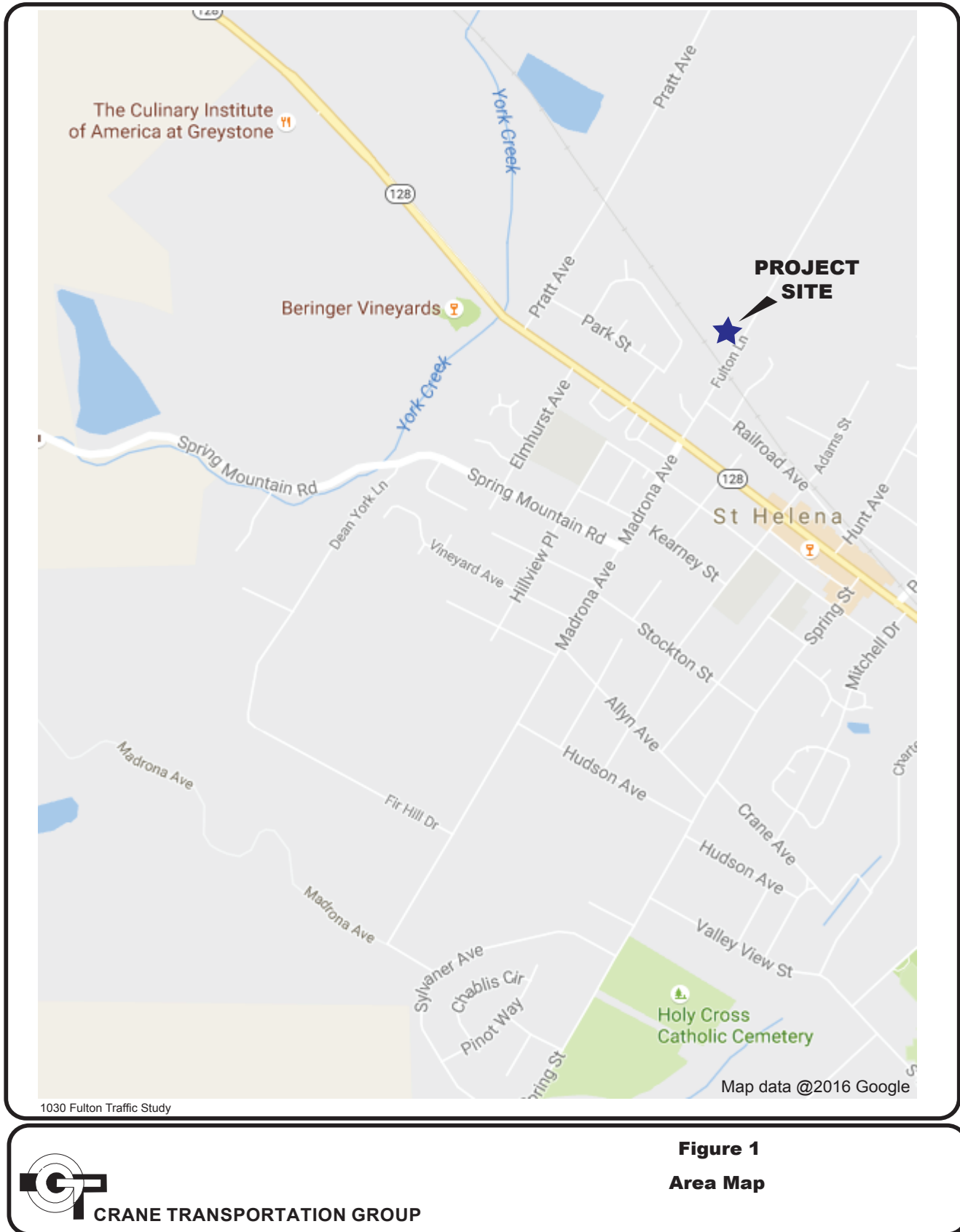
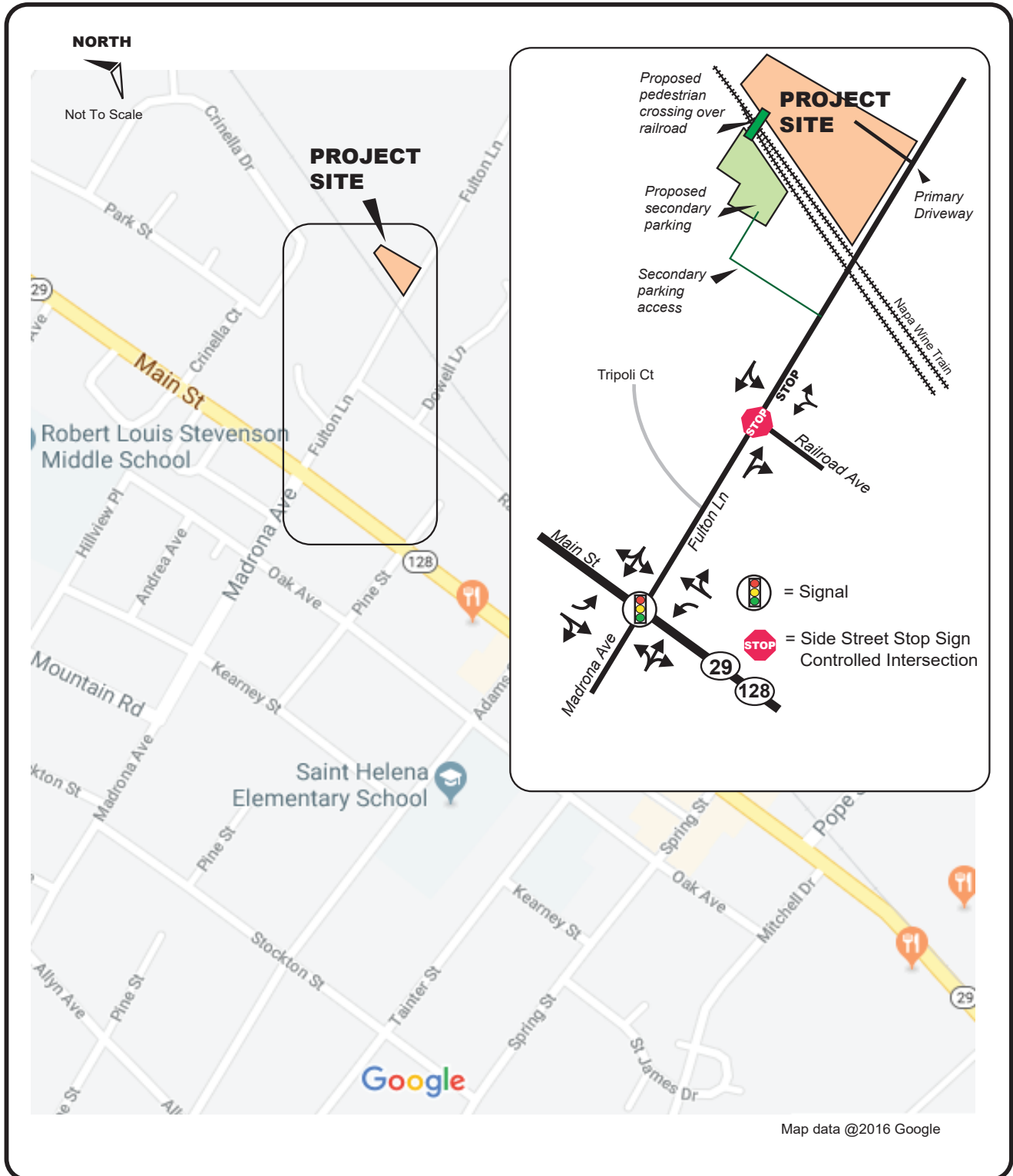


Figure 1
Area Map



CRANE TRANSPORTATION GROUP



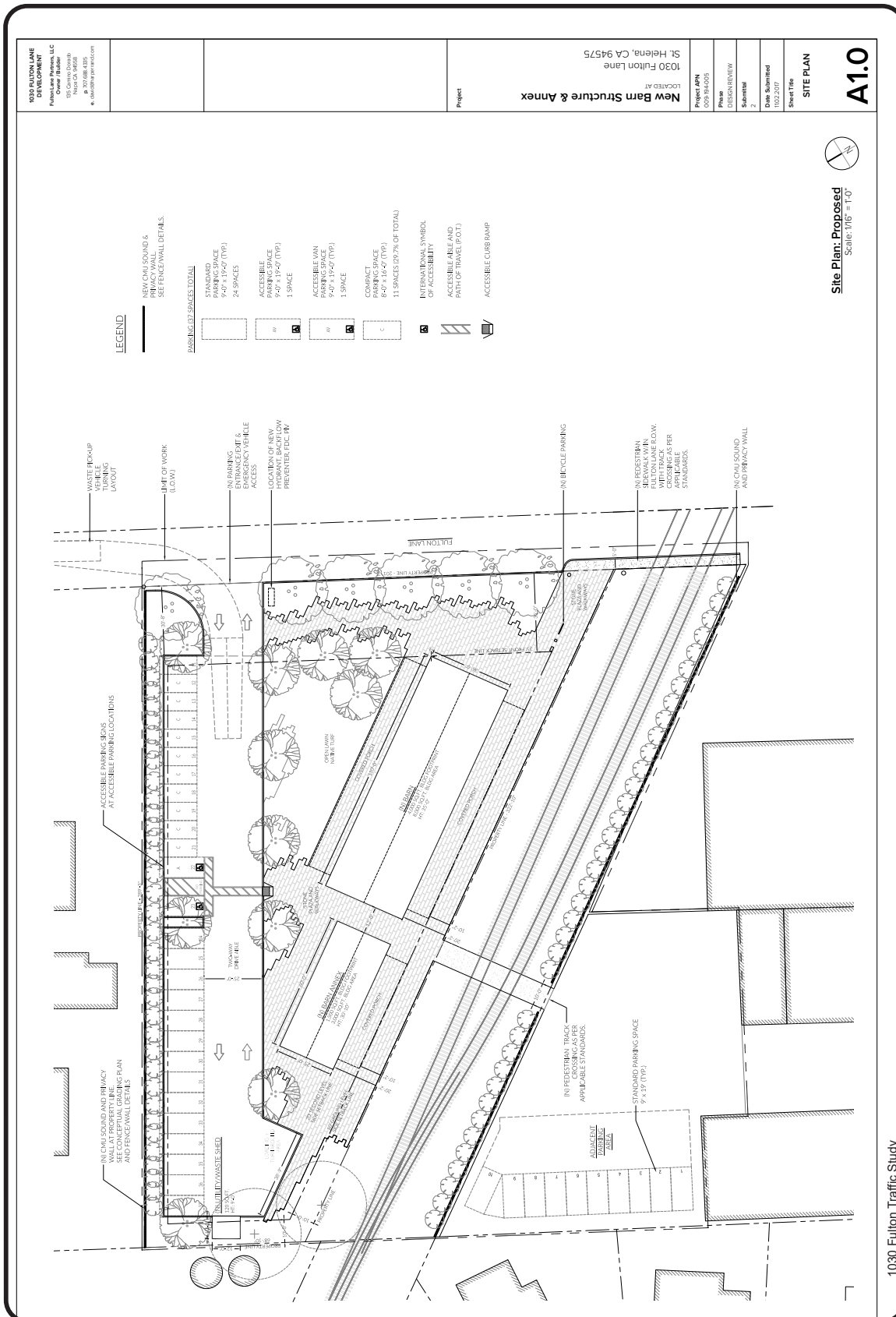


Figure 3 Site Plan



1030 Fulton Traffic Study

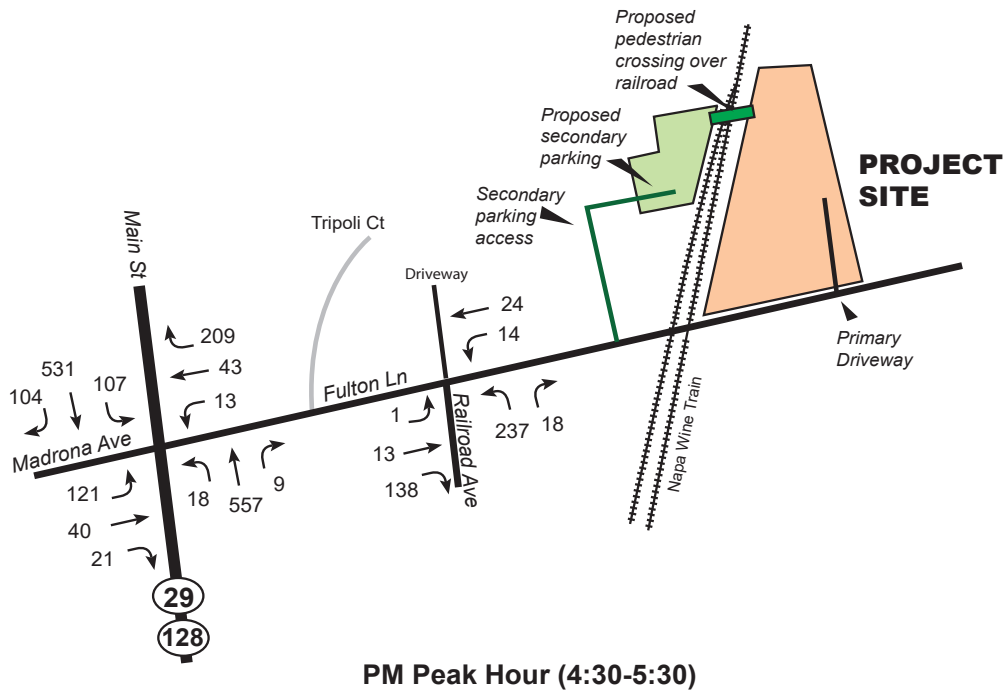
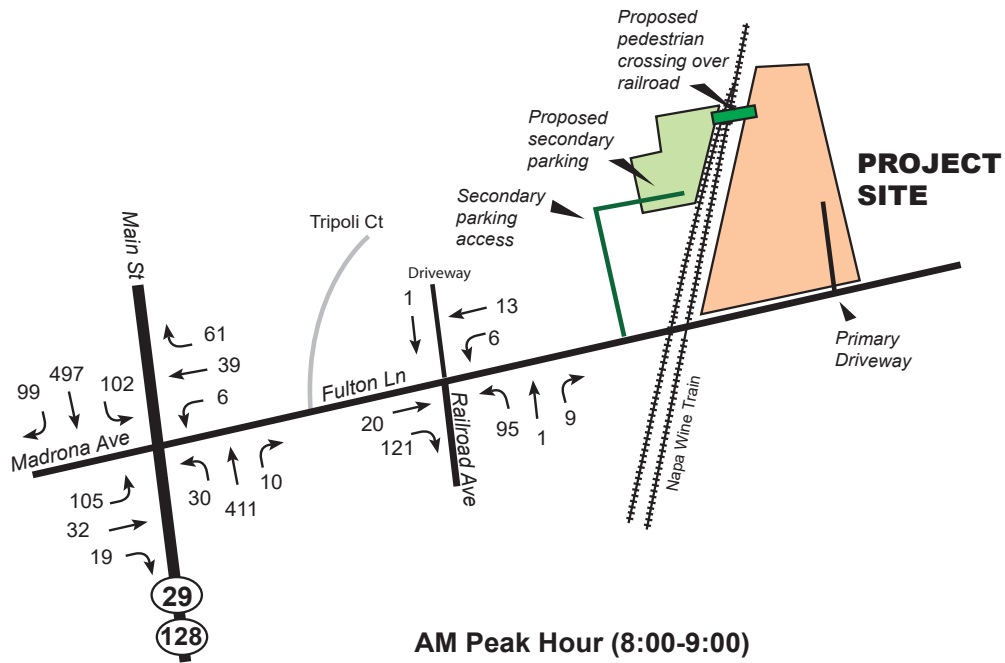


CRANE TRANSPORTATION GROUP

Figure 4
Project Parking

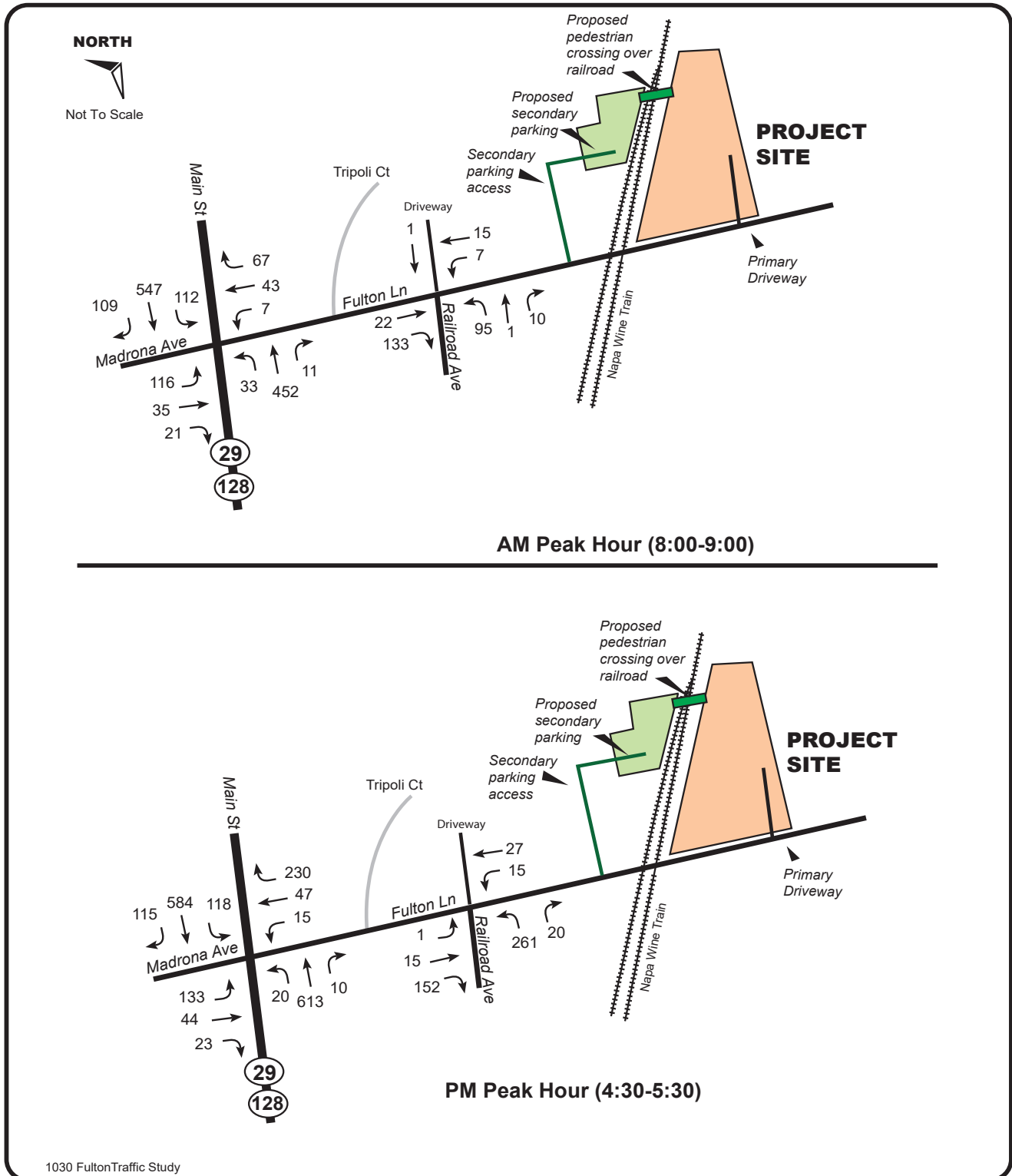
NORTH

Not To Scale



1030 Fulton Traffic Study

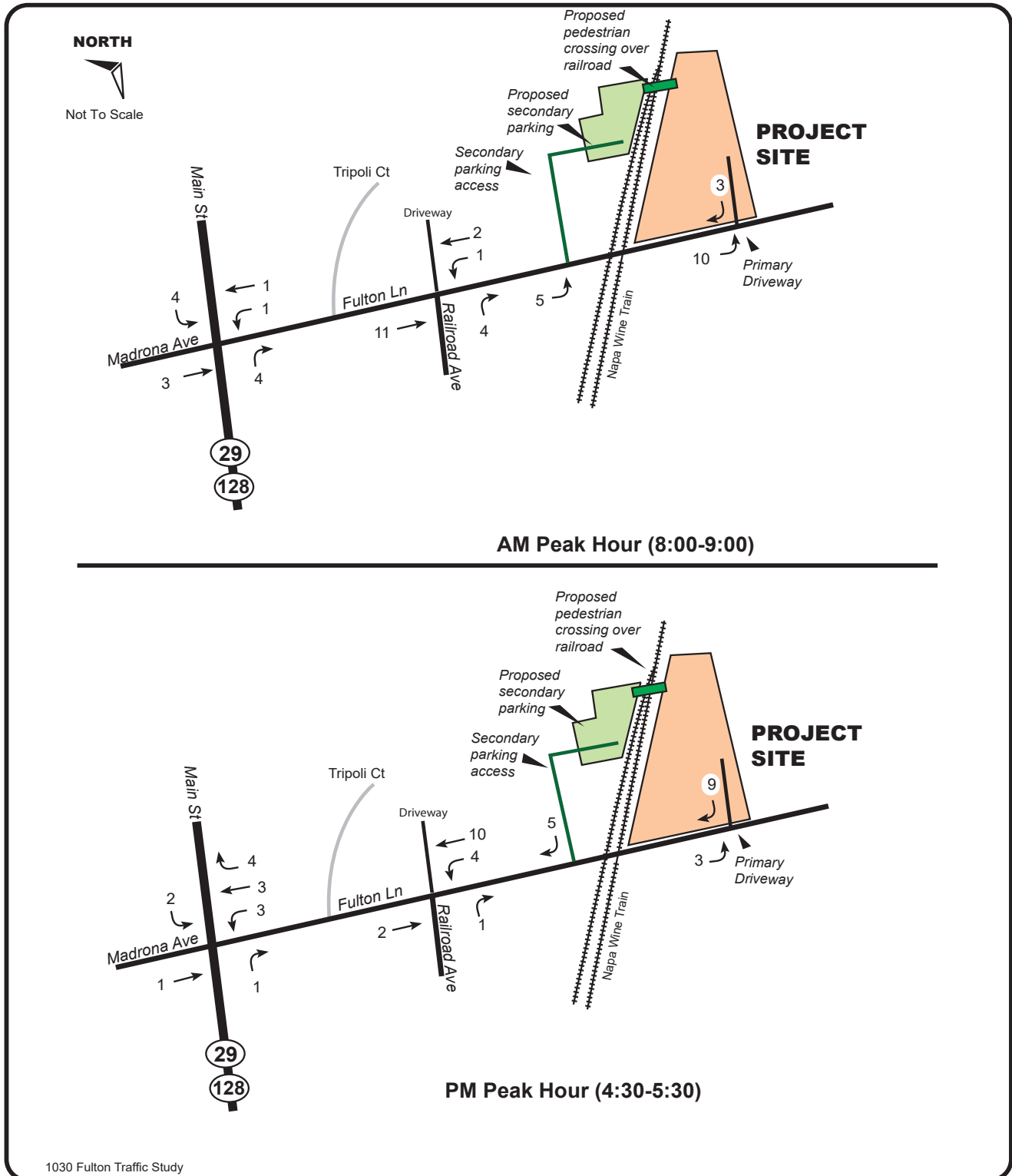
Figure 5
Existing Friday AM & PM
Peak Hour Traffic Volumes
November 4 - 2016



CRANE TRANSPORTATION GROUP

Figure 6

Existing (without Project) Harvest Friday AM & PM Peak Hour Traffic Volumes



CRANE TRANSPORTATION GROUP

Figure 7
Harvest Friday AM & PM Peak Hour
Project Trip Distribution

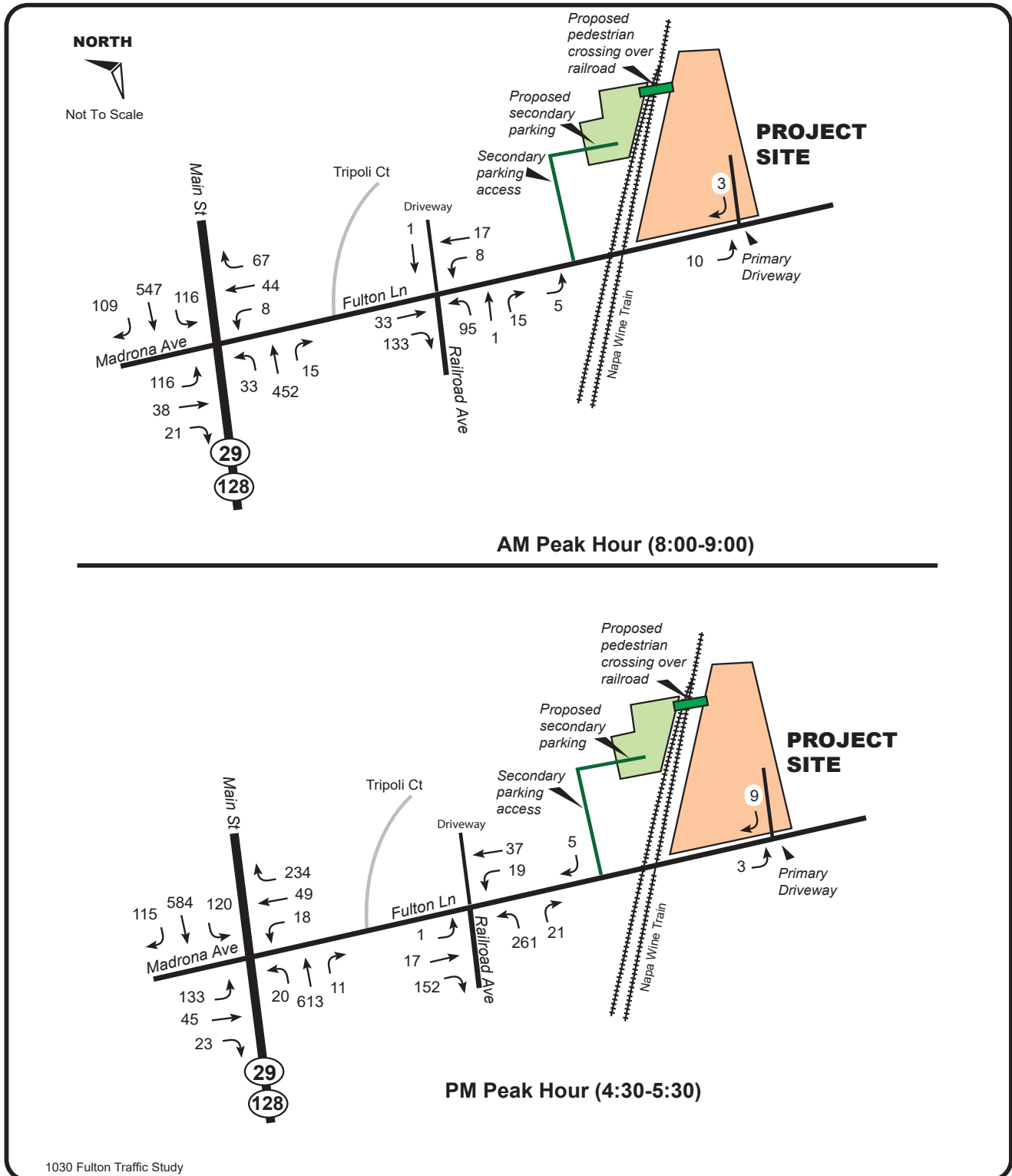


Figure 8

**Existing + Project Harvest Friday AM & PM
Peak Hour Traffic Volumes**

Tables

Table 1

SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2010 Highway Capacity Manual (Transportation Research Board).

Table 2

UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	≤ 10.0
B	Short traffic delays	10.0 to 15.0
C	Average traffic delays	15.0 to 25.0
D	Long traffic delays	25.0 to 35.0
E	Very long traffic delays	35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

Source: 2010 Highway Capacity Manual (Transportation Research Board).

Table 3

INTERSECTION LEVEL OF SERVICE**EXISTING & EXISTING + PROJECT
SEPTEMBER (HARVEST) 2016**

INTERSECTION	FRIDAY			
	AM PEAK HOUR		PM PEAK HOUR	
	EXISTING	EXISTING + PROJECT	EXISTING	EXISTING + PROJECT
Main Street (SR 29-128)/Fulton Lane-Madrona Avenue	B-12.5 ⁽¹⁾	B-12.6	C-21.3	C-21.7
Fulton Lane/Railroad Avenue	B-10.3 ⁽²⁾	B-10.3	B-12.5	B-12.9
Fulton Road/ Project Driveway East of Wine Train Crossing (Primary Access)	NA	A-8.4 ⁽³⁾	NA	A-8.5
Fulton Road/Parking Lot Driveway between Wine Train Crossing & Railroad Avenue (Secondary Access)	A-8.4 ⁽³⁾	A-8.4	A-8.5	A-8.6

(1) Signalized level of service – control delay in seconds.

(2) Side street stop sign controlled level of service – control delay in seconds: Northbound Railroad Avenue approach.

(3) Side street stop sign controlled level of service – control delay in seconds. Southbound Driveway approaches.

Year 2010 Highway Capacity Manual analysis methodology.

Source: Crane Transportation Group

Table 4

PROJECT TRIP GENERATION

FULTON LANE PROJECT

USE	SIZE	WEEKDAY TRIPS							
		AM PEAK HOUR				PM PEAK HOUR			
		INBOUND		OUTBOUND		INBOUND		OUTBOUND	
		RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
Office	11,000 SQ.FT.	1.37	15	.19	3	.25	3	1.24	14

Trip rate source: Trip Generation Manual, 9th Edition, by the Institute of Transportation Engineers, 2012.
Compiled by: Crane Transportation Group

TECHNICAL APPENDIX

Capacity Worksheets

Traffic Counts

National Data and Surveying Services

City of St Helena
All Vehicles & Utturns On Unshifted
Bikes & Peds On Bank 1
Heavy Trucks On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7795-002 Fulton Ln & Railroad Ave
Date : 11/4/16

Unshifted Count = All Vehicles & Utturns

START TIME	Southbound					Westbound					Northbound					Eastbound					Total	Utturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	1	3	0	0	4	6	0	2	0	8	0	6	7	0	13	25	0
7:15	0	0	0	0	0	1	4	0	0	5	5	0	1	0	6	0	2	13	0	15	26	0
7:30	0	0	0	0	0	0	4	0	0	4	12	0	4	0	16	0	2	12	0	14	34	0
7:45	0	1	0	0	1	5	2	0	0	7	17	0	0	0	17	0	8	14	0	22	47	0
Total	0	1	0	0	1	7	13	0	0	20	40	0	7	0	47	0	18	46	0	64	132	0
8:00	0	0	0	0	0	1	1	0	0	2	29	0	2	0	31	0	4	20	0	24	57	0
8:15	0	1	0	1	2	3	3	0	0	6	22	0	3	0	25	0	9	39	1	49	82	2
8:30	0	0	0	0	0	1	5	0	0	6	25	1	4	0	30	0	3	30	0	33	69	0
8:45	0	0	0	0	0	1	4	0	0	5	19	0	0	0	19	0	4	32	0	36	60	0
Total	0	1	0	1	2	6	13	0	0	19	95	1	9	0	105	0	20	121	1	142	268	2
15:00	0	0	0	0	0	7	6	0	0	13	40	0	6	0	46	0	9	24	0	33	92	0
15:15	0	0	0	0	0	5	7	0	0	12	63	0	5	0	68	0	6	35	0	41	121	0
15:30	0	0	0	0	0	3	8	0	0	11	55	0	6	0	61	0	5	24	0	29	101	0
15:45	0	0	0	0	0	2	4	0	0	6	62	0	5	0	67	1	7	22	0	30	103	0
Total	0	0	0	0	0	17	25	0	0	42	220	0	22	0	242	1	27	105	0	133	417	0
16:00	0	0	0	0	0	10	1	0	0	11	56	0	3	0	59	0	3	33	0	36	106	0
16:15	0	0	0	0	0	2	11	0	0	13	69	0	6	0	75	0	5	33	0	38	126	0
16:30	0	0	0	0	0	4	2	0	0	6	50	0	8	0	58	0	3	29	0	32	96	0
16:45	0	0	0	0	0	4	7	0	0	11	57	0	2	0	59	1	5	48	0	54	124	0
Total	0	0	0	0	0	20	21	0	0	41	232	0	19	0	251	1	16	143	0	160	452	0
17:00	0	0	0	0	0	2	8	0	0	10	60	0	6	0	66	0	5	33	0	38	114	0
17:15	0	0	0	0	0	4	6	0	0	10	70	0	2	0	72	0	0	28	0	28	110	0
17:30	0	0	0	0	0	1	1	0	0	2	36	0	0	0	36	0	3	28	0	31	69	0
17:45	0	0	0	0	0	3	2	0	0	5	50	0	1	0	51	0	2	17	0	19	75	0
Total	0	0	0	0	0	10	17	0	0	27	216	0	9	0	225	0	10	106	0	116	368	0
Grand Total	0	2	0	1	3	60	89	0	0	149	803	1	66	0	870	2	91	521	1	615	1637	2
Apprch %	0.0%	66.7%	0.0%	33.3%		40.3%	59.7%	0.0%	0.0%		92.3%	0.1%	7.6%	0.0%		0.3%	14.8%	84.7%	0.2%			
Total %	0.0%	0.1%	0.0%	0.1%	0.2%	3.7%	5.4%	0.0%	0.0%	9.1%	49.1%	0.1%	4.0%	0.0%	53.1%	0.1%	5.6%	31.8%	0.1%	37.6%	100.0%	

AM PEAK HOUR	Southbound					Westbound					Northbound					Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	1	1	0	0	2	29	0	2	0	31	0	4	20	0	24	57
8:15	0	1	0	1	2	3	3	0	0	6	22	0	3	0	25	0	9	39	1	49	82
8:30	0	0	0	0	0	1	5	0	0	6	25	1	4	0	30	0	3	30	0	33	69
8:45	0	0	0	0	0	1	4	0	0	5	19	0	0	0	19	0	4	32	0	36	60
Total Volume	0	1	0	1	2	6	13	0	0	19	95	1	9	0	105	0	20	121	1	142	268
% App Total	0.0%	50.0%	0.0%	50.0%		31.6%	68.4%	0.0%	0.0%		90.5%	1.0%	8.6%	0.0%		0.0%	14.1%	85.2%	0.7%		
PHF	.000	.250	.000	.250	.250	.500	.650	.000	.000	.792	.819	.250	.563	.000	.847	.000	.556	.776	.250	.724	.817

PM PEAK HOUR	Southbound					Westbound					Northbound					Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	2	11	0	0	13	69	0	6	0	75	0	5	33	0	38	126
16:30	0	0	0	0	0	4	2	0	0	6	50	0	8	0	58	0	3	29	0	32	96
16:45	0	0	0	0	0	4	7	0	0	11	57	0	2	0	59	1	5	48	0	54	124
17:00	0	0	0	0	0	2	8	0	0	10	60	0	6	0	66	0	5	33	0	38	114
Total Volume	0	0	0	0	0	12	28	0	0	40	236	0	22	0	258	1	18	143	0	162	460
% App Total	0.0%	0.0%	0.0%	0.0%		30.0%	70.0%	0.0%	0.0%		91.5%	0.0%	8.5%	0.0%		0.6%	11.1%	88.3%	0.0%		
PHF	.000	.000	.000	.000	.000	.750	.636	.000	.000	.769	.855	.000	.688	.000	.860	.250	.900	.745	.000	.750	.913

National Data and Surveying Services

(323) 782-0090

info@ndsdata.com

File Name : 16-7795-001 SR 29 & Fulton Ln/Madrona Ave

Date : 11/4/16

City of St Helena

All Vehicles & Utturns On Unshifted

Bikes & Peds On Bank 1

Heavy Trucks On Bank 2

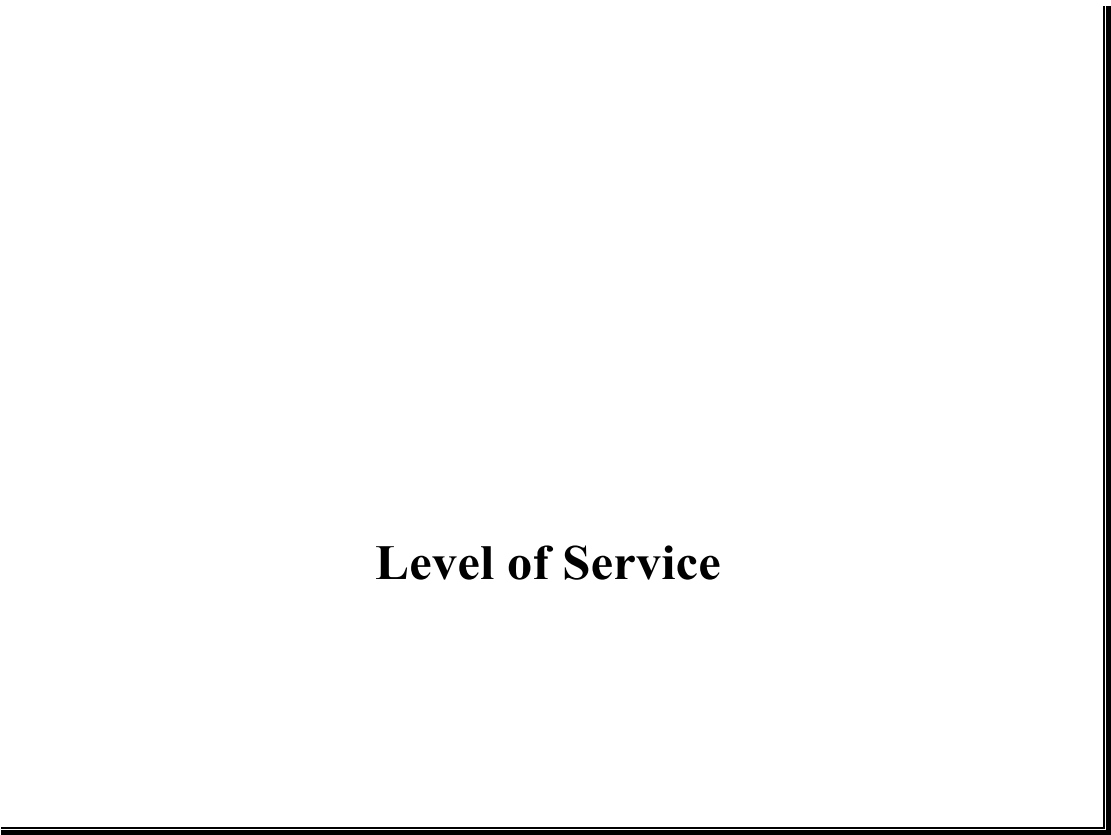
Unshifted Count = All Vehicles & Utturns

START TIME	Southbound					Westbound					Northbound					Eastbound					Total	Utturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	5	76	6	0	87	1	1	8	0	10	3	89	3	0	95	5	1	6	0	12	204	0
7:15	13	121	4	0	138	2	4	6	0	12	4	116	1	0	121	4	2	4	0	10	281	0
7:30	10	114	8	0	132	1	3	10	1	15	5	111	1	0	117	16	3	7	0	26	290	1
7:45	18	133	29	0	180	1	9	15	0	25	8	99	3	0	110	9	5	9	0	23	338	0
Total	46	444	47	0	537	5	17	39	1	62	20	415	8	0	443	34	11	26	0	71	1113	1
8:00	19	128	37	0	184	1	17	13	0	31	14	81	2	0	97	30	7	2	0	39	351	0
8:15	29	122	25	0	176	2	10	15	0	27	7	118	5	0	130	32	15	8	0	55	388	0
8:30	25	115	12	0	152	3	9	17	0	29	5	112	3	0	120	23	4	5	0	32	333	0
8:45	29	132	25	0	186	0	3	16	0	19	4	100	0	0	104	20	6	4	0	30	339	0
Total	102	497	99	0	698	6	39	61	0	106	30	411	10	0	451	105	32	19	0	156	1411	0
15:00	22	117	23	0	162	2	9	38	0	49	3	133	4	0	140	35	7	4	0	46	397	0
15:15	26	111	23	0	160	0	20	46	0	66	6	117	5	0	128	29	9	5	0	43	397	0
15:30	13	119	25	0	157	8	12	44	0	64	7	118	3	0	128	41	15	6	0	62	411	0
15:45	20	112	17	0	149	6	13	50	0	69	6	127	4	0	137	49	6	8	0	63	418	0
Total	81	459	88	0	628	16	54	178	0	248	22	495	16	0	533	154	37	23	0	214	1623	0
16:00	24	126	20	0	170	2	6	51	0	59	2	150	4	0	156	34	9	5	0	48	433	0
16:15	27	137	23	0	187	5	10	61	0	76	2	136	8	0	146	30	5	0	0	35	444	0
16:30	22	141	23	0	186	2	10	43	0	55	6	128	2	0	136	32	13	3	0	48	425	0
16:45	36	134	34	0	204	1	10	52	0	63	4	139	2	0	145	28	11	4	0	43	455	0
Total	109	538	100	0	747	10	36	207	0	253	14	553	16	0	583	124	38	12	0	174	1757	0
17:00	24	114	16	0	154	4	14	54	0	72	4	144	1	0	149	27	13	7	0	47	422	0
17:15	25	142	31	0	198	6	9	60	0	75	4	146	4	0	154	34	3	7	0	44	471	0
17:30	22	133	25	0	180	1	5	33	0	39	5	130	2	0	137	23	7	5	0	35	391	0
17:45	11	118	21	0	150	0	11	42	0	53	1	122	2	0	125	18	5	6	0	29	357	0
Total	82	507	93	0	682	11	39	189	0	239	14	542	9	0	565	102	28	25	0	155	1641	0
Grand Total	420	2445	427	0	3292	48	185	674	1	908	100	2416	59	0	2575	519	146	105	0	770	7545	1
Apprch %	12.8%	74.3%	13.0%	0.0%		5.3%	20.4%	74.2%	0.1%		3.9%	93.8%	2.3%	0.0%		67.4%	19.0%	13.6%	0.0%			
Total %	5.6%	32.4%	5.7%	0.0%	43.6%	0.6%	2.5%	8.9%	0.0%	12.0%	1.3%	32.0%	0.8%	0.0%	34.1%	6.9%	1.9%	1.4%	0.0%	10.2%	100.0%	

AM PEAK HOUR	Southbound					Westbound					Northbound					Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	19	128	37	0	184	1	17	13	0	31	14	81	2	0	97	30	7	2	0	39	351
8:15	29	122	25	0	176	2	10	15	0	27	7	118	5	0	130	32	15	8	0	55	388
8:30	25	115	12	0	152	3	9	17	0	29	5	112	3	0	120	23	4	5	0	32	333
8:45	29	132	25	0	186	0	3	16	0	19	4	100	0	0	104	20	6	4	0	30	339
Total Volume	102	497	99	0	698	6	39	61	0	106	30	411	10	0	451	105	32	19	0	156	1411
% App Total	14.6%	71.2%	14.2%	0.0%		5.7%	36.8%	57.5%	0.0%		6.7%	91.1%	2.2%	0.0%		67.3%	20.5%	12.2%	0.0%		
PHF	.879	.941	.669	.000	.938	.500	.574	.897	.000	.855	.536	.871	.500	.000	.867	.820	.533	.594	.000	.709	.909

PM PEAK HOUR	Southbound					Westbound					Northbound					Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	22	141	23	0	186	2	10	43	0	55	6	128	2	0	136	32	13	3	0	48	425
16:45	36	134	34	0	204	1	10	52	0	63	4	139	2	0	145	28	11	4	0	43	455
17:00	24	114	16	0	154	4	14	54	0	72	4	144	1	0	149	27	13	7	0	47	422
17:15	25	142	31	0	198	6	9	60	0	75	4	146	4	0	154	34	3	7	0	44	471
Total Volume	107	531	104	0	742	13	43	209	0	265	18	557	9	0	584	121	40	21	0	182	1773
% App Total	14.4%	71.6%	14.0%	0.0%		4.9%	16.2%	78.9%	0.0%		3.1%	95.4%	1.5%	0.0%		66.5%	22.0%	11.5%	0.0%		
PHF	.743	.935	.765	.000	.909	.542	.768	.871	.000	.883	.750	.954	.563	.000	.948	.890	.769	.750	.000	.948	.941

Level of Service



HCM 2010 Signalized Intersection Summary
2: SR29 & Madrona Ave/Fulton Ln

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	35	21	7	43	67	33	452	11	112	547	109
Future Volume (veh/h)	116	35	21	7	43	67	33	452	11	112	547	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1875	1900	1845	1731	1900	1881	1778	1900
Adj Flow Rate, veh/h	127	38	23	8	47	74	36	497	12	123	601	120
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	3	10	10	1	8	8
Cap, veh/h	211	51	27	50	111	159	477	1240	30	642	1060	212
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	882	315	167	44	685	982	722	1683	41	895	1439	287
Grp Volume(v), veh/h	188	0	0	129	0	0	36	0	509	123	0	721
Grp Sat Flow(s),veh/h/ln	1365	0	0	1712	0	0	722	0	1724	895	0	1726
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	9.8	5.3	0.0	16.8
Cycle Q Clear(g_c), s	11.9	0.0	0.0	6.2	0.0	0.0	18.9	0.0	9.8	15.1	0.0	16.8
Prop In Lane	0.68		0.12	0.06		0.57	1.00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	289	0	0	320	0	0	477	0	1270	642	0	1272
V/C Ratio(X)	0.65	0.00	0.00	0.40	0.00	0.00	0.08	0.00	0.40	0.19	0.00	0.57
Avail Cap(c_a), veh/h	306	0	0	341	0	0	477	0	1270	642	0	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	0.0	33.8	0.0	0.0	9.6	0.0	4.4	7.2	0.0	5.3
Incr Delay (d2), s/veh	4.5	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.9	0.7	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	2.9	0.0	0.0	0.5	0.0	4.9	1.4	0.0	8.5
LnGrp Delay(d),s/veh	40.7	0.0	0.0	34.6	0.0	0.0	9.9	0.0	5.3	7.8	0.0	7.1
LnGrp LOS	D			C			A		A	A		A
Approach Vol, veh/h		188			129			545			844	
Approach Delay, s/veh		40.7			34.6			5.6			7.2	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		18.9		70.0		18.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		65.5		15.5		65.5		15.5				
Max Q Clear Time (g_c+l1), s		20.9		13.9		18.8		8.2				
Green Ext Time (p_c), s		6.9		0.2		6.9		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				12.5								
HCM 2010 LOS				B								
Notes												

Existing AM Peak Hour
without Project

Synchro 9 Report
Page 1

HCM 2010 Signalized Intersection Summary
2: SR29 & Madrona Ave/Fulton Ln

User approved pedestrian interval to be less than phase max green.

HCM 2010 Signalized Intersection Summary
2: SR29 & Madrona Ave/Fulton Ln

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	38	21	8	44	67	33	452	15	116	547	109
Future Volume (veh/h)	115	38	21	8	44	67	33	452	15	116	547	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1873	1900	1845	1732	1900	1881	1778	1900
Adj Flow Rate, veh/h	126	42	23	9	48	74	36	497	16	127	601	120
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	3	10	10	1	8	8
Cap, veh/h	208	56	27	52	113	158	475	1228	40	637	1059	211
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	863	343	165	51	695	969	722	1669	54	892	1439	287
Grp Volume(v), veh/h	191	0	0	131	0	0	36	0	513	127	0	721
Grp Sat Flow(s),veh/h/ln	1371	0	0	1716	0	0	722	0	1722	892	0	1726
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	10.0	5.6	0.0	16.9
Cycle Q Clear(g_c), s	12.1	0.0	0.0	6.3	0.0	0.0	19.0	0.0	10.0	15.5	0.0	16.9
Prop In Lane	0.66		0.12	0.07		0.56	1.00		0.03	1.00		0.17
Lane Grp Cap(c), veh/h	290	0	0	323	0	0	475	0	1268	637	0	1270
V/C Ratio(X)	0.66	0.00	0.00	0.41	0.00	0.00	0.08	0.00	0.40	0.20	0.00	0.57
Avail Cap(c_a), veh/h	306	0	0	341	0	0	475	0	1268	637	0	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	0.0	33.8	0.0	0.0	9.6	0.0	4.4	7.3	0.0	5.3
Incr Delay (d2), s/veh	4.7	0.0	0.0	0.8	0.0	0.0	0.3	0.0	1.0	0.7	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	3.0	0.0	0.0	0.5	0.0	5.0	1.5	0.0	8.5
LnGrp Delay(d),s/veh	40.9	0.0	0.0	34.6	0.0	0.0	9.9	0.0	5.4	8.0	0.0	7.2
LnGrp LOS	D			C			A		A	A		A
Approach Vol, veh/h		191			131			549			848	
Approach Delay, s/veh		40.9			34.6			5.7			7.3	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		19.0		70.0		19.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		65.5		15.5		65.5		15.5				
Max Q Clear Time (g_c+I1), s		21.0		14.1		18.9		8.3				
Green Ext Time (p_c), s		7.0		0.2		7.0		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				12.6								
HCM 2010 LOS				B								
Notes												

Existing AM Peak Hour
with Project

Synchro 9 Report
Page 1

HCM 2010 Signalized Intersection Summary
2: SR29 & Madrona Ave/Fulton Ln

User approved pedestrian interval to be less than phase max green.

HCM 2010 Signalized Intersection Summary
2: SR29 & Madrona Ave/Fulton Ln

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	44	23	15	47	230	20	613	10	118	584	115
Future Volume (veh/h)	133	44	23	15	47	230	20	613	10	118	584	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1878	1900	1900	1846	1900	1900	1851	1900
Adj Flow Rate, veh/h	141	47	24	16	50	245	21	652	11	126	621	122
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	2	2	0	3	3	0	3	3
Cap, veh/h	200	63	27	47	86	363	356	1172	20	418	971	191
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	537	234	98	45	318	1346	728	1809	31	784	1500	295
Grp Volume(v), veh/h	212	0	0	311	0	0	21	0	663	126	0	743
Grp Sat Flow(s),veh/h/ln	869	0	0	1709	0	0	728	0	1840	784	0	1795
Q Serve(g_s), s	8.7	0.0	0.0	0.0	0.0	0.0	1.9	0.0	21.6	11.5	0.0	27.1
Cycle Q Clear(g_c), s	27.0	0.0	0.0	18.3	0.0	0.0	29.1	0.0	21.6	33.1	0.0	27.1
Prop In Lane	0.67		0.11	0.05		0.79	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	290	0	0	496	0	0	356	0	1191	418	0	1162
V/C Ratio(X)	0.73	0.00	0.00	0.63	0.00	0.00	0.06	0.00	0.56	0.30	0.00	0.64
Avail Cap(c_a), veh/h	302	0	0	512	0	0	356	0	1191	418	0	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	0.0	35.9	0.0	0.0	20.3	0.0	10.6	19.7	0.0	11.5
Incr Delay (d2), s/veh	8.4	0.0	0.0	2.3	0.0	0.0	0.3	0.0	1.9	1.8	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	8.7	0.0	0.0	0.4	0.0	11.5	2.7	0.0	14.1
LnGrp Delay(d),s/veh	48.9	0.0	0.0	38.2	0.0	0.0	20.6	0.0	12.4	21.5	0.0	14.2
LnGrp LOS	D			D			C		B	C		B
Approach Vol, veh/h		212			311			684			869	
Approach Delay, s/veh		48.9			38.2			12.7			15.3	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		33.9		75.0		33.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		30.5		70.5		30.5				
Max Q Clear Time (g_c+l1), s		31.1		29.0		35.1		20.3				
Green Ext Time (p_c), s		8.4		0.4		8.2		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay				21.3								
HCM 2010 LOS				C								
Notes												

Existing PM Peak Hour
without Project

Synchro 9 Report
Page 1

HCM 2010 Signalized Intersection Summary
2: SR29 & Madrona Ave/Fulton Ln

User approved pedestrian interval to be less than phase max green.

HCM 2010 Signalized Intersection Summary
2: SR29 & Madrona Ave/Fulton Ln

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	45	23	18	49	234	20	613	11	120	584	115
Future Volume (veh/h)	133	45	23	18	49	234	20	613	11	120	584	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1878	1900	1900	1846	1900	1900	1851	1900
Adj Flow Rate, veh/h	141	48	24	19	52	249	21	652	12	128	621	122
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	2	2	0	3	3	0	3	3
Cap, veh/h	199	64	26	50	88	363	354	1166	21	415	968	190
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	529	236	97	56	325	1334	728	1806	33	784	1500	295
Grp Volume(v), veh/h	213	0	0	320	0	0	21	0	664	128	0	743
Grp Sat Flow(s),veh/h/ln	862	0	0	1714	0	0	728	0	1839	784	0	1794
Q Serve(g_s), s	8.7	0.0	0.0	0.0	0.0	0.0	2.0	0.0	21.9	11.8	0.0	27.4
Cycle Q Clear(g_c), s	27.4	0.0	0.0	18.7	0.0	0.0	29.3	0.0	21.9	33.7	0.0	27.4
Prop In Lane	0.66		0.11	0.06		0.78	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	289	0	0	501	0	0	354	0	1187	415	0	1158
V/C Ratio(X)	0.74	0.00	0.00	0.64	0.00	0.00	0.06	0.00	0.56	0.31	0.00	0.64
Avail Cap(c_a), veh/h	298	0	0	513	0	0	354	0	1187	415	0	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	0.0	35.9	0.0	0.0	20.6	0.0	10.7	20.1	0.0	11.7
Incr Delay (d2), s/veh	8.9	0.0	0.0	2.6	0.0	0.0	0.3	0.0	1.9	1.9	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0	9.1	0.0	0.0	0.4	0.0	11.7	2.8	0.0	14.3
LnGrp Delay(d),s/veh	49.4	0.0	0.0	38.5	0.0	0.0	20.9	0.0	12.6	22.0	0.0	14.4
LnGrp LOS	D			D			C		B	C		B
Approach Vol, veh/h		213			320			685			871	
Approach Delay, s/veh		49.4			38.5			12.9			15.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		34.2		75.0		34.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		30.5		70.5		30.5				
Max Q Clear Time (g_c+l1), s		31.3		29.4		35.7		20.7				
Green Ext Time (p_c), s		8.4		0.3		8.2		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay				21.7								
HCM 2010 LOS				C								
Notes												

Existing PM Peak Hour
with Project

Synchro 9 Report
Page 1

HCM 2010 Signalized Intersection Summary
2: SR29 & Madrona Ave/Fulton Ln

User approved pedestrian interval to be less than phase max green.

HCM 2010 TWSC
3: Railroad Ave & Fulton Ln

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	22	133	7	15	0	95	1	10	0	1	0
Future Vol, veh/h	0	22	133	7	15	0	95	1	10	0	1	0
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	7	0	0	0	0	0	100	1
Mvmt Flow	0	27	162	9	18	0	116	1	12	0	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	194	0	0	154	153	118	160	234	28
Stage 1	-	-	-	-	-	-	113	113	-	40	40	-
Stage 2	-	-	-	-	-	-	41	40	-	120	194	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	7.5	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.9	3.309
Pot Cap-1 Maneuver	1605	-	-	1391	-	-	817	742	939	810	527	1050
Stage 1	-	-	-	-	-	-	897	806	-	980	702	-
Stage 2	-	-	-	-	-	-	979	866	-	889	589	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1598	-	-	1385	-	-	804	731	931	788	519	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	804	731	-	788	519	-
Stage 1	-	-	-	-	-	-	893	803	-	976	694	-
Stage 2	-	-	-	-	-	-	966	856	-	872	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	10.3	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	814	1598	-	-	1385	-	-	519
HCM Lane V/C Ratio	0.159	-	-	-	0.006	-	-	0.002
HCM Control Delay (s)	10.3	0	-	-	7.6	0	-	12
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

Existing AM Peak Hour
without Project

Synchro 9 Report
Page 1

HCM 2010 TWSC

8: Fulton Ln & Secondary Parking Dwy

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	10	22	15	0	0	7
Future Vol, veh/h	10	22	15	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	24	16	0	0	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	16	0	-	0	62	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	944	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	937	1063
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	969	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.3	0		8.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1602	-	-	-	1063	
HCM Lane V/C Ratio	0.007	-	-	-	0.007	
HCM Control Delay (s)	7.3	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Existing AM Peak Hour
without Project

Synchro 9 Report
Page 2

HCM 2010 TWSC

3: Railroad Ave & Fulton Ln/Fulton

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	33	133	8	17	0	95	1	15	0	1	0
Future Vol, veh/h	0	33	133	8	17	0	95	1	15	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	92	92	92	92	92	92	92	82	82	82
Heavy Vehicles, %	0	0	0	0	7	0	0	0	0	0	100	0
Mvmt Flow	0	40	145	9	18	0	103	1	16	0	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	185	0	0	149	149	113	157	221	18
Stage 1	-	-	-	-	-	-	113	113	-	36	36	-
Stage 2	-	-	-	-	-	-	36	36	-	121	185	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.9	3.3
Pot Cap-1 Maneuver	1612	-	-	1402	-	-	824	746	945	814	537	1066
Stage 1	-	-	-	-	-	-	897	806	-	985	705	-
Stage 2	-	-	-	-	-	-	985	869	-	888	595	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1612	-	-	1402	-	-	819	742	945	795	534	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	819	742	-	795	534	-
Stage 1	-	-	-	-	-	-	897	806	-	985	701	-
Stage 2	-	-	-	-	-	-	977	864	-	872	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	10.1	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	833	1612	-	-	1402	-	-	534
HCM Lane V/C Ratio	0.145	-	-	-	0.006	-	-	0.002
HCM Control Delay (s)	10.1	0	-	-	7.6	0	-	11.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Existing AM Peak Hour
with Project

Synchro 9 Report
Page 1

HCM 2010 TWSC
10: Fulton & Project Driveway

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	10	23	15	0	0	3
Future Vol, veh/h	10	23	15	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	7	0	0	0
Mvmt Flow	11	25	16	0	0	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	16	0	-	0	63	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1615	-	-	-	948	1069
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1615	-	-	-	941	1069
Mov Cap-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	974	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.2	0		8.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1615	-	-	-	1069	
HCM Lane V/C Ratio	0.007	-	-	-	0.003	
HCM Control Delay (s)	7.2	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Existing AM Peak Hour
with Project

Synchro 9 Report
Page 2

HCM 2010 TWSC
13: Fulton & Parking Dwy

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	15	33	18	0	0	7
Future Vol, veh/h	15	33	18	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	36	20	0	0	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	20	0	-	0	88	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1596	-	-	-	913	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	904	1058
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	945	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.3	0		8.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1596	-	-	-	1058	
HCM Lane V/C Ratio	0.01	-	-	-	0.007	
HCM Control Delay (s)	7.3	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Existing AM Peak Hour
with Project

Synchro 9 Report
Page 3

HCM 2010 TWSC
3: Railroad Ave & Fulton Ln/Fulton

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	15	152	15	27	0	261	0	20	0	0	0
Future Vol, veh/h	1	15	152	15	27	0	261	0	20	0	0	0
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	13	0	100	4	0	1	0	5	0	0	0
Mvmt Flow	1	16	165	16	29	0	284	0	22	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	187	0	0	173	173	109	184	256	39
Stage 1	-	-	-	-	-	-	106	106	-	67	67	-
Stage 2	-	-	-	-	-	-	67	67	-	117	189	-
Critical Hdwy	4.1	-	-	5.1	-	-	7.11	6.5	6.25	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	3.1	-	-	3.509	4	3.345	3.5	4	3.3
Pot Cap-1 Maneuver	1591	-	-	965	-	-	792	724	937	781	651	1038
Stage 1	-	-	-	-	-	-	902	811	-	948	843	-
Stage 2	-	-	-	-	-	-	946	843	-	892	748	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1584	-	-	961	-	-	775	705	929	746	634	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	775	705	-	746	634	-
Stage 1	-	-	-	-	-	-	897	807	-	943	825	-
Stage 2	-	-	-	-	-	-	926	825	-	867	744	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.1			12.5			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	784	1584	-	-	961	-	-	-
HCM Lane V/C Ratio	0.39	0.001	-	-	0.017	-	-	-
HCM Control Delay (s)	12.5	7.3	0	-	8.8	0	-	0
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.9	0	-	-	0.1	-	-	-

Existing PM Peak Hour
without Project

Synchro 9 Report
Page 1

HCM 2010 TWSC
8: Fulton & Secondary Parking Dwy

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	24	26	0	0	16
Future Vol, veh/h	11	24	26	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	26	28	0	0	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	28	0	-	0	78	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1585	-	-	-	925	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	918	1047
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	964	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.3	0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1585	-	-	-	1047	
HCM Lane V/C Ratio	0.008	-	-	-	0.017	
HCM Control Delay (s)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Existing PM Peak Hour
without Project

Synchro 9 Report
Page 2

HCM 2010 TWSC

3: Railroad Ave & Fulton Ln/Fulton

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	17	152	19	37	0	261	0	21	0	0	0
Future Vol, veh/h	1	17	152	19	37	0	261	0	21	0	0	0
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	0	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	18	165	21	40	0	284	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	189	0	0	195	195	111	207	278	50
Stage 1	-	-	-	-	-	-	108	108	-	87	87	-
Stage 2	-	-	-	-	-	-	87	87	-	120	191	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1563	-	-	1385	-	-	764	700	942	751	630	1018
Stage 1	-	-	-	-	-	-	897	806	-	921	823	-
Stage 2	-	-	-	-	-	-	921	823	-	884	742	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1556	-	-	1379	-	-	748	682	934	717	614	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	748	682	-	717	614	-
Stage 1	-	-	-	-	-	-	892	802	-	916	806	-
Stage 2	-	-	-	-	-	-	902	806	-	858	738	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.6	12.9	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	759	1556	-	-	1379	-	-	-
HCM Lane V/C Ratio	0.404	0.001	-	-	0.015	-	-	-
HCM Control Delay (s)	12.9	7.3	0	-	7.7	0	-	0
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	2	0	-	-	0	-	-	-

Existing PM Peak Hour
with Project

Synchro 9 Report
Page 1

HCM 2010 TWSC
10: Fulton & Project Driveway

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	24	26	0	0	9
Future Vol, veh/h	3	24	26	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	26	28	0	0	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	28	0	-	0	61	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1585	-	-	-	945	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	943	1047
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	987	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1585	-	-	-	1047	
HCM Lane V/C Ratio	0.002	-	-	-	0.009	
HCM Control Delay (s)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Existing PM Peak Hour
with Project

Synchro 9 Report
Page 2

HCM 2010 TWSC
13: Fulton & Parking Dwy

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	27	35	0	0	21
Future Vol, veh/h	11	27	35	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	29	38	0	0	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	38	0	-	0	91	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1572	-	-	-	909	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	902	1034
Mov Cap-2 Maneuver	-	-	-	-	902	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	962	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1572	-	-	-	1034	
HCM Lane V/C Ratio	0.008	-	-	-	0.022	
HCM Control Delay (s)	7.3	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Existing PM Peak Hour
with Project

Synchro 9 Report
Page 3

***1030 FULTON PROJECT
NOISE AND VIBRATION ASSESSMENT
ST. HELENA, CALIFORNIA***

January 3, 2018

◆ ◆ ◆

Prepared for:

**Greg Desmond
Desmond Land Use Planning
335 Newton Way
Angwin, CA 94508**

Prepared by:

Michael S. Thill

ILLINGWORTH & RODKIN, INC.
/// Acoustics • Air Quality ///
1 Willowbrook Court, Suite 120
Petaluma, CA 94954
(707) 794-0400

Job No.: 16-243

INTRODUCTION

The project site for the proposed development is located at 1030 Fulton Lane, on the north side of the roadway just east of the Napa Valley Wine Train right-of-way, in St. Helena, California. The project proposes a new 2-story office structure configured with 4,000 square-feet (sf) of ground floor tenant space and 4,000 sf of second floor tenant space. An additional annex is proposed and will consist of 1,500 sf of tenant space on the ground floor and 1,500 sf of tenant space located on the second floor.

This report evaluates the project's potential to result in significant impacts with respect to applicable California Environmental Quality Act (CEQA) guidelines. The report is divided into three sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise and vibration, summarizes applicable regulatory criteria, and discusses the results of the ambient noise monitoring survey completed to document existing noise conditions; 2) the General Plan Consistency – Noise and Land use Compatibility section discusses the compatibility of the proposed project with respect to applicable regulatory criteria; and, 3) the Impacts and Mitigation Measures Section describes the project's potential to result in significant noise or vibration impacts at off-site receptor locations. Within this section, the significance criteria used to evaluate project impacts are identified, a discussion of each project impact is provided, and mitigation measures are provided, where necessary, to provide a compatible project with respect to noise and vibration at off-site receptor locations.

In summary, the noise environment at the project site would be considered to be compatible with the proposed land uses recognizing that relatively few Napa Valley Wine Train events highly influence day-night average noise levels at the site. In the absence of these brief noise events that normally occur during the daytime and evening hours, the noise environment at the site resulting from Fulton Lane traffic and nearby commercial operations would be considered to be completely compatible with the proposed uses. Noise insulation is recommended to control interior noise levels within the commercial spaces.

The construction of the project is expected to temporarily elevate ambient noise levels in the project vicinity. The implementation of reasonable noise reduction measures during all phases of construction activity, in combination with the limitations on hours set forth in the St. Helena Municipal Code, would reduce the impact of temporary construction noise to a less-than-significant level. Vibration generated by project construction activities would not be considered significant at off-site receptor locations.

The operation of mechanical equipment associated with the project, if not properly controlled, may produce noise levels that could exceed City of St. Helena noise standards. During final design of the project, mechanical equipment will be selected to conform with established noise performance standards. In addition, proposed mechanical equipment will be enclosed in the attic and/or in mechanical rooms within the building in order to reduce impacts on surrounding uses to a less-than-significant level. The operation of the project would also increase traffic to and from the site, however, the noise increase due to project traffic was found to be less-than-significant.

SETTING

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called *L_{eq}*. The most common averaging period is hourly, but *L_{eq}* can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level (DNL or L_{dn})* is essentially the same as CNEL, with

the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA L_{dn} . Typically, the highest steady traffic noise level during the daytime is about equal to the L_{dn} and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12-17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57-62 dBA L_{dn} with open windows and 65-70 dBA L_{dn} if the windows are closed. Levels of 55-60 dBA are common along collector streets and secondary arterials, while 65-70 dBA is a typical value for a primary/major arterial. Levels of 75-80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed; those facing major roadways and freeways typically need special glass windows.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA L_{dn} . At a L_{dn} of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the L_{dn} increases to 70 dBA, the percentage of the population highly annoyed increases to about 25-30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a L_{dn} of 60-70 dBA. Between a L_{dn} of 70-80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the L_{dn} is 60 dBA, approximately 30-35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 3 displays the reactions of people and the effects on buildings that continuous vibration levels produce.

The annoyance levels shown in Table 3 should be interpreted with care since vibration may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 in/sec PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as minor cracking of building elements, or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

Railroad and light-rail operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground vibration has been correlated best with the velocity of the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} in./sec. RMS, which equals 0 VdB, and 1 in./sec. equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

Typical background vibration levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for most humans. Perceptible vibration levels inside residences are attributed to the operation of heating and air conditioning systems, door slams and foot traffic. Construction activities, train operations, and street traffic are some of the most common external sources of vibration that can be perceptible inside residences. Table 4 illustrates some common sources of vibration and the association to human perception or the potential for structural damage.

TABLE 1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE 2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime	30 dBA	
		Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
	10 dBA	Broadcast/recording studio
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

TABLE 3 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Virtually no risk of damage to normal buildings
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential dwellings such as plastered walls or ceilings
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to newer residential structures

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

TABLE 4 Typical Levels of Groundborne Vibration

Human/Structural Response	Velocity Level, VdB	Typical Events (50-foot setback)
Threshold, minor cosmetic damage	100	Blasting, pile driving, vibratory compaction equipment Heavy tracked vehicles (Bulldozers, cranes, drill rigs)
Difficulty with tasks such as reading a video or computer screen	90	Commuter rail, upper range
Residential annoyance, infrequent events	80	Rapid transit, upper range
Residential annoyance, occasional events		Commuter rail, typical Bus or truck over bump or on rough roads
Residential annoyance, frequent events	70	Rapid transit, typical
Approximate human threshold of perception to vibration	60	Buses, trucks and heavy street traffic
Lower limit for equipment ultra-sensitive to vibration	50	Background vibration in residential settings in the absence of activity

Source: Transit Noise and Vibration Impact Assessment, US Department of Transportation Federal Transit Administration, May 2006.

Regulatory Background

The City of St. Helena is currently updating the General Plan. The currently adopted 1993 General Plan and the 2035 General Plan Update include the following regulatory criteria that are applicable in this assessment. A summary of the applicable regulatory criteria is provided below.

1993 General Plan. The current General Plan includes land use compatibility standards for noise, measured in decibels. The General Plan's noise standards are based on L_{dn} or CNEL as required by the OPR Guidelines. Noise and land use compatibility standards are presented in Table 5.

TABLE 5 Noise/Land Use Compatibility Guidelines ^a

Land Use Category	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
Residential	< 55 dBA	55-60 dBA	60-75 dBA	> 75 dBA
Commercial/Office	< 65 dBA	65-75 dBA	75-80 dBA	> 80 dBA
Industrial/Agricultural	< 70 dBA	70-80 dBA	80-85 dBA	> 85 dBA
School, libraries, churches, hospitals	< 65 dBA	65-70 dBA	70-80 dBA	> 80 dBA
Playground, neighborhood park	< 67 dBA	67-70 dBA	70-75 dBA	> 75 dBA

^a Expressed as L_{dn} or CNEL.

The 1993 General Plan also establishes guiding and implementing policies to achieve an acceptable noise environment throughout the community. Established policies include the following:

Guiding Policies

- 8.3.1 Maintain a city-wide noise environment that balances various City objectives while minimizing the impact of highway, railroad, and industrial noise on the public, while recognizing the agricultural basis of the community.
- 8.3.2 Discourage noise-sensitive land uses from locating in areas with inappropriate or high noise levels based on the land use compatibility guidelines, interior noise level criteria, and the noise contour maps.

The City of St. Helena is committed to protecting the ongoing operation of certain activities such as agriculture and the gravel quarry on Sulphur Springs Creek. Noise-sensitive uses such as residential uses should not be sited in such a manner that they would contribute to the premature termination of uses that are important to the community. As recommended in Implementing Policy 2.6.60, new homeowners in areas affected by agricultural and industrial operations should be required to sign a “right to farm” disclosure form acknowledging the potential for noise disturbances.

- 8.3.3 Require new residential developments to implement noise mitigation measures when built in close proximity to noise sources such as Highway 29, the railroad tracks, and the Harold Smith & Sons gravel quarry. These developments should consider the resulting exterior as well as interior noise environment.
- 8.3.4 Discourage the use of machinery and other noise making equipment and sources in residential areas whose impact would be considered intrusive to adjacent residential property.

Implementing Policies

- 8.3.5 Continue to consider the environmental impact of transportation-related noise and other noise sources in the review and approval of subdivision plans and requests for changes in the zoning ordinance.
- 8.3.6 Adopt the Title 24 interior noise level standard of 45 dBA L_{dn} in all habitable rooms for all dwelling units. Adopt a maximum allowable noise level standard of 60 dBA L_{dn} for residential exterior activity areas such as patios, backyards, or recreational areas.
- 8.3.7 Continue to enforce Title 24 standards for all new residential construction.
- 8.3.8 Adopt a standard for maximum allowable interior noise levels for bedrooms at a maximum hourly L_{eq} of 35 dBA.
- 8.3.9 Adopt a standard as given in Tables 8-4 and 8-5 which limit intrusive and intermittent noise for residential receptors.
- 8.3.10 Require an acoustical study, prepared by a qualified acoustical consultant, for (a) all proposed projects that are likely to be exposed to noise levels greater than the standards, (b) all proposed projects that would generate noise whose impacts on other uses would be greater than the standards, (c) any project exposed to outdoor noise at or above L_{dn} 60 or for any noise source that could create such outdoor noise levels for adjacent uses, and (d) for any project exposed to or which creates noise which exceeds the standards of Tables 8-4 or 8-5.

- 8.3.11 Require construction operations to use noise suppression devices and techniques and limit noisy construction activities to the least noise-sensitive times (8 am to 5pm, Monday through Friday).

General Plan Update 2035. The Public Health, Safety, and Noise Chapter of the St. Helena General Plan Update 2035 (Draft Version April 2016) identifies policies and implementing actions related to noise.

Policies

PS2.1 Preserve the current low levels of noise in St. Helena to maintain the City's rural atmosphere.

PS2.2 Maintain a citywide environment that balances various City objectives while minimizing the impact of highway, railroad and industrial noise. The City should manage both indoor and outdoor noise levels to protect health and safety. A combination of noise standards and existing noise levels should be used to determine impacts and mitigation measures.

PS2.3 Minimize potential noise impact conflicts between land uses by regulating incompatible land uses. Encourage noise-generating uses to reduce their impacts while promoting land use patterns that avoid conflicts. Employ compatibility guidelines, interior noise level criteria, the City's noise standards and noise contour maps to determine the compatibility of land uses.

PS2.4 Require a reduction and/or control of the use of machinery, mechanical systems and other noise-making equipment and sources in and near residential areas where the noise impacts would be considered intrusive to adjacent residential property, unless consistent with the right-to-farm.

The following implementing actions contained in the St. Helena General Plan Update 2035 are also relevant to this project:

Implementing Actions

PS2.A Consider the environmental impact of transportation-related noise and other noise sources in the review of any new projects and approval of subdivision plans and requests for changes in the zoning ordinance.

PS2.B Enforce the Land Use Compatibility Standards presented in the State of California's General Plan guidelines when siting new uses. These standards identify the acceptability of a project based on levels of noise exposure.

PS2.C Enforce Title 24 Standards for all new residential construction.

- An interior maximum noise level of $L_{A_{dn}}-45$ dBA in all habitable rooms for all dwelling units; A maximum allowable interior noise level for bedrooms of an hourly $L_{A_{eq}}-35$ dBA;
- A maximum noise level of $L_{A_{dn}}-60$ dBA for residential exterior activity areas; If interior noise standards are met by requiring windows to be closed, cooling and outside air exchange must also be provided in the building's design.

PS2.D Require an acoustical study, prepared by a qualified acoustical consultant for:

- All proposed projects that are likely to be exposed to noise levels greater than the standards;
- All proposed projects that would generate noise where impacts on other uses would be greater than the standards;
- Any project exposed to outdoor noise at or above a day-night average sound level (L_{dn}) of 60 or for any noise source that could create such outdoor noise levels for adjacent uses; and
- Any project exposed to or that creates noise which may exceed the adopted City standards.

PS2.E Require new developments to implement noise mitigation measures when built in close proximity to noise sources, such as State Route 29 and the railroad tracks. These developments should consider the exterior and interior noise environment.

PS2.F Require construction operations to use noise suppression devices and techniques and limit noisy construction activities that can be heard at the property line to the least noise-sensitive times, as per the City's noise ordinance.

PS2.G Include appropriate noise attenuation techniques in the design of new streets. Such techniques could include the use of site planning, building orientation, buffer distances and the use of correctly-engineered acoustical barriers and berms where necessary. Adopt the noise standard for intrusive noise at residences given in Table 9.4.

PS2.H Amend the City's noise ordinance to regulate intrusive noise sources, such as the use of machinery and equipment, leaf blowers and other landscaping and property maintenance devices, animals, vehicles and motorcycles, and idling buses or trucks in or near uses sensitive to noise.

PS2.I Incorporate right-to-farm legal provisions relative to noise in all newly created deeds where agricultural activities may pose noise impacts in the future. Require similar language in deeds for properties similarly impacted by the Harold Smith & Son gravel plant operations.

St. Helena Municipal Code. The Municipal Code does not quantitatively regulate noise levels, but authorized the chief of police to review complaints of "unnecessary noise" as defined in Chapter 8.24. Similarly, noise that can be heard at the property line of any parcel that is generated by commercial activities, between the hours of 10:00 pm and 7:00 am is prohibited, unless permitted by the chief of police.

Construction activities are limited to the hours between 8:00 am and 5:00 pm Monday through Saturday. Construction is not allowed on Sundays and Holidays (federal and Local). Delivery of materials/equipment and cleaning and servicing of machines/equipment are limited to between 7:00 am and 6:00 pm Sundays and Holidays (federal and Local). Noise generated by contracted landscape maintenance activities is limited to the hours between 8:00 am and 5:00 pm Monday through Saturday and prohibited on Sundays and Holidays (federal and Local).

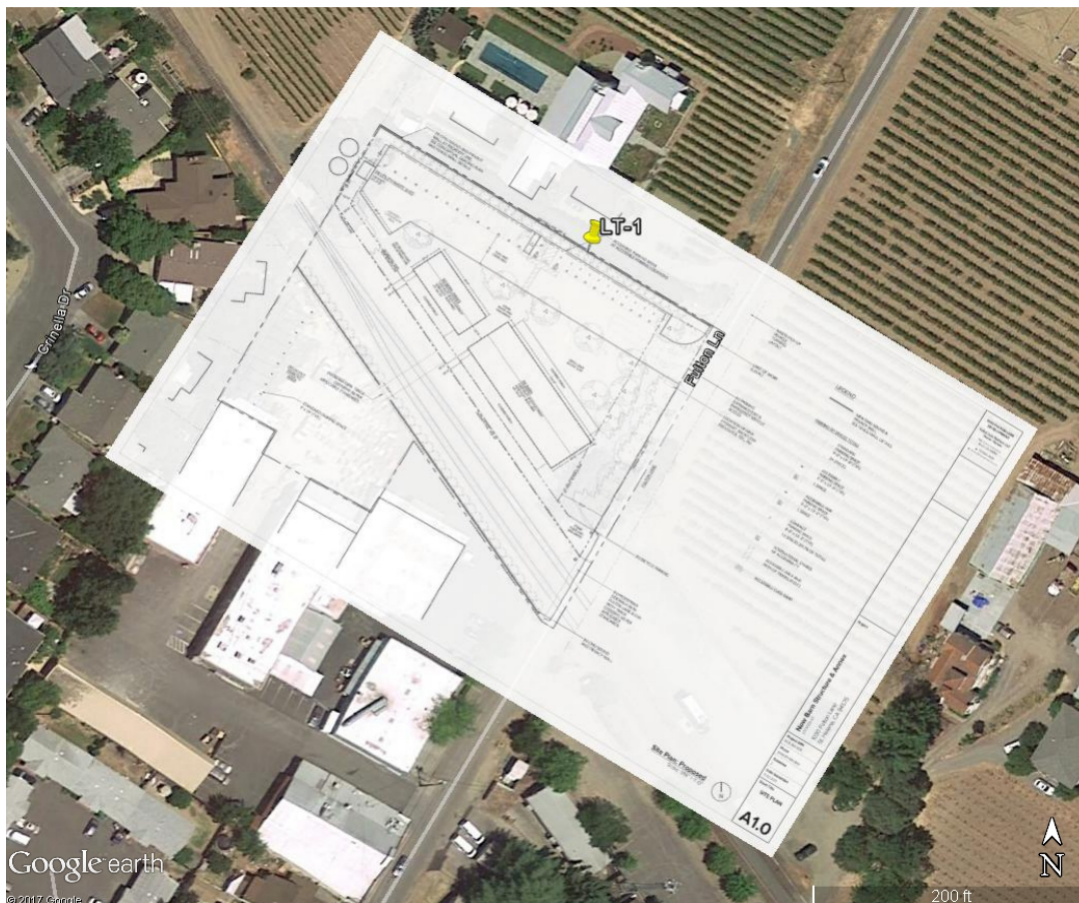
Existing Noise Environment

The project site is located at 1030 Fulton Lane in St. Helena, California. Figure 1 shows the project site plan overlaid on an aerial image of the site vicinity. As shown on Figure 1, the project site is surrounded by a variety of land uses. A single-family residence is located immediately north of the site along Fulton Lane, and a single-family residential subdivision is located to the west along Crinella Drive. The Napa Valley Wine Train right-of-way forms the sites southernmost boundary, and commercial land uses including an auto body shop are located just south of the railroad tracks. Vineyards bound the site to the northwest and to the east, across Fulton Lane.

A noise monitoring survey was performed at the project site between Friday, November 11, 2016 and Tuesday, November 15, 2016. Weather conditions during the noise survey were suitable for noise monitoring consisting of clear skies, calm winds, and seasonable temperatures. The noise monitoring survey included one long-term noise measurement (LT-1), as shown in Figure 1. The noise environment at the site and at the nearby land uses results primarily from infrequent Napa Valley Wine Train events, vehicular traffic along Fulton Lane, and operations occurring at nearby commercial land uses.

LT-1 was made along the northwest property line of the project site near the single-family residence that borders the site to the north. Figures 2 - 6 display the measured noise data over a daily basis. Hourly average noise levels at LT-1 typically ranged from 40 to 55 dBA L_{eq} during the daytime period (7:00 a.m. to 10:00 p.m.) and from 34 to 47 dBA L_{eq} at night (10:00 p.m. to 7:00 a.m.). Hourly average noise levels measured during the noon, 1:00 p.m., and 8:00 p.m. hours on Saturday, November 12, 2016 ranged from 63 to 66 dBA L_{eq} and were the result of the Napa Valley Wine Train when sounding its warning whistle. Maximum instantaneous noise levels from the warning whistle ranged from about 85 to 100 dBA L_{max} at LT-1. These instantaneous events substantially increased the hourly average noise levels during affected hours. Similar maximum instantaneous and hourly average noise levels were observed during the noon hours of Sunday, November 13, 2016 and Monday, November 14, 2016. The day-night average noise level at LT-1 ranged from 53 to 57 dBA L_{dn} . In the absence of the Napa Valley Wine Train, ambient noise levels were relatively low with intermittent Fulton Lane traffic as the predominant noise source at the southeast portion of the site. Noise produced by the nearby auto body shop ranged from 46 to 47 dBA at the portion of the project site adjoining the railroad tracks, and noise levels produced by mechanical equipment reached 62 dBA.

FIGURE 1 Noise Measurement Location



Source: Google Earth

**Noise Levels at Noise Measurement Site LT-1
Northwest Property Line near Existing Residence
Friday, November 11, 2016**

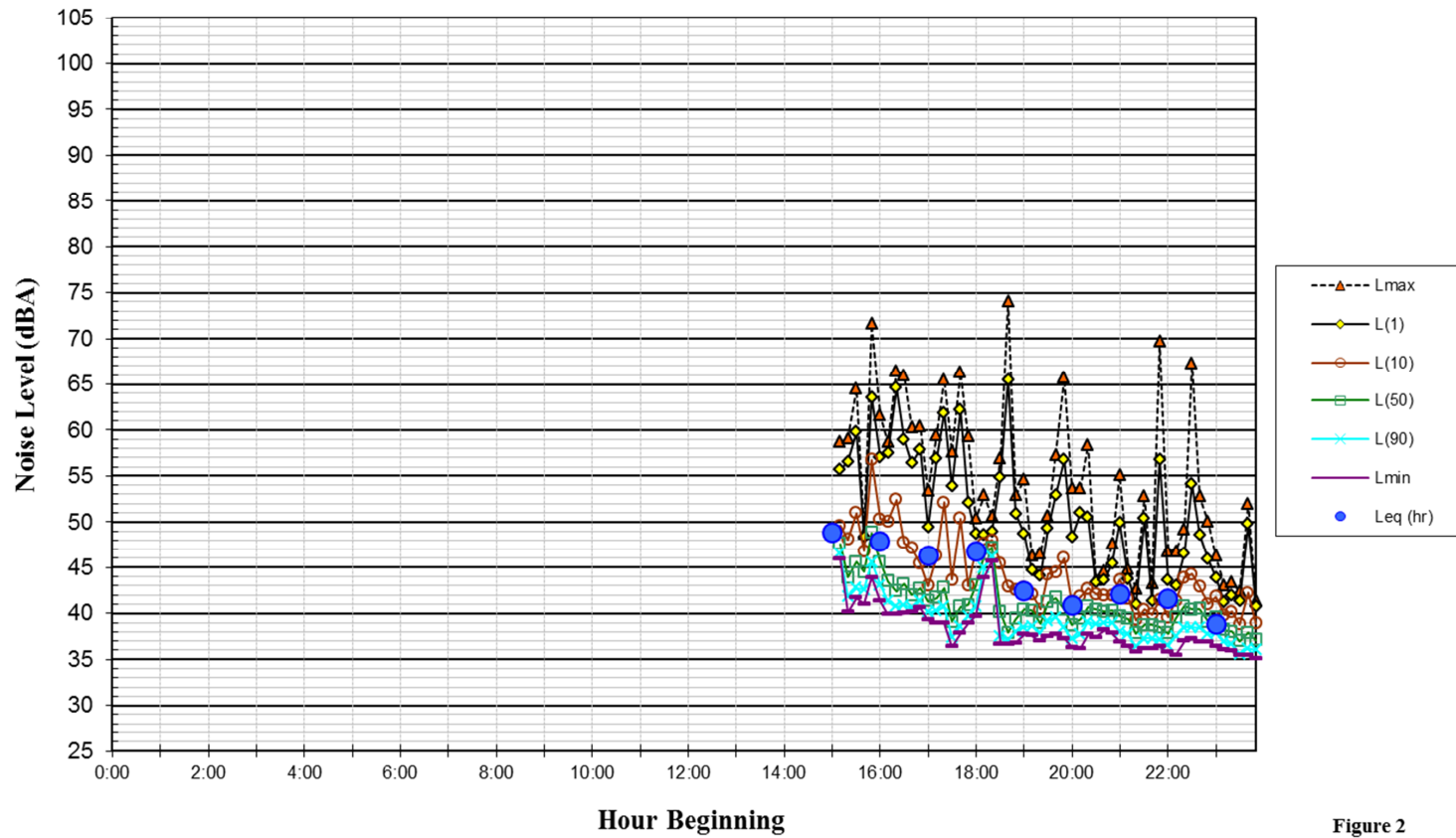


Figure 2

**Noise Levels at Noise Measurement Site LT-1
Northwest Property Line near Existing Residence
Saturday, November 12, 2016**

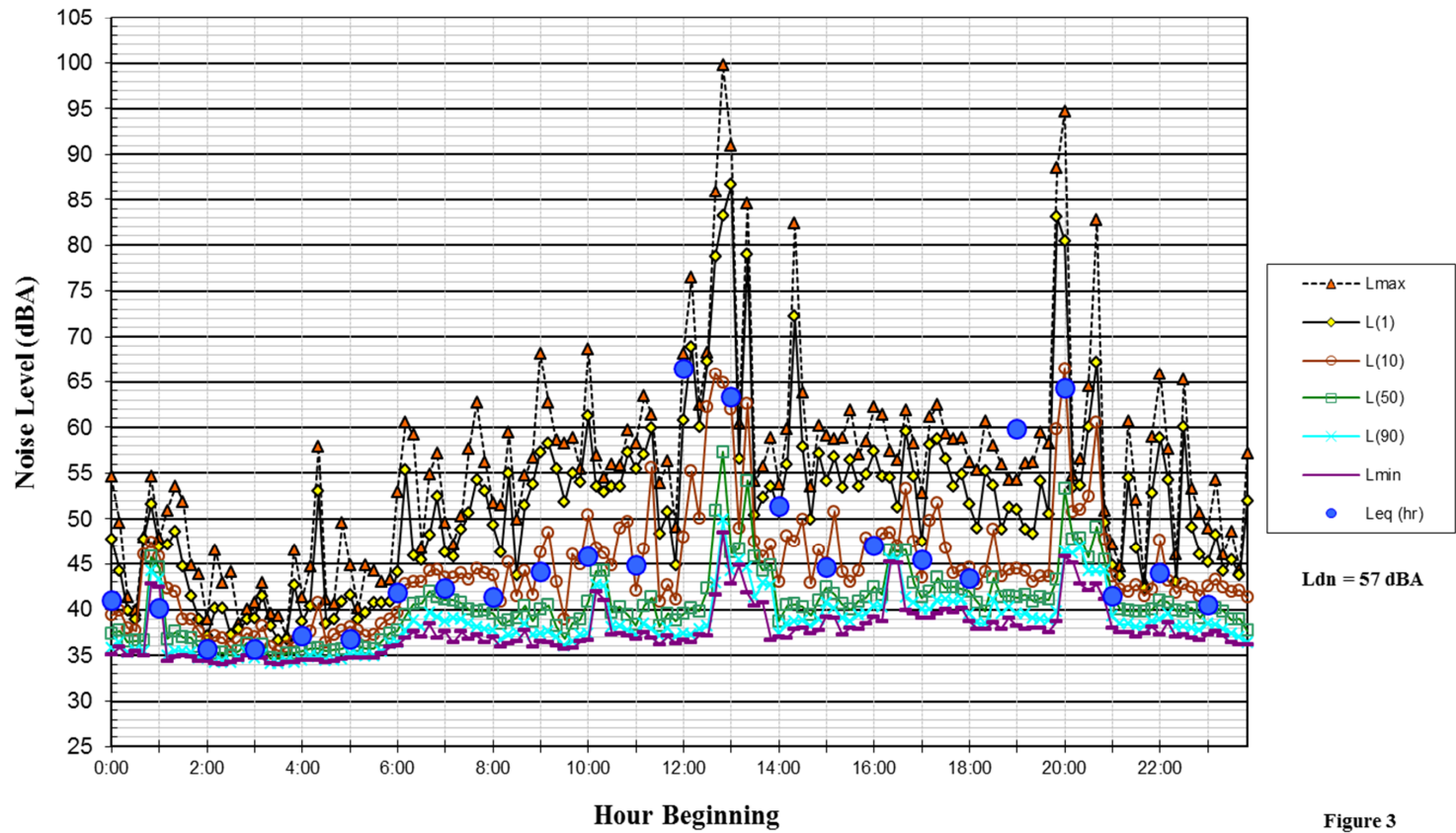


Figure 3

**Noise Levels at Noise Measurement Site LT-1
Northwest Property Line near Existing Residence
Sunday, November 13, 2016**

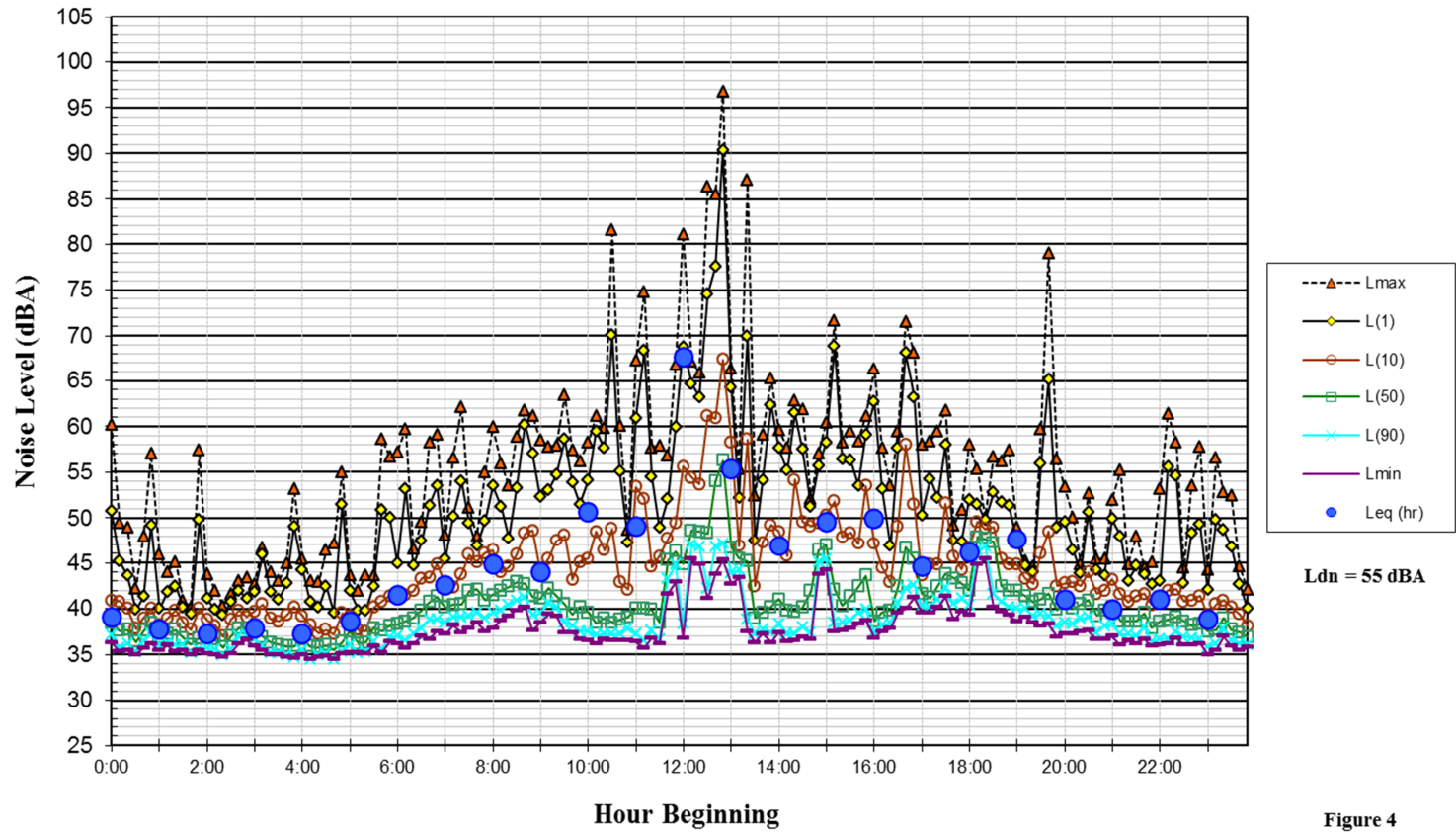


Figure 4

**Noise Levels at Noise Measurement Site LT-1
Northwest Property Line near Existing Residence
Monday, November 14, 2016**

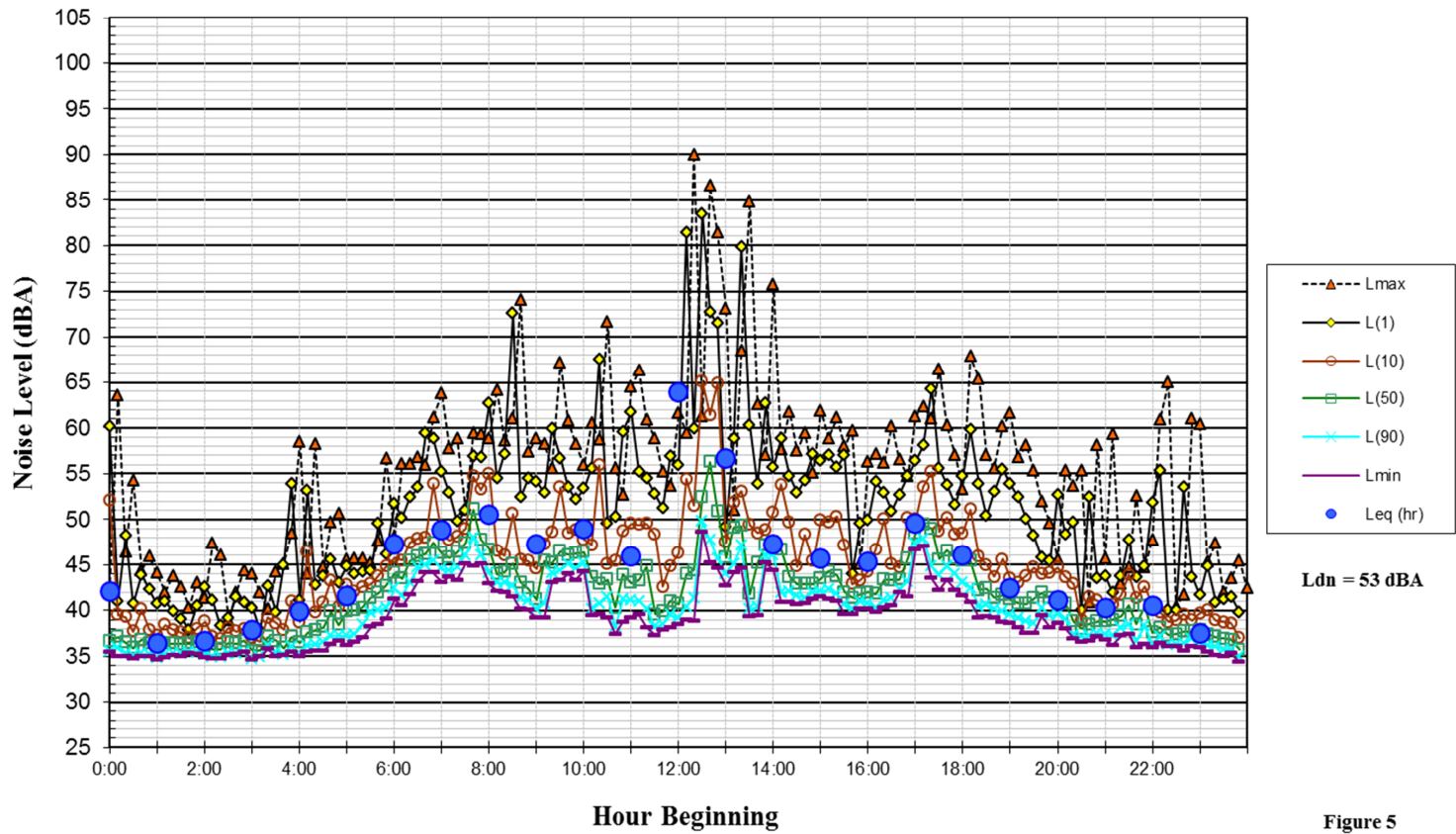


Figure 5

**Noise Levels at Noise Measurement Site LT-1
Northwest Property Line near Existing Residence
Tuesday, November 15, 2016**

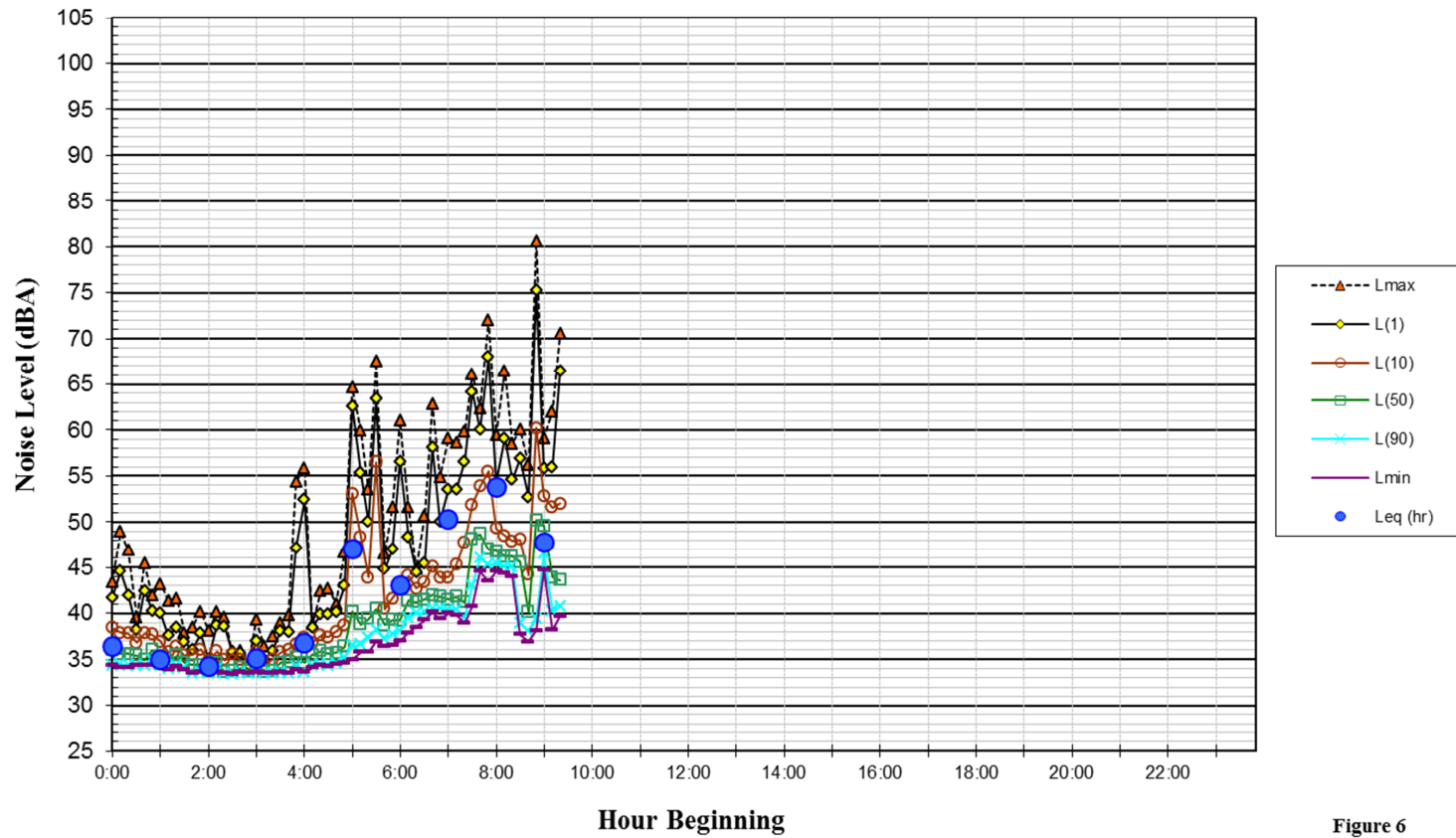


Figure 6

GENERAL PLAN CONSISTENCY ANALYSIS

Noise and Land Use Compatibility

The Public Health, Safety, and Noise Chapter of the St. Helena General Plan Update sets forth policies and implementing actions in order to prepare for and mitigate the adverse effects of noise. The applicable General Plan policies and implementing actions were presented in detail in the Regulatory Background section of this report. The City's "tentatively compatible" exterior noise exposure level is 75 dBA L_{dn} or less for commercial/office land uses.

The Napa Valley Wine Train is the predominant source of noise affecting the site, and Napa Valley Wine Train events highly influence L_{dn} noise levels at the site. The most significant source of noise associated with the Wine Train is the train warning whistle. The sound produced by the Napa Valley Wine Train warning whistle is audible throughout the community. The Wine Train makes up two round trips per day, one during lunch and one during. L_{dn} noise levels at the westernmost portion of the site are highly influenced by only a few, loud train events per day and are estimated to range from 66 to 70 dBA L_{dn} which fall under the "tentatively compatible" noise and land use compatibility designation for commercial/office land uses. In the absence of the infrequent railroad train noise, ambient noise levels at the site are relatively low and would be considered to be "completely compatible" with the proposed commercial/office land uses. As noted previously, noise produced by the nearby auto body shop ranged from 46 to 47 dBA at the portion of the project site adjoining the railroad tracks, and noise levels produced by mechanical equipment reached 62 dBA. Such noise levels would not be expected to interfere with commercial activities outdoors.

Standard commercial office construction methods provide approximately 25 to 30 dBA of noise reduction indoors. The "tentatively compatible" noise and land use designation identified in the General Plan indicates that, "...the noise exposure is great enough to be of concern, but common building construction practices will make the living indoor environment acceptable, even for sleeping quarters, and the outdoor environment will be reasonably pleasant for recreation and play." No additional noise controls would be required.

Vibration and Land Use Compatibility

The U.S. Department of Transportation, Federal Transit Administration (FTA), has developed vibration impact assessment criteria that are regularly used for evaluating vibration impacts associated with rapid transit projects.¹ According to the FTA, these criteria may be disregarded altogether for rail lines that carry very little rail traffic or have short trains because humans do not normally have adverse reactions to infrequent vibration levels. The rail adjoining the site carries very little rail traffic (1 to 2 short trains per day); therefore, the FTA criteria are not applicable in this assessment. Given that these infrequent train vibration events would continue to occur regularly during the daytime period, infrequent perceptible vibration levels would not be considered to be incompatible with the proposed land use.

2 U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06, May 2006.

NOISE IMPACTS AND MITIGATION MEASURES

The Impacts and Mitigation Measures Section describes the significance criteria used to evaluate project impacts at off-site receptor locations, provides a discussion of each project impact, and presents mitigation measures, where necessary, to provide a compatible project in relation to adjacent land uses.

Significance Criteria

Paraphrasing from the checklist questions in Appendix G of the CEQA Guidelines, a project would normally result in significant noise impact if it would cause traffic or other on-going sources of operational noise to result in a substantial permanent noise increase, if it would cause ambient noise levels at sensitive receivers to increase substantially during construction, or if it would generate excessive groundborne vibration levels. The following criteria were used to evaluate the significance of environmental noise resulting from the project:

- A significant impact would be identified if project generated traffic would substantially increase noise levels at sensitive receivers in the vicinity over a permanent basis. A substantial increase would occur if: a) the noise level increase is 5 dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn} , or b) the noise level increase is 3 dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater.
- A significant impact would be identified if project operational noise levels would exceed of the City of St. Helena's noise standards. The City of St. Helena limits operational noise levels from new projects to 45 dBA L_{eq} during the daytime (7:00 a.m. to 7:00 p.m.), 40 dBA L_{eq} during the evening (7:00 p.m. to 10:00 p.m.), and 35 dBA L_{eq} during the night (10:00 p.m. to 7:00 a.m.) at the nearest residential property line or at the nearest affected location on the receiver's property. Maximum noise levels of any intrusive noise shall not exceed the L_{eq} limits by more than 10 dBA.
- A significant temporary noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. Hourly average noise levels exceeding 60 dBA L_{eq} at the property lines shared with residential land uses, and the ambient by at least 5 dBA L_{eq} , for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses.
- A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to normal buildings.

Impact 1: Project-Generated Traffic Noise. The proposed project would not result in a permanent noise level increase at existing noise sensitive land uses due to project-generated traffic. **This is a less-than-significant impact.**

A significant impact would result if traffic generated by the project would substantially increase noise levels at sensitive receptors in the project vicinity. A substantial noise increase would occur

if: a) the noise level increase is 5 dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn} , or b) the noise level increase is 3 dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater. The project's traffic study² provided traffic volume information for roadways serving the project site. Traffic volume information for Fulton Lane, Railroad Avenue, Main Street, and Madrona Avenue were reviewed to calculate the permanent noise increase attributable to project-generated traffic. Traffic volumes under the Existing Plus Project scenario were compared to the Existing scenario to calculate the relative increase in the hourly average traffic noise level (L_{eq}) attributable to the proposed project. The change in the L_{eq} calculated during the peak hour would conservatively estimate the change expected in the L_{dn} as a result of the project. Based on this review, traffic noise levels are calculated to increase by 1 dBA L_{dn} or less. This increase would not be considered to be substantial as it would not be measureable or perceptible at nearby sensitive land uses resulting in a less-than-significant impact.

Mitigation Measure 1: None required.

Impact 2: Project-Generated Operational Noise. Mechanical equipment associated with the project could generate noise in excess of the City of St. Helena's noise standards. During final design of the project, mechanical equipment will be selected to conform with established noise performance standards. In addition, proposed mechanical equipment will be enclosed in the attic and/or in mechanical rooms within the building in order to reduce impacts on surrounding uses to a **less-than-significant** level.

Mechanical equipment, such as heating, ventilation, and air conditioning systems (HVAC), would produce noise during operation; however, at the time of this analysis, specific mechanical equipment details, such as manufacturer's noise data, were not available for review.

As noted previously, the City of St. Helena limits operational noise levels from new projects to 45 dBA L_{eq} during the daytime (7:00 a.m. to 7:00 p.m.), 40 dBA L_{eq} during the evening (7:00 p.m. to 10:00 p.m.), and 35 dBA L_{eq} during the night (10:00 p.m. to 7:00 a.m.) at the nearest residential property line or at the nearest affected location on the receiver's property. Maximum noise levels of any intrusive noise shall not exceed the L_{eq} limits by more than 10 dBA.

Based on prior experience with similar projects, mechanical units could produce noise levels ranging from about 55 to 65 dBA L_{eq} at a distance of approximately 15 feet assuming unshielded conditions. Since this type of equipment could run continuously during the daytime, evening, or nighttime, the 35 dBA L_{eq} noise limit would be the most appropriate regulatory threshold to ensure a conservative analysis.

Proposed mechanical equipment will be enclosed in the attic and/or in mechanical rooms within the building, and this analysis estimates that approximately 20 dBA of noise attenuation would be provided by the building housing the mechanical equipment. For the proposed project, the worst-case scenario would assume that mechanical equipment associated with the barn annex would be located approximately 60 feet from the residential property line. At a distance of 60 feet, enclosed project mechanical equipment could produce noise levels ranging from 23 to 33 dBA L_{eq} . The

²Traffic Analysis, 1030 Fulton Project, Crane Transportation Group, May 18, 2017.

operation of project mechanical equipment within the barn annex and barn would not likely produce noise levels that would exceed the City of St. Helena's 35 dBA L_{eq} nighttime noise level.

However, in order to ensure that mechanical equipment noise levels are reduced to acceptable levels, project mechanical equipment will be selected and designed to reduce impacts on surrounding uses to meet the City's noise level requirements. Mechanical equipment will be selected to be as quiet as possible, and will not produce noise levels exceeding 67 dBA L_{eq} as measured at a distance of 15 feet, unless it can be demonstrated that the exterior noise limits will not exceed 35 dBA L_{eq} at the property line when accounting for the attenuation provided by the building itself. A qualified acoustical consultant will be retained during final project design to review mechanical noise as these systems are selected to determine any additional noise reduction measures necessary to reduce noise to comply with the City's noise level requirements.

Mitigation Measure 2: None required.

Impact 3: Temporary Construction Noise. Noise generated by project construction activities would temporarily elevate ambient noise levels at sensitive land uses in the vicinity. Due to the proximity of existing residential land uses, there is a potential that construction noise levels would exceed 60 dBA L_{eq} , and the ambient by at least 5 dBA L_{eq} , for a period greater than one year. **This is a significant impact.**

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction durations last over extended periods of time. Typically, significant noise impacts do not result when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period is limited to one construction season (typically one year) or less. Once construction moves indoors, minimal noise would be generated at off-site locations.

Construction activities for individual projects are typically carried out in stages. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. Typical construction noise levels at a distance of 50 feet are shown in Tables 6 and 7. Table 6 shows the average noise level ranges, by construction phase, and Table 7 shows the maximum noise level ranges for different construction equipment. Most demolition and construction noise falls with the range of 80 to 90 dBA at a distance of 50 feet from the source. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors.

TABLE 6 Typical Ranges of Construction Noise Levels at 50 Feet, L_{eq} (dBA)

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84
I - All pertinent equipment present at site.								
II - Minimum required equipment present at site.								

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

TABLE 7 Construction Equipment 50-foot Noise Emission Limits

Equipment Category	L _{max} Level (dBA) ^{1,2}	Impact/Continuous
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor ³	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous
Generator (25 KVA or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous

Equipment Category	L _{max} Level (dBA) ^{1,2}	Impact/Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous
Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Notes:

¹ Measured at 50 feet from the construction equipment, with a “slow” (1 sec.) time constant.

² Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

³ Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

Source: Mitigation of Nighttime Construction Noise, Vibrations and Other Nuisances, National Cooperative Highway Research Program, 1999.

Construction activities can generate high noise levels, especially during the construction of project infrastructure when heavy equipment is used. Maximum instantaneous noise levels from the majority of construction equipment ranges from about 73 to 85 dBA L_{max} at a distance of 50 feet. Demolition tools such as concrete saws and hoe rams can result in maximum instantaneous noise levels of about 90 dBA L_{max} at a distance of 50 feet from the noise source. Typical hourly average construction generated noise levels are about 81 to 88 dBA L_{eq} measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). At the nearest residences, noise levels due to construction activities would exceed 60 dBA L_{eq} and the ambient noise environment by at least 5 dBA L_{eq} at noise-sensitive uses in the project vicinity for a period greater than one year, and the impact would be considered significant.

Mitigation Measure 3:

The St. Helena Municipal Code limits construction activities to the hours between 8:00 AM and 5:00 PM, Monday through Saturday. Construction is not allowed on Sundays and holidays (federal and local) if noise can be heard at the property line of any parcel of real property within the city limits. In accordance with Implementing Action PS2.F, noise suppression devices and techniques developed as part of a typical construction noise control plan would include, but not be limited to, the following measures:

- Use “quiet” models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment;

- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;
- Notify all adjacent land uses of the construction schedule in writing;
- Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

The implementation of reasonable noise reduction measures during all phases of construction activity, in combination with the limitations on hours set forth in the St. Helena Municipal Code, would reduce the impact of temporary construction noise to a less-than-significant level.

Impact 4: Groundborne Vibration due to Construction. Construction-related vibration levels resulting from activities at the project site would not exceed 0.3 in/sec PPV at the nearest residential and commercial land uses. **This is a less-than-significant impact.**

The construction of the project may generate vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include site preparation work, foundation work, paving, and new building framing and finishing. The proposed project is not expected to require pile driving, which can cause excessive vibration.

For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No ancient buildings or buildings that are documented to be structurally weakened border the project site. Therefore, groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in a significant vibration impact.

The critical factors pertaining to the impact of construction vibration on existing sensitive receptors include the proximity of the existing structures to the project site, the structural soundness of the existing buildings, and the methods of construction used. Table 8 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity. Jackhammers typically generate vibration levels of 0.035

in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

The construction of small commercial projects does not normally generate significant vibration impacts when standard construction vibration control measures are enforced at the project site given that these projects do not require the use of pile driving or heavy impact equipment. Major vibration generating construction equipment generally does not operate on a project site within 25 feet of vibration sensitive sources on adjacent sites. Comparing construction vibration levels at 25 feet, typical vibration levels from construction equipment, besides pile driving, would be below the 0.3 in/sec PPV threshold. Vibration levels produced by construction activities occurring near the site boundaries would be expected to be below the 0.3 in/sec PPV significance threshold used to assess the potential for cosmetic damage to structures. Vibration levels may at times be perceptible; however, intermittent, perceptible vibration levels would not be considered excessive. This is a less-than-significant impact.

TABLE 8 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	Approximate L_v at 25 ft. (VdB)
Pile Driver (Impact)	upper range	1.158	112
	typical	0.644	104
Pile Driver (Sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

Mitigation Measure 4: None required.



A Tradition of Stewardship
A Commitment to Service

Environmental Management

1195 Third Street, Suite 101
Napa, CA 94559
www.countyofnapa.org

Main: (707) 253-4471
Fax: (707) 253-4545

Steven Lederer
Director

May 23, 2012

Mr. Lester Hardy, Esq.
Law Offices of Lester Hardy
PO Box 667
St. Helena, CA 94574

Subject: Case Closure – Remedial Action Completion Certification
1030 Fulton Lane, Saint Helena, California
Napa County SLIC Site: HF-E 5162

Dear Mr. Hardy,

This letter confirms the completion of site investigation and corrective action for the hydrocarbon release located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the hydrocarbon release is greatly appreciated.

Based on information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your site is in compliance with the requirements of subdivision (a) and (b) of Section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code and that no further action related to the petroleum release at the site is required. However, if the site land use changes or if additional soil and/or groundwater impact is discovered, the case may be re-opened and additional work may be required.

This notice is issued pursuant to subdivision (g) of Section 25296.10 of the Health and Safety Code. Please contact our office if you have any questions regarding this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read "St. Lederer", is written over a horizontal line.

Steven Lederer

Director, Napa County Department of Environmental Management

cc: Kent Ave, San Francisco Bay RWQCB, 1515 Clay St., Ste 1400, Oakland, CA 94612
James Newman, NCDDEM
Stephen Knuttel, P.G., SCS Engineers, 3843 Brickway Blvd, Suite 208, Santa Rosa, CA

March 10, 2018

Noah Housh
Planning & Community Improvement Director
City of Saint Helena
nhoush@cityofstheleena.org

Dear Mr. Housh,

We are the owner/occupants of 1000 Fulton Lane, the property directly adjacent to the proposed new building planned at 1030 Fulton Lane. The neighbors of Fulton Lane have come together to express a number of concerns regarding this project. Below, I have outlined the main concerns that we as a neighborhood have collectively expressed directly to David Wignall. He has agreed to accommodate some of these items.

The main concerns of the group are:

- Height of the buildings
- Drainage
- Moving the structures 10' west toward the railroad tracks
- Proposed new sidewalk

First, we all feel the building, as proposed on the draft plans, at 35', is too tall. Our neighbor, Paul Touw, pointed out that at a 39-degree pitch the building will look out of place with the neighboring barn-like structures in the town of St. Helena. **David has agreed to reduce the pitch, which will then reduce the height to 30'.**

Second, the runoff from that property has proven to be a problem for us and other neighbors on the street. There was no drainage on the plan that seemed appropriate to accommodate the excess water. **David has agreed to install a storm drain, which will alleviate the run-off problem. In doing so, he will eliminate the "swell" that was planned along the east edge of the property adjacent to our property.**

Third, as a neighborhood we do not want a sidewalk added on Fulton Lane. The addition of a commercial building is bad enough. We would like to maintain as much of a feel of a country road as possible. **David agreed and plans to apply for a variance to end the sidewalk at the far most south/west corner of the lot. .**

Fourth, we agreed that we would like to see the buildings moved towards the railroad tracks by 10'. David agreed. Now we have been informed that there is a utility easement that negates this move. We would like to verify this easement.

Other concerns include:

- Use of the building and hours of operation
- Traffic report results were inaccurate
- Lighting
- Noise from traffic, tenants and visitors
- Landscape
- Parking / overflow parking onto Fulton Lane
- Location of the garbage bin
- Location of HVAC
- Barrier wall/fence between the 1030 property and the adjoining 1000 property.

As the direct, adjoining neighbor to this property we have serious concerns about all of the above. Three in particular need to be addressed and agreed upon before the city approves this project.

First, the location of the garbage bin/dumpster. On the draft proposed plan the garbage was to be located in the north/east corner of the lot, right next to the rear of our property. We feel the garbage truck going in and out will be a noise issue for us (especially if it is a night or early morning pick-up). David suggested that he could move the garbage to the south/east corner of the property, which would then locate the garbage bin/enclosure immediately adjacent to the entrance of our driveway. In all honesty, that is not what we want to look at as we drive up to our house. It will inevitably become unsightly and smelly as we have witnessed at so many other businesses. We have made a sizable investment in our home and having a garbage/enclosure directly adjacent to our entrance or next to our home could possibly devalue our property. Remember, this is directly adjacent to a residential family home. We are asking that the city require the garbage bin receptacle be located elsewhere on the property where it won't impact our home or the residential feel of the neighborhood. We have some suggestions on location.

Second, location of HVAC. The original plan called for the HVAC to be located inside the top floor of the buildings. Commercial HVAC units need to be placed outside for proper function. However, these commercial units create a lot of noise. We would not want them located on the east side of the lot which is once again directly adjacent to our home. We enjoy our outdoor space and entertain outdoors quite often. One of the reasons we purchased the home is because of the outdoor living. We do not want to hear the units when they are running. We ask that the city require the HVAC units be located on the west side of the lot.

Third, a barrier wall between the adjoining properties. As I am sure you can understand, this new proposed building project next to our property is going to create a noise, dirt, and visual nuisance for us. We are requesting that a barrier

wall, made of materials we agree upon, be placed between our property and the adjoining lot. Especially because there will be 27 – 30 parking spaces right up against our property line affecting our privacy. We will be subjected to car noise, dirt, headlights, and exhaust pollution. We request that a barrier wall be required by the city.

None of the said agreements from David Wignall are in writing but we anticipate that they will be included on the next iteration of the building plan.

We appreciate your attention and we look forward to a resolve before we get too far down the road with the planning of this project.

Sincerely,

Jeff Burton and Maureen Moulton
1000 Fulton Lane
St. Helena, CA 94574

Please feel free to contact us if you have questions:

Jeff: 415-819-4958
jefftburton@yahoo.com

Maureen: 415-999-9376
mmoulton328@gmail.com

From: Tony Montelli
To: [Noah Housh](#)
Subject: Office building on Fulton
Date: Tuesday, February 13, 2018 10:46:14 AM

Hello sir, my name is Tony Montelli. I have lived on Fulton lane my entire life. As the city grows, traffic on this street has become quite popular, and increasingly fast. There are never speed checks on this short stretch of road, and now that I have 3 kids, the danger is ever present. Adding an office building to a mostly residential part of town is absurd. Parking is hard enough for residents, and the small business that are already there have increased that problem, along with traffic dangers. I am 100% against this project. Please, let the Wignals know how I, and nearly all of Tripoli court feel.

From: [Andrew Navone](#)
To: [Noah Housh](#)
Cc: [jeffburton@yahoo.com](#); [mmoulton328@gmail.com](#); [Paul Touw](#)
Subject: 1030 Fulton Lane
Date: Monday, March 12, 2018 10:28:48 AM

Good Morning Noah,

My wife and I reside at 789 Fulton Lane. My family has owned the 10 plus acre parcel for over 100 years. Personally I have lived there since 1962. During those years we have seen many changes to not only Fulton Lane but to Railroad Ave., Adams Street and Hunt Avenue. I have been out of town since mid February, not returning until the end of March. I have been kept abreast of the meetings being held by all our wonderful neighbors. We agree with all points brought to your attention by our neighborhood group. While the high density of this project seems somewhat out of character for this more rural part of St Helena, we understand that the property owner has certain development rights as dictated by zoning. What we'd like to stress pertains to the following points:

1. Railroad & Fulton intersection is one of the worst, if not the worst in St. Helena.
2. The part of Fulton Lane between Railroad Ave. and the Railroad tracks is much too narrow to allow passage by more than one car at a time the majority of business hours.
3. Drainage is a terrible mess on the South side of Fulton Lane between the Railroad tracks and David Fulton Winery. (Please feel free to look at the street erosion along this stretch and in front of our house.
4. All usage of the project should be limited to business hours only and any conditions of approval must contain provisions eliminating any non-business or after business hours events at the property.

Thank you for your consideration. Please feel free to contact me if you have any questions.

Warmest Regards, Andy & Celeste Navone

925 963-6203
Andynavone@gmail.com

Sent from my iPhone

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC20xx-xx

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA
GRANTING APPROVAL OF DESIGN REVIEW
TO ALLOW THE CONSTRUCTION OF TWO OFFICE BUILDINGS (ONE
APPROXIMATELY 7,350 SQUARE FEET, THE OTHER APPROXIMATELY 3,150
SQUARE FEET) A LOCATED ON A 0.9 ACRE PARCEL AT 1030 FULTON LANE (File
No. PL17-040)**

PROPERTY OWNER: David Wignall

APN: 009-194-005

Recitals

1. On June 13, 2017, David Wignall submitted an application for Design Review to construct two office buildings, a 35-space parking lot and associated supporting infrastructure at 1030 Fulton Lane in the Service Commercial Zoning District; and
2. On March 22, 2019, a public notice of hearing before the Planning Commission was published in the St. Helena Star and mailed to all property owners and occupants within 300 feet of the subject property; and
3. A staff report dated April 2, 2019, and incorporated herein by reference analyzed the projects consistency with the Design Review Criteria enumerated in Section 17.164.030 of the Municipal Code, and
4. On April 2, 2019, 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.
5. **Now, therefore** let it be found that, the Planning Commission approves the requested Design Review on the following basis:

Resolution

- A. The project is categorically exempt as a Class 32 Categorical Exemption from the requirements of CEQA pursuant to Section 15332 which exempts in-fill development which meets certain conditions. The proposed project is not subject to any of the exceptions to the use of a categorical exemption as outlined in CEQA Section 15300.2. The project site is not located on or near an environmentally sensitive area, is not visible from a scenic highway, is not included on a hazardous waste site, and will not impact historic resources or otherwise generate or contribute to any potentially significant impacts.

- 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 in that the project maintains the standards for lot sizes and development, identified in the Service Commercial land use designation; the office use would contribute toward maintaining St. Helena as the commercial center of the upper Napa Valley, while also continuing to prohibit uses which are primarily tourist serving in nature. The agriculturally-inspired design maintains the character of the adjacent uses, essentially providing a transition from the intensive commercial development west of the wine train tracks, while also proposing building and landscape elements in character with the residential and agricultural uses further east on Fulton Lane;
 2. Compatibility of design with the immediate environment of the site given that the design incorporates agricultural inspired design features and materials, provides all required parking and accessory elements to serve the use, and incorporates significant buffer elements between the existing parcel and surrounding properties;
 3. Relationship of the design to the site is found to be compatible given that the site is being redeveloped and is currently vacant, the design serves to transition from the intensive commercial development west of the wine train tracks by feathering the development from the more intensive on the west side of the parcel to less intensive on the east side of the project site, while also proposing building and landscape elements in character with the residential and agricultural uses further east on Fulton Lane;
 4. Determination that the design is compatible in areas considered by the Commission as having a unified design or historical character given the historic scale and design features incorporated into the proposal and that the Planning Commission has not identified this location as specifically unified or historical in design or character;
 5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses is found to be given that the design provides a lower intensity commercial transition from the intensive commercial development west of the wine train tracks by feathering the development from the west side of the parcel to less intensive on the east side of the project site, while also proposing building and landscape elements in character with the residential and agricultural uses further east on Fulton Lane;
 6. Compatibility with future construction both on and off the site is found given that the buildings are proposed as generally open floor plans able to be internally updated to meet future onsite needs, that the site design provides bicycle and pedestrian circulation elements and amenities connecting to the offsite circulation network of the City and that the utility connections have been sized

and designed to accommodate existing and future needs, both upstream and downstream of the project site;

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project is supported give the agriculturally inspired design theme of the proposed structures, the proposed wood siding is representative of surrounding agricultural and residential uses on the surrounding properties and the landscaping serves to both buffer and transition between surrounding more intensive uses and those less intensive uses east of the project site;
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 and supported by the Commission given the generous setbacks of the buildings, the bicycle and pedestrian amenities provides within the design and the layout of the built environment and landscaping serve to create multiple outdoor areas for occupants and visitors of the site;
9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures is supported given the engagement of the design to the multiple public right-of-ways, the significant amount of landscape within the design and the layout of the built environment with the landscaping serve to create multiple outdoor areas for occupants and visitors of the site;
10. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles which they are given the proposed office land use and the multiple pedestrian connections serving the site as well as the proposed improvements to the vehicular and bicycle access to and use of the property;
11. Whether natural features are appropriately preserved and integrated with the project which the project seeks to do through careful site planning, preservation of multiple existing trees and given that it is essentially an undeveloped gravel covered parcel;
12. 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 in that the proposed office use will typically end in the early evening when the adjacent residential uses begin to re-activate and that the building and landscape elements in character in scale and material with the residential and agricultural uses further east on Fulton Lane;
13. 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 based on the significant amount and the arrangement of open space and landscaping proposed with the design, the multiple plant and tree species proposed which will provide color and texture during all seasons of the year while also serving to reduce solar heat gain by providing significant volumes of shade on the site and that the layout of the built environment with the landscaping serve to create multiple outdoor areas for future occupants;

14. 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 and fully supported given the projects compliance with the California Green Building Code requirements, the onsite capture and treatment of stormwater and the size and scale of the proposed tree species which will serve to reduce solar heat gain by providing significant volumes of shade on the site;
- C. Now therefore be it further resolved that the Design Review approval 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. 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.

Conditions of Approval

1. Permit 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 Design Review approval shall be vested within one (1) year from the date of the decision. A building permit for the project allowed under this approval shall have been obtained within one (1) year from the effective date of the Design Review decision or these approvals shall expire; provided however that the approved 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.
3. This permit is valid for this 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.
4. The 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.
5. Any request for an extension of the Design Review must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

6. 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.
7. Pursuant to City Council Resolution 2003-65, the owner and applicant are informed of the following:

In recognition of the need for additional affordable housing, and to mitigate the effects of this development on the supply and demand of affordable housing, the permittee shall be subject to a Housing Impact Fee, an inclusionary requirement, an in-lieu fee, and/or similar fair and appropriate mechanisms, to provide funds for or to develop additional affordable housing.

8. 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.
9. 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.
10. Provided they are in general compliance with the approved Design Review, minor modifications found to be in substantial conformance with the approved design may be approved by the Planning Director.
11. This 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.
12. 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.
13. Construction documents shall indicate compliance with the final approved plans and project description dated received March 4, 2019,, or otherwise revised through the Design Review process.
14. A business license is required for all contractors and sub-contractors working on the project.

15. Consistent with St. Helena Municipal Code Article IV, Water Conservation Section 18.44, New Development, the applicant shall be required to retrofit enough fixtures to off-set the project need of 309 gallons per day prior to receiving a certificate of occupancy. Full documentation of compliance with this requirement, including necessary building permits, shall be required to confirm. Appeals to this requirement may be made pursuant to Article IV, Section 18.46. The exact number of retrofits may change dependent upon final floor area submitted for the building permit.
16. All conditions of approval shall be clearly identified and included on all plans submitted for building permit review and issuance.
17. Where the Service Commercial District adjoins agricultural districts, there exists a right-to-farm the adjoining property. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on the adjacent land. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.
18. Developer is required to incorporate street trees into the frontage improvements of the proposed project and/or to replace any dead or dying trees currently within the existing planting strip or tree wells (per General Plan Policy 6.4.13) The size, species and location of these trees shall be identified on all plans submitted for building permit review and issuance.
19. Exterior lighting shall be directed or shielded to prevent glare onto the public roadway or adjacent properties.
20. 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 Saturday. 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 construction activities shall occur on Sundays or federal or local holidays that generate noise that can be heard at the property line of any parcel of real property within the City limits.
21. The identified 'Waste and HVAC Equipment Enclosure' is required to be sized and located in keeping with all requirements of the City of St. Helena, the California Building Code and the Waste Management company serving the City. Evidence of such compliance is required to be identified on all plans submitted for building permit review and issuance.
22. All trees identified as "to be preserved" shall be identified as such on all plans submitted for building permit review and approval and shall be protected during all

phases of project construction. Said protection measures are also required to be identified on all plans submitted for building permit review and issuance.

23. Bicycle parking for up to 10-bicycles is required and shall be indicated on all plans submitted for building permit review and issuance.
24. Pedestrian connections across the wine train ROW must be fully compliant with all applicable pedestrian circulation requirements, including any required by the California Public Utilities Commission and the Americans with Disabilities Act. Evidence of such compliance shall be indicated on all plans submitted for building permit review and issuance.
25. Parking Lot lighting shall be as low profile as possible, preferably accommodated using only bollard lighting and shall in no case be taller than 15-feet in height.

Public Works Department Conditions of Approval

26. 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 of city standards and requirements available 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.
27. 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.
28. Improvement plans shall incorporate all grading, drainage, and utilities shown on the approved Use Permit package, those improvements agreed to in public hearings, the requirements of these conditions of approval, and those improvements required by any codes in effect at the time of plan submittal.
29. 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.

30. The Developer shall install storm drain detention system improvements as required to maintain post development 10-year, 25-year and 100- year runoff from the pre-development levels. The Developer shall submit storm drain detention system supporting calculations for review and approval prior to improvement plan approval.
31. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum.
32. The applicant shall incorporate water conservation practices into the proposed project per the Water Neutrality Report prepared by Applied Civil Engineering, dated April 13, 2018. 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. The water analysis shall be replicated on the building plans prior to building permit approval. Off-site retrofits are required for this project and the City Fire Department building has been identified for the proposed retrofits. The project proposes three shower heads and five toilets to be replaced with a 339 gallon per day offset. The off-site retrofits shall be completed prior to occupancy of any building at 1030 Fulton Lane.
33. 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).
34. Prior to occupancy the applicant shall enter into and record a Post-Construction Stormwater Operations and Maintenance Agreement with the City.
35. Site plans submitted for the building permit review shall identify the location of any trees within the project area. Additionally, please identify all existing vegetation including location, species, and sizes and indicate what vegetation is to be protected or removed. If 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). MWELO compliance shall be demonstrated as part of the building permit submittal.
36. Site plan shall show the location of any trees within the project area.
37. 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.
38. 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.

39. 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.
40. Provide details of any and all proposed fencing, gates, and/or walls on all plans submitted for building permit review.
41. No construction may commence until adequate access to fire water supply is available to building sites as approved by the Fire Chief.
42. 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.
43. Unless otherwise explicitly permitted, all existing septic tanks/sytems 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.
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 A.C. 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.
47. The applicant shall be required to dedicate approximately 7.5' of frontage in order to meet an ultimate half-width of 20' along Fulton Lane for City public street and utility purposes. The applicant shall be required to construct a 12-foot travel lane and 5-foot wide sidewalk along the project frontage that connects pedestrian access to the west side of the railroad crossing.

48. The applicant will need to coordinate with the Napa Valley Wine Train and potentially the California Public Utilities Commission (CPUC) for work within or on the railroad right of way. Concurrence or adherence to the Railroad Operator's (NVR) Standards should not be considered approval of the improvements. Railroad Crossing and Engineering Branch (RCEB) contact for Napa County is Daniella Fristoe, 916-928-2108.
49. All wastewater lines of the proposed use must be connected to the St. Helena sewer system and designed in accordance with the City sewer system standards.
50. The applicant shall incorporate sewer force main connection recommendations into the proposed project per the 1030 Fulton Lane Force Main Capacity Analysis prepared by Adobe Associates, Inc. on August 16, 2018 and any other requirements that may be necessary as part of the building permit submittal. The applicant will be required to coordinate with City operations during the construction of the proposed project and for all post-construction sewer maintenance activities at the facility.
51. Wastewater discharged is subject to all of the requirements and limitations set forth in Chapter 13.24, Wastewater Discharge, of the St. Helena Municipal Code.

Fire Department Conditions of Approval

52. Plans submitted for building permit shall exhibit compliance with the current St. Helena Fire Code, as adopted and codified in St. Helena Municipal Code Chapter 15.36.
53. Installation of approved interior fire sprinkler system and fire monitoring system is required, unless waived by the Fire Chief. All plans submitted for Building Permit and Fire Sprinkler permit review and issuance shall identify where FDC/PIV are located and shall indicate compliance with Fire Department access, turning radius, and staging area for the equipment.
54. One hour minimum fire resistant construction on all exterior walls within 10' of property boundary is required. Fire resistant construction of interior walls shall be determined by type of occupancy.
55. Any gates installed to control vehicular access to a property are required to be setback 30-feet from the property line and/or edge of pavement, whichever is greater. No vehicle gates may be installed without Fire Department and Public Works Department review and explicit approval.
56. The proposed design to incorporate decomposed granite (DG) over CI 2 AB does not meet Fire Department standards for acceptable pavement surface. This element is only acceptable if a civil engineer certifies that that system will meet HS20 standards and 80,000 lbs. This requirement is intended to account for the weight of the ladder truck on the surface in a 150% of normal rain fall year.

- 57. All curbed areas adjacent to and east of the buildings are required to be painted red and signed as "No Parking". Compliance with this condition shall be identified on all plans submitted for building permit review and issuance.
- 58. A Fire Department turn-around is required to be identified as "No Parking" and maintained free and clear in keeping with the requirements of the St. Helena Fire Department. Compliance with this condition shall be identified on all plans submitted for building permit review and issuance.
- 59. St. Helena Fire Code requires a Fire Hydrant at a distance of 50 feet maximum from the FDC. Therefore, if the FDC is located on Fulton Ln. with the Backflow preventer a hydrant must be within 50 feet of that FDC. If The FDC is located on the property then a hydrant needs to be installed on property within 50 feet of the FDC and will require a meter on the fire line.

Building Department Conditions of Approval

- 60. A building permit is required for all onsite demolition, construction and/or change of occupancy.
- 61. A building permit is required for each separate structure which could include the main dwellings and/or accessory structures. If structures are attached, such as the main dwelling and the garage, only one permit would be required.
- 62. 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 2016 Building Codes.
- 63. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist which includes three (4) full sets of plans as well as one (1) set of reduced sized civil drawings.
- 64. The applicant shall provide a construction waste management plan with the building permit application.
- 65. 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.
- 66. When submitting plans, the title page shall include all information referenced on the building permit application checklist Title Page requirements.
- 67. 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.

68. Properties which rely on septic systems and which are proposing substantial renovations may require approval from the Napa County Environmental Health Department. Applicants are encouraged to engage with the County early in the building permit review process to reduce the potential for delay.
69. Plan check fees are due the time of Building plan submission. Fee amounts differ based on the scope of the project.
70. Alterations or additions shall comply with current access compliance requirements of Chapter 11A and/or 11B CBC. A minimum of 20% of the total project valuation shall be applied to areas outside the actual scope of work to address Path of Travel elements, Parking, A Primary Entrance, Restrooms, Drinking Fountains, Public Telephones and Signs
71. A Grease-interceptor sized according to the current California Plumbing Code shall be installed for all food establishments. Grease-interceptors shall meet City of St. Helena and Napa County Health requirements for location.

I HEREBY CERTIFY that the foregoing 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 April 2, 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTEST:

Lester Hardy
Chair, Planning Commission

Noah Housh,
Planning and Community
Improvement Director

From: David Brotemarkle [<mailto:dbrote@gmail.com>]
Sent: Tuesday, April 02, 2019 1:09 PM
To: Noah Housh
Cc: Maureen Moulton; mdmqueen51@comcast.net; Andy Navone; Anna Beard; Celeste Navone; Claire & Vince Amendola; Darrell Quirici; David and Kathi Brotemarkle; Eileen Gordon; Ethan Browne; Fulton Mather; Ginger Martin; Jeff Burton; Jill Quirici; Kirsten Brown; Larry and Laney Merla; Lou Lavigne; Mary Lee Johnson; Michael Chiarello; Nancy Rothman; Paul Touw; Randall and Marilee Johnson; Kirsten Bartok Touw
Subject: Re: Planning Commission Meeting re: 1030 Fulton Lane / April 2nd 6pm

Dear Noah,

I know this is late notice from us but we will be out of town for tonight's planning commission meeting regarding 1030 Fulton Lane. We met as a neighborhood group with David Wignall several months ago and he agreed to lower the total building height and reduce the pitch of the roof line. We all agreed that with that and a few other changes that we could support the project. You have letters of public comment that pretty well lays that out. It appears that those changes have not been made as described. We urge the city and the planning commission to request these changes before approval of this project.

Thanks for your time and including as much public comment as possible. Minor changes as we discussed makes the difference between supporting this project and opposing it.

Best Regards,
David and Kathi Brotemarkle

On Mar 28, 2019, at 12:16 PM, Kirsten Bartok Touw <kbtouw@gmail.com> wrote:

It is still 35 feet tall. I think the drawings minimize how tall it will be, it will dwarf everything else. Frustrating that he didn't listen to any of us and make it 30 feet.
<image001.png>

<image002.png>

From: Maureen Moulton <mmoulton328@gmail.com>
Date: Wednesday, March 27, 2019 at 4:44 PM
To: <mdmqueen51@comcast.net>, Andy Navone <andynavone@gmail.com>, Anna Beard <annaebear@yahoo.com>, Celeste Navone <celestenavone@gmail.com>, Claire & Vince Amendola <vamendola@aol.com>, D Brote <dbrote@gmail.com>, Darrell Quirici <dbquirici@att.net>, Kathi Brotemarkle <kbrote@yahoo.com>, Eileen Gordon <eileen@barnraiser.us>, Ethan Browne <ethanbrownemail@yahoo.com>, Fulton Mather <fulton@davidfultonwinery.com>, Ginger Martin <ginger.martin@sothebyshomes.com>, Jeff Burton <Jeffburton@yahoo.com>, Jill Quirici <jilloq@comcast.net>, Kirsten Hampton Brown <Kirsten@gottwines.com>, Kirsten Bartok Touw <kbtouw@gmail.com>, Larry and Laney Merla <larry@lmerla.com>, Lou Lavigne <lavigne.lou@gmail.com>, Marylee Johnson <marylee53@comcast.net>, Maureen Moulton <mmoulton328@gmail.com>, Michael Chiarello

<mdc@gruppochiarello.com>, Nancy Rothman <nrothman@pacunion.com>, Paul Touw
<paultouw@gmail.com>, Randall and Marilee Johnson <rjohnson@hesscollection.com>

Subject: Planning Commission Meeting re: 1030 Fulton Lane

Hi all,

I want to make you aware of the upcoming St. Helena Planning Commission public hearing on the proposed project slated for 1030 Fulton Lane. There is a resolution on the agenda for approval of this project.

The meeting is scheduled for next Tuesday, April 2, 2019, @ 6:00 PM at the Vintage Hall Board Room - Second Floor.

Whether you are for or against the project, it would be great if as many neighbors as possible show up to speak. Each person will have a limit of four minutes to speak. You can access the agenda as well as the staff report here:

[Planning Commission - 02 Apr 2019](#)

Hope to see you then. If you have any questions before meeting please let me know.

Maureen and Jeff
1000 Fulton Lane

Maureen 415.999.9376
Jeff 415.819.4958

<image001.png><image002.png>

Thank You
David H. Brotemarkle CPA
Dbrote@gmail.com
707-486-3962

This communication and any accompanying documents are confidential and privileged. They are intended for the sole use of the addressee. If you receive this transmission in error, you are advised that any disclosure, copying, distribution, or the taking of any action in reliance upon this communication is strictly prohibited. Moreover, any such disclosure shall not compromise or waive the attorney-client, accountant-client, or other privileges as to this communication or otherwise. If you have received this communication in error, please contact me at the above email address

From: Andy Navone [<mailto:andynavone@gmail.com>]
Sent: Tuesday, April 02, 2019 1:37 PM
To: Noah Housh
Subject: Wignal project

Hello Noah,

I just sent this to Geoff Ellsworth and thought I should copy you as well. It is the same email I sent you in March of 2018, with one exception,(failed to mention building height previously). While not as up to date on the project as some of my Fulton Lane neighbors, I still have concerns. I hope the planning addresses these.

Thank you, Andy & Celeste Navone

Hi Geoff,

Hope you are well. I guess this being mayor stuff has cut in to your gym workouts. I miss our morning discussions. I have been out of town for the last couple months, returning yesterday to find out there is a planning meeting tonight to discuss Wignal's project. Below is an email that I sent to Noah Housh in March of 2018. I know you are aware of most of these concerns as discussed during our Fulton Lane visits. One other concern not addressed in this email is the height of the building, 35 feet seems very out of character for this location. I have not been able to access the plans for review but a style in line with the Napa Valley Vintners project seems much more acceptable than the design of some of the other Adams Street buildings.

Good Morning Noah,

My wife and I reside at 789 Fulton Lane. My family has owned the 10 plus acre parcel for over 100 years. Personally I have lived there since 1962. During those years we have seen many changes to not only Fulton Lane but to Railroad Ave., Adams Street and Hunt Avenue. I have been out of town since mid-February, not returning until the end of March. I have been kept abreast of the meetings being held by all our wonderful neighbors. We agree with all points brought to your attention by our neighborhood group. While the high density of this project seems somewhat out of character for this more rural part of St Helena, we understand that the property owner has certain development rights as dictated by zoning. What we'd like to stress pertains to the following points:

1. Railroad & Fulton intersection is one of the worst, if not the worst in St. Helena.
2. The part of Fulton Lane between Railroad Ave. and the Railroad tracks is much too narrow to allow passage by more than one car at a time the majority of business hours.
3. Drainage is a terrible mess on the South side of Fulton Lane between the Railroad tracks and David Fulton Winery. (Please feel free to look at the street erosion along this stretch and in front of our house.
4. All usage of the project should be limited to business hours only and any conditions of approval must contain provisions eliminating any non-business or after business hours events at the property.

Thank you for your consideration. Please feel free to contact me if you have any questions.

Warmest Regards, Andy & Celeste Navone

925 963-6203
Andynavone@gmail.com

Andrew J Navone
Navone Family Wines
St. Helena, CA
Cell: 925 963-6203
Business: 707 963-4188

From: lou lavigne [<mailto:lavigne.lou@gmail.com>]
Sent: Tuesday, April 02, 2019 3:19 PM
To: Noah Housh
Cc: Maureen Moulton; mdmqueen51@comcast.net; Andy Navone; Anna Beard; Celeste Navone; Claire & Vince Amendola; Darrell Quirici; David Brotemarkle; David and Kathi Brotemarkle; Eileen Gordon; Ethan Browne; Fulton Mather; Ginger Martin; Jeff Burton; Jill Quirici; Kirsten Brown; Larry and Laney Merla; Mary Lee Johnson; Michael Chiarello; Nancy Rothman; Paul Touw; Randall and Marilee Johnson; Kirsten Bartok Touw
Subject: Re: Planning Commission Meeting re: 1030 Fulton Lane / April 2nd 6pm

Noah, Sorry for the late note but we are out of the country and just seeing this-unfortunately the late notice of this meeting didn't leave much time for rescheduling.

We continue to be concerned about all the points David raises below and the sheer massiveness of the project. Regardless of the traffic study this is going to lead to significant congestion and affect the entire character of one of the few remaining lanes in St. Helena. A broader public hearing should be held in our view.

Thank you, Lou Lavigne & Nancy Rothman

Lou Lavigne lavigne.lou@gmail.com
925-323-2102 Call/Text

This e-mail, including any attachments, is a confidential business communication, and may contain information that is confidential, proprietary and/or privileged. This e-mail is intended only for the individual(s) to whom it is addressed, and may not be saved, copied, printed, disclosed or used by anyone else. If you are not the(an) intended recipient, please immediately delete.

On Apr 3, 2019, at 5:09 AM, David Brotemarkle <dbrote@gmail.com> wrote:

Dear Noah,

I know this is late notice from us but we will be out of town for tonight's planning commission meeting regarding 1030 Fulton Lane. We met as a neighborhood group with David Wignall several months ago and he agreed to lower the total building height and reduce the pitch of the roof line. We all agreed that with that and a few other changes that we could support the project. You have letters of public comment that pretty well lays that out. It appears that those changes have not been made as described. We urge the city and the planning commission to request these changes before approval of this project.

Thanks for your time and including as much public comment as possible. Minor changes as we discussed makes the difference between supporting this project and opposing it.

Best Regards,
David and Kathi Brotemarkle

On Mar 28, 2019, at 12:16 PM, Kirsten Bartok Touw <kbtouw@gmail.com> wrote:

It is still 35 feet tall. I think the drawings minimize how tall it will be, it will dwarf everything else. Frustrating that he didn't listen to any of us and make it 30 feet.

<image001.png>

<image002.png>

From: Maureen Moulton <mmoulton328@gmail.com>

Date: Wednesday, March 27, 2019 at 4:44 PM

To: <mdmqueen51@comcast.net>, Andy Navone <andynavone@gmail.com>, Anna Beard <annaebear@yahoo.com>, Celeste Navone <celestenavone@gmail.com>, Claire & Vince Amendola <vamendola@aol.com>, D Brote <dbrote@gmail.com>, Darrell Quirici <dbquirici@att.net>, Kathi Brotemarkle <kbrote@yahoo.com>, Eileen Gordon <eileen@barnraiser.us>, Ethan Browne <ethanbrownemail@yahoo.com>, Fulton Mather <fulton@davidfultonwinery.com>, Ginger Martin <ginger.martin@sothebyshomes.com>, Jeff Burton <Jefftburton@yahoo.com>, Jill Quirici <jillq@comcast.net>, Kirsten Hampton Brown <Kirsten@gottwines.com>, Kirsten Bartok Touw <kbtouw@gmail.com>, Larry and Laney Merla <larry@lmerla.com>, Lou Lavigne <lavigne.lou@gmail.com>, Marylee Johnson <marylee53@comcast.net>, Maureen Moulton <mmoulton328@gmail.com>, Michael Chiarello <mdc@gruppochiarelllo.com>, Nancy Rothman <nrothman@pacunion.com>, Paul Touw <paultouw@gmail.com>, Randall and Marilee Johnson <rjohnson@hesscollection.com>

Subject: Planning Commission Meeting re: 1030 Fulton Lane

Hi all,

I want to make you aware of the upcoming St. Helena Planning Commission public hearing on the proposed project slated for 1030 Fulton Lane. There is a resolution on the agenda for approval of this project.

The meeting is scheduled for next Tuesday, April 2, 2019, @ 6:00 PM at the Vintage Hall Board Room - Second Floor.

Whether you are for or against the project, it would be great if as many neighbors as possible show up to speak. Each person will have a limit of four minutes to speak. You can access the agenda as well as the staff report here:

[Planning Commission - 02 Apr 2019](#)

Hope to see you then. If you have any questions before meeting please let me know.

Maureen and Jeff
1000 Fulton Lane

Maureen 415.999.9376
Jeff 415.819.4958

<image001.png><image002.png>

Thank You
David H. Brotemarkle CPA
Dbrote@gmail.com
707-486-3962

This communication and any accompanying documents are confidential and privileged. They are intended for the sole use of the addressee. If you receive this transmission in error, you are advised that any disclosure, copying, distribution, or the taking of any action in reliance upon this communication is strictly prohibited. Moreover, any such disclosure shall not compromise or waive the attorney-client, accountant-client, or other privileges as to this communication or otherwise. If you have received this communication in error, please contact me at the above email address

From: Paul Touw [<mailto:paultouw@gmail.com>]
Sent: Tuesday, April 02, 2019 2:18 PM
To: David Brotemarkle
Cc: Noah Housh; Maureen Moulton; mdmqueen51@comcast.net; Andy Navone; Anna Beard; Celeste Navone; Claire & Vince Amendola; Darrell Quirici; David and Kathi Brotemarkle; Eileen Gordon; Ethan Browne; Fulton Mather; Ginger Martin; Jeff Burton; Jill Quirici; Kirsten Brown; Larry and Laney Merla; Lou Lavigne; Mary Lee Johnson; Michael Chiarello; Nancy Rothman; Randall and Marilee Johnson; Kirsten Bartok Touw
Subject: Re: Planning Commission Meeting re: 1030 Fulton Lane / April 2nd 6pm

David, eta all neighbors,

I just spoke to David Wignall by phone. He has agreed to limit the building height to 30 feet. I assured him I thought it would look much better and I think he now agrees. David will confirm the change tonight at the meeting. Also, from a drainage perspective, there are sump pumps that will engage during heavy rainfall to take excess water to a location (city drain water) north of the property. That should work, in my engineering (albeit out of date) perspective. Also, Jeff B., he still agrees to build the fence and wants your input on that.

That's all good news.

Best, Paul

On Apr 2, 2019, at 1:09 PM, David Brotemarkle <dbrote@gmail.com> wrote:

Dear Noah,

I know this is late notice from us but we will be out of town for tonight's planning commission meeting regarding 1030 Fulton Lane. We met as a neighborhood group with David Wignall several months ago and he agreed to lower the total building height and reduce the pitch of the roof line. We all agreed that with that and a few other changes that we could support the project. You have letters of public comment that pretty well lays that out. It appears that those changes have not been made as described. We urge the city and the planning commission to request these changes before approval of this project.

Thanks for your time and including as much public comment as possible. Minor changes as we discussed makes the difference between supporting this project and opposing it.

Best Regards,
David and Kathi Brotemarkle

On Mar 28, 2019, at 12:16 PM, Kirsten Bartok Touw <kbtouw@gmail.com> wrote:

It is still 35 feet tall. I think the drawings minimize how tall it will be, it will dwarf everything else. Frustrating that he didn't listen to any of us and make it 30 feet.
<image001.png>

<image002.png>

From: Maureen Moulton <mmoulton328@gmail.com>

Date: Wednesday, March 27, 2019 at 4:44 PM

To: <mdmqueen51@comcast.net>, Andy Navone <andynavone@gmail.com>, Anna Beard <annaebeard@yahoo.com>, Celeste Navone <celestenavone@gmail.com>, Claire & Vince Amendola <vamendola@aol.com>, D Brote <dbrote@gmail.com>, Darrell Quirici <dbquirici@att.net>, Kathi Brotemarkle <kbrote@yahoo.com>, Eileen Gordon <eileen@barnraiser.us>, Ethan Browne <ethanbrownemail@yahoo.com>, Fulton Mather <fulton@davidfultonwinery.com>, Ginger Martin <ginger.martin@sothebyshomes.com>, Jeff Burton <Jefftburton@yahoo.com>, Jill Quirici <jilloq@comcast.net>, Kirsten Hampton Brown <Kirsten@gottwines.com>, Kirsten Bartok Touw <kbtouw@gmail.com>, Larry and Laney Merla <larry@lmerla.com>, Lou Lavigne <lavigne.lou@gmail.com>, Marylee Johnson <marylee53@comcast.net>, Maureen Moulton <mmoulton328@gmail.com>, Michael Chiarello <mdc@gruppochiarello.com>, Nancy Rothman <nrothman@pacunion.com>, Paul Touw <paultouw@gmail.com>, Randall and Marilee Johnson <rjohnson@hesscollection.com>

Subject: Planning Commission Meeting re: 1030 Fulton Lane

Hi all,

I want to make you aware of the upcoming St. Helena Planning Commission public hearing on the proposed project slated for 1030 Fulton Lane. There is a resolution on the agenda for approval of this project.

The meeting is scheduled for next Tuesday, April 2, 2019, @ 6:00 PM at the Vintage Hall Board Room - Second Floor.

Whether you are for or against the project, it would be great if as many neighbors as possible show up to speak. Each person will have a limit of four minutes to speak. You can access the agenda as well as the staff report here:

[Planning Commission - 02 Apr 2019](#)

Hope to see you then. If you have any questions before meeting please let me know.

Maureen and Jeff
1000 Fulton Lane

Maureen 415.999.9376
Jeff 415.819.4958

<image001.png><image002.png>

Thank You
David H. Brotemarkle CPA
Dbrote@gmail.com
707-486-3962

This communication and any accompanying documents are confidential and privileged. They are intended for the sole use of the addressee. If you receive this transmission in error, you are advised that any disclosure, copying, distribution, or the taking of any action in reliance upon this communication is strictly prohibited. Moreover, any such disclosure shall not compromise or waive the attorney-client, accountant-client, or other privileges as to this communication or otherwise. If you have received this communication in error, please contact me at the above email address



Fulton Lane Office Building Design Review

1030 Fulton Lane

PL17-040

Planning and Community Improvement

April 2, 2019



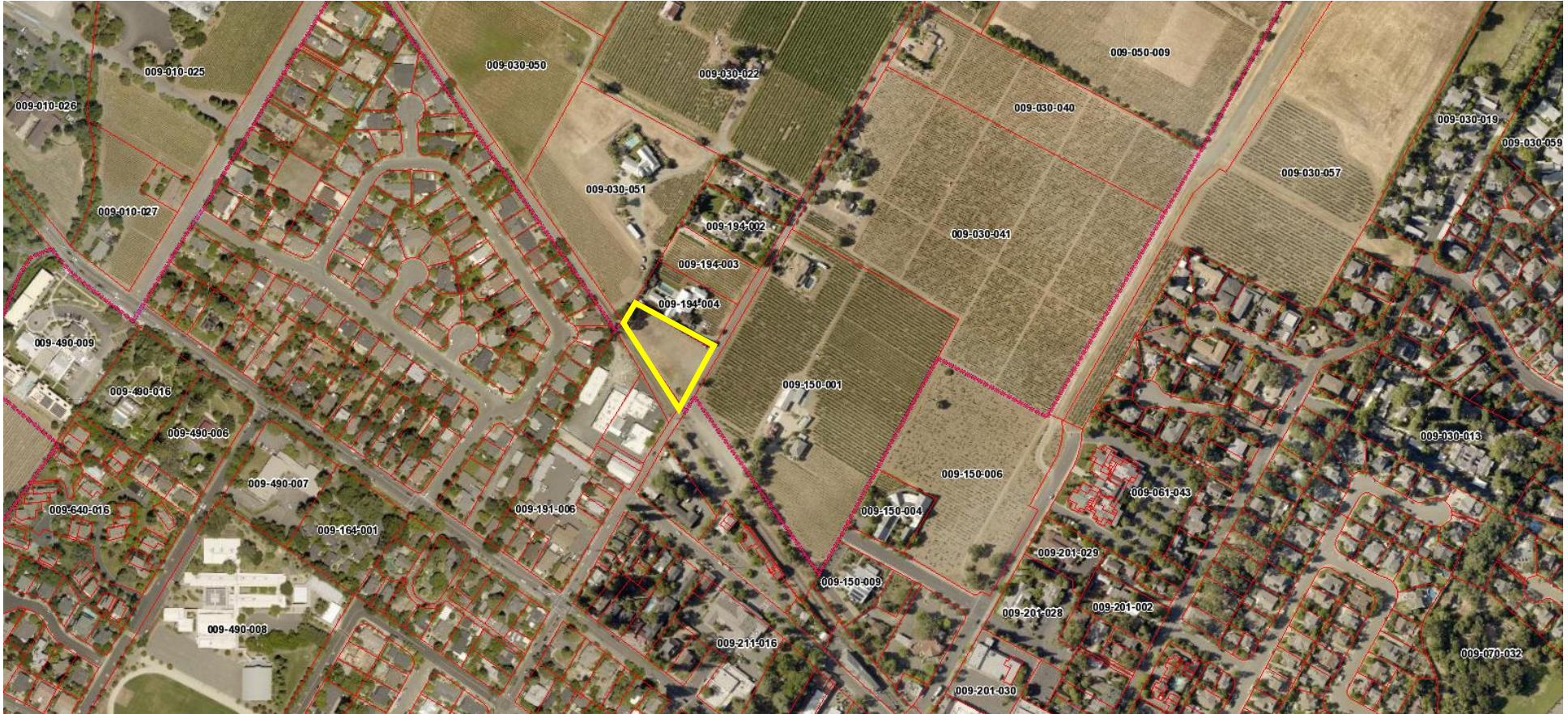
Project Description

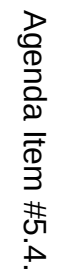
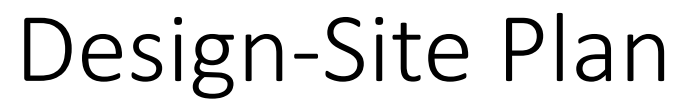
Design Review to allow construction of two 30-foot tall office buildings (7,600 and 3,400 square feet), a 35-space parking lot and associated supporting infrastructure on a 0.9 acre parcel in the Service Commercial (SC) Zoning District.

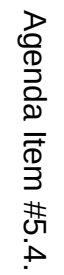
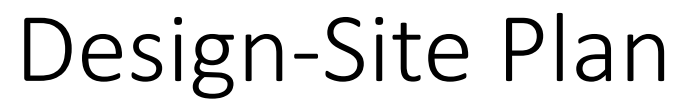




Aerial Photo and Site Context





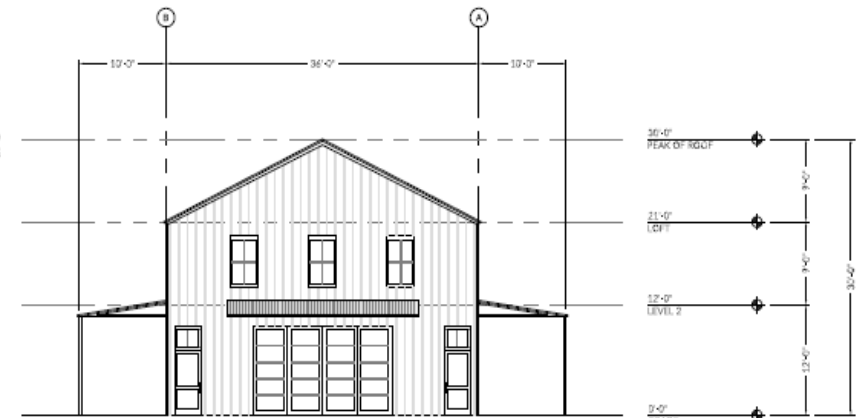




Design-Elevations



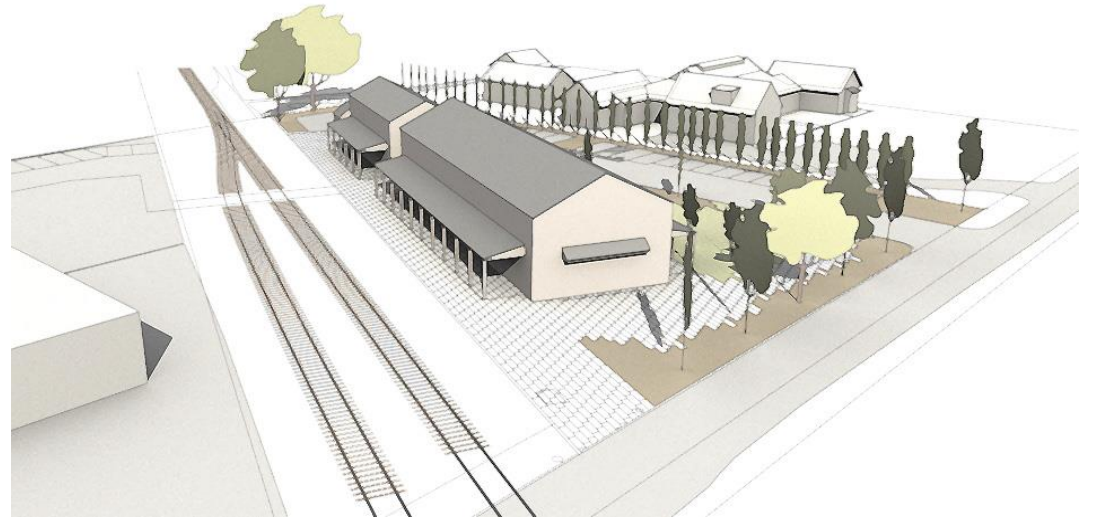
Barn: East Elevation
Scale: 1/8" = 1'-0"



Barn: South Elevation
Scale: 1/8" = 1'-0"



Design-Renderings





Analysis

CEQA-Categorically Exempt; By-Right Land Use-Design Review Only; In-Fill

General Plan- Urban Limit Line; Service Commercial Designation; Policies

Zoning-Use; Design Review; Development Standards, Landscaping, Parking



Public Comment/Issues

- Building Height-35-feet vs. 30-feet
- Drainage/Stormwater



Recommendation

It is recommended that the Planning Commission:

1. Determine that the project is exempt from the requirements of CEQA as a Class 32 Categorical Exemption, per Section 15332; and
2. Accept the required findings and approve the Design Review to permit the construction of two, 2-story office buildings on a 0.9 acre parcel in the SC Zoning District.



Questions?

April 2, 2019

Mr. Noah Housh and members of the Planning Commission,

We have outlined several of our concerns this evening. Below are our key issues and possible solutions:

- **Height of proposed building** – Allowed height 35'. Original plan drawn at 35'. After neighborhood meeting with David Wignall he expressed agreement to reduce the building height from 35' to 30' to match the scale of the adjoining buildings.

Solution: Bring height down to 30' to fit into the residential country lane.

- **Setback regarding parking** – 25 or so cars, trucks, vans abutted to our property just 10 feet from our home's indoor and outdoor space creating an unsafe environment due to noise and exhaust. After our meeting with David Wignall we discussed a privacy/sound barrier of concrete block between the two properties. After discovering the concrete wall would disrupt the existing trees, several of us including David discussed alternatives. We agreed on building a solid wood structure instead. Initial plans showed a fence, current plan eliminated the fence.

Solution: Build a sound barrier/privacy fence with our input on esthetics.

- **Lot line trees** – There are approx. 50 tall Poplar trees along the lot line between the two properties. When in season they provide screening, in winter they go bare. Report says "trees will be thinned". Don't want to reduce this live barrier that provides privacy.

Solution: Consult with an arborist and include with both parties (owner/residents of 1000 Fulton Lane and owners of 1030 Fulton Lane) regarding the maintenance of these trees.

- **Project landscaping** – report states "incorporate storm water retention into the landscaping". After meeting with David he agreed to install a storm drain. The current plan shows the original swell but not the storm drain as discussed. He has now planned for a combination of "permeable asphalt, concrete and pavers". The ground on this property at 1030 is so compacted that rainwater sits and pools for weeks at a time. z

Solution: Property should be graded and adequate storm drains installed to discharge out the back of the property.

- **HVAC** – report suggests "proposed mechanical equipment will be enclosed in the attic or mechanical rooms within the building in order to reduce impact on surrounding uses to a less-than-significant level". The current plan shows mechanical equipment is housed outdoors.

Solution: Move mechanical equipment indoors as commission report originally recommended.

- **Environmental Impact Report** – we have not seen the report. Understand that the report was completed in 2012 (seven years old).

Solution: Receive an updated environmental report and time to study it.

- **Construction Hours** – Code calls for construction hours as Monday – Saturday 8 am – 5pm. As much as we would like to see this project finished in a timely fashion we object to construction on Saturdays. We spend most of the days outside with family and friends and construction noise, dirt and dust will have a negative impact on our quality of life.

Solution: Eliminate Saturday construction hours from May through October.

- **Dust Control** – During the recent installation of the sewer pipeline on the 1030 property it was a construction site and for nearly six months the dirt and dust was a problem. When the project was completed we had to have our house power washed and the windows professionally cleaned at our expense.

Solution: Being that our house is all white, we request that near completion of the project our house is power washed and the windows professionally cleaned at the expense of the owners of the project.

- **Traffic Analysis** – This traffic report was done in 2016 and each year the traffic has exponentially increased in St. Helena. If there are customers coming and going will there be overflow parking on the street?

Solution: We would like to know the intended use of these buildings. Add columns on either side of the road at the driveway of 1000 Fulton and on the property across the street. This will delineate that Fulton Lane is a residential road and not a through street. We don't want cars parking on the street.

- **Sidewalk** - The majority of the neighbors have expressed dislike of a sidewalk added along the south/west edge of the 1030 property. It will destroy the country road feel of Fulton Lane.

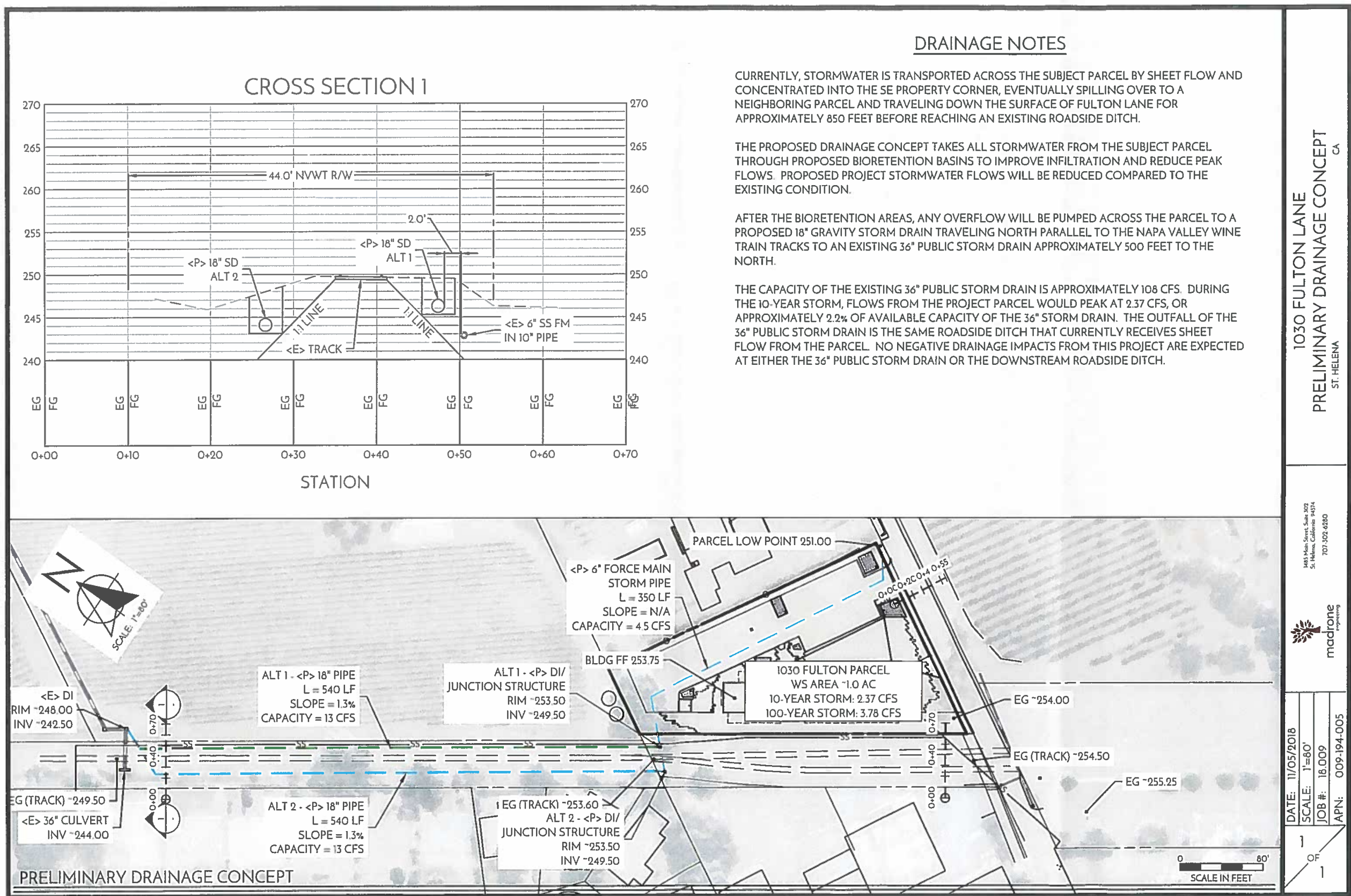
Solution: Do not add sidewalk.

Thank you for your time and consideration.

Sincerely,

Maureen Moulton and Jeff Burton
1000 Fulton Lane
St. Helena, CA 94574







PLANNING COMMISSION REPORT

Planning Commission Meeting of April 2, 2019

AGENDA SECTION: Scheduled Matters

SUBJECT: Consideration and proposed approval of a resolution determining that the FY 2019/20 Capital Improvement Program (CIP) is in conformance with the General Plan

PREPARED BY: Erica Ahmann Smithies, Public Works Director and City Engineer

APPROVED BY: Noah Housh, Planning & Community Improvement Director

APPLICATION FILED:

LOCATION OF PROPERTY: Citywide

APPLICANT: City of St. Helena Public Works Department

BACKGROUND

Sections 65401 and 65402 of the California Government Code require that the Capital Improvement Program (CIP) be in conformance with the General Plan. State Law also mandates that this determination of conformance be made by a designated planning agency. For the City of St. Helena, the designated planning agency is the Planning Commission. The purpose of this staff report is to have the Planning Commission make a determination of consistency with the adopted General Plan.

PROJECT DESCRIPTION

The Planning Commission is tasked with reviewing the planned CIP for fiscal year 2019/2020 and making the finding that the activities proposed for inclusion in the CIP are in conformance and consistent with the General Plan.

General Plan conformity can best be described as furthering the eventual achievement of the goals, policies, and infrastructure identified in the General Plan. For example, the construction of a roadway would be consistent with the General Plan if the roadway is

depicted on the Circulation Element, identified in the goals and policies, or listed as an implementation program/activity.

Staff has reviewed the proposed FY 2019/2020 capital projects and has evaluated the proposed improvements for consistency with the classifications contained in the General Plan. As shown in the Attachment 2, these activities are consistent with the policies contained in the General Plan. Attachment 3 is the City's 5-year street project list approved by City Council for Measure T funds in early 2018. The R19-79 CIP project currently in design includes the first two years of various street overlay and maintenance projects.

Once the Planning Commission makes the finding that the 2019/2020 CIP is consistent with the General Plan, it will be brought to City Council for adoption along with anticipated expenditures and projects over a five-year period at a meeting in May or June 2019.

ANALYSIS

The City's 2019/2020 CIP consists of 46 projects in four divisions. 40 of the CIP projects are actively in progress, with approximately 6 new projects being added to Fiscal Year 2019/2020. The fiscal impact of the CIP will be identified in the operating budget for fiscal Year 2019/2020 which will be heard at City Council later this year.

The determination of conformity with the General Plan pursuant to Government Code Sections 65401 and 65402 is not considered a "project" under the California Environmental Quality Act (CEQA). Furthermore, actions implementing the adopted 1993 General Plan are consistent with the certified 1993 General Plan Environmental Impact Report (EIR). Specific projects proposed as part of the CIP will require their own CEQA determination at the time of project implementation.

STAFF RECOMMENDATION

Adopt the attached resolution determining that Fiscal Year 2019/20 Capital Improvement Program is in conformance with the General Plan.

ATTACHMENTS

[Attachment 1: Fiscal Year 2019 2020 CIP Resolution](#)

[Attachment 2: 2019-20 CIP List](#)

[Attachment 3: 5-Year CIP Street Program](#)

ATTACHMENT 1

CITY OF ST. HELENA

RESOLUTION NO. _____

**DETERMINING THAT FISCAL YEAR 2019/20 CAPITAL IMPROVEMENT
PROGRAM IS IN CONFORMANCE WITH THE CITY OF ST. HELENA
GENERAL PLAN**

RECITALS

- A. The City of St. Helena adopted its General Plan on September 28, 1993.
- B. The City Council of the City of St. Helena has designated the City Planning Commission as the planning agency for the City of St. Helena.
- C. State Law requires that designated planning agencies review their agency's capital improvement plan to ensure compliance with the adopted General Plan.
- D. The City has identified a number of capital improvement projects, including civic, street, water, and wastewater improvements for implementation in fiscal year 2019/2020.
- E. On April 2, 2019, the Planning Commission, during a regularly scheduled meeting, considered the projects and programs for FY 2019/20 in the City's Capital Improvement Program and their conformity to the adopted City General Plan.
- F. The determination of conformity with the General Plan pursuant to Government Code Sections 65401 and 65402 is not considered a "project" under the California Environmental Quality Act (CEQA).

RESOLUTION

The Planning Commission of the City of St. Helena hereby makes the following finding:

- A. The proposed Fiscal Year 2019/20 capital improvement projects and programs of are consistent with the City of St. Helena's adopted General Plan by furthering the goals and policies as discussed in the staff report dated April 2, 2019.

Approved at a Regular Meeting of the St. Helena Planning Commission on April 2, 2019
by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTEST:

FISCAL YEAR 2019-2020 CAPITAL IMPROVEMENT PROGRAM

Number	Name	Description	General Plan Policy
Civic Projects (Buildings and Parks)			
C-82	Downtown Restrooms	Construct restrooms in parking lot on Money Way	Tourism Management Guiding Policy 3.4.2, 3.4.7
C18-83	ADA Transition Plan - Facilities	ADA upgrades to existing City buildings	Maintenance of City Infrastructure
C19-01	Lyman Park Improvements	Rehabilitate the existing park and bathrooms	Maintenance of City Infrastructure
C19-02	Rehabilitate Crane Park Tennis Courts	Rehabilitate the existing tennis courts at Crane Park	Maintenance of City Infrastructure
C19-03	Crane Park Lighting Improvements	Retrofit existing park lights fixtures and upgrades to electrical equipment.	Maintenance of City Infrastructure
C20-01	Library Roof Repair	Replace the Library roof	Maintenance of City Infrastructure
C20-02	Repaint Fire Station #1	Repaint the Fire Station	Maintenance of City Infrastructure
C20-03	Skatepark Improvements	Rehabilitate the skatepark and ADA improvements	Maintenance of City Infrastructure
C20-04	Baldwin Park Fence Repair	Remove and replace fence bordering	Maintenance of City Infrastructure
Streets Projects (including stormwater)			
R18-81	Downtown Sidewalk Improvements	This is a sidewalk improvement project funded by One Bay Area Grant II program and local funds. The project will replace sidewalks, trees, and implement traffic calming devices on Main Street between Mitchell Drive and Pine Street.	Maintenance of City Infrastructure
R19-79	Pavement Restoration (Annual Project)	Rehabilitate streets throughout the City with various surface treatments (i.e. slurry seal, microsurface and overlay). Curb ramp upgrades may be part of projects as needed. Council approved a five-year list of streets on February 13, 2018	Maintenance of City Infrastructure

FISCAL YEAR 2019-2020 CAPITAL IMPROVEMENT PROGRAM

Number	Name	Description	General Plan Policy
R19-01	Stormwater Master Plan	The Stormwater Master Plan will not only update the 2000 document, but will be integrated with the Water Master Plan and the Stormwater Master Plan which will include recommendations for system improvements, replacement and estimated project costs.	Maintenance of City Infrastructure
R19-02	Hunt Avenue Sidewalk Gap Closure	This project will construct sidewalk in order to close a pedestrian gap that currently exists on the southside of Hunt Avenue between Monte Vista Avenue and June Lane as well as upgrade curb ramps at Church and Edwards.	Maintenance of City Infrastructure
R19-03	Sulphur Creek Erosion Repair	This project will implement bank repairs that were caused during the 16/17 storm year and identified in the 2017 Flood Control Project post-construction monitoring and reporting year. The repairs will be made utilizing funds from the Flood Control Project adaptive management program.	Maintenance of City Infrastructure
R19-04	Sulphur Creek Sediment Removal	This project will remove sediment build-up in Sulphur Creek beneath the bridge structure at Valley View and the City owned creek section in front of the City Public Works Corporation Yard on Charter Oak. The City plans to coordinate permitting and work efforts with private landowners along Sulphur Creek between the Valley View bridge and the City Corporation Yard.	Maintenance of City Infrastructure

FISCAL YEAR 2019-2020 CAPITAL IMPROVEMENT PROGRAM

Number	Name	Description	General Plan Policy
R19-05	Grayson and South Crane Rehabilitation	This project will reconstruct Grayson and South Crane Avenues. Accessibility improvements to sidewalks and curb ramps will be included as part of the project whenever applicable.	Maintenance of City Infrastructure
R19-07	Silverado Trail Guardrail Replacement	Replace guardrail and pavement markings/stripping on Silverado Trail within the City limits.	Maintenance of City Infrastructure
R20-01	Mitchell Drive to Sulphur Creek Storm Drain Replacement	Replace storm drain pipe on Mitchell Drive and slip-line a portion of pipe from Mitchel Drive to Sulphur Creek	Maintenance of City Infrastructure
Wastewater Projects			
S-52	WWTRP Upgrades Phase 1	Feasibility study, workplan and Phase 1 improvements as required by CDO Regional Board Order R2-2016-0004	Public Facilities and Services Guiding Policy 9.3.1
S-53	Reclamation Field Improvements	Improve irrigation system at wastewater reclamation field	Public Facilities and Services Guiding Policy 9.3.1
S-61	Pond 2 & 3 Levee	Repair levees around Ponds 2 and 3	Public Facilities and Services Guiding Policy 9.3.1
S-62	Facilities Automation: Supervisory, Control and Data Acquisition System (SCADA)	Integrate system controls with SCADA to monitor and control plant and/or equipment	Maintenance of City Infrastructure
S-66	Install New Well	Install new well at wastewater treatment facility to serve employees	Maintenance of City Infrastructure
S-67	Sludge Removal	Remove sludge in Ponds 1 and 2	Maintenance of City Infrastructure
S18-70	Replace 1% Sewer Mains Annually	Replacement of City sewer mains	Maintenance of City Infrastructure
S18-71	Crinella Pump Station Upgrade	Update the structure and pumping systems as well as including a filter system to control odors	Maintenance of City Infrastructure
S18-74	Update GIS Maps of Sewer System	Update the current GIS Maps of the City sewer system	Maintenance of City Infrastructure

FISCAL YEAR 2019-2020 CAPITAL IMPROVEMENT PROGRAM

Number	Name	Description	General Plan Policy
S18-75	Sewer Master Plan	Estimate sewer collection capacity, the age and capability of the existing collection system; including recommendations for system improvements, replacement and estimated project costs	Maintenance of City Infrastructure
Water Projects			
W-26	Upper York Creek Ecosystem Restoration	Remove Upper York Creek Dam, improve fish passage, and revegetate	Maintenance of City Infrastructure
W-27	Meadowood Tank Upgrades	Replace three existing water tanks and upgrade water delivery systems	Maintenance of City Infrastructure
W-80	Dwyer Road Booster Station	Contribute a fair share contribution to a project to construct a booster station that will increase water system pressure	Maintenance of City Infrastructure
W-85	Bell House Valve Replacement	Replace the bell house valve at the base of the Bell Canyon dam per the requirements of the Division of Safety of Dams	Maintenance of City Infrastructure
W-86	Holmes Tank Upgrade	Upgrade pumps and piping that feed Holmes Tanks	Maintenance of City Infrastructure
W-91	Bell Canyon Creek Inflow	Install device to measure inflow from Bell Canyon Creek into Bell Canyon Reservoir	Maintenance of City Infrastructure
W-101	Tank 2 Rehabilitation	Rehabilitate Tank 2	Maintenance of City Infrastructure
W-106	Pump Station Upgrades	Upgrade existing pump stations with back-up power in the event of a power outage as required by the State Department of Health.	Maintenance of City Infrastructure
W-108	Lower Reservoir Dam Rehabilitation	Replace valves and perform geotechnical investigation as required by Division of Dam Safety	Maintenance of City Infrastructure
W-109	Bell Canyon Intake Tower Replacement	Replace intake tower at Bell Canyon Reservoir	Maintenance of City Infrastructure

FISCAL YEAR 2019-2020 CAPITAL IMPROVEMENT PROGRAM

Number	Name	Description	General Plan Policy
W-110	Rutherford Pump Upgrade	Upgrade electrical equipment and install a permanent structure	Maintenance of City Infrastructure
W18-112	Spill Containment at Bell Creek	Develop spill containment at the chemical building located at the base of the Bell Canyon Dam	Maintenance of City Infrastructure
W18-114	Spill Containment at the Stonebridge Wells	Develop spill containment at the chemical building located adjacent to the Stonebridge Wells	Maintenance of City Infrastructure
W18-115	Remove Restriction at Rutherford Pump Station	This project will locate and remove the restriction(s) in order to maximize water delivery	Maintenance of City Infrastructure
W18-117	Water Master Plan Update	Update the 2006 comprehensive study and identify recommendations for system improvements, replacement and estimated project costs	Maintenance of City Infrastructure
W18-119	Bell Canyon Phreatic Surface Monitoring and Assessment	A new requirement of the Division of Dam Safety as a direct result of the 2017 Oroville Dam incident	Maintenance of City Infrastructure
W18-120	Bell Canyon Spillway Stability Assessment	A new requirement of the Division of Dam Safety as a direct result of the 2017 Oroville Dam incident. Work will include a reconnaissance-level assessment of the spillway reviewing the geologic, structural or performance issues that could jeopardize its ability during a flood event.	Maintenance of City Infrastructure
W20-01	Bell Canyon Spillway Repairs	Make repairs to the spillway based on the initial spillway assessment in 2018.	Maintenance of City Infrastructure

CITY OF ST. HELENA
5-YEAR CIP STREET PROJECTS
February 13, 2018

ROAD NAME	BEGINNING LOCATION	END LOCATION	DESCRIPTION OF WORK	PCI CURRENT	PROJECT COST
YEAR 2018/19					
EL BONITA AV	LA QUINTA WY	COP (CHANGE OF PAVEMENT)	2" AC OL w/Fabric, curb ramps, and striping	44	\$24,750
EL BONITA AV	COP (CHANGE OF PAVEMENT)	DAHLIA ST	2.5" AC OL w/Fabric, curb ramps, and striping	25	\$22,026
EL BONITA AV	DAHLIA ST	BCR @ MAIN ST	2.5" AC OL w/Fabric, curb ramps, and striping	9	\$224,216
EL BONITA CT	EL BONITA AVE	END	2.5" AC OL w/Fabric, curb ramps, and striping	22	\$51,375
KENNEDY CT	LA QUINTA WY	END (W)	2.5" AC OL w/Fabric, curb ramps, and striping	26	\$84,381
LA QUINTA WY	END (N)	END (S)	2.5" AC OL w/Fabric, curb ramps, and striping	35	\$80,228
ANDREA AV	KEARNEY ST	OAK AV	2" AC OL w/Fabric, curb ramps, and striping	36	\$86,014
GROVE CT	HUNT AV	END (N)	2" AC OL w/Fabric, curb ramps, and striping	41	\$71,400
KEARNEY ST	HILLVIEW PL	MADRONA ST	2" AC OL w/Fabric, curb ramps, and striping	45	\$113,400
KEARNEY ST	MADRONA ST	PINE ST	2" AC OL w/Fabric, curb ramps, and striping	52	\$55,260
SPRING ST	CHARDONNAY WY	SYLVANER AV (E)	2" AC OL w/Fabric, curb ramps, and striping	49	\$159,251
SPRING ST	SYLVANER AV (E)	VALLEY VIEW ST	2" AC OL w/Fabric, curb ramps, and striping	35	\$104,296
SPRING ST	CITY LIMITS	639' W/O SYLVANER AV	2" AC OL, curb ramps, and striping	67	\$109,503
MONTE VISTA	HUNT AV	END (N)	2.5" AC OL w/Fabric, curb ramps, and striping	32	\$81,135
HWY 29/MAIN STREET	MITCHELL DRIVE	BRITTON WY/PINE ST	Downtown sidewalk improvements (Design Only)	N/A	\$150,000
HUNT AVENUE	MONTE VISTA	JUNE LANE	Sidewalk, curb, gutter, and ramps	N/A	\$125,000
Total Estimated Project Cost in 2018/19					\$1,542,233
YEAR 2019/20					
VOELKER CT	CRINELLA DR	END (E)	2.5" AC OL w/Fabric, curb ramps, and striping	31	\$45,437
VORHEES CIR	MITCHELL DR (E)	MITCHELL DR (W)	2" AC OL w/Fabric, curb ramps, and striping	52	\$122,519
BROWN ST	ALLISON AV	END (W)	2.5" AC OL w/Fabric, curb ramps, and striping	10	\$99,932
CRINELLA DR	MAIN ST	PARK ST	2.5" AC OL w/Fabric, curb ramps, and striping	14	\$79,847
CRINELLA DR	PARK ST	PUMP STATION	2.5" AC OL w/Fabric, curb ramps, and striping	14	\$162,843
CRINELLA DR	PUMP STATION	PARK ST	2.5" AC OL w/Fabric, curb ramps, and striping	25	\$150,917
PARK ST	PRATT AVENUE	CRINELLA DR	2" AC OL w/Fabric, curb ramps, and striping	39	\$123,951
PARK ST	CHRISTINE CT	CRINELLA DR	2.5" AC OL w/Fabric, curb ramps, and striping	23	\$107,952
CHRISTINE CT	PARK ST	END (E)	2.5" AC OL w/Fabric, curb ramps, and striping	23	\$42,828
HENRY CT	PARK ST	END (E)	2.5" AC OL w/Fabric, curb ramps, and striping	28	\$24,473
SPRING ST	SYLVANER AV (W)	CHARDONNAY WY	MicroSurfacing, curb ramps, and striping	72	\$23,517
SPRING ST	639' W/O SYLVANER AV	SYLVANER AV (W)	Slurry Seal - Type II	95	\$4,964

ROAD NAME	BEGINNING LOCATION	END LOCATION	DESCRIPTION OF WORK	PCI CURRENT	PROJECT COST
KEARNEY ST	PINE ST	ADAMS ST	MicroSurfacing, curb ramps, and striping	66	\$13,767
ARROWHEAD DR	BCR @ SULPHUR SPRINGS RD	END (S)	MicroSurfacing, curb ramps, and striping	72	\$21,882
MCCORKLE AV	END (W)	ALLISON AV	MicroSurfacing, curb ramps, and striping	73	\$7,163
CHURCH ST	HUNT AV	POPE ST	Slurry Seal - Type II	84	\$7,443
HUDSON AV	MADRONA ST	ADAMS ST	Slurry Seal - Type II	77	\$10,677
HUDSON AV	ADAMS ST	SPRING ST	Slurry Seal - Type II	83	\$10,994
MONEY WY	SPRING ST	ADAMS ST	Slurry Seal - Type II	75	\$6,476
PAULSON CT	POPE ST	END (N)	Slurry Seal - Type II	84	\$5,736
GRAYSON	MAIN ST/HWY 29	SOUTH CRANE	Road reconstruction, curb ramps, striping (Design Only)	22	\$75,000
SOUTH CRANE	SULPHUR SPRINGS	GRAYSON	Road reconstruction, curb ramps, striping (Design Only)	27	\$75,000
HWY 29/MAIN STREET	MITCHELL DRIVE	BRITTON WY/PINE ST	Downtown sidewalk improvements (Design Only)	N/A	\$150,000
Total Estimated Project Cost in 2019/20					\$1,373,313
YEAR 2020/21					
ALEXANDER CT	MAIN ST	MAIN ST	2" AC OL w/Fabric, curb ramps, and striping	54	\$54,107
PINE ST	KEARNEY ST	OAK AV	2" AC OL w/Fabric, curb ramps, and striping	53	\$53,046
PINE ST	OAK AV	MAIN ST	2" AC OL, curb ramps, and striping	68	\$49,970
CHABLIS CIR	PINOT WAY	END	2.5" AC OL w/Fabric, curb ramps, and striping	22	\$40,974
EDWARDS ST	HUNT AV	POPE ST	2.5" AC OL w/Fabric, curb ramps, and striping	15	\$147,996
HILLVIEW PL	END (W)	SCOTT ST	2.5" AC OL w/Fabric, curb ramps, and striping	10	\$25,920
HILLVIEW PL	SCOTT ST	VINEYARD AV	2.5" AC OL w/Fabric, curb ramps, and striping	16	\$66,837
HILLVIEW PL	VINEYARD AV	STOCKTON ST	2.5" AC OL w/Fabric, curb ramps, and striping	14	\$62,382
HUNT AV	CHURCH ST	EDWARDS ST	2.5" AC OL w/Fabric, curb ramps, and striping	43	\$74,100
OAK AV	ADAMS ST	TAINTER ST	2.5" AC OL w/Fabric, curb ramps, and striping	56	\$114,359
OAK AV	TAINTER ST	SPRING ST	2.5" AC OL w/Fabric, curb ramps, and striping	42	\$104,817
OAK AV	SPRING ST	MITCHELL DR	2.5" AC OL w/Fabric, curb ramps, and striping	53	\$111,269
COLUMBARD CT	CHARDONNAY WY	END (W)	2" AC OL, curb ramps, and striping	66	\$62,727
KEARNEY ST	TAINTER ST	SPRING ST	Slurry Seal - Type II	90	\$3,696
KIDD RANCH RD	MCCORKLE AV	END (S)	Slurry Seal - Type II	91	\$6,704
PINE ST	MAIN ST	FIRE STATION	Slurry Seal - Type II	94	\$2,067
POPE ST	BEGIN BRIDGE	SILVERADO TRAIL	Slurry Seal - Type II	88	\$4,814
ADAMS ST	ALLYN AV	STOCKTON ST	Slurry Seal - Type II	79	\$10,398
ADAMS ST	HUDSON AV	ALLYN AV	Slurry Seal - Type II	82	\$6,378

ROAD NAME	BEGINNING LOCATION	END LOCATION	DESCRIPTION OF WORK	PCI CURRENT	PROJECT COST
BIRCH ST	VALLEYVIEW ST	NORTH CRANE AV	Slurry Seal - Type II	79	\$10,782
FULTON LN	25 MPH SIGN	END (E)/CITY LIMITS	Slurry Seal - Type II	90	\$7,734
HARVEST LN	STARR AV	END (W)	Slurry Seal - Type II	80	\$3,042
HUDSON AV	SPRING ST	BIRCH ST	Slurry Seal - Type II	87	\$15,422
LIBRARY LN	ADAMS ST	END (N)	Slurry Seal - Type II	76	\$7,130
SPRING MOUNTAIN CT	SPRING MOUNTAIN RD	END (S)	Slurry Seal - Type II	81	\$9,677
TAINTER ST	ALLYN AV	STOCKTON ST	Slurry Seal - Type II	92	\$9,324
TAINTER ST	STOCKTON ST	KEARNEY ST	Slurry Seal - Type II	86	\$8,625
TAINTER ST	KEARNEY ST	OAK AV	Slurry Seal - Type II	81	\$4,739
HWY 29/MAIN STREET	MITCHELL DRIVE	BRITTON WY/PINE ST	Downtown sidewalk Construction (Grant Match)	N/A	\$100,000
Total Estimated Project Cost in 2020/21					\$1,179,032
YEAR 2021/22					
HILLVIEW PL	STOCKTON ST	SPRING MOUNTAIN RD	2.5" AC OL w/Fabric, curb ramps, and striping	19	\$70,809
MCCORKLE AV	ALLISON AV	MARIPOSA LN	2.5" AC OL w/Fabric, curb ramps, and striping	13	\$48,887
MCCORKLE AV	MARIPOSA LN	END (E)	2.5" AC OL w/Fabric, curb ramps, and striping	13	\$144,503
MITCHELL DR	NORTH CRANE AV	VOORHEES CIR	2.5" AC OL w/Fabric, curb ramps, and striping	27	\$57,041
MITCHELL DR	VOORHEES CIR (W)	VOORHEES CIR (E)	2.5" AC OL w/Fabric, curb ramps, and striping	32	\$111,230
MITCHELL DR	VOORHEES CIR (E)	ST JAMES DR	2.5" AC OL w/Fabric, curb ramps, and striping	42	\$89,222
MITCHELL DR	ST JAMES DR	OAK AV	2.5" AC OL w/Fabric, curb ramps, and striping	18	\$115,655
PINE ST	HUDSON AV	ALLYN AV	2.5" AC OL w/Fabric, curb ramps, and striping	13	\$131,981
STOCKTON ST	PINE ST	ADAMS ST	MicroSurfacing, curb ramps, and striping	75	\$10,473
STOCKTON ST	ADAMS ST	TAINTER ST	MicroSurfacing, curb ramps, and striping	72	\$10,178
STOCKTON ST	TAINTER ST	BCR @ SPRING ST	MicroSurfacing, curb ramps, and striping	72	\$9,335
PINE ST	STOCKTON ST	END (E)	Slurry Seal - Type II	95	\$6,296
STOCKTON ST	MADRONA ST	PINE ST	Slurry Seal - Type II	78	\$4,137
ADAMS ST	COP @ LIBRARY LN	COP BEFORE RAILROAD AV	Slurry Seal - Type II	95	\$5,022
Total Estimated Project Cost in 2021/22					\$814,764
YEAR 2022/23					
ADAMS ST	COP BEFORE RAILROAD AV	60' E/O MAIN ST	2.5" AC OL w/Fabric, curb ramps, and striping	59	\$78,141
CHABLIS CIR	PINOT WAY	500' NE/O PINT WAY (E)	2.5" AC OL w/Fabric, curb ramps, and striping	36	\$111,426
PINE ST	ALLYN AV	END (E)	2.5" AC OL w/Fabric, curb ramps, and striping	27	\$106,970
PINOT WY	SYLVANER AV	CHABLIS CIR	2.5" AC OL w/Fabric, curb ramps, and striping	28	\$64,628

ROAD NAME	BEGINNING LOCATION	END LOCATION	DESCRIPTION OF WORK	PCI CURRENT	PROJECT COST
PINOT WY	CHABLIS CIR	CHARDONNAY WY	2.5" AC OL w/Fabric, curb ramps, and striping	10	\$82,455
PINOT WY	CHARDONNAY WY	END (E)	2.5" AC OL w/Fabric, curb ramps, and striping	32	\$128,141
RIESLING WY	SYLVANER AV	MADRONA ST	2.5" AC OL w/Fabric, curb ramps, and striping	32	\$117,437
SCOTT ST	HILLVIEW PL	END (N)	2.5" AC OL w/Fabric, curb ramps, and striping	22	\$113,453
SCOTT ST	MADRONA ST	HILLVIEW PL	2.5" AC OL w/Fabric, curb ramps, and striping	16	\$116,694
STARR AV	HARVEST LN	POPE ST	2.5" AC OL w/Fabric, curb ramps, and striping	62	\$128,987
ADAMS ST	KEARNEY ST	OAK AV	2" AC OL, curb ramps, and striping	73	\$75,035
ADAMS ST	COP @ BUSINESS CENTER DWY	COP @ LIBRARY LN	Slurry Seal - Type II	96	\$4,790
ADAMS ST	END (E)	COP @ BUSINESS CENTER	Slurry Seal - Type II	96	\$4,470
DAHLIA ST	MAGNOLIA AVE	EL BONITA AV (N)	Slurry Seal - Type II	96	\$2,985
MAGNOLIA AVE	ROSEBUD LN	E END	Slurry Seal - Type II	95	\$2,031
MAGNOLIA AVE	ROSEBUD LN	DAHLIA ST	Slurry Seal - Type II	95	\$6,054
MILLS LN	MAILBOX 458 (COP)	END (E)	Slurry Seal - Type II	96	\$7,068
OLIVE AV	HUDSON ST	VALLEYVIEW ST	Slurry Seal - Type II	96	\$8,949
ROSEBUD LN	EL BONITA AV	SULPHUR SPRINGS	Slurry Seal - Type II	96	\$8,675
Total Estimated Project Cost in 2021/22					\$1,168,385

TOTAL ESTIMATED 5-YEAR CIP **\$6,077,727**