



Mayor: Ann Nevero
Vice Mayor Sharon Crull
City Council: Greg Pitts
Mario Sculatti
Peter White

ST. HELENA CITY COUNCIL REGULAR MEETING
OCTOBER 28, 2014

5:00 PM STUDY SESSION
VINTAGE HALL BOARD ROOM – SECOND FLOOR
465 MAIN STREET, ST. HELENA

6:00 PM REGULAR MEETING
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 voluntarily complete a “Speaker Card” and submit it to the City Clerk BEFORE that portion of the agenda is called. Speaker cards are available on the table in back of the room. Please observe the time limit of three minutes.

- 1. PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PUBLIC COMMENTS PERTAINING TO THE STUDY SESSION**
- 4. STUDY SESSION**
 - a. Present an overview and background information regarding Historical Cultural Community Center Visioning and proposed relocation of the historic school house to the Adams Street Property
- 5. OPEN SESSION – COUNCIL WILL RETURN TO OPEN SESSION AND ANNOUNCE ACTIONS TAKEN IF ANY (6:00 P.M.)**
- 6. PUBLIC FORUM:** Members of the public are entitled to speak on matters of municipal concern not on the agenda during Public Forum. Each person’s comments shall be limited to 3 minutes. Each person is entitled to speak on any non-agendized item only once at any meeting. Brief questions by Councilmembers for clarifications may be posed and answered, and Councilmembers may make requests that items be placed on future agendas, but in accordance with state law, no substantive discussion or action may take place unless and until the matter properly appears on the agenda.

- 7. REPORTS BY STAFF AND CITY COUNCIL, FUTURE AGENDA ITEMS, and AB 1234 REPORTS:** Reports by staff and/or Councilmembers on items of general interest. Brief questions for clarification may be posed and answered, and Councilmembers may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the City Council.

PRESENTATIONS AND PUBLIC RECOGNITIONS

- 8. Proclamation for Arbor Day**

CONSENT ITEMS: Members of the Council 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)

- 9. Consideration of second reading and adoption of ordinance enacting St. Helena municipal code chapter 2.50 to provide for the adoption by City Council resolution of protocols for the establishment, membership, terms, procedures and operations of City Boards, Commissions and Committees**

Lead Staff: Cindy Black, City Clerk

Recommended Action: Adopt

- 10. Consideration of a resolution rescinding resolution no. 2013-61 and approving an Investment Policy for the City of St. Helena**

Lead Staff: Sheila McCrory, Interim Finance Director

Recommended Action: Approve

- 11. Consideration of a resolution approving a Capital Asset and Depreciation Policy for the City of St. Helena**

Lead Staff: Sheila McCrory, Interim Finance Director

Recommended Action: Approve

- 12. Consideration of approving the purchase of Meily Park Play Structure in the amount of \$29,009**

Lead Staff: James Haller Park Supervisor/City Arborist

Recommended Action: Approve

- 13. Consideration of a resolution approving the final application for funding from the San Francisco Bay Water Quality Improvement Fund for the Upper York Creek Dam Removal Project and authorizing the City Manager to execute the Application for Federal Assistance and other related forms and agreements**

Lead Staff: Steve Palmer, Interim Public Works Director

Recommended Action: Approve

- 14. Consideration of Resolution Approving an Employment Agreement with April Mitts**

Lead Staff: Jennifer Phillips, City Manager

Recommended Action: Approve

15. Consideration of resolution amending resolution 2005-98 approving a local preference policy for affordable housing updating the policy to comply with state requirements, and providing more specificity on how the local preference policy will be implemented

Lead Staff: Victor Carniglia, Interim Planning Director

Recommended Action: Approve

16. Consider introduction of an ordinance amending chapter 8.32 of the St. Helena Municipal Code to revise and enhance the City's regulations providing for procedures, notice and assistance for tenants of residential units displaced as a result of code enforcement activities

Lead Staff: Victor Carniglia, Interim Planning Director

Recommended Action: Introduce by title only

SCHEDULED MATTERS

17. Consideration of 2015 Public Safety Priorities

Lead Staff: Jacqueline Rubin, Chief of Police

PUBLIC HEARING

18. Consider an appeal of the Planning Commission decision of September 16, 2014 in regards to approving a request from the DAVIES VINEYARDS WINERY for a USE PERMIT AMENDMENT to expand the existing production capacity/facilities and to allow hospitality functions including tours, tastings and events at the existing facility, DESIGN REVIEW to remodel and expand the existing production facilities to include crush pad areas, an outdoor tasting area, a rooftop terrace and a hospitality building. The parcel is located at 555 MAIN STREET

Lead Staff: Victor Carniglia, Interim Planning Director

19. Consider a resolution approving the request by BRAD OLDENBROOK for a parcel map to subdivide an existing 14.13 acre parcel into two parcels, one parcel consisting of 13.63 acres in area and the second parcel consisting of .5 acres. The 14.13 acre site is located on Fulton Lane approximately ½ mile northeast of the existing rail line. Parcel Number: 009-050-001. The project has been determined to be categorically exempt from CEQA, Class 15 Minor Land Divisions.

Lead Staff: Victor Carniglia, Interim Planning Director

ADJOURNMENT The next Regular City Council meeting is scheduled for November 25, 2014, 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 October 24, 2014.


Cindy Black, City Clerk

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 City Council regarding any item on this Agenda, after the posting of the Agenda, will be available for public review in the City Clerk'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://cityofsthenana.org> and will be available for public review at the respective meeting.



Report to the City Council

Council Meeting October 28, 2014

Agenda Section: Study Session

Subject: Staff will present an overview and background information regarding Historical Cultural Community Center Visioning and proposed relocation of the historic school house to the Adams Street Property

Prepared By: Jennifer Phillips, City Manager

Approved By: Jennifer Phillips, City Manager

OVERVIEW

Between 2002 and 2009, the City facilitated work on envisioning a community center. An analysis of space needs for the Recreation Department was conducted in 2002-03 and a community process that included meetings and a final report was completed in 2009. Officially, this is that last work that has been done regarding a community center. Council Members White and Pitts have been meeting with a group of community members in an effort to reinvigorate this discussion. At the request of these two Council Members and the community group, staff is presenting information regarding historical cultural community center visioning.

In addition, staff will present information regarding a proposal by the Historical Society regarding relocation of the historic school house to the Adam's Street Property.

RECOMMENDED ACTION

No action required, information only. Council may provide staff with general direction to return with a proposed process for both the visioning and school house relocation.

City of St. Helena
PROCLAMATION

ARBOR DAY

WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees, and

WHEREAS, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and Arbor Day is now observed throughout the nation and the world, and

WHEREAS, trees reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce oxygen and provide habitat for wildlife, and

WHEREAS, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products, and

WHEREAS, trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community, and

WHEREAS, trees, wherever they are planted, are a source of joy and spiritual renewal, and

WHEREAS, the City of St. Helena has been recognized as a Tree City USA by The National Arbor Day Foundation and desires to continue its tree-planting practices

NOW, THEREFORE, let it be known that the City of St. Helena will recognize the day of November 17th, 2014 as Arbor Day and will hold tree plantings in recognition of Arbor Day for the purpose of expressing our support for efforts to protect our trees and woodlands.

Dated: October 28, 2014

Ann Nevero, Mayor
City of St. Helena

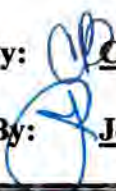


Report to the City Council

Council Meeting October 28, 2014

Agenda Section: Consent

Subject: Consideration of adopting an ordinance enacting St. Helena Municipal Code chapter 2.50 to provide for the adoption by City Council resolution of protocols for the establishment, membership, terms, procedures and operations of City Boards, Commissions and Committees

Prepared By:  Cindy Black, City Clerk

Approved By:  Jennifer Phillips, City Manager

BACKGROUND

On July 24, 2012, the City Council reviewed Brown Act compliance of City committees and discussed: committee roles, responsibilities and purposes; membership; meeting guidelines; meeting conduct; and bylaws. The Council directed staff to draft recommendations for standardizing committee structure and operating procedures and requested Councilmember Ann Nevero to work with staff in developing these guidelines.

In July 2014, after considerable deliberation, the City Council approved a resolution approving the St. Helena Protocol for Committees, Commissions and Boards, a resolution to formally establish the Multicultural Committee and approve its bylaws. Additionally, an ordinance to enact new term lengths and residency requirements for Planning Commission, Tree Committee, Parks and Recreation Commission, and Library Board of Trustees members was also approved.

Council determined during the recent Library Board of Trustees recruitment that many qualified applicants were seeking a seat on the board. It was the general consensus that they wished to expand membership to represent the diverse community of St. Helena.

It was Council's further direction to begin the process to amend St. Helena Municipal Code chapter 2.50 to provide for the adoption by City Council resolution of protocols for the establishment, membership, terms, procedures and operations of City Boards, Commissions and Committees.

The introduction and first reading of the ordinance amending St. Helena Municipal Code Chapter 2.50 to provide for the adoption by City Council resolution of protocols for the establishment,

membership, terms, procedures and operations of City Boards, Commissions and Committees was held on October 14, 2014.

DISCUSSION

At a previous meeting, City Council had a round table discussion in regards to consistency for all the boards and commissions. The dialogue resulted in Council directing staff to amend the protocol in order to continue consistent application of the protocol for all the boards and commissions.

It is the desire of the City Council and Library Board of Trustees to increase the membership from five to seven members.

FISCAL IMPACT

None

RECOMMENDED ACTION

Staff recommends adopting the ordinance by title only enacting St. Helena municipal code chapter 2.50 to provide for the adoption by City Council resolution of protocols for the establishment, membership, terms, procedures and operations of City Boards, Commissions and Committees.

ATTACHMENTS

1. Ordinance enacting St. Helena municipal code chapter 2.50 to provide for the adoption by City Council resolution of protocols for the establishment, membership, terms, procedures and operations of City Boards, Commissions and Committees

CITY OF ST. HELENA

ORDINANCE NO. __

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ST. HELENA
ENACTING ST. HELENA MUNICIPAL CODE CHAPTER 2.50 TO PROVIDE FOR THE
ADOPTION BY CITY COUNCIL RESOLUTION OF PROTOCOLS FOR THE
ESTABLISHMENT, MEMBERSHIP, TERMS, PROCEDURES AND OPERATIONS OF
CITY BOARDS, COMMISSIONS AND COMMITTEES**

The City Council of the City of St. Helena does hereby ordain as follows:

SECTION 1: Enactment of Chapter 2.50. Chapter 2.50 is hereby enacted to read as follows:

Section 2.50.010. Findings and purpose.

Section 2.50.020. Authority to adopt protocols for the establishment, membership, terms, procedures and operations of City boards, commissions and committees.

Section 2.50.010. Findings and purpose.

The City Council finds that the St. Helena Municipal Code provides in various sections for the establishment, membership, terms, procedures and operation of the City's various boards, commissions and committees. The welfare and interests of the public would be served by allowing the City Council to act by resolution to adopt, and to amend from time to time, protocols governing the establishment, membership, terms, procedures and operations of the City's various boards, commissions and committees. The purpose of this chapter is to authorize the City Council to do so.

Section 2.50.020. Authority to adopt protocols for the establishment, membership and operation of City boards, commissions and committees.

The City Council shall have the authority to act by resolution to adopt, and to amend from time to time, protocols governing the establishment, membership, terms, procedures and operations of the City's various boards, commissions and committees. Such protocols shall govern in the event of any conflict between the protocols and any other section or provision contained in the Municipal Code.

SECTION 2: 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 3: CEQA. The City Council hereby finds that the adoption of these provisions in the St. Helena Municipal Code is exempt from the provisions of the California Environmental Quality Act (Public Resources Code Section 21000, et seq.) (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the adoption of these provisions may have a significant effect on the environment.

SECTION 4: 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.

THE FOREGOING ORDINANCE was introduced at a regular meeting of the St. Helena City Council on the 14th day of October, 2014, and was adopted at a regular meeting of the St. Helena City Council on the ____ day of _____, 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTEST:

Ann Nevero, Mayor

Cindy Black, City Clerk

STAFF REPORT



DATE: October 28, 2014

To: Mayor and City Council

FROM: Sheila McCrory, Interim Finance Director

Item No: 10

APPROVED BY:  Jennifer Phillips, City Manager

RE: Approve Resolution No. 2014- Rescinding Resolution No. 2013-61 and Approving an Investment Policy for the City of St. Helena

BACKGROUND

The City is required by State law to annually review the Investment Policy of the City.

DISCUSSION/ANALYSIS

The City's Investment Advisor from Public Financial Management (PFM) and the Interim Finance Director have reviewed the policy and it is in compliance with the current California Government Code Section 53601. No change was necessary this year.

RECOMMENDED COUNCIL ACTION

Adopt Resolution 2014- Rescinding Resolution 2013-61 and approving an investment Policy for the City of St. Helena.

ATTACHMENTS/EXHIBITS

RESOLUTION

INVESTMENT POLICY

CITY OF ST. HELENA

RESOLUTION NO. 2014-

***RESCINDING RESOLUTION 2013-61 AND
APPROVING AN INVESTMENT POLICY FOR THE
CITY OF ST. HELENA***

RECITALS

- A. The City of St. Helena has an Investment Policy, which was adopted by Resolution 94-13. Government Code Sections 53600 et seq. were amended following the aftermath of the Orange County financial disaster. Many restrictions were placed on government investment practices, and reporting requirements were tightened. These changes went into effect on January 1, 1997, and call for the investment policy to be reviewed by the Council annually at a regular meeting.
- B. The proposed policy meets all state standards and has stricter standards in many areas. The policy will be reviewed each year.

RESOLUTION

NOW, THEREFORE, the City Council of the City of St. Helena resolves as follows:

City Resolution 2013-61 and any other previous resolutions adopting an investment policy for the City are hereby rescinded, and The Statement of Investment Policy, a copy of which is attached and hereby made a part of this resolution, is hereby approved and shall remain in effect for one year.

Approved at a Regular Meeting of the St. Helena City Council on October 28, 2014 by the following vote:

Ayes:

Noes:

Absent:

APPROVED:

ATTEST:

Ann Nevero
Mayor

Cindy Blank
City Clerk

CITY OF ST. HELENA
STATEMENT OF INVESTMENT POLICY
October 2014

1. Policy

It is the policy of the City of St. Helena ("the City") to invest public funds in a manner that will provide the highest investment return with the maximum security while meeting the daily cash flow demands of the City and conforming to all California laws and local statutes governing the investment of public funds.

2. Scope

This investment policy applies to all the funds and investment activities under the direct authority of the City as accounted for in the Comprehensive Annual Financial Report (CAFR). Policy statements outlined in this document focus on the City's pooled funds, but will also apply to all other funds under the City Treasurers' span of control unless specifically exempted by statute or ordinance. This policy is applicable, but not limited to, all funds listed below:

- General Fund
- Enterprise Funds
- Special Revenue Funds
- Capital Project Funds
- Trust and Agency Funds

Excluded funds are those held with a fiscal agent, which has their own specific "permitted investments" section in the bond covenants. These funds include funds reserved for debt service and pension funds.

3. Prudence

Pursuant to California Government Code Section 53600.3, all persons authorized to make investment decisions on behalf of the City are trustees and therefore fiduciaries subject to the prudent investor standard: "When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency."

The City Treasurer and/or City Manager, acting within the intent and scope of the investment policy and other written procedures and exercising due diligence, shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations that result in a loss of principal are reported to the City Manager immediately, and to the City Council at their next meeting addressing appropriate actions to be taken to control adverse developments.

4. Objective

The primary objectives in priority order of the City's investment activities shall be:

- 4.1. *Safety:*** Safety of principal is the foremost objective of the investment program. Investments of the City shall be undertaken in a manner that seeks to ensure that capital losses are

avoided, whether from securities default, broker-dealer default, or erosion of market value. To attain this objective, diversification is required in order that potential losses on individual securities would not exceed the income generated from the remainder of the portfolio.

4.2. *Liquidity:* The City's investment portfolio will remain sufficiently liquid to enable the City to meet all operating requirements that might be reasonably anticipated.

4.3. *Return:* The City's investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the City's investment risk constraints and the cash flow characteristics of the portfolio.

5. Delegation of Authority

Authority to manage the City's investment program is derived from the California Government Code. Management responsibility for the investment program is hereby delegated to the Treasurer, who shall establish written procedures for the operation of the investment program consistent with this investment policy. Procedures shall include, but not limited to, references to: safekeeping, wire transfer agreements, collateral/depository agreements, banking services contracts, local banking preferences, and other investment-related activities. Such procedures shall include explicit delegation of authority to persons responsible for investment transactions. No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the Treasurer. The Treasurer shall be responsible for all transactions undertaken and shall establish a system of controls to regulate the activities of subordinates.

The Treasurer may delegate investment decision making and execution authority to an investment advisor. The advisor shall follow the Investment Policy and such other written instructions as are provided.

Delegation of authority shall expire one year from the date of adoption of this policy as required by State law.

6. Ethics and Conflicts of Interest

The City Council, City Manager and City Treasurer shall refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. Council members, City Manager and City Treasurer shall disclose to the City Attorney any material financial interests in financial institutions that conduct business within the jurisdiction, and they shall further disclose any large personal financial/investment positions that could be related to the performance of the City's portfolio. The City Attorney and Treasurer shall review all disclosures made to insure there are no conflicts with any planned investment.

7. Authorized Financial Dealers and Institutions

The Treasurer will maintain a list of financial institutions and primary dealers authorized to provide investment services. "Primary" dealers include those that regularly report to the Federal Reserve Bank and should qualify under Securities and Exchange Commission Rule 15C3-1 (uniform net capital rule).

All financial institutions, dealers and cash managers who desire to become qualified bidders for investment transactions must supply the City with the following: audited financial statements, proof of National Association of Security Dealers certification when applicable, completed questionnaire and certification of having read the City of St. Helena's investment policy and depository contracts.

If the City has an investment advisor, the investment advisor may use their own list of authorized broker/dealers to conduct transactions on behalf of the City.

Purchase and sale of securities shall be made on the basis of competitive bids and offers with a minimum of three quotes being obtained, when practical.

8. Authorized Investments and Limitations on Investments

Investment of City funds is governed by the California Government Code Sections 53600 et seq. Within the context of the limitations, the following investments are authorized, as further limited herein:

- a) United States Treasury Bills, Bonds, and Notes or those for which the full faith and credit of the United States are pledged for payment of principal and interest. There is no percentage limitation of the portfolio that can be invested in this category.
- b) Federal Agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
- c) Local Agency Investment Fund (LAIF) which is a State of California managed investment pool may be used up to the maximum permitted by LAIF. The LAIF portfolio should be reviewed periodically.
- d) California Asset Management Program (CAMP), which is a Joint Powers Authority, which offers an investment pool and individually managed portfolios.
- e) Insured savings accounts are permitted without limitations.

Investments detailed in items f) through l) are further restricted to 10% of the market value of all investments and cash accounts (the portfolio) at the time of purchase, in any one issuer name. Credit criteria listed refer to the credit of the issuing organization at the time the security is purchased. In the event a rating drops below the minimum allowed rating category for that given investment type, the investment advisor, if any, shall notify the City Treasurer and/or Designee and recommend a plan of action.

- f) Bills of exchange or time drafts drawn on and accepted by commercial banks, otherwise known as banker's acceptances are permitted. Banker's acceptances purchased may not exceed 180 days to maturity or 40% of the cost value of the portfolio.
- g) Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical-rating organization (NRSRO). Commercial paper purchased may not exceed 270 days to maturity or 25% of the cost value of the portfolio. The City may purchase no more than 10% of the outstanding commercial paper of any single issuer. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph (1) or paragraph (2):
 - (1) The entity meets the following criteria:
 - (A) Is organized and operating in the United States as a general corporation.
 - (B) Has total assets in excess of five hundred million dollars (\$500,000,000).
 - (C) Has debt other than commercial paper, if any, that is rated "A" or higher by a nationally recognized statistical-rating organization (NRSRO).
 - (2) The entity meets the following criteria:
 - (A) Is organized within the United States as a special purpose corporation, trust, or limited liability company.

- (B) Has program wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or surety bond.
 - (C) Has commercial paper that is rated "A-1" or higher, or the equivalent, by a nationally recognized statistical-rating organization (NRSRO).
- h) Negotiable certificates of deposit issued by nationally or state chartered banks or state or federal savings institutions or by a federally-licensed or state-licensed branch of a foreign bank; provided that the senior debt obligations of the issuing institution are rated "A" or better by a NRSRO. Purchases of negotiable certificates of deposit may not exceed 30% of total portfolio.
 - i) Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency; provided that the obligations are rated "AA" or higher by a NRSRO.
 - j) Registered treasury notes or bonds of any of the other 49 United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 United States, in addition to California. Obligations are required to be rated in the "AA" category or better by a NRSRO.
 - k) Time deposits, non-negotiable and collateralized in accordance with the California Government Code, may be purchased through banks or savings and loan associations. Since time deposits are not liquid, no more than 25% of the investment portfolio may be invested in this investment type.
 - l) Medium-Term Notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Securities eligible for investment shall be rated "A" or better by a NRSRO. Purchase of medium term notes may not exceed 30% of the purchase value of the portfolio and no more than 5% of the purchase value of the portfolio may be invested in notes issued by one corporation.
 - m) Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940. To be eligible for investment pursuant to this subdivision these companies shall either: (1) attain the highest ranking letter or numerical rating provided by not less than two of the three largest nationally recognized rating services or (2) have an investment advisor registered with the Securities and Exchange Commission with not less than five years experience investing in securities and obligations authorized by Government Code section 53601 and with assets under management in excess of \$500,000,000. The purchase price of shares shall not exceed 15% of the investment portfolio.

9. Ineligible Investments

The City shall not invest any funds in inverse floaters, range notes, or interest-only strips that are derived from a pool or mortgages, or in any security that could result in zero interest accrual if held to maturity, or any other investment not listed in this policy.

10. Safekeeping and Custody

All securities owned by the City, including collateral for repurchase agreements, shall be held in safekeeping by the City's custodian bank or a third party bank trust department, acting as agent for the City under the terms of a custody or trustee agreement executed by the bank and by the City. All securities will be received and delivered using standard delivery-versus-payment (DVP) procedures.

12. Percentage Limitations

Where a section specifies a percentage limitation for a particular category or investments, that percentage is applicable only at the date of purchase. Where a section does not specify a limitation on the term or remaining maturity at the time of the investment, no investment shall be made in any security that at the time of the investment has a term remaining to maturity in excess of five years, unless the City Council has granted express authority to make that investment either specifically or as a part of an investment program approved by the City Council no less than three months prior to the investment.

12. Reporting Requirements NOTE– California Government Code 53646 No Longer Requires Quarterly or Annual Reporting to the City's Legislating Body

The Treasurer shall annually, on or before September 30, render to the City Council a statement of investment policy, which the Council must consider at a public meeting. The Council at a public meeting shall also consider any changes to the policy.

The Treasurer shall render a monthly transaction report to the City Council. The Treasurer shall render a quarterly investment report to the Council within 30 days after the end of the subject quarter. The quarterly report shall include for each individual investment:

- Description of investment instrument
- Issuer name
- Maturity date
- Purchase price
- Par value
- Current market value and the source of the valuation.

The quarterly report also shall; (I) state compliance of the portfolio to the investment policy, or manner in which the portfolio is not in compliance, (II) include a description of any of the City's funds, investments or programs that are under the management of contracted parties, including lending programs, and (III) include a statement denoting the ability of the City to meet its expenditure requirements for the next six months, or provide an explanation as to why sufficient money shall, or may not be available.

GLOSSARY

AGENCIES: Federal agency securities.

BANKERS ACCEPTANCE (BA): A bearer time draft for a specified amount payable on a specified date. It is drawn on a bank by an individual or business seeking to finance domestic or international trade. The BA is collateralized by commodity products. Sale of goods is usually the source of the borrower's repayment to the bank. The bank finances the borrower's transaction and then often sells the BA on a discount basis to an investor. At maturity, the bank is repaid and the investor holding the BA receives par value from the bank.

BOND: An interest-bearing security issued by a corporation, quasi-governmental agency or other body, which can be executed through a bank or trust company. A bond is a form of debt with an interest rate, maturity, and face value, and is usually secured by specific assets. Most bonds have a maturity of greater than one year, and generally pay interest semiannually.

BOND RATING: The classification of a bond's investment quality.

BOOK VALUE: The amount at which a security is carried on the books of the holder or issuer. The book value is often the cost, plus or minus amortization, and may differ significantly from the market value.

BROKER: A broker brings buyers and sellers together for a commission paid by the initiator of the transaction or by both sides; he does not position. In the money market, brokers are active in markets in which banks buy and sell money and in interdealer markets.

CERTIFICATE OF DEPOSIT (CD): A time deposit debt instrument issued by a bank with a specific maturity evidenced by a certificate. Institutional CD's are issued in denominations of \$100,000 or more. Maturities range from a few weeks to several years. Interest rates are set by competitive forces in the marketplace.

COMMERCIAL PAPER: Short-term obligations with maturities ranging from 2 to 270 days issued by banks, corporations, and other borrowers to investors with temporarily idle cash. Such instruments are unsecured and usually discounted, although some are interest bearing.

COLLATERAL: Securities, evidence of deposit or other property which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

COUPON: The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value. A certificate attached to a bond evidencing interest due on a payment date.

DEALER: A dealer, as opposed to a broker acts as a principal in all transactions, buying and selling for his own account.

DELIVERY VERSUS PAYMENT: There are two methods of delivery of securities: delivery versus payment and delivery versus receipts (also called free). Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipts is delivery of securities with an exchange of signed receipt for the securities.

DEBENTURES: A bond secured only by the general credit of the issuer.

DISCOUNT: The difference between the cost price of a security and its value at maturity when quoted at lower than face value. A security selling below original offering price shortly after sale also is considered to be at a discount.

DISCOUNT SECURITIES: Non-interest bearing money market instruments that are issued at discount and redeemed at maturity for full face value, e.g. U.S. Treasury bills.

DIVERSIFICATION: Dividing investment funds among a variety of securities offering independent returns.

FEDERAL DEPOSIT INSURANCE CORPORATION (FDIC): A federal agency established in 1933 that guarantees (within limits) funds on deposit in member banks and performs other

functions such as making loans to or buying assets from members banks to facilitate mergers or prevent failures.

FISCAL YEAR: An accounting or tax period comprising any twelve-month period. The City's fiscal year begins on July 1.

FULL FAITH AND CREDIT: The unconditional guarantee of the United States government backing a debt for repayment.

INTEREST RATE: The interest payable each year on borrowed funds, expresses as a percentage of the principal.

INVESTMENT: Use of capital to create more money, either through income-producing vehicles or through more risk-oriented ventures designed to result in capital gains.

INVESTMENT PORTFOLIO: A collection of securities held by a bank, individual, institution, or government agency for investment purposes.

LAIF: Trade name for the California State Local Agency Investment Fund.

LIQUIDITY: A liquid asset is one that can be converted easily and rapidly into cash without substantial loss of value.

LOCAL AGENCY INVESTMENT FUND (LAIF): Funds from local governmental units may be remitted to the California State Treasurer for deposit in this special fund for the purpose of investment.

MARKET VALUE: The price at which a security is trading and could presumably be purchased or sold.

MATURITY: The date upon which the principal or stated value of an investment becomes due and payable.

MEDIUM-TERM NOTES: Debt obligations issued by corporations and banks, usually in the form of unsecured promissory notes. These are negotiable instruments that can be bought and sold in a large and active secondary market. For the purposes of California Government Code, the term "Medium Term" refers to a maximum remaining maturity of five years or less. They can be issued with fixed or floating-rate coupons, and with or without early call features, although the vast majority are fixed-rate and non-callable. Corporate notes have greater risk than Treasuries or Agencies because they rely on the ability of the issuer to make payment of principal and interest.

MONEY MARKET: The market in which short-term debt instruments (bills, commercial paper, bankers' acceptances, etc.) are issued and traded.

NEGOTIABLE CERTIFICATES OF DEPOSIT: Large-denomination CDs that are issued at face value and typically pay interest at maturity, if maturing in less than 12 months. CDs that mature beyond this range pay interest semi-annually. Negotiable CDs are issued by U.S. banks (domestic CDs), U.S. branches of foreign banks (Yankee CDs), and thrifts. There is an active secondary market for negotiable domestic and Yankee CDs. However, the negotiable thrift CD secondary market is limited. Yields on CDs exceed those on U.S. treasuries and agencies of similar maturities. This higher yield compensates the investor for accepting the risk of reduced liquidity and the risk that the issuing bank might fail. State law does not require the collateralization of negotiable CDs.

PORTFOLIO: The collection of securities held by an investor.

PRIMARY DEALER: A group of government securities dealers that submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York and are subject to its informal oversight. Primary dealers include Securities and Exchange Commission (SEC) registered securities broker-dealers, banks, and a few unregulated firms.

PRINCIPAL: The face or par value of an instrument.

RATE OF RETURN: 1) The yield obtainable on a security based on its purchase price or its current market price. 2) Income earned on an investment, expressed as a percentage of the cost of the investment. This may be the amortized yield to maturity on a bond or the current income return.

RATING: The designation used by investors' services to rate the quality of a security's creditworthiness. Moody's ratings range from the highest Aaa, down through Aa, A, Bbb, Ba, B, etc. while Standard and Poor's rating range from the highest AAA, down through AA, A, BBB, BB, B, etc.

SAFEKEEPING: A service offered to customers for a fee, where securities and valuables of all types and descriptions are held in the vaults for protection.

SECONDARY MARKET: A market made for the purchase and sale of outstanding issues following the initial distribution.

SECURITIES: Investment instruments such as bonds, stocks and other instruments of indebtedness or equity.

SPREAD: The difference between two figures or percentages. For example, it may be the difference between the bid and asked prices of a quote, or between the amount paid when brought and the amount received when sold.

TREASURY BILLS (T-Bill): A non-interest bearing security issued by the U.S. Treasury to finance the national debt. Most bills are issued to mature in three month, six month, or one year, and are sold in minimum amounts of \$10,000 in multiples of \$5,000 above the minimum. Treasury Bills are issued in book entry form only and are sold on a discount basis

TREASURY BONDS: Treasury Bonds are issued for a term of 30 years and pay a fixed rate of interest every six months until they mature.

TREASURY NOTES: Intermediate term coupon bearing U.S. Treasury securities having initial maturities of from one to ten years.

TRUSTEE: A bank designated as the custodian of funds and the official representative for bondholders.

UNDERWRITER: A dealer bank or financial institution, which arranges for the sale and distribution of a large batch of securities and assumes the responsibility for paying the net purchase price.

UNIFORM NET CAPITAL RULE: Securities and Exchange Commission requirement that member firms as well as nonmember broker-dealers in securities maintain maximum ratios of indebtedness to liquid capital of 15 to 1: also called net capital rule and net capital ratio. Indebtedness covers all money owed to a firm, including margin loans and commitments to purchase securities, one-reason new public issues are spread among members of underwriting syndicates. Liquid capital includes cash and assets easily converted into cash.

U.S. GOVERNMENT AGENCIES: Instruments issued by various U.S. government agencies most of which are secured only by the credit worthiness of the particular agency.

YIELD: The rate of annual income return on an investment, expressed as a percentage. a) **INCOME YIELD** is obtained by dividing the current dollar income by the current market price for the security. b) **NET YIELD** or **YIELD TO MATURITY** is the current income yield minus any premium above par or plus any discount from par in purchase price, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

STAFF REPORT



DATE: October 28, 2014

TO: Mayor and City Council

FROM: Sheila McCroskey, Interim Finance Director

Item No: 11

APPROVED BY: Jennifer Phillips, City Manager

RE: Approve Resolution No. 2014- Approving a Capital Asset and Depreciation Policy for the City of St. Helena

BACKGROUND

With the implementation of GASB Statement 34, cities were required to include all capital assets in their financial reporting. As part of that implementation, more defined capital asset policies were needed.

Capital assets are assets of a relatively permanent nature and of significant value, and are broadly classified as property, plant, equipment, and infrastructure (e.g. roads, bridges, sidewalks, and similar items) assets. They are capitalized because they are used in the production of the goods or services provided and sold. Depreciation must be recorded to determine total expenses, user charges, net income, and changes in fund equity. Capital assets also may serve as a basis for debt issued to establish, acquire, or improve a public enterprise.

DISCUSSION/ANALYSIS

The City of St Helena has never formally approved a Capital Asset Policy. This policy defines a capital asset, the minimum value, depreciable life, and management of the assets. This will result in better safekeeping of the asset and more useful financial data.

This policy establishes a minimum asset value of \$10,000 or \$25,000 for infrastructure type assets and depreciable lives have been defined for each type of assets and infrastructures.

RECOMMENDED COUNCIL ACTION

Adopt Resolution 2014- approving a Capital Asset and Depreciation Policy for the City of St. Helena.

ATTACHMENTS/EXHIBITS

RESOLUTION
CAPITAL ASSET AND DEPRECIATION POLICY

CITY OF ST. HELENA

RESOLUTION NO. 2014-

**APPROVING A CAPITAL ASSET AND DEPRECIATION POLICY
FOR THE CITY OF ST. HELENA**

RECITALS

- A. GASB 34 requires cities to include capital assets in their financial reporting.
- B. Capital assets are assets of a relatively permanent nature and of significant value.
- C. Depreciation must be recorded to determine total expenses, user charges, net income and changes in fund equity.
- D. Capital assets may also serve as a basis for debt issued to establish, acquire, or improve a public enterprise.
- E. Minimum asset value for a capital asset is \$10,000 or \$25,000 for infrastructure type assets.

RESOLUTION

NOW, THEREFORE, the City Council of the City of St. Helena resolves as follows:

The Capitalization and Depreciation Policy, a copy of which is attached and hereby made a part of this resolution, is hereby approved.

Approved at a Regular Meeting of the St. Helena City Council on October 28, 2014 by the following vote:

Ayes:

Noes:

Absent:

APPROVED:

ATTEST:

Ann Nevero
Mayor

Cindy Blank
City Clerk

CITY OF ST HELENA Capital Asset and Depreciation Policy

The City of St Helena has a Capital (Fixed) Asset Accounting System to safeguard a sizeable investment, fix responsibility for the custody of equipment, assist in the formulation of acquisition and retirement policies through accumulation of data regarding prices, sources of supply and useful life, to provide data for financial reporting, to provide record support and to account for reimbursement of depreciation under grants and proprietary service programs, and to provide information for insurance purposes.

Fixed assets are capitalized because they are used in the production of the goods or services provided and sold. Depreciation must be recorded to determine total expenses, user charges, net income, and changes in fund equity. Capital assets also may serve as a basis for debt issued to establish, acquire, or improve a public enterprise.

Capital assets are reported in the applicable proprietary funds or in the general fixed assets account group.

Definitions

Capital assets are assets of a relatively permanent nature and of significant value, and are broadly classified as property, plant, equipment, and infrastructure (e.g. roads, bridges, sidewalks, and similar items) assets.

Land includes the investment in real estate other than:

- a. Structures, pipeline, pump stations, reservoirs and other improvements, and
- b. Land acquired for pipeline and road purposes.

All land, as above defined, shall be capitalized without regard for significance of cost.

Buildings and improvements are physical property of a permanent nature, examples of which are buildings, structural attachments, storage tanks, reservoirs, pump stations, wells, and parking areas. Sidewalks, trees and drives in connection with other structures should also be capitalized. Fixtures are permanent attachments to structures which are not intended to be removed and which function as part of the structure, such as boilers, pumps, lighting fixtures or plumbing.

Pipelines include mains, services, valves, hydrants, manholes, and other appurtenances. Paving of ditch lines is also included in plant values.

Equipment includes moveable personal property of a relatively permanent nature and of significant value, such as machines, tools, and vehicles, computer equipment and software.

Relatively permanent is defined as a useful life in excess of one year.

Significant value is defined as a minimum initial cost of more than \$10,000 (\$25,000 for infrastructure type assets).

Treatment of Costs Subsequent to Acquisition

Expenditures on fixed assets which are incurred after their original acquisition are defined and recorded as follows:

Maintenance is defined as expenditures, which neither materially add to the value of property nor appreciably prolong its life, but merely keep it in an ordinary efficient operating condition. Maintenance costs shall not be capitalized.

Capitalized Expenditures are defined as expenditures, which materially add to the value of property or appreciably extend its life. The cost of capitalized expenditures should be added to the book value of the asset where the original cost of a component being improved can be specifically identified. This amount should be written off and the new cost capitalized. Capitalized expenditures are on occasion referred to as betterments. The decision as to whether an expenditure should be capitalized shall be made by an evaluation of engineering, physical, or other relevant factors apart from cost.

Additions are new and separate units, or extensions of existing units, and are considered to be fixed assets. As with betterments the test of significance should be applied.

Alterations are changes in the physical structure or arrangement of fixed assets, the cost of which does not qualify as an increase in fixed assets under the foregoing definitions of betterments and additions. Alterations shall not be capitalized.

Valuation

Reasons for Assigning Value

A dollar-value should be assigned to each fixed asset item for the following reasons:

- a. Dollar amounts serve as a control device; they are an important aspect of identification of a particular item or group of items.
- b. Dollar amounts make it possible to present to the public the City's investment in fixed assets.
- c. Dollar amounts provide a check on the adequacy of the City's insurance coverage.
- d. Dollar amounts on individual items provide information for cost accounting.

Valuation Basis

Fixed assets should be accounted for at historical cost, or estimated historical cost if purchased or constructed. Donated fixed assets should be recorded at their estimated fair market value at the date of donation. Surplus property purchases at nominal prices far below actual value are in part donations and should be so valued.

Land Cost

The cost of land includes all expenditures in connection with its acquisition, such as: purchase price; appraisal and negotiation fees; title search fees; surveying fees; cost of consents; relocation costs; condemnation costs; clearing land for use; demolishing or removing structures; and filing costs. Receipts from the sales of salvage should be credited against the land cost.

Buildings and Improvements Cost

The cost of structures and improvements includes all expenditures in connection with their acquisitions, such as: purchase price or construction cost; fixtures attached to the structure; architects' fees; accident or injury costs; payment of damages; insurance during construction; cost of permits and licenses; and net interest cost during construction.

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest incurred during the construction phase of capital assets of business-type activities is included as part of the capitalized value of the assets constructed.

The cost should be reduced for: sale of salvage from materials charged against the construction; discounts, allowance and rebates secured; and amounts recovered through surrender of liability and casualty insurance. Rentals of property during the construction period should be credited to revenue unless otherwise restricted.

Equipment Cost

The cost of equipment includes: purchase price or construction cost less discounts; freight or other carriage charges; sale, use, or transportation taxes; and installation costs.

Construction by Force Account

Fixed assets constructed by the City are recorded in the same manner as those acquired by purchase or construction contract. Costs are initially charged to the accounts of the cost center performing the construction and are then transferred to the project. These costs include direct labor, materials, equipment usage and overhead. Overhead is limited to those items, such as worker's compensation and employee group insurance premiums, retirement, sick leave and vacation allowances, which can be distributed on the basis of direct labor. Administrative overhead outside the cost center may be capitalized when clearly related to the construction.

Assets Acquired Under Lease Purchase Agreements

Lease contracts convey property to another for a specific period of time for a specified rent. Lease contracts are accounted for either by the operating method under which periodic payments are charged as expenditures, or by the financing method under which the payments are treated as debt service.

Sources of Information

Information regarding fixed asset additions is best taken from purchase invoices and contracts, even though there is sometimes an undue lag between physical possession of the property and the receipt of these documents. The individual department head controls the purchase, movement, and disposition of assets.

Disposition of Fixed Assets

With City Manager approval, capital assets may be sold, abandoned or traded in on new assets. Regardless of the manner of disposition or the amount of the proceeds, the asset must be removed

from the fixed asset account at its recorded value along with the asset's accumulated depreciation. The resulting gain or loss is recorded in the revenue and expense accounts.

Recordkeeping

Individual Records

An individual record of each unit of accountability should be maintained. Information recorded should include:

- a. Date acquired.
- b. Classification, such as: Buildings, Vehicles, Machinery & Equipment, etc.
- c. The vehicle unit number assigned.
- d. An abbreviated word description.
- e. Cost or other basis.
- f. Method by which acquired, such as: lease, grant, donation, purchase.
- g. Grant from which purchased, if applicable.
- h. Vendors name, if purchased.
- i. Date and method of retirement.
- j. Posting reference.

Optional data might include value for insurance purposes, estimated life, and equipment class code.

Subsidiary Records

For control purposes it is convenient to group detailed records by classification, department, or by location. Such records constitute a subsidiary ledger to the fixed asset control accounts.

Physical Inventories

To ensure that the system is functioning as intended, complete physical inventories of equipment should be taken at intervals prescribed by law, or, in the absence of applicable statute, the judgement of the local governing body. The taking of inventories will be facilitated if the property accounting officer provides a current listing in numerical order of the equipment charged to departments. The listing form should provide space for checking each item present, notation of exceptions and certification. In addition to the above, the property accounting officer, in the interests of internal control, should conduct test-check physical inventories of departments or item-groups selected at random. Failure to find any item should be discussed with the department head as promptly as possible.

Shortages and Overages

An investigation of any shortages or overages should be made in cooperation with the department involved. Frequently such a condition is due to an accounting lag in recording acquisitions, transfers and dispositions. Overages are seldom unexplainable. Shortages may exist because of the above lag, or because of pilferage. Any shortage still unexplained after a reasonable effort to determine the cause should be reported to the Council for appropriate action.

Depreciation

Depreciation, depletion, or amortization of capital assets must be recorded to determine the total expenses, net income, and changes in fund equity. In addition, as an option, depreciation on fixed assets acquired by contributed capital can be closed to the contributed capital account. This method should be considered when there is no obligation and the policy is not to replace the fixed assets with future contributed capital. In such circumstances, the contributed capital rather than the retained earnings account is decreased by the related depreciation expense.

Depreciation is computed using the straight-line method over the estimated years of useful life at the time the asset is placed in service. Useful life shall be determined by the Public Works Director, Finance Director or City Manager, as appropriate, using the following guidelines:

<u>Assets</u>	<u>Years</u>
Buildings	50
Building improvements	10
Public Domain Infrastructure	50
System Infrastructure	50
Vehicles	4-6
Office Equipment	10
Computer Equipment	5

Once established, the useful life may be modified as necessary to account for betterments or impairments of an asset.

Adopted by City Council _____



Report to the City Council

Council Meeting October 28, 2014

Agenda Section: Consent

Subject: Consideration of approving the purchase of Meily Park Play Structure in the amount of \$29,009

Prepared By: James Haller Park Supervisor/City Arborist

Approved By:  Jennifer Phillips, City Manager

BACKGROUND

The Meily Park Tot Lot Play Structure was installed in July of 2003. In late 2009 and through 2010, the play structure began to experience structural cracks and failures. The play structure was closed during this time waiting for repair parts to arrive and the structure was retrofitted by the manufacturer.

The play structure has been closed due to component failures for almost three years out of the ten years it has been in place. The purchase price was \$13,000.00 and the City has spent close to \$3,000.00 on parts and many hours of labor to keep the structure open and safe. The structure now has several cracks that will require it to be closed shortly. Staff recommends replacing it with a new structure rather than continue repairing it.

DISCUSSION/ANALYSIS

Staff solicited bids from four play structure companies and selected GameTime based on the bid price, quality of the structure and appearance. Parks staff met with the Recreation Director who endorsed this selection. On October 27, 2014, this item will be presented to the Parks and Recreation Commission for their consideration and support.

FISCAL IMPACT

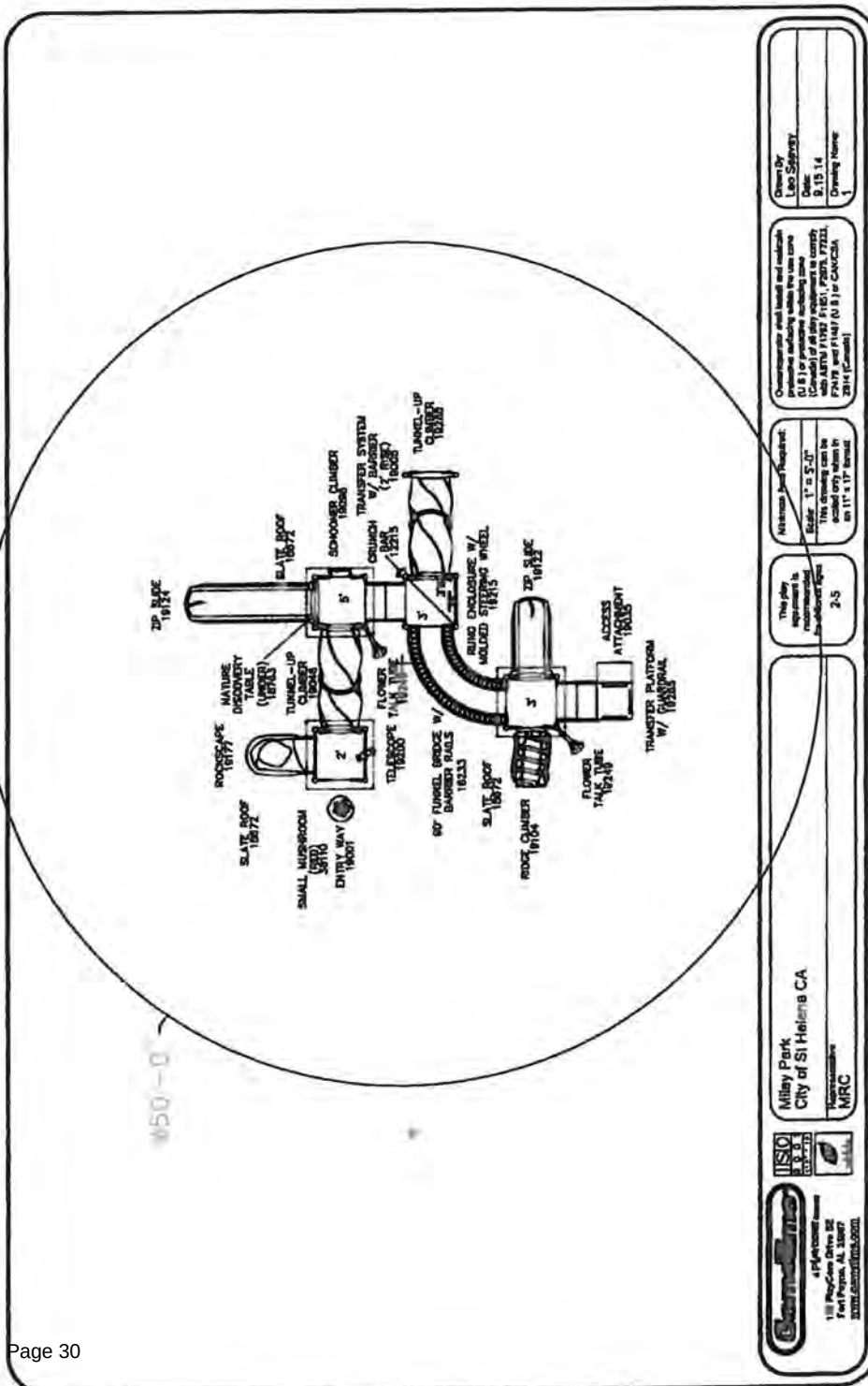
Funds for this purchase are included in FY 2014-15 Approved Budget under Capital Improvement Projects in the amount of \$37,920. The total estimated cost of this project is \$40,286. However, staff was able to secure a grant in the amount of \$11,277, resulting in a reduced project cost totaling \$29,009. The play structure must be ordered before November 14, 2014 to receive the grant.

RECOMMENDED COUNCIL ACTIONS

Approve purchase of the GameTime play structure for Meily Park in the amount of \$29,009 and authorize the City Manager to sign the purchase order.

ATTACHMENTS/EXHIBITS

Attachment A- Structure Design, Game Time Quote and Purchase Order



414 Avenue Avenue
10000 Highway 100
Fort Payne, AL 35967
www.gardens.com

Miley Park
City of St Helena CA

ISO 9001
CERTIFIED

ISO 14001
CERTIFIED

SAFETY

Client By
Leo Sperry

Date
8.15.14

Drawing Name
1

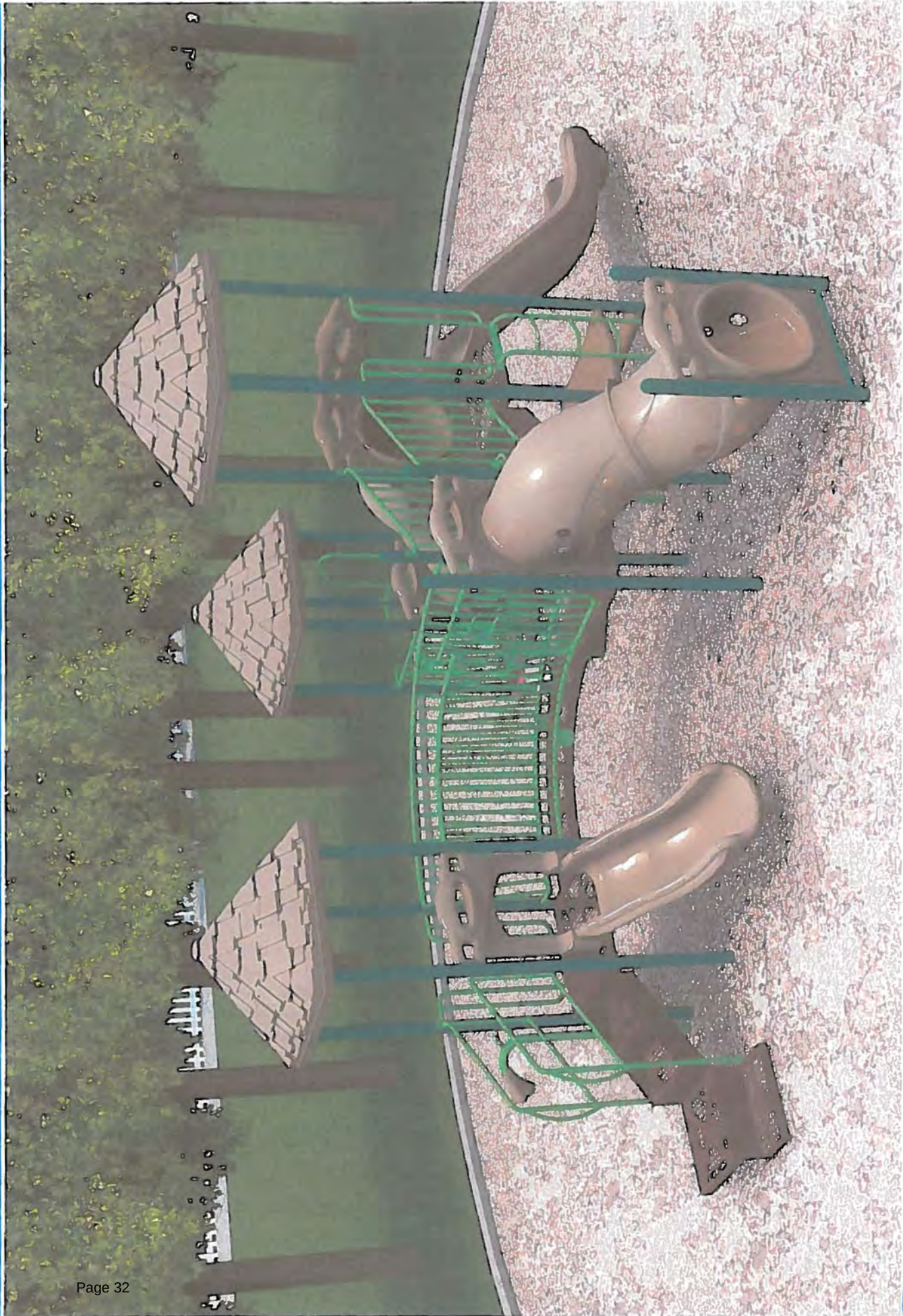
Quantities are indicated and indicate
provisions including the use time
(12) for provisions including the use time
(12) for provisions including the use time
with ASTM F1581, F1581, F1581, F1581,
F1581, and F1581 (U.S.) or CANADA
2014 (Canada)

Access and Egress
Scale: 1" = 5'-0"
This drawing can be
scaled only when it
on 11" x 17" format

This plan
representation is
recommended
scale: 1" = 5'-0"
2-5



Miley Park - St. Helena, CA
View A



Miley Park - St. Helena, CA
View B



C/O MRC
 505 Montgomery St #100
 San Francisco, CA 94111
 Ph: 800-235-2440
 Fx: 732-974-0226
 Em: MRC@GAMETIME.COM
 Web: www.mrcrec.com

QUOTE
#109599

09/29/2014

CA St Helena City of Miley Park Proposal 09-30-14

St. Helena, City of
 Attn: Jim Haller
 1480 Main Street
 St. Helena, CA 94574
 Phone: 707-963-5706
jimh@ci.st-helena.ca.us

Project #: P75781
 Ship To Zip: 94574

Quantity	Part #	Description	Unit Price	Amount
1	RDU	Game Time - PrimeTime Custom Designed Play Structure - as shown on drawing dated 9.15.14	\$28,673.00	\$28,673.00
1	INSTALL	Game Time - Installation of above equipment by a GameTime Certified Installer	\$7,182.50	\$7,182.50

Price based on 2014 Grant Program

CHECK FOR FULL PAYMENT FOR THE SUPPLY OF THE PLAYGROUND EQUIPMENT MUST BE PROVIDED WITH ORDER BASED ON THE TERMS OF THE 2014 GAMETIME GRANT PROGRAM.

SubTotal: \$35,855.50
 Discount: (\$11,277.00)
 Tax: \$1,391.68
 Freight: \$3,039.04
Total Amount: \$29,009.22

Payment terms for the installation are net 10 days upon completion of the playground installation.

Inspection of the playground by a Certified Playground Safety Inspector is included in the above price.

Price expires 11.15.14. Equipment must ship by 12.31.14

Above price does not include safety surfacing.

LS.af.mk

CHOOSE YOUR COLOR SCHEME:

IT IS VERY IMPORTANT THAT YOU CHOOSE A COLOR SCHEME FOR YOUR MODULAR PLAYGROUND UNIT AT TIME OF ORDER. PLEASE SELECT FROM ONE OF THE MANY "PLAY PALETTES" LISTED IN THE BACK OF THE GAMETIME CATALOG OR ON OUR WEBSITE: www.gametime.com. INDICATE YOUR SELECTION BELOW.

GAMETIME PLAY PALETTE:

NOTE: COLOR SELECTION FOR ALL OTHER EQUIPMENT SHOULD BE ENTERED IN THE SPACE PROVIDED UNDER THAT SPECIFIC ITEM.



CITY OF ST. HELENA, CALIFORNIA

REQUISITION

For Finance Use Only

SHIP TO: Government Buildings

1405 Charter Oak

St. Helena Ca 94574

REQUESTOR: James Haller

P.O. NUMBER MUST
APPEAR ON INVOICE

VENDOR NUMBER

BILL TO:

ATTN: ACCOUNTS PAYABLE

1480 MAIN STREET

ST. HELENA, CA 94574

DELIVERY REQUIREMENTS

10/6/2014

DATE

VENDOR INSTRUCTIONS					
VENDOR:	Game Time C/O MRC	1. Vendor must show Purchase Order Number on all packages, shipping papers, invoices, and correspondences. The City of ST. HELENA will not be responsible for any goods delivered without a Purchase Order Number.			
	505 Montgomery St.#100	2. F.O.B. Destination, Full Freight allowed.			
	San Francisco Ca. 94111	3. Send acknowledgement and invoice to: City of ST. HELENA Attn: ACCOUNTS PAYABLE 1480 MAIN STREET ST. HELENA, CA 94574			
	800 235 2440	4. If unable to fill at prices shown, or meet delivery date, please advise immediately.			
	Fax 732 947 0226	5. For payment, order must be complete. No partial payment will be made.			
	VENDOR CONTACT/EMAIL:				
Check if Valid www.dmicoatingservices.com					
No	CONTRACT, RESOLUTION				
yes	BUDGETED				
GL ACCOUNT NUMBER AND PROJECT NUMBER IF APPLICABLE					
101.50.05.21.45					
QUOTE/W.O. #	PRODUCT CODE	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
			Game Time Custom Design Play Structure		\$28,673.00
			Instalation of Structure		\$ 7,182.50
			Grant Discount	\$ -	\$ 11,277.00
			SHIPPING & HANDLING CHARGES		\$ 3,039.04
			TAX		\$ 1,391.68
				TOTAL	\$29,009.22
JUSTIFICATION:		Existing Progressive Design Play structure is failing			
QUOTES:		Ross Recreation Plan A \$34,986.32 & Plan B \$29,904.44 NSP3 \$34,706.92			

ORIGINAL REQUISITION

REQUESTOR SIGNATURE

DEPARTMENT HEAD

CITY MANAGER

OFFICE: (707) 967-2792

FAX: (707) 963-7966

ORIGINAL REQUISITION
TO FINANCE



Report to the City Council

Council Meeting October 28, 2014

Agenda Section: Consent Items

Subject: Approve a resolution approving the final application for funding from the San Francisco Bay Water Quality Improvement Fund for the Upper York Creek Dam Removal Project and authorizing the City Manager to execute the Application for Federal Assistance and other related forms and agreements

Prepared By: Steven Palmer, Interim Director of Public Works/City Engineer

Approved By: Jennifer Phillips, City Manager

BACKGROUND

The City has been working for several years to remove the Upper York Creek Dam and restore the York Creek streambed. The dam was originally constructed in the 1900s, and is no longer managed as a water supply facility. The reservoir originally had a capacity of 10,000,000 gallons. Over time, it has accumulated an estimated 26,000 cubic yards of gravel and other sediments and by 1993 too much sediment had accumulated to continue to use it as a water source. There have been four incidents of accidental, catastrophic release of sediment resulting in mortality of fish and other aquatic organisms. In 2006, the City entered into an agreement with the Department of Commerce National Oceanic and Atmospheric Administration (NOAA) to remove the Upper York Creek Dam. The terms of this agreement state that the City must pay to NOAA \$70 per day for each day that the dam remains in Upper York Creek.

The current project scope includes removal of 50'x140' earthen dam, re-establishing a natural fish-passage channel, and removing 2 acres of invasive plants and revegetation as riparian forest. The City is currently working to finalize the environmental document, prepare preliminary engineering design, and secure funding for this Project. The total project cost is currently estimated at \$5,580,000. The current funding is shown in the table below.

Funding Source	Amount
Proposition 84 IRWMP	\$ 800,000
City Bond Funds	\$ 3,016,349
Unidentified	\$ 1,763,651
Total	\$ 5,580,000

DISCUSSION

On July 16, 2014, the City submitted a preliminary grant application in the amount of \$987,876 to the Environmental Protection Agency, Region 9 for funding from the San Francisco Bay Water Quality Improvement Fund (SFWQIF). On September 10, 2014 the City received notice of award of this funding from the Environmental Protection Agency, Region 9. The notice of award requires the City to complete a Final Application that is signed by a City representative that is authorized by the City Council.

This grant will allow the City to partially close the currently identified funding gap and move closer to constructing the Project. Authorizing and submitting the final application is a required step to securing this funding source.

FISCAL IMPACT

The total estimated Project cost is estimated to be \$5,580,000. The current funding, including these funds from SFWQIF, is shown in the table below.

Funding Source	Amount
SFWQIF	\$ 987,876
Proposition 84 IRWMP	\$ 800,000
City Bond Funds	\$ 3,016,349
Unidentified	\$ 775,775
Total	\$ 5,580,000

RECOMMENDED ACTION

Approve a resolution approving the final application for funding from the San Francisco Bay Water Quality Improvement Fund for the Upper York Creek Dam Removal Project and authorizing the City Manager to execute the Application for Federal Assistance and other grant related forms and agreements.

ATTACHMENTS

- A. Resolution
- B. Final Application

**ATTACHMENT 1
RESOLUTION**

CITY OF ST. HELENA
RESOLUTION No. 2014-

APPROVE THE FINAL APPLICATION FOR FUNDING FROM THE
SAN FRANCISCO BAY WATER QUALITY IMPROVEMENT FUND
FOR THE UPPER YORK CREEK DAM REMOVAL PROJECT AND
AUTHORIZE THE CITY MANAGER TO EXECUTE THE APPLICATION
FOR FEDERAL ASSISTANCE AND OTHER RELATED
FORMS AND AGREEMENTS

RECITALS

- A. The City of St. Helena's Upper York Creek Dam Removal Project (Project) is planned to remove the Upper York Creek Dam and restore the York Creek streambed; and
- B. On July 16, 2014, the City of St. Helena (City) submitted a preliminary grant application to Environmental Protection Area, Region 9 for funding from the San Francisco Bay Water Quality Improvement Fund (SFBWQIF) for the Project; and
- C. On September 10, 2014, the City received notice that the Environmental Protection Agency, Region 9 selected the Project for SFBWQIF funding totaling \$987,876, which funding will be a portion of the estimated Project cost; and
- D. As a requirement of the SFBWQIF funding, the City must submit a final application package, including an Application for Federal Funding that is executed by an authorized representative of the City.

RESOLUTION

NOW, THEREFORE, the City Council of the City of St. Helena resolves as follows:

1. The City Council approves the submission of the final application for funding from the SFBWQIF for the Upper York Creek Dam Removal Project in the amount of \$987,876, a copy of which is attached to the staff report for this matter
2. The City Council authorizes the City Manager to execute the Application for Federal Assistance and other related forms and agreements.

Approved at a Regular Meeting of the St. Helena City Council on October 28, 2014 by the following vote:

AYES:
NOES:
ABSENT:

APPROVED:

ATTEST:

Ann Nevero, Mayor

Cindy Black, City Clerk

**ATTACHMENT 2
FINAL APPLICATION**

Application for Federal Assistance SF-424		
* 1. Type of Submission: ☐ Preapplication ☒ Application ☐ Changed/Corrected Application		
* 2. Type of Application: ☐ New ☐ Continuation ☐ Revision		
* If Revision, select appropriate letter(s): * Other (Specify) 		
* 3. Date Received: 		4. Applicant Identifier:
5a. Federal Entity Identifier: 		* 5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State:		7. State Application Identifier:
8. APPLICANT INFORMATION:		
* a. Legal Name: City of St Helena		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 		* c. Organizational DUNS:
d. Address:		
* Street1: 1480 Main Street		
Street2:		
* City: St Helena		
County:		
* State: CA		
Province:		
* Country: USA: UNITED STATES		
* Zip / Postal Code: 94574		
e. Organizational Unit:		
Department Name: Department of Public Works		Division Name:
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix:		* First Name: Steven
Middle Name:		
* Last Name: Palmer		
Suffix:		
Title: Director of Public Works		
Organizational Affiliation: 		
* Telephone Number: 707-968-2658		Fax Number:
* Email: spalmer@cityofsthenena.org		

Application for Federal Assistance SF-424

9. Type of Applicant 1: Select Applicant Type:

City Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*** Other (specify):**

*** 10. Name of Federal Agency:**

EPA Region 9

11. Catalog of Federal Domestic Assistance Number:

66.126

CFDA Title:

*** 12. Funding Opportunity Number:**

EPA-R9-WTR3-14-01

*** Title:**

San Francisco Bay Area Water Quality Improvement Fund (FY2014)

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

City of St Helena, Napa County, California
York Creek Subwatershed, Napa River Watershed, Greater San Francisco Bay
Watershed

*** 15. Descriptive Title of Applicant's Project:**

Upper York Creek Dam Removal, Fish Passage, and Ecosystem Restoration Project

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

* a. Applicant CA-005

* b. Program/Project CA-005

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date: March 2015

* b. End Date: March 2019

18. Estimated Funding (\$):

* a. Federal 987,876

* b. Applicant 987,876

* c. State

* d. Local

* e. Other

* f. Program Income

* g. TOTAL 1,975,752

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☐ a. This application was made available to the State under the Executive Order 12372 Process for review on ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☒ c. Program is not covered by E.O. 12372.*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.) Applicant Federal Debt Delinquency Explanation**☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:Prefix: * First Name: JenniferMiddle Name:

* Last Name: Phillips

Suffix:

* Title: City Manager

* Telephone Number: 707-967-2792

Fax Number:

* Email: jenniferp@cityofstheleena.org

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

Project Abstract

Project will remove a 50'x140' earthen dam and re-establish a natural fish-passage channel; remove 2 acres of invasives; and revegetate 1.6 acres of riparian forest with ± 580 locally native trees, 3,350 shrubs/vines, and 1,260 forbs/ferns. Reconstructed channel will provide steelhead spawning and rearing opportunities, allow hydraulic connectivity for sediment and large wood transport to 1.6 miles downstream, and open access to 1.5 miles of high-quality upstream aquatic habitat. Restoration of 0.23 miles of in-stream habitat will provide 0.14 additional miles (0.29 acres) of channel with riffles suitable for spawning; bed material within the reconstructed area will match the gravel-cobble dominated bed in the upstream reference reach. To increase rearing habitat, 23 plunge and scour pools (0.17 acres) will be created, many formed by wood structures for cover; substrate will be similar to upstream reaches with significant portions of cobble and boulders throughout for juvenile steelhead utilization. Napa County RCD calculated the project area could support 825-1811 juvenile steelhead annually under pre-project conditions (NCRCD/CDFW 2005). Twelve years after establishment of the multi-layer riparian corridor and forest ecosystem with good leaf litter and soil development, project will have sequestered ± 276 MT CO₂E; after 100 years, trees alone will have sequestered $\pm 1,140$ MT.

Partnerships

Implementation of the Upper York Creek Ecosystem Restoration Project will be the culmination of 15 years of cooperative planning to remove an obsolete dam that is a complete barrier to fish passage and to restore aquatic and riparian habitat in the currently degraded "reservoir," which is actually operating as a large sediment trap, that needs on-going maintenance. Of the estimated total project costs of \$5,580,297, the citizens of St. Helena have allocated \$3.2 million in local water enterprise funds. In addition, the City was awarded \$800,000 from the Dept. of Water Resources' (DWR) Prop. 84 San Francisco Bay Regional Water Enhancement Program funds and is currently conducting outreach to other funders, including a private corporation that supports dam removal efforts in California, the State Coastal Conservancy, and the U.S. Fish & Wildlife Service (USFWS) Partners in Restoration program. Since the project's inception in 2000, agencies that have assisted the City in planning the project include DWR, NOAA's National Marine Fisheries Service (NMFS), San Francisco Bay Regional Water Quality Control Board (RWQCB), California Dept. of Fish & Wildlife (CDFW), Napa County Flood Control & Water Conservation District, Napa County Resource Conservation District (RCD), USFWS, and the U.S. Army Corps of Engineers (USACE). In addition, the owner and operators of Spring Mountain Vineyard (SMV), which is located 0.5 miles upslope of the reservoir, have offered to re-use stored materials from behind the dam as soils amendments rather than having to truck them to a landfill.

Specific roles that partners will play or have already played in implementing the project include:

- **St Helena Water Enterprise customers**, the ratepayers of St. Helena, voted to support a bond measure to remove the dam and restore the creek.
- **DWR** provided all background studies and prepared the *Final Environmental Impact Report for the City of St. Helena York Creek Diversion Modification Project* (DWR 2004), which included a full assessment of biological and cultural resources within the upper watershed. The diversion was removed in 2004, allowing access to an additional 0.5 miles of steelhead habitat. This project will remove the final barrier to both fish passage and transport of beneficial gravels and large wood to the lower watershed and the sediment-starved Napa River.
- **DWR** is also funding project implementation through the Prop. 84 program discussed above; those monies will be administered by Association of Bay Area Governments (ABAG).
- **NMFS** has served on the technical advisory committee (TAC) since project inception and is currently providing engineering peer review of the 65% plans. NOAA's Restoration Center will work with the Corps

to provide streamlined Endangered Species Act (ESA) consultation using the 2006 Biological Opinion for “take” authorization for restoration projects in the greater Bay Area; a “take” permit will be obtained to relocate listed steelhead out of the construction area.

- **San Francisco Bay RWQCB** is an original member of the TAC with expertise in geomorphology, stream and riparian habitat restoration, and native fish biology, as well as water quality. In addition to technical expertise, the RWQCB will issue a Clean Water Act (CWA) §401 Certification for project implementation.
- **CDFW** is also an original member of the TAC and will issue the project’s Fish & Game Code §1602 Lake and Streambed Alteration Agreement. CDFW has monitored habitat conditions and steelhead presence in York Creek for decades and, in cooperation with the Napa County RCD, has determined that the upper watershed contains outstanding instream and riparian habitat that will become available to steelhead through removal of the dam and reservoir.
- **Napa County** is an original TAC member, supported the City in securing the Prop. 84 funding, and will contribute to stabilization of Spring Mountain Road, a key element in project success, as well as grading and encroachment permits for the dam removal and habitat enhancement and for placement of reservoir materials at SMV.
- **Napa County RCD** has contributed fisheries studies in the watershed, supported the City in securing Prop. 84 funding through DWR, and continues to link the City with private landowners. The RCD will also be part of the post construction monitoring team to document success at meeting the project’s native species revegetation goals.
- **USFWS**, an original TAC member, assisted with biological assessments of both the upper and lower York Creek reservoirs. Lower York Creek Reservoir provides potential habitat for the federally listed California red-legged frog (CRLF). Some placement of dam embankment materials may occur along its fringes. Should this be necessary, USFWS will consult with USACE to provide “take” authorization for relocation of CRLF during construction. The *Lower York Creek Reservoir Revegetation and Mitigation Plan* (2007) was developed as part of environmental review to minimize aesthetic and biological impacts by revegetating disturbed areas with appropriate native species and stabilizing surface soils.
- **USACE**, an original TAC member, has contributed to both the planning and design of the project and will provide CWA §404 Nationwide Permit 27 authorization for the restoration activities within the waters of the U.S. USACE will also provide the federal nexus for ESA consultation with NMFS and USFWS.
- **Spring Mountain Vineyard** has accepted sediment from maintenance dredging of the reservoir in the past and has committed to re-use dredged reservoir materials to amend the vineyard’s soils. SMV’s close proximity to the restoration site will result in cost savings and reduction in greenhouse gases emitted for transportation of the materials.

Budget Detail

The budget for completion of the upper York Creek dam removal, fish passage, and ecosystem restoration project is \$5,580,297. The City is requesting \$987,876 from the San Francisco Bay Water Quality Improvement Fund FY 2014 for Task 4: Dam Removal & Channel Restoration and Task 5: Native Species Revegetation & Plant Establishment Maintenance, actions identified in the SFEP’s CCMP as WL-1.5 to restore riparian habitat and AR-4.8 to increase shaded riverine aquatic habitat and to achieve the EPA’s Strategic Plan Goal 2 of restoring watersheds and aquatic ecosystems. Table A on page 3 details overall project tasks, responsible party, budget line items, timeline, and outputs/deliverables. Tables B and C on page 4 provide, respectively, a summary of costs and matching funds for all project tasks and specifics regarding labor, equipment, materials, and subcontractor costs for the requested EPA funding (Tasks 4 and 5). A second, fundamental component of the project is monitoring and maintenance of sediment transport in lower York Creek, which is budgeted at \$907,579; see Table D.

St. Helena Upper York Creek Dam Removal, Fish Passage, & Ecosystem Restoration Project

Table A: Budget and Timeline							
Task	Responsible Party	Federal Portion (EPA Grant)	City Match for EPA Grant	Other Funding (Source)	Total Cost	Timeframe	Outputs/Deliverables
Task 1: Project Management	City	\$0	N/A	\$154,529 (City)	\$154,529	<i>Throughout</i>	Quarterly & annual grant reports; invoices; labor compliance documentation; construction inspections; public outreach
Task 2: Final Designs, Regulatory Compliance, & Permit Coordination: 2.1 Finalize plans, specs, & engineers \$est. (PSE) 2.2 Finalize CEQA compliance 2.3 Submit state & federal permit applications 2.4 Prepare Storm Water Pollution Prevention Plan (SWPPP)	City with consultants	\$0	N/A	2.1 \$295,625 (City) 2.2 \$8,696 (City) 2.3 \$18,220 (City) 2.4 \$50,177 (City)	\$369,717	2.1 Q4 2014 2.2 Q4 2014 2.3 Q1 2015 2.4 Q3 2015	2.1 100% PSE 2.2 Final EIR, MMRP, and NOD 2.3 Joint Aquatic Resources Permit Application (JARPA) 2.4 NOI, SWPPP
Task 3: Construction Coordination & Management: 3.1 Construction phase engineering, including preparation of bid documents & construction contractor procurement 3.2 Biological construction oversight	City with consultants	\$0	N/A	3.1 \$234,264 (City) 3.2 \$16,455 (City)	\$250,719	3.1 Q2 2015 3.2 Q3 2016	3.1 Request for bids; construction contract 3.2 Post-construction reports to biological regulators
Task 4: Dam Removal & Channel Restoration	City with consultants	\$816,972	\$816,972	\$800,000 (Prop. 84) \$574,642 (City) \$1.5 mil. (TBD)	\$4,337,632	Q3 2016	Restored 0.23-mile channel; aquatic access to 1.5 miles of upstream habitat
Task 5: Native Species Revegetation & Plant Establishment Maintenance	City with consultants	\$170,904	\$170,904	\$113,937 (City)	\$455,745	Q4 2016	2-ac. invasives removal & 1.6-ac. restored riparian forest
Task 6: Post-construction Monitoring	City w/ NCRCD	\$0	N/A	\$11,905 (City)	\$11,905	2016-18	Annual monitoring reports

St. Helena Upper York Creek Dam Removal, Fish Passage, & Ecosystem Restoration Project

Table B: Upper York Creek Restoration Funding Summary and EPA Match Breakdown

Task	Estimated Totals	EPA SFBAWQIF Request	City EPA SFBAWQIF Match (secured)	Other City Funds (secured)	Prop. 84 IRWMP (secured)	Other Funding (TBD)
1 Project Management	\$154,529			\$154,529		
2 Final Design, Regulatory Compliance, & Permit Coordination	\$369,717			\$369,717		
3 Construction Coordination & Management	\$250,719			\$250,719		
4 Dam Removal & Channel Restoration	\$4,337,682	\$816,972	\$816,972	\$403,738	\$800,000	\$1,500,000
5 Native Species Revegetation & Plant Establishment Maintenance	\$455,745	\$170,904	\$170,904	\$113,937		
6 Post-construction Monitoring	\$11,905			\$11,905		
Total	\$5,580,297	\$987,876	\$987,876	\$1,304,545	\$800,000	\$1,500,000

Table C: EPA Funding Tasks 4 & 5 Detailed Breakdown

EPA Task #	Description of Work	Prime Contractor Labor	Prime Contractor Equipment	Prime Contractor Materials	Subcontractors	Total
4	Dam Removal and Channel Restoration Construction Contractor					
	Mobilization and Demobilization	\$36,164	\$1,414	\$5,848	\$2,757	\$46,183
	Safety (traffic control, dust, related)	\$177,184	\$18,428	\$0	\$157,700	\$353,312
	Project Management and Superintendence	\$249,182	\$15,460	\$0	\$7,040	\$271,682
	Dewater	\$82,270	\$109,368	\$71,233	\$1,100	\$263,971
	Clear and Grub	\$39,316	\$46,026	\$0	\$155,650	\$240,992
	Demolition	\$33,242	\$40,556	\$0	\$4,711	\$78,509
	Dam Removal Earthwork	\$0	\$0	\$0	\$532,369	\$532,369
	Sediment Removal Earthwork	\$0	\$9,000	\$0	\$930,553	\$939,553
	Landslide Stabilization	\$0	\$0	\$0	\$496,282	\$496,282
	Active Channel Reconstruction	\$359,229	\$187,744	\$239,531	\$73,013	\$859,517
	Perm Erosion Control	\$10,137	\$2,207	\$23,392	\$144,884	\$180,619
	Miscellaneous Elements	\$0	\$0	\$0	\$27,500	\$27,500
	Storm Water Construction Phase BMPs	\$25,080	\$4,212	\$17,903	\$0	\$47,195
Task 4 Subtotal						\$4,337,682
5	Native Species Revegetation and Plant Establishment Maintenance Contractor					
	Revegetation Install	\$0	\$0	\$0	\$347,600	\$347,600
	Plant Establishment	\$90,331	\$17,813	\$0	\$0	\$108,145
Task 5 Subtotal						\$455,745

St. Helena Upper York Creek Dam Removal, Fish Passage, & Ecosystem Restoration Project

Lower York Creek monitoring and maintenance is the second fundamental component of the dam removal project. A portion of the currently secured funding is allocated for the monitoring and maintenance of sediment transport in this reach. Table D summarizes how the \$4 million in currently secured funding is allocated.

Table D: Total City Funding for Restoration of York Creek		
Upper York Creek Dam Removal		\$3,092,421
Lower York Creek Restoration Tasks		
	Lower York Creek Sediment Transport Plan	128,295
	Lower York Creek PSE, Construction, Related	779,284
Total City Funding for Restoration of York Creek, including Prop. 84 from DWR		\$4,000,000

During environmental review and conceptual planning, the City considered 4 alternatives (no project, full dam removal, small notch, and a fish ladder); each is shown in cross section below. Both environmental benefits and costs were analyzed. The City selected the small notch because it will result in the highest levels of ecosystem restoration and protection, while providing for greater slope stability along Spring Mountain Road. A comparison of relative cost savings is provided in Table E below. Implementation of the selected alternative results in savings of \$896,293 and \$102,589, respectively, over the cost of the full removal and fish ladder alternatives in capital costs and in \$48,294 and \$151,333, respectively, over the fish ladder and no project alternatives in avoided operations and maintenance costs.

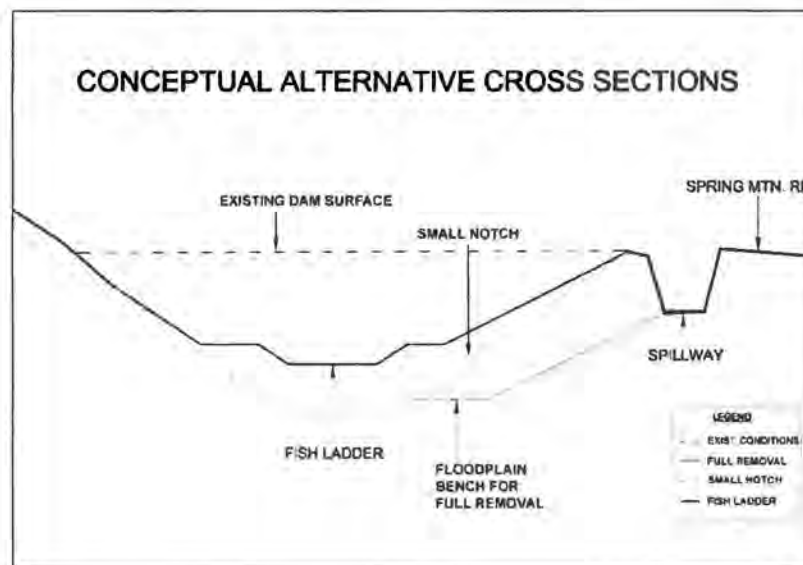


Table E: Estimated Annual Costs of Avoided Projects (All avoided costs expressed in 2012 dollars)				
Comparison of Preferred Project to Other Alternatives Considered in Upper York Creek EIR	Avoided Capital Costs	Avoided Replacement Costs	Avoided Operations and Maintenance Costs	Total Cost Avoided for Individual Alternatives
Full Dam Removal	\$896,293	\$0	\$0	\$896,293
Fish Ladder Alternative	\$102,589	\$0	\$48,294	\$150,883
No Project: Annual Maint. Cost of Ex. Dam	\$0	\$0	\$125,783	\$151,333
Annual NMFS Assessment			\$25,550	

The basic components of the project include 1) removal of the sediment accumulated in the reservoir and the earthen embankment that forms the dam; 2) reconstruction of a natural channel through the footprint of the removed dam and reservoir; and 3) restoration of the riparian forest. Cost-effectiveness and potential relevance to future projects of each component are discussed below.

1. Overall, the cost of removing the dam is reasonable and cost-effective because:

- Regular maintenance of the dam is required, including annual debris removal from the drop-inlet and spillway to maintain storm water passage, as well as periodic removal of accumulated sediment. Dam removal eliminates ongoing facilities maintenance costs that would remain in perpetuity with no benefit other than maintaining public and environmental safety; see Table E for specific savings. In addition, the elimination of maintenance activities will result in greenhouse gas benefits as no trucks or other equipment and no transportation to excavate and off-haul accumulated sediments will be needed.
- Dam removal creates access to an additional 1.5 miles of high quality, upstream steelhead habitat. Construction of new habitat of similar quality would require a program budget of $\pm$ \$2,000 per linear foot (or more), or about \$16 million. That benefit will be achieved by removal of this dam at a cost of under \$6 million.
- On-site sorting of materials dredged from the reservoir will retain those portions that are useful in reconstruction of the natural channel and the adjoining floodplains. This plan for on-site re-use reduces the cost of materials disposal and of purchasing and importing new materials for the reconstructed channel and riparian habitat restoration.
- A large portion of the material that will be removed from the site will be delivered to a nearby vineyard within the same watershed for re-use in developing and maintaining vineyards. The nearby proximity of this re-use site (0.5 miles) and their acceptance of the materials reduce spoil disposal costs. The Lower York Creek Reservoir, a secondary placement site that is owned and operated by the City, is also only 0.5 miles away.
- This project builds on prior restoration efforts by the City and DWR in York Creek. The other complete barrier to fish passage at the former diversion into Lower York Creek Reservoir was removed in 2004. Removal of the dam will open passage to the entire watershed and result in total access to 4.9 miles of creek channel, including 3.1 miles of high quality steelhead habitat (1.6 miles below the dam and 1.5 miles above).

2. To ensure fish passage and the formation and maintenance of high quality spawning and rearing habitat within the restored reservoir area, the reconstructed channel will consist of a 475-foot long cascade reach and a 710-foot long stream-simulation reach with adjacent floodplain benches; see attached Plan Sheet 5 of 20 for plan view and profile of the restoration area. The stream simulation design process is based on matching fluvial geomorphic parameters of stable reference reaches (one each up- and downstream). The cost of constructing a stream-simulation reach is approximately 25% to 50% lower than other channel

designs. In addition, it provides better long-term dynamic stability.

3. Riparian forest restoration cost-effectiveness strategies involve:

- Coordination of the schedule and sequencing for erosion control treatment installation and riparian forest planting to reduce installation and maintenance costs and to promote riparian forest plant survival.
- Use of indigenous plant species and propagules to increase survival, to facilitate riparian forest plant establishment within first 3 years of the post-planting establishment period, and to eliminate long-term maintenance costs.
- Treatment of 0.46 miles of riparian corridor through the project reach (0.23 miles on each bank) will result in removal of 2 acres of invasive species and restoration of 1.6 acres of riparian forest. The revegetation plan calls for installation of 5,190 plants that occur naturally in the upper York Creek watershed. The attached Plan Sheet 17 of 20 contains the revegetation layout, plant list, planting zones, and installation notes.
- As an additional benefit, the new native plantings will increasingly sequester carbon over time. Revegetation efforts for this project are particularly suited for successful carbon sequestration because trees will be planted in the riparian forest with a dense herbaceous and shrubby understory, and it is anticipated that healthy leaf litter will develop. Recent research into the carbon storage in riparian forest floor litter, understory, and soil storage shows substantial capacity in addition to the trees, especially as the forest matures. Since both understory plantings and leaf litter will enhance carbon sequestration by approximately 211 MT CO₂E, it is expected that actual sequestration will be 276 MT within 12 years of project implementation.

Programmatic Capability and Past Performance

Within the last 3 years, the City completed its Comprehensive Flood Project, which was of greater size and scope than this ecosystem restoration project and involved 3 funding agencies with complex reporting requirements. This \$30 million project was the result of a multi-year process that the entire community developed and agreed would be implemented in the wake of significant flood damages in St. Helena. That process included identification and implementation of several funding mechanisms needed to offset the total project cost, including:

1. Napa County Measure A (±\$17 million)
2. California State Water Resources Control Board Resolution 2007-0047 State Revolving Fund (SRF) Loan Program (\$9.1 million)
3. FEMA Hazard Mitigation Grant Program (\$3.2 million)

Measure A was passed by Napa County voters in March 1998, creating a Napa Flood Protection and Watershed Improvement Expenditure Plan, the Financial Oversight Committee and the Technical Advisory Panel, and establishing the half-cent sales tax to fund the local share of projects in Napa County. St. Helena received a share of Measure A revenue specific to the Comprehensive Flood Project and was responsible for reporting to the Financial Oversight Committee on a quarterly basis. The Financial Oversight Committee is responsible for providing the public with information regarding the manner in which expenditures of Flood Protection Sales Tax proceeds have occurred and informing the public if there is an expenditure of Flood Protection Sales Tax proceeds that is inconsistent with the purpose and intent of Measure A. The Financial Oversight Committee never needed to report misuse of the Measure A Funds.

The City's administrative staff, Finance Department, and Public Works Department worked in unison to successfully manage those agreements and complete each to the satisfaction of the funding agency.

Administrative staff was responsible for monitoring the overall progress of the project and reporting said progress to the City Council and the general public. The Finance Department served as the accounting and reporting officer for all funds provided to the City specifically for the project, including meeting the reporting requirements for each of the funding agencies. The Public Works Department managed the design and construction of the project to ensure the funds were applied in the most appropriate and efficient manner possible, reporting project progress to the City's Administrative and Finance Department for accountability to the funding sources and the public. Success was realized upon completion of the project and receipt of an approved Letter of Map Revision by FEMA.

Subsequent to completion and certification, the City successfully closed out the reporting requirements for each funding agency with no funds needing to be returned to an agency as having been spent incorrectly. Additional success was acknowledged after the project's funding was scrutinized by the Napa County Grand Jury with no report of misuse of funds being published.

In terms of organizational and staff experience, the City of St. Helena has been incorporated since 1876. It has a well-established administrative structure that includes a City Council, City Manager, and Department of Public Works. This administrative structure has successfully implemented hundreds of projects requiring planning, engineering, architecture, and construction. The Finance Department handles all financial operations of the City, including management of all City funds (General Fund, Water Enterprise Fund, Wastewater Fund, Impact Funds, to name just a few) and overseeing the internal financial operation of all departments.

The City's Project Manager is Debra Hight, PE, Assistant Director of Public Works, who will be responsible for procuring and overseeing the construction manager and construction contractor(s) and ensuring that the City's obligations to project funders and regulators are met. Debby has been managing planning and design of the dam removal and ecosystem restoration and working to secure funding. She is also responsible for overseeing the maintenance and monitoring of St. Helena's Comprehensive Flood Protection Project.

The City's grant program manager is Kathy Robinson, Senior Management Analyst for the Public Works Department. Kathy will be responsible for ensuring that the project is done according to the grant award terms and conditions. In cooperation with the City's Finance Department, she will monitor and evaluate the performance of the project for the life of all grants, including developing a working relationship with each funding agency, documenting project activities, submitting time and effort reports, as needed, and preparing and submitting the necessary reports. Kathy has been the City's grant manager since 2010 and has successfully administered two State of California Parks Bond Grants, two Metropolitan Transportation Commission grants, and a California Energy Commission Energy Efficiency Conservation Block grant for energy conservation throughout City facilities. Prior to that, she spearheaded American Reinvestment and Recovery Act grant opportunities and secured the City of Novato's \$491,800 Energy Efficiency and Conservation Block formula grant award from the U.S. Dept. of Energy. In addition to her grant management skills, she also expertly manages and closely monitors multiple budgets for the City's Dept. of Public Works, the General Fund, the Water Enterprise, the Wastewater Enterprise, and the Capital Improvement Programs.

The objectives of the project are to restore riparian, aquatic, and upland forest habitat; create in-stream habitat for steelhead spawning and rearing; reconnect natural hydraulic functions to lower York Creek and the Napa River; and sequester significant carbon emissions in the long term through planting of a diverse palette of multistory native species. In order to meet the project objectives and be construction-ready when implementation funding is fully available, the City has contracted with a team of local engineers and planners. Consultants currently involved in planning and design of the project include Prunuske Chatham, Inc. (PCI) and Crawford & Associates, Inc.

PCI has 30 years experience designing, permitting, and implementing ecosystem and water quality restoration projects in Napa, Sonoma, and Marin counties. PCI has worked with the City on the Upper York Creek Ecosystem Restoration Project for over 10 years and has prepared numerous technical studies, including wetland delineations, analyses of sediment transport, hydrology and hydraulics; prepared and circulated the EIR; designed and oversaw removal of the lower diversion in 2004; completed 65% plans; and will provide 100% PSE by December 2014. Crawford & Associates, Inc. is providing geotechnical engineering and oversight.

Three years of plant establishment maintenance, including removal of invasive species within the construction area, and monitoring for success will occur after project completion. Revegetation monitoring will happen in the fall, and channel form and geomorphic stability will be evaluated in the winter/spring. Monitoring reports with photos, from points established during pre-construction documentation of existing conditions, will be submitted annually. Revegetation success criteria will be agreed upon with regulators during acquisition of the project permits. Success criteria will include both canopy cover and species diversity and will document both plants installed as part of the project and natural recruitment of native species. If, after 3 years, agreed-upon metrics have not been achieved, the City will consult with regulators to develop and implement measures to achieve success.

Channel form and geomorphic monitoring will occur to ensure that the reconstructed channel is functioning as designed to allow for fish passage and connectivity and that erosion is not occurring immediately upstream or downstream. As-built dimensions will be compared to current conditions, changes in profile and sections noted, and, if required, contingency measures developed for regulatory approval.

In addition to annual monitoring reports of vegetative success and geomorphic stability, the City will prepare quarterly progress reports. A draft final project completion report will be provided within 60 days of verification that all tasks have been completed, and the final report will be submitted within 30 days of receipt of the EPA's comments on the draft.

Expenditure of Awarded Grant Funds:

Utilizing local water enterprise funding, the City has contracted with consultants to finalize environmental review and 100% designs and specifications by the end of 4th quarter 2014 (Task 2). The City and its consultants will submit the JARPA to obtain permits from USACE, RWQCB, and CDFW in 1st quarter 2015 (Task 2) and will prepare bid documents and conduct construction contractor procurement in the 2nd quarter (Task 3). Removal of invasive species and dam removal and channel restoration construction are planned for spring through fall 2016 (Task 4). Planting of native riparian species is slated for the winter of 2016-2017, and plant establishment maintenance will continue for 3 years (Task 5). The City, with assistance from Napa County RCD, will conduct post construction monitoring and reporting from winter of 2016 through March of 2018 (Task 6).

Upon receipt of EPA funding, the City will initiate the grant administrative process as required by 40 CFR Part 31. This will include implementing day-to-day management procedures and agreeing upon reporting requirements and schedule with the EPA. The City's project manager will coordinate all in-house planning, design, and construction management/inspection activities and outreach and interactions with stakeholders, agencies, and other interested parties. She will also ensure conformity with the City's labor compliance program and all requirements of the project's funding and regulatory agencies. Further, the project manager will oversee all invoicing and reporting.

Construction administration will involve review of the contractor's schedule; management of all public inquiries related to the project; coordination of all contractor correspondence; maintenance of detailed project records;

logging and distributing all submittals for review, inspection of completed construction activities; and recommending final payment and submittal of all project files for archiving. The City will assign a qualified construction inspector/engineer to coordinate and conduct inspections of the project. Tasks will include:

- Keeping records of construction activities, inspection, and progress.
- Conducting regular meetings between the contractor and the inspector.
- Verifying that all work was completed in accordance with plans and specifications.
- Assuring as-built drawings and other accumulated records are provided.
- Engaging a Qualified SWPPP Designer/Practitioner to SWPPP oversight and reporting.
- Ensuring biological oversight is conducted in accordance with project permit requirements and that monitoring reports are submitted to regulators.

Deliverables will include inspection reports, as-built plans, and pre-, during, and post construction photos.

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791



July 15, 2014

Luisa Valiela
San Francisco Bay Water Quality Improvement Fund
EPA Region 9 (WTR-3)
75 Hawthorne Street
San Francisco, CA 94105

Subject: St. Helena Upper York Creek Dam Removal Fish Passage and Ecosystem
Restoration Project

Dear Ms. Valiela,

The Department of Water Resources (DWR) Fish Passage Improvement Program (FPIP) expresses its support for the subject project and the grant application being submitted by the City of St. Helena.

The Fish Passage Improvement Program's involvement with the project dates back to 2000, when the program identified York Creek Dam as a high priority fish passage impediment for steelhead. DWR's Fish Passage Program was able to offer partnership assistance to the City to address the Napa County Superior Court Order (NCS No. 66477) issued in 1993 to remove York Dam. In cooperation with City of St. Helena staff, DWR's FPIP staff convened an interagency working group to consider options for York Dam and the City's diversion dam removal. DWR entered into an MOA with the City as partners to conduct engineering evaluations and environmental assessments to determine potential options for removal of York Dam and the City's concrete masonry diversion structure. FPIP's role in the project included developing preliminary engineering designs, drawings, and specifications for York Dam and the diversion dam modification, and completing an Initial Study and Environmental Impact Report, biological assessment, 401 Water Quality Certification application, DFW Section 1601 Streambed Alteration Agreement permit, a Preconstruction Notification for the U.S. Army Corps of Engineers (USACE), and obtaining grant funding.

The Upper York Creek Project is aligned with FPIP's past work in York Creek and is consistent with DWR's mission and Environmental Stewardship Policy. DWR is responsible for managing the water resources of California in cooperation with other agencies to create human systems that are compatible with natural systems, where each is ultimately sustainable. This means environmental benefits are incorporated into projects at appropriate scales that consider the environmental context and regional setting, and can improve economic, social and environmental sustainability.

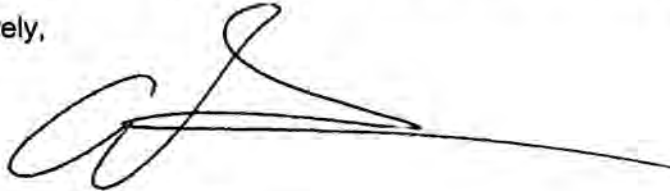
Luisa Valiela
July 15, 2014
Page 2

The project will remove a 50-foot high earthen embankment and re-establish the natural channel and riparian forest through the dam and reservoir area. The project will open an additional 1.5 miles of high quality stream habitat supporting spawning and rearing for threatened steelhead, and allow for natural sediment and large wood transport in the stream channel thus restoring the natural functions of the creek.

The project has received funding through the DWR's Integrated Regional Water Management (IRWM) Program and would benefit from the additional funding being sought from EPA.

We appreciate the opportunity to offer our support for the project to restore York Creek. We are hopeful for your favorable consideration and funding.

Sincerely,



A. Marc Commandatore
Senior Environmental Scientist
Department of Water Resources
FloodSAFE Environmental Stewardship and Statewide Resources Office
Fish Passage Improvement Program
Tel: 916-651-5381
Email: angelo.commandatore@water.ca.gov

cc: Deborah Hight
City of St. Helena Assistant Director of Public Works,
1480 Main Street, St. Helena, CA 94574
debrah@cityofsthehena.org
Tel: (707) 968-2658

bcc: Ted Frink
Stefan Lorenzato
Gail Newton
Paul Helliker

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791



July 14, 2014

Ms. Luisa Valiela
75 Hawthorne Street
San Francisco, California 94105

Subject: St. Helena Upper York Creek Dam Removal and Ecosystem Restoration Project

Dear Ms. Valiela:

This letter confirms that the Association of Bay Area Governments was awarded a total of \$20,000,000 in Proposition 84 Integrated Regional Water Management Round 2 Implementation grant funds from the Department of Water Resources (DWR) for the implementation of numerous projects, including the St. Helena Upper York Creek Dam Removal and Ecosystem Restoration Project (St. Helena Project). This project is budgeted to receive \$800,000 in State funds. The City of St. Helena is the project proponent implementing this project.

Per the scope of work, the St. Helena Project will do the following:

1. Remove a portion of the Upper St. Helena Dam and restore the natural channel profile and bankfull width of the Upper York Creek.
2. Restore approximately 1,215 feet (0.23 miles) of natural channel through the embankment and reservoir footprint.
3. Restore steelhead passage to approximately 1.5 miles of high quality spawning and rearing habitat.
4. Restore approximately 2 acres of riparian habitat, through erosion control and native species revegetation.

If you have any questions, please contact Melissa Sparks, Project Manager at (916) 651-9221 or Melissa.Sparks@water.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Zaffar Eusuff".

Zaffar Eusuff, Ph.D., P.E.
Implementation Program Manager
Financial Assistance Branch
Division of Integrated Regional Water Management

cc: Ms. Debby Hight
Assistant City Engineer
City of St. Helena
1480 Main Street
St. Helena, California 94574

DEPARTMENT OF WATER RESOURCES

DIVISION OF ENVIRONMENTAL SERVICES
3500 INDUSTRIAL BOULEVARD
WEST SACRAMENTO, CA 95691



July 15, 2014

Ms. Luisa Valiela
SF Bay Water Quality Improvement Fund
EPA Region 9 (WTR-3)
75 Hawthorne Street
San Francisco, California 94105

Support for the York Creek Dam Removal, Fish Passage, and Ecosystem Restoration Project

Dear Ms. Valiela:

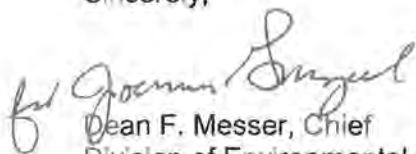
The California Department of Water Resources (DWR), Division of Environmental Services (DES), supports the City of St. Helena's proposal to the Environmental Protection Agency (EPA) for necessary funding to remove the York Creek Dam, restore fish passage, improve aquatic habitat, restore natural hydraulic processes, and enhance ecosystem function.

The project is consistent with the mission and core values of DWR. Likewise, the project is consistent with the mission of DES, to "provide complex scientific and environmental analyses, monitoring, and documentation to support management of California's water resources while protecting, restoring, and enhancing natural and human environments." More than ten years ago, DES biologists and cultural resource specialists conducted surveys and provided resource evaluations that were used in planning and impact analysis for the York Creek Diversion Modification Project, located downstream from York Creek Dam, which is now completed. Many of those evaluations were also instrumental in the impact evaluation for the City's EIR for the Upper York Creek Ecosystem Restoration Project, which includes removal of York Creek Dam.

Removal of York Creek Dam would open an additional 1.5 miles of high quality habitat for Central California Coast steelhead and enhance other ecosystem functions of the York Creek Watershed. The project is long overdue, considering that removal of the nonfunctional dam has been targeted for more than a decade. The City has already received State funding for the project through the DWR, Integrated Regional Watershed Management Program, and would benefit from additional funding from the Federal EPA.

We appreciate the opportunity to offer support for the project and hope that EPA looks favorably upon funding the project.

Sincerely,


Dean F. Messer, Chief
Division of Environmental Services



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
West Coast Region
777 Sonoma Avenue, Room 325
Santa Rosa, California 95404-4731

July 14, 2014

Luisa Valiela
San Francisco Bay Water Quality Improvement Fund
U.S. Environmental Protection Agency Region 9 (WTR-3)
75 Hawthorne Street
San Francisco, CA 94015

Dear Ms. Valiela:

NOAA's National Marine Fisheries Service (NMFS) urges the U.S. Environmental Protection Agency (EPA) to award grant funding to the City of St. Helena for the Upper York Creek Dam Removal Project. NMFS strongly supports this project and believes its completion will aid in the recovery of threatened Central California Coast (CCC) steelhead.

York Creek, a tributary to the Napa River, supports threatened CCC steelhead and is designated critical habitat for CCC steelhead under the Endangered Species Act (ESA). A primary objective of the West Coast Region of NMFS is the recovery of ESA-listed steelhead, and NMFS has identified the Napa River Watershed as a high priority for the recovery of CCC steelhead. Once completed, the York Creek Dam Removal Project will remove a long standing barrier to fish passage and provide access to additional 1.5 miles of high quality stream habitat for steelhead. As such, the project will support the conservation and recovery of CCC steelhead.

NMFS is in full support of the removal of York Creek Dam and urges the EPA to provide the requested funding to the City of St. Helena in order for this project to promptly proceed with implementation.

If you have any questions or would like additional information about our support for this effort, please contact Dan Logan at (707) 575-6053 or by email at Dan.Logan@noaa.gov.

Sincerely,

Joyce Ambrosius
Acting North Central Coast Office Supervisor
North-Central Coast Office





San Francisco Bay Regional Water Quality Control Board

July 14, 2014

Ms. Luisa Valiela
SF Bay Water Quality Improvement Fund
EPA Region 9 (WTR-3)
75 Hawthorne Street
San Francisco, CA 94105

Subject: Support for the York Creek Dam Removal, Fish Passage, and Ecosystem Restoration Project

Dear Luisa:

The San Francisco Bay Regional Water Quality Control Board (Water Board) supports the City of St. Helena's proposal to EPA for necessary funding to remove the York Creek Dam (Project). The Project will remove a 50-foot high earthen embankment and re-establish the natural channel and riparian forest through the dam and reservoir area. The project will open an additional 1.5 miles of high quality stream habitat above the dam supporting spawning and rearing for threatened Steelhead, and allow for natural sediment and large wood transport in the stream channel.

Water Board staff have been directly involved in this proposed project since its inception. We have been involved and are committed to its success because this is a high priority restoration project in the Napa River Watershed. Restoration of the Napa River Watershed is one of the Water Board's highest watershed priorities. As noted in the work by CEMAR, "San Francisco Estuary Watersheds Evaluation: Identifying Promising Locations for Steelhead Restoration in Tributaries of the San Francisco Estuary," the Napa River watershed far surpasses all of the other Bay Area watersheds for the recovery of steelhead. The Napa River watershed is also highlighted in the NOAA Draft Recovery Plan for San Francisco Bay Area Salmonids. Further, work done by Rob Leidy, EPA, has demonstrated that this is a high priority watershed for restoration due to its high level of biotic integrity, with the highest percentage of native fish species in the Bay Area. Within the Napa River watershed, the restoration of York Creek plays a critical role. Restoration of the Napa River watershed's critical processes and functions requires connectivity of important tributaries to the mainstem River. In the case of York Creek, this Project would restore both habitat connectivity for salmonids, but also critically improve sediment transport and delivery of beneficial cobbles and gravels and Large Woody Debris (LWD) to the mainstem. The Napa River mainstem has an excess supply of fine sediment, but a reduced supply of cobble and gravel which are essential building blocks for the River's habitat complexity and spawning habitat. York Creek is notable for the high quality of cobble and gravel that it produces. Removal of the York Creek Dam is an action strongly consistent with the Water Board Napa River Sediment TMDL implementation plan to restore the sediment transport processes and improve habitat complexity in the Napa River watershed. Further, as a cold, perennial

Jill Miller, Clerk | BRUCE H. WOLFE, EXECUTIVE OFFICER

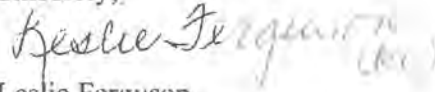
1175 Clay St., Suite 1402, Oakland, CA 94612 | www.waterboards.ca.gov/sanfrancisco

54-0000000000

stream with excellent water quality, riparian canopy and habitat complexity, it is also notable for the high quality of steelhead spawning and rearing habitat above the dam that would become accessible due to the Project

The Water Board is committed to the successful implementation of this Project. We have a strong team with expertise in geomorphology, stream and riparian habitat restoration, and native fish biology. We have previously worked extensively on this project through participating on a technical team working on project design and review. We intend to be fully involved in the design, permitting, implementation, and adaptive management of this Project. We strongly support this Project as a high priority project in the San Francisco Bay Area. Should you have any questions regarding this Project, please contact Leslie Ferguson at lferguson@waterboards.ca.gov, (510) 622-2344 (office phone) or (510) 220-3398 (cell phone), Ann Riley at ALRiley@waterboards.ca.gov, (510) 622-2344 or Mike Napolitano at MNapolitano@waterboards.ca.gov, (510) 622-2397.

Sincerely,

A handwritten signature in cursive script, appearing to read "Leslie Ferguson", with a date "(10/1)" written below it.

Leslie Ferguson
Planning Division, SFRWQCB



Napa County Flood Control and Water Conservation District

**PHILLIP M. MILLER, P.E.
DISTRICT ENGINEER**

June 20, 2014

Luisa Valiela
SF Bay Water Quality Improvement Fund
EPA Region 9 (WTR-3)
75 Hawthorne Street
San Francisco, CA 94105

**Subject: St. Helena Upper York Creek Dam Removal
Fish Passage and Ecosystem Restoration Project**

Dear Luisa:

The Napa County Flood Control and Water Conservation District would like to express its support for subject Project and the grant application being submitted by the City of St. Helena.

The Upper York Creek Project is aligned with the mission of the District, which is the conservation and management of flood and storm waters to protect life and property; and the maintenance of the watershed using the highest level of environmentally sound practices. The Project will remove a 50-foot high earthen embankment and re-establish the natural channel and restore 2 acres of riparian forest through the dam and reservoir area. The project will create 0.23 miles of in-stream habitat and open an additional 1.5 miles of high quality stream habitat supporting spawning and rearing for threatened Steelhead, and allow for natural sediment and large wood transport in the stream channel.

The Project has received funding through the State of California Department of Water Resources, Integrated Regional Watershed Management Program (IRWMP) and would benefit from the additional funding being sought from EPA.

We appreciate the opportunity to offer our support for the Project to restore York Creek. We are hopeful for your favorable consideration and funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard M. Thomasser".

Richard M. Thomasser, P.G.
Watershed and Flood Control Operations Manager

c: Deborah Hight, City of St. Helena



Napa County Resource Conservation District

1303 Jefferson St., Ste. 500B

Napa, California 94559

Phone: (707) 252-4188

Fax: (707) 252-4219

www.naparcd.org

June 23, 2014

Ms. Luisa Valiela
SF Bay Water Quality Improvement Fund
EPA Region 9 (WTR-3)
75 Hawthorne Street
San Francisco, CA 94105

Subject: Support for the York Creek Dam Removal, Fish Passage, and Ecosystem Restoration Project

Dear Luisa,

The Napa County Resource Conservation District (NCRCD) supports the City of St. Helena's proposal to EPA for necessary funding to remove the York Creek Dam, restore fish passage, improve aquatic habitat, restore natural hydraulic and sediment transport function, and reduce potential fine sediment deliveries to the Napa River. This specific project has been a priority of NCRCD since we first evaluated it in 2005 and we urge your favorable review of the proposed project.

The project is consistent with the mission of the NCRCD to empower our community to voluntarily conserve, protect, and restore natural resources in a landscape that supports agriculture, urban areas, and wild lands. Since 1945, NCRCD has facilitated natural resource conservation through community involvement, education, technical expertise and scientific research. Specific to the proposed project, NCRCD has conducted habitat surveys and fish barrier assessments in the Napa River watershed and has determined that the York Creek Dam Removal site is a high priority for implementation. York Creek, unlike many other tributaries in the Napa River watershed, provides a steady flow of cool water and therefore has great potential to offer high quality habitat for threatened steelhead, the most sensitive of beneficial uses in the Napa River watershed and the listed species of concern in the adopted Napa River Sediment TMDL. The project will remove an earthen dam and re-establish a natural channel, restore 2 acres of riparian forest, create 0.23 miles of in-stream habitat, and open an additional 1.5 miles of high quality habitat to support steelhead during spawning and rearing portions of their life cycle. In addition, also consistent with the Napa River Sediment TMDL, the project will improve natural hydraulic and sediment transport function in the Napa River watershed. In particular, fine sediments will be removed from the site and will be prevented from entering the Napa River, and coarser sediments and gravels, necessary for spawning and river channel stability, will be reconnected with downstream portions of York Creek and the Napa River.

We appreciate the opportunity to provide support for this project. We urge you to provide the requested funding to St. Helena so that this priority project can be implemented in the near future. Thank you for your consideration.

Sincerely,

Leigh Sharp
Executive Director, Napa County Resource Conservation District

cc: Debra Hight, City of St. Helena

Ensuring responsible watershed management through voluntary community-based conservation and restoration
12/15

STAFF REPORT

DATE: October 28, 2014

TO: Mayor and City Council

FROM: Jennifer Phillips, City Manager

RE: Consideration of Resolution Approving an Employment Agreement with April Mitts to serve as the City's Finance Director



Item No: 14

DISCUSSION/ANALYSIS

The City's Finance Director resigned at the beginning of 2014. The City hired an Interim Finance Director who has been serving in this capacity since January 2014. In September, the City conducted a nationwide recruitment for Finance Director and a top candidate has been identified.

Ms. April Mitts was interviewed and has been selected to serve as the City's next Finance Director. Ms. Mitts has a Doctorate of Public Administration from the University of La Verne, a Master's of Arts in Organizational Management from University of Phoenix and a Bachelor of Arts in Political Science from California State Polytechnic University, Pomona. Her most recent work experience includes Director of Systems, Standards and Compliance with ACES, a non-government organization supporting children with autism; Administrative Analyst with the City of Montclair and Operations Manager for Encore Software Inc. Ms. Mitts brings a broad and diverse background of skills and experiences that includes budgeting, financial management and auditing; grant administration; contract management; strategic planning; risk management and safety; human resources; community engagement and organizational development.

FISCAL IMPACT

Funding for this position is included in the FY 2014-15 adopted budget and is funded by the General Fund, Water Fund, and Waste Water Fund.

RECOMMENDED COUNCIL ACTIONS

Approve an Employment Agreement with April Mitts, contingent upon satisfactory completion of a background investigation.

ATTACHMENTS/EXHIBITS

Attachment A - Resolution 2014-__ Approving an Employment Agreement with April Mitts

Attachment B – Employment Agreement with April Mitts

**CITY OF ST. HELENA
RESOLUTION NO. 2014-**

**APPOINTING A FINANCE DIRECTOR AND APPROVING
AN EMPLOYMENT AGREEMENT BETWEEN THE
CITY OF ST HELENA AND APRIL MITTS**

RECITALS

- A. City Council conducted a nationwide recruitment processes for a Finance Director.
- B. April Mitts participated in that process and ultimately emerged as the preferred candidate.

RESOLUTION

NOW, THEREFORE, the City Council of the City of St. Helena hereby resolves as follows:

1. Approve and authorize the City Manager to enter into an employment agreement effective November 5, 2014 with April Mitts as the Finance Director of the City of St. Helena.

Approved at a Regular Meeting of the St. Helena City on October 28, 2014 by the following vote:

Ayes:
Noes:
Absent:
Abstain:

APPROVED:

Ann Nevero
Mayor

ATTEST:

Cindy Black
City Clerk

**EMPLOYMENT AGREEMENT FOR FINANCE DIRECTOR
AND CITY ENGINEER**

Between

CITY OF ST. HELENA AND APRIL MITTS

THE EMPLOYMENT AGREEMENT (the Agreement) is entered into as of November 5, 2014, between THE CITY OF ST. HELENA, a municipal corporation (City), and APRIL MITTS (Director or Employee), collectively "the Parties."

RECITALS

WHEREAS, City desires to employ April Mitts as Finance Director for the City of St. Helena.

WHEREAS, April Mitts desires to serve as Finance Director of the City of St. Helena beginning on November 5, 2014.

WHEREAS, April Mitts has the necessary education, experience, skills and expertise to serve as the City's Finance Director; and

WHEREAS, the City Manager, as appointing power, and April Mitts desire to agree in writing to the terms and conditions of April Mitts' employment as Finance Director;

NOW, THEREFORE, in consideration of the above recitals, promises and conditions contained herein, the Parties agree as follows:

AGREEMENT

1. Powers and Duties of the Finance Director

(a) Director shall have the powers and shall perform the functions and duties specified in state and federal law, the St. Helena Municipal Code, and the ordinances and resolutions of City, and to perform other legally permissible and proper duties and functions as City Manager may from time to time assign.

(b) Director shall perform her duties to the best of her ability in accordance with the professional and ethical standards of the profession and shall comply with the laws of the State of California, the Municipal Code of the City, and Ordinances and Resolutions of the City, and as they may be amended.

(c) Director shall not engage in any activity which is or may become a conflict of interest, prohibited contract, or which may create an incompatibility of office as defined under

California law. Prior to performing any services under this Agreement and annually thereafter, Employee must complete disclosure forms required by law.

(d) Director shall report to the City Manager who has authority to dismiss, discipline, and give direction to the Finance Director.

(e) Director shall devote full time to the performance of her duties; the Director shall notify the City Manager of any outside employment, which employment shall not interfere with the Director's City job duties, pose a conflict of interest, or be inappropriate for a City employee.

(f) Director shall maintain a valid California Driver's License as a condition of her employment unless it is not possible because of a documented medical reason.

2. Term

This Agreement is effective November 5, 2014, and will continue in effect until terminated as provided herein.

3. At-Will Employment

(a) The Parties recognize and affirm that: (1) the Director is an "at will" employee whose employment may be terminated by the City Manager at any time with or without cause, (2) there is no express or implied promise made to the Director for any form of continued employment and (3) upon termination of this Agreement, the Director understands that she has no right to any further employment, in any capacity, with the City. This Agreement is the sole and exclusive basis for an employment relationship between the Director and the City.

(b) Termination for cause means termination based upon a breach of any of the terms of this Agreement, malfeasance of any nature occurring during the course and scope of the Employee's duties as Director of Finance; or a conviction, plea bargain, or personal adverse State or federal determination against Employee individually involving any felony, intentional tort, crime of moral turpitude, violation of statute or law constituting forfeiture of office, misconduct in office for personal gain, misuse of public funds for personal benefit, conflict of interest resulting in conviction, or any other incompatible activity or conflict of interest.

4. Termination of Agreement

This Agreement may be terminated as follows:

(a) **By Mutual Agreement.** The City Manager and Director may terminate this Agreement at any time by mutual written agreement.

(b) **Termination by City.** The City Manager may, in her or her sole and unrestricted discretion, terminate this Agreement with or without cause at any time upon written notice to the Director.

(c) **Severance.** If the City Manager terminates this Agreement without cause while the Director is still willing and able to perform the duties of Finance Director, the Director shall be entitled to two (2) months' base salary, less applicable deductions, plus applicable accrued leaves as provided in this Agreement together with any extension of benefits required under California and federal law. No time served by the Director after notice of the termination shall be debited from the period of severance pay. However, in the event the Director is terminated for cause, the Director shall be entitled to only the compensation earned and accrued and such other termination benefits and payments as may be required by law. Director shall not be entitled to any severance benefits.

(c) **Resignation by Director.** Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of Director to resign at any time from her position as Finance Director. Director may terminate this Agreement by submitting written notice of her resignation to City. As a courtesy, Director shall give the City thirty (30) days written notice of her intention to resign.

(d) **Rights and Remedies of Director upon Termination.** Nothing in this Agreement is intended to, or does, confer upon Director any due process right to a hearing or other administrative process pertaining to termination, before or after a decision by the City to terminate her employment, unless Director is entitled to a name clearing hearing under California or federal law. Director may appeal a determination of for cause termination to the City Council for the sole purpose of qualifying for severance pay; the City Council shall not have the authority to overturn the termination.

(e) **Resignation in Lieu of Termination.** If the Director is terminated without cause, the Director shall have the opportunity to resign in lieu of being terminated. In such an event, any public announcement issued by the City will state that the Director resigned.

(f) **Administrative Leave.** The City Manager may place the Director on administrative leave with or without pay pending investigation of any allegations of misconduct.

5. Compensation and Benefits.

(a) City agrees to pay Director for her services rendered an annual salary of \$98,926, payable in instalments at the same time as other employees of City are paid and subject to all applicable payroll taxes and withholdings. Such salary may be adjusted from time to time at the sole discretion of the City Manager. The Director shall be an "exempt" employee under all applicable state and federal labor laws, including, but not limited to, the Federal Labor Standards Act and the regulations of the California Industrial Welfare Commission.

(b) Performance Review. The City Manager shall evaluate the Director's performance by June 30, 2015 and at least annually thereafter.

(c) CalPERS. Employee shall be included in the City's Miscellaneous Plan with the California Public Employees' Retirement System ("CalPERS"), and enrolled in the 2% at age 62, highest year average program if he meets the definition of "new employee" under PEPPRA. Employee shall contribute the total "employee contribution" required by law and shall contribute at least fifty percent (50%) of the normal cost rate as actuarially determined by CalPERS.

(d) The City participates in Social Security; the employee contribution (6.2%) will be deducted from the Director's gross pay.

(e) Director shall be entitled to all benefits, rights and privileges accorded to Department Heads as set forth in the St. Helena Employees' Handbook, as may be amended from time to time, except as otherwise provided in this Agreement or as they may conflict with the Director's status as an "At-will" employee. If there is any conflict between this Agreement and any resolution or policy fixing compensation and benefits for City Department Heads or other unclassified employees, this Agreement shall control.

(f) Director shall receive ten (10) days paid vacation during each full year of her first five years of employment. Upon commencing employment, the Director shall receive forty (40) hours of vacation as an advance accrual of vacation time. Upon completion of year five (5), the Director may accrue fifteen (15) days paid vacation annually. During years six (6) through ten (10), the Director may accrue an additional eight (8) hours of vacation per year. The maximum vacation that may be accrued by the Director is twenty (20) days per year. The maximum amount of accrued vacation may not exceed 380 hours.

(g) Director shall receive two (2) days of paid floating holidays awarded January 1st of each full year of her first five (5) years of employment. Upon completion of year five (5), the Director will be awarded three (3) additional days of floating holidays per year for a total of five (5). Director shall receive five (5) days of executive leave awarded January 1st of each full year. Floating holidays and executive leave must be used in the year accrued or the time shall be

forfeited. For purpose of calculating Vacation accruals and Floating Holidays; time shall be based on the Director's initial date of hire with the City.

(h) Director shall be entitled to twelve (12) days sick leave each year. Upon commencing employment, the Director shall receive forty (40) hours of sick leave as an advance accrual of sick leave. After completing five (5) full months of employment, the Director will accrue sick leave in the same manner and under the same limitations provided to and imposed upon Department Heads.

(i) Vehicle Allowance. Director will receive a Vehicle Allowance of \$200 per month.

(j) Deferred Compensation. Director will receive a matching contribution of \$200 per month towards her deferred compensation account.

(k) Communications. Director will have the use of a City cellular phone and iPad pursuant to policies established by the City.

(l) Professional Development and Training. City shall pay for Director's annual training and membership to essential professional associations.

(m) Hours of Work. The Director is an exempt employee but is expected to engage in those hours of work that are necessary to fulfill the obligations of the Director position. If mutually agreed to between the City Manager and the Director, the Director may have a modified work schedule, such as 4/10 or 9/80 or have the opportunity to telecommute as deemed appropriate by the City Manager.

6. Return of City Property

In the event of termination, any City equipment or property will be promptly returned to the City. In addition, any and all finished and unfinished documents, data, reports and materials are the property of the City and shall be promptly delivered to the City Manager. Director shall keep all information acquired through her position in the strictest confidence.

7. Indemnification

In accordance with the terms, conditions, and limitations of the Government Claims Act (Gov't Code §§ 810 et seq.), City shall defend, save harmless, and indemnify the Director against any tort, professional liability claim or demand or other legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of Director's duties as Finance Director. City will determine whether to compromise and settle any such claim or suit and the amount of any settlement or judgment rendered thereon.

8. Attorney's Fees

In the event of any mediation, arbitration or litigation to enforce any of the provisions of this Agreement, each party shall bear its own attorney's fees and costs.

9. Jurisdiction and Venue

This Agreement shall be construed in accordance with the laws of the State of California, and the Parties agree that venue shall be in Napa County, California.

10. Notices

Any notices required by this Agreement shall be in writing and either given in person or by first class mail with postage prepaid and addressed as follows:

TO CITY: City Manager
 City of St. Helena
 1480 Main Street
 St. Helena, CA 94574

TO EMPLOYEE: April Mitts
 City of St. Helena
 1480 Main Street
 St. Helena, CA 94574

11. Entire Agreement

This Agreement is the final expression of the complete agreement of the parties with respect to the matters specified herein and supersedes all prior oral or written understandings. However, the Agreement may be amended or altered by the City Manager at any time. Any such amendments or alterations must be in writing, signed by Director and the City Manager and approved by the City Council.

12. Severability

If any provision of this Agreement is found to be unenforceable by judgment or court order, the remainder of the Agreement shall remain in full force and effect, as if the unenforceable provision had never been included.

13. Assignment

Director may not assign or transfer any rights granted or obligations assumed under this Agreement.

14. Informed and Voluntary Agreement

Director acknowledges that she has had the opportunity to receive legal representation and advice in connection with this Agreement and that she voluntarily enters in to her Agreement fully informed about the rights and obligations she assumes and waives by entering into her Agreement.

IN WITNESS WHEREOF, City and the Finance Director have entered into and executed this Agreement as of the ____ day of _____ 2014.

CITY OF ST. HELENA
A Municipal Corporation

FINANCE DIRECTOR

By: _____
Jennifer Phillips
City Manager

By: _____
April Mitts

Approved as to Form:

By: _____
Thomas B. Brown
City Attorney



Report to the City Council

Council Meeting October 28, 2014

Agenda Section: Consent

Subject: Amendments To The City Local Preference Policy For Affordable Housing Updating The Policy To Comply With State Requirements, And Providing More Specificity On How The Local Preference Policy Will Be Implemented

CEQA Status or Action: The proposed changes are considered to be categorically exempt from CEQA, and therefore do not require separate environmental review

Prepared By: Victor Carniglia, Interim Planning Director

Approved By:  Jennifer Phillips, City Manager

BACKGROUND

The City is proposing a number of amendments to St. Helena's current Local Preference Policy for Affordable Housing. The purpose of the existing Policy is to give preference to locals seeking to occupy affordable housing units that the City has sponsored, or affordable housing projects that were built utilizing City funding. The current policy was adopted by City Council in 2005, and arose in part to address concerns arising from the City's jobs housing imbalance, and the related need for housing opportunities for all segments of the community near local job opportunities. The current Local Preference Policy has not been updated since it was adopted.

The proposed changes to the Local Preference Policy, proposed as a part of the recent settlement of the *Calderon* lawsuit against the City, are in part a response to the changes in the community and housing market that have occurred over the past 10 years, and better reflect current State and Federal fair housing requirements. Staff supports the proposed changes, as they give priority for affordable housing to those that need it most, namely St. Helena residents/employees who have been displaced from homes due to unsafe/substandard living conditions, and those persons who work (not just live) in the boundaries of the St. Helena Unified School District. The following section summarizes the specific wording changes proposed:

DISCUSSION

The specific wording changes proposed to the City's current Local Preference Policy can be seen in the attached "track changes" version of the "Amended Local Preference Policy for Housing" included as an Exhibit to the attached Resolution. The following is a summary and discussion of

the key changes to the Policy. The totality of the proposed changes can be seen in the just mentioned "track changes" document.

It should be noted that there are also changes to the Resolution adopting the amended Policy. The changes to the Resolution are also identified in track changes format, and correspond to the proposed changes in the Local Preference Policy. They assist in describing the purposes of, and basis for the preference resolution.

Key Changes to Policy:

- While not a change, it is worth noting that the geographic boundaries of both the current and proposed Local Preference Policy consists of the St Helena School District (SHUSD) boundaries, not City boundaries.
- The revised Preference Policy modifies the eligibility of prospective applicants seeking affordable housing. The current Preference Policy limits affordable housing preference to those who live within SHUSD boundaries. The revised Policy gives preference to those who work within the SHUSD. This change is consistent with federal fair housing laws.
- An important change is that the first priority for housing under the Preference Policy is for displaced "long term" residents who were forced to leave their affordable housing as a result of the inaction or insufficient action by landlords to correct the unsafe/substandard living conditions. "Long term" residents are defined in the Residency section of the amended Policy as residents living in the SHUSD boundaries at the same location 12 months or more, and can provide the necessary documentation of that fact. The proof of residency and 12 month duration requirements were suggested to prevent a non-resident from manipulating the system by moving into a known substandard rental after Code enforcement proceedings had begun and then seeking to jump ahead of long-term residents on the affordable housing waiting list.
- Under the proposed changes the second priority for Housing Preference is to households that "have one or more members that work within the SHUSD's geographic boundaries". The amended Policy defines "households that work" as having one or more members who have worked within the boundaries of the SHUSD for 12 months or more. The amended Policy goes on to address the situation of someone who has multiple jobs (the job providing the greatest percentage of total income must be located in SHUSD boundaries) or if the person does not have geographically fixed employment (50% of the employees' time must be spend in SHUSD boundaries). The change from a priority favoring those who work within the SHUSD as opposed to those who merely live there reflects an effort to prioritize winery and hospitality workers for affordable rental units closer to their jobsites, which was a policy advocated by several affordable housing groups who favor this change as being non-discriminatory.

The proposed changes to the City Preference Policy provide a needed update to an existing, almost ten year old document that with the proposed changes becomes more consistent with federal fair housing requirements. As noted above, the proposal arose as a part of the successful

settlement of the *Calderon* litigation. Given this, any wording changes beyond what is included in the attached documents could require renegotiating the *Calderon* Settlement Agreement.

FISCAL IMPACT

None.

RECOMMENDED ACTION

That the City Council adopt the attached resolution amending the City's Local Affordable Housing Preference Policy.

ATTACHMENTS

1. Resolution amending the City's current Local Affordable Housing Preference Policy.

CITY OF ST. HELENA

RESOLUTION NO. 2014-__

AMENDING RESOLUTION NO. 2005-98

APPROVING A LOCAL PREFERENCE POLICY FOR AFFORDABLE HOUSING

BE IT RESOLVED by the City Council of the City of St. Helena that Resolution No. 2005-98 is hereby amended to read and provide as follows:

RECITALS

- A. Policy 6A-1 of the 2002 St. Helena Housing Element states that the City of St. Helena shall "Support a jobs/housing balance by encouraging housing that provides for St. Helena's workforce".
- B. City residents have ~~consistently~~ questioned whether the City can give or require priority to local residents and workers for occupancy in affordable housing units.
- C. Adoption of a local preference policy is required to be supported by findings that the policy is non-discriminatory and consistent with the Fair Housing Act and that a legitimate governmental purpose exists. The City Council desires to adopt a local preference policy in accordance with the Housing Element and based upon the findings set forth herein.
- D. Since the original adoption of this Resolution in 2005, circumstances have occurred in which tenants residing in affordable housing units in St. Helena have been displaced because of living conditions in their units that the unit owners did not promptly remedy despite notice to the owners of health, safety, and other Code violations by the City. Some of the displaced tenants were households with children enrolled in schools within the St. Helena Unified School District.

RESOLUTION

NOW, THEREFORE, the City Council of the City of St. Helena resolves as follows:

1. Findings. The City Council hereby makes the following findings:
 - (a) Municipalities located within Napa County are facing a jobs housing imbalance. The tourist and service industries continue to grow providing job opportunities at the same time as housing costs have increased significantly, making much of the housing in the Napa Valley unaffordable to the workers in the community. In addition to the lack of housing affordable to a large segment of the workforce in the County, the County also faces the adverse consequences of workers commuting to jobs within the County on roads designed for more limited traffic. The lack of housing affordable to the workforce in the various municipalities is impacting the ability of revenue generating businesses to attract employees.

(b) In an effort to provide housing opportunities for all segments of the community near job opportunities, the Napa Valley Housing Authority researched the possibility of its member constituencies, including the City of St. Helena, adopting local preference policies for new housing developments that would allow a preference for people working or living in the local jurisdiction in a manner that does not violate fair housing laws and ensures a fair and open selection process. To that end, a demographic study was commissioned by the Napa Valley Housing Authority that reports on the demographic characteristics of Napa County. That study dated November 3, 2004, was prepared by Keyser Marston Associates Inc. and is entitled "Demographic Information on Napa Residents and Workers," hereinafter referred to as the Demographic Study. The Demographic Study is incorporated herein by reference. In 2013, City representatives inquired of various affordable housing advocacy groups in an effort to identify any more recent demographic studies of a similar nature, and were advised that nothing more recent was available. Two of those groups, Fair Housing Napa Valley and Latinos Unidos del Valle de Napa y Solano, support this amended Resolution and believe that this amended resolution does not violate fair housing laws but rather promotes the goal of affordable housing for lower income households. These two groups advocated that to the extent that a higher percentage of non-residents who work in wineries, hotels, and restaurants within the SHUSD are Hispanic/Latino than the percentages of City or County residents, the local preference priority favoring those who work in the SHUSD will likely have a beneficial impact on a protected ethnic group.

(c) The Demographic Study collected data about residents and workers in the County as a whole and within the various municipalities in the County. Generally, local preference policies are valid if they do not intentionally discriminate against any group protected by the fair housing laws or if they do not have a disparate impact on any group protected by fair housing laws. The Demographic Study indicates that a preference policy for households that live or work within an individual jurisdiction in Napa County will not have a disparate impact on a protected group. As Tables 3 and 4 in the Demographic Study show, the vast majority of workers in each of the municipalities in Napa County reside in the County although a large percentage reside outside of the municipality in which they work. Commute distance is one method of determining the housing market area or the area that applicants for housing will be drawn from. This data demonstrates that the housing market for Napa County is generally located within the County itself, although those jurisdictions on the north and south ends of the County do see more employees from adjacent counties. The housing market, for the City in particular where 83% of its workers reside in Napa County, can reasonably be defined as the County itself.

(d) The Demographic Study shows that the demographic profile for the City of St. Helena is very similar to the County of Napa. Table 1 shows that 24% of Napa County residents are under the age of 18 and 25% of St. Helena residents are under the age of 18. Thirty-four percent (34%) of Napa County households have children under the age of 18 and 33% of St. Helena residents have children under the age of 18. Eighteen percent (18%) of Napa County residents are over the age of 62 and 20% of St. Helena residents are over the age of 62.

(e) Table 1 also shows that the race and ethnicity of the populations are similar. Eighty percent (80%) of Napa County residents are white, compared to 82% in St. Helena. Twenty-four percent (24%) of County residents identified themselves as Hispanic/Latino and 28% of St. Helena residents identified themselves as Hispanic/Latino. A local preference policy will not have a

disparate impact on a protected ethnic group.

(f) Table 4 shows that 23% of the people who work in St. Helena also live in St. Helena. Eighty-three percent (83%) of the workers live within Napa County. A local preference policy for workers currently employed within the geographic boundaries of the St. Helena Unified School District (SHUSD) will help reduce traffic congestion due to long commutes for those who work in and around the City, and improve air quality. The policy proposed is designed to achieve a significant governmental purpose of ensuring that housing opportunities are available to the workforce in the City, thus decreasing commuting with all of its attendant detrimental impacts, including environmental degradation and overuse of transportation infrastructure. Additionally, the preference policy ensures that businesses essential to the City's economy continue to locate in the area by providing housing opportunities for the necessary labor pool. Further, the preference policy will give priority to lower income, long-term households in the City of St. Helena who, because of substandard and/or unsafe living conditions resulting in code enforcement proceedings by the City, have been displaced from their affordable housing located within the City of St. Helena because of the inaction or insufficient action by their landlords to address those living conditions. Long-term residency, i.e., at least 12 consecutive months in the same location, will ensure that no applicant moves into a substandard rental unit, particularly once Code enforcement proceedings have been initiated, with the motive of seeking to gain priority under this policy.

(g) Given the similar demographics of the municipalities within the County, the fact that the housing market can reasonably be defined as the County itself, and the analysis of the demographic data specific to the City of St. Helena, a preference for households that work or live within the City will not have a disparate impact on any protected group by excluding any protected group and will further the above-described governmental purposes served by such a preference.

(h) The displacement of children from their homes during the school year can affect their academic performance and self-esteem. The City and its property owners benefit from improved test scores and higher achievement of students enrolled in the SHUSD. By prioritizing displaced households for available affordable housing in St. Helena, the disruption of academic performance and self-esteem can be lessened.

2. Based upon the foregoing findings, the City of St. Helena adopts the attached Amended Local Preference Policy for the City of St. Helena, to be implemented whenever ownership or rental housing opportunities are made available to eligible income households under the City's affordable housing regulations and policies.

Approved at a Regular Meeting of the St. Helena City Council on October 28, 2014, by the following vote:

AYES:

NOES:

ABSENT:

APPROVED: _____ ATTEST: _____

Ann Nevero Cindy Black
Mayor City Clerk

~~LOCAL~~ AMENDED LOCAL PREFERENCE POLICY FOR CITY OF ST. HELENA

Applicants who live within the City of St. Helena or work within the ~~City of St.~~ geographic boundaries of the Helena Unified School District (SHUSD) will have a preference for housing developed pursuant to the City's affordable housing regulations in accordance with the following policy:

1. Preference.

Based upon the findings set forth in Amended Resolution No. 2005-98 adopted by the City Council of the City of St. Helena on ~~October 11~~ 2014, ~~2005~~ the City establishes the following priority to be used whenever ownership or rental housing opportunities are made available to eligible income households, unless prohibited by state or federal regulations that apply in connection with financing provided to assist in the acquisition/development/rehabilitation of the units.

- a. First priority is given to eligible long-term households ~~that work in the City of St. Helena who, because of substandard and/or unsafe living conditions resulting in code enforcement proceedings by the City, have been displaced from their affordable housing located within the St. Helena because of the inaction or insufficient action by their landlords to address those living conditions.~~
- b. Second priority is given to eligible households that ~~live~~ have one or more members who work within the ~~St. Helena Unified School District~~ SHUSD geographic boundaries.
- c. Third priority is given to all other eligible households.

2. Residency.

For purposes of the policy, an applicant for the displaced tenant priority will be determined to live ~~within the in~~ in St. Helena ~~Unified School District (SHUSD) boundaries~~ if the applicant has lived ~~within the SHUSD boundaries for three in St. Helena for twelve~~ consecutive months or longer. The applicant must produce evidence of residency within ~~the SHUSD boundaries~~ St. Helena. This evidence can be a copy of a deed, lease, rental agreement, rent receipt, utility bill, driver's license or other documentation that indicates residency.

3. Employment.

For purposes of this policy, an applicant will be determined to work in the ~~City of St. Helena~~ SHUSD geographic boundaries if the primary place of employment for at least one member of the applicant's household is located in the ~~City of St. Helena~~ SHUSD geographic boundaries and if the term of employment served has been ~~three~~ twelve consecutive months or longer. If the applicant holds more than one job, the employment in the ~~City of St. Helena~~ SHUSD geographic boundaries must be the job providing the greater percentage of income to the applicant. If the applicant does not have a fixed place of employment, such as delivery personnel, repair persons or similar employments, but spends at least 50% of his or her time employed in the ~~City of St. Helena~~ SHUSD geographic boundaries, the applicant will be determined to be employed in the

4. Application.

The developer, the City of St. Helena itself, and/or its agent shall affirmatively market the development to ensure that all applicants, regardless of eligibility for the preference, are aware of the housing opportunity. Applicants shall file complete applications with the Napa Valley Housing Authority (NVHA) by a deadline set by NVHA.

5. Determination of Eligibility.

Applicants who have applied for the local work or live preference shall be notified by NVHA whether their eligibility for the preference has been confirmed. If NVHA determines that an applicant is not eligible for the preference, NVHA shall notify the applicant and allow the applicant no less than five days to present additional evidence verifying the applicant's eligibility for the preference. The applicant can submit the additional evidence in writing or may request a hearing to present the evidence. The additional evidence of eligibility shall be presented to NVHA's administrator of housing programs. The administrator of housing programs can consider any evidence he or she thinks is relevant to determining an applicant's eligibility for the preference. The administrator of housing programs shall make a final determination of the applicant's eligibility for the preference based on all the evidence submitted by the applicant within five days of receiving the evidence. The administrator of housing's decision shall be final.

6. Lottery.

In administering the preference policy, a lottery will be used to select applicants. All applicants participating in the lottery must meet all the income and family composition qualifying criteria for occupancy in the development regardless of the applicant's preference eligibility. An applicant qualifying for the local "work" preference will have three opportunities to have his or her name drawn from the lottery. An applicant qualifying for the local "live" preference will have two opportunities to have his or her name drawn from the lottery. All other applicants will have one opportunity to have their names drawn from the lottery. Preference applicants shall be assigned the most favorable lottery number drawn for the applicant.

7. Employer-Built Housing.

If affordable housing is ~~built~~-bulk or sponsored by an employer with no government subsidies, fee waivers or other types of public agency monetary assistance, the City Council will consider allowing the employer to set aside some or all of the affordable units for the exclusive occupancy of employees of the employer meeting all the income and family composition qualifying criteria for occupancy in the development, regardless of the foregoing preference policy. The number of units to be set aside and the form of the affordable housing resale or rental restriction agreement shall be determined on a case by case basis.



Report to the City Council

Council Meeting October 28, 2014

Agenda Section: Consent

Subject: Amendments to the City's Ordinance Chapter 8.32 Regulating and Addressing Relocation Services and Payments for Residential Tenant Households within the City of St Helena

**CEQA Status
or Action:**

The proposed changes to the City's Relocation Ordinance are considered to be categorically exempt from CEQA, and therefore do not require separate environmental review

Prepared By: Victor Carniglia, Interim Planning Director

Approved By: Jennifer Phillips, City Manager

BACKGROUND

The City seeks to modify its current Ordinance, Chapter 8.32, which regulates within the City of St Helena rental relocation services, as well relocation related payments to renters who have been forced to move. The current Ordinance defines the situations and circumstances under which such relocation services and payments are applicable, the process which renters and landlords need to follow, and related implementation issues.

The changes are proposed to update the City's current ordinance to better reflect current circumstances and to be consistent with State law requirements. The changes also include enhanced tenant noticing requirements, and update the dollar amounts of the required payments tenants receive from landlords to better reflect current costs. Aside from these changes, the specific wording changes presented in the attached document also reflect what was negotiated as part of the Calderon settlement agreement process. As a result, any wording modifications proposed to the attached wording may trigger renegotiation of the settlement agreement involving Calderon.

Attached is a copy of the City Relocation Ordinance with all the proposed changes identified in "track changes" format.

CEQA COMPLIANCE

The proposed changes to the City's Relocation Ordinance are considered to be categorically exempt from CEQA, and therefore do not require separate environmental review.

DISCUSSION

The key changes proposed to the City's existing Relocation Ordinance are identified and summarized in the following sections. As mentioned previously, all the proposed wording changes to the City's Relocation Ordinance are identified in the attached "track changes" version of the Ordinance:

Purpose (Section 8.32.020):

This section of the Ordinance has been expanded to include "preventing displacement where possible".

Eligibility for Relocation (Section 8.32.040):

Wording has been added stating that the property owner shall have the burden of proof in documenting "that a tenant household is exempt from relocation assistance."

Owner Responsibilities (Section 8.32.050):

- Section A: Wording has been added to this section concerning "Owner Responsibilities" requiring that the owner of the rental unit make "repairs within the time frame required by the City";
- Section B: Added wording stating that tenants shall not be required to relocate by the City or property owner if the repairs can be made in a "reasonable period of time" and "without unreasonably endangering the health and safety of tenants,"
- Sections C, D, E, and F: Minor or no changes.

Relocation Payment Procedures and Appeal Process (Section 8.32.060):

- Sections A: minor changes
- Section B: Requires that the City, in determining whether relocation of tenants is required in order for repairs to be made, shall give preference to the alternative of repairing the building without requiring the tenants be relocated, if in doing so the tenants are not "substantially and immediately endangered".
- Section C: If displacement could cause a tenant extreme hardship, as determined by the City consistent with specific requirements of the State Health and Safety Code, the City may grant a deferral of the relocation. The City Manager shall make a form available for a tenant to apply for such a deferral.
- Section D: If the City determines relocation is necessary in order for an owner to make the required repairs, wording has been added spelling out what information the notice provided to the tenants by the property owner should include. This section also addresses the timing of such notice (within 30 days of the required relocation). An exemption is provided if the City is requiring abatement in less than 30 days, in which case the notice shall reflect that shorter time period. The owner is also required to provide the City with a copy of the notice.
- Section E: In addition to the property owner notice to the tenant, the City is required to provide notice of the abatement to the tenant by posting the notice in a conspicuous place on the project site, and by providing written notice to the affected tenant. This section goes on to describe

the contents of such notice by the City. Failure of tenant to receive either the notice by the property owner or by the City shall invalidate the City's Notice of Abatement.

- **Section F:** Each tenant within 20 days of when they have received a notice to vacate the building in question, shall submit a written request for relocation payment from the landlord, along with an estimate of the payments to which the tenant is entitled. The City Manager shall make available a form for the tenants to use for this process.
- **Section G:** Within 10 days of receiving a request for a relocation payment from the tenant, the property owner shall make the initial payment to the tenant, or file an appeal with the City Manager if the property owner wants to contest the amount of the relocation payment. This section includes added wording that defines how the relocations costs are calculated, and what is taken into account in the payment.
- **Sections H:** Minor wording changes to the process for appealing the relocation cost to the City Manager. Wording has been added stating the City Manager's decision on this matter is final.
- **Section J:** No changes.

City's involvement in the relocation process (Section 8.32.070)

- Sections A, B, and C: Minor changes

Relocation and Other Payments (Section 8.32.080)

- **Section A:** This section contains increases in the amount of relocation expenses property owners are required to pay tenants when tenants are displaced in order for the property owner to meet code requirements. In most cases the amount of the current fees is doubled, \$400 to \$800 for moving expenses etc. One substantial change is in Section A.3 b, in which the three month limit on the payment of rent differential has been eliminated.

Emergency Relocations-Payments (Section 8.32.090)

- Sections A, B, C, D: Minor changes

Move Back Option (Section 8.32.100)

- **Section A:** Wording has been added to explicitly state that the relocation of a tenant under this Ordinance will not terminate the tenancy of the relocated household.
- **Sections B, C, D:** Minor wording changes.
- **Section E:** Wording has been added stating that tenancy is permanently terminated if the tenant notifies the owner of the tenant's intent not to reoccupy the unit. However, if the property owner does not make the required payments under this Ordinance, and if the tenant does not submit a notice to reoccupy, then such failure to provide notice on the part of the tenant is considered to be involuntary.

Penalties (Section 8.32.110)

- No significant changes.

Private Right of Action (Section 32.120):

- Wording has been added stating the prevailing party in any court action under this Ordinance is entitled to Attorney's fees.

Notices (Section 32.130):

- Wording has been added stating that all notices shall be in both English and Spanish.

FISCAL IMPACT

No direct fiscal impact to the City. Implementation of the proposed changes will require additional staff time, the amount of which is expected to be minor.

RECOMMENDED ACTION

Staff recommends that the City Council adopt the attached ordinance amending the City's Relocation Services Ordinance (Chapter 8.32) according to the changes identified in the attached "track changes" version of the Ordinance.

ATTACHMENTS

1. Ordinance amending the City's Relocation Services Ordinance

CITY OF ST. HELENA

ORDINANCE NO. _____

AMENDING CHAPTER 8.32 OF THE ST. HELENA MUNICIPAL CODE TO REVISE AND ENHANCE THE CITY'S REGULATIONS PROVIDING FOR PROCEDURES, NOTICE AND ASSISTANCE FOR TENANTS OF RESIDENTIAL UNITS DISPLACED AS A RESULT OF CODE ENFORCEMENT ACTIVITIES.

The City Council of the City of St. Helena does hereby ordain as follows:

SECTION 1. Amendment of Chapter 8.32. Chapter 8.32 of Title 8 of the St. Helena Municipal Code is hereby amended to read in its entirety as shown on Exhibit A, attached hereto and incorporated herein by reference.

SECTION 2. Compliance with CEQA. The City Council hereby finds that the action to adopt this Ordinance to amend Chapter 8.32 of the St. Helena Municipal Code is exempt from the provisions of the California Environmental Quality Act (Public Resources Code Section 21000, et seq.) (CEQA) because the City Council hereby finds that it can be seen with certainty that there is no possibility the adoption and implementation of this Ordinance may have a significant effect on the environment, and the Ordinance is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(1), 15061(b)(2), and 15061(b)(3).

SECTION 3. 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 4: Inclusion in the St. Helena Municipal Code. It is the intention of the St. Helena City Council that the text in Exhibit A of this ordinance be made a part of the St. Helena Municipal Code and that the text may be renumbered or relettered and the word "Ordinance" may be changed to "Section," "Chapter," or such other appropriate word or phrase to accomplish this intention.

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.

THE FOREGOING ORDINANCE was introduced at a regular meeting of the St. Helena City Council on the _____ day of _____, 2014, and was adopted at a regular meeting of the St. Helena City Council on the _____ day of _____, 2014, by the following vote:

AYES:

NOES:
ABSENT:
ABSTAIN:

Ann Nevero, Mayor

ATTEST:

CITY OF ST. HELENA

Cindy Black, City Clerk

I, CINDY BLACK, 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 _____, 2014. That thereafter said Ordinance was duly adopted and passed at a regular meeting of the City Council on the ____ day of _____, 2014 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Cindy Black, City Clerk

APPROVED AS TO FORM:

Thomas B. Brown, City Attorney

Chapter 8.32

RELOCATION SERVICES AND PAYMENTS FOR RESIDENTIAL TENANT HOUSEHOLDS

Sections:

8.32.010 Findings.

8.32.020 Purpose.

8.32.030 Definitions.

8.32.040 Eligibility for relocation services and assistance.

8.32.050 Owner responsibilities.

~~8.32.060~~ 8.32.060 Relocation payment procedures and appeal process.

8.32.070 City's involvement in relocation payments.

8.32.080 Relocation and other payments.

8.32.090 Emergency ~~relocations — payments~~ relocations — Payments.

8.32.100 Move-back option.

~~8.32.110~~ 8.32.110 Penalties.

8.32.120 Private right of action.

8.32.130 Notices

~~8.32.010~~ 8.32.010 Findings.

The ~~City Council~~ city council finds and determines that:

A. Some rental units and rooms in St. Helena have been found, or will be found, to have severe code violations, which threaten the life and safety of occupants and require the units or rooms to be vacated to allow for extensive repairs.

B. Such code violations are often caused by deferred maintenance, may breach the landlord's implied warranty of habitability, and sometimes constitute constructive eviction of the tenant household from its residence.

C. Difficulty of preventing displacement, enforcing health and safety codes, and finding replacement housing and incurring moving-related expenses creates a financial hardship for tenant households, particularly those who are low-income.

D. The level of services and payments provided in this chapter are similar to those provided to ~~those relocated~~ tenant households displaced as a result of government-sponsored rehabilitation programs and are reflective of actual relocation costs likely to be incurred by displaced households.

E. The difference in payments between tenant households displaced from units and those displaced from rooms is based on differences in actual costs likely to be incurred.

F. The relocation payment obligations imposed on landlords by this chapter partially ~~mitigates~~ mitigate the financial hardships faced by tenant households displaced in order to bring the property up to housing code and have the additional purpose of encouraging landlords to maintain their residential properties in a habitable condition.

8.32.020 Purpose.

The ~~purpose~~ purposes of this chapter ~~is to~~ are to: (i) prevent displacement where possible; (ii) provide relocation services and; (iii) require property owners to make payments to residential tenant households ~~relocated~~ displaced as a result of code enforcement activities in order to alleviate hardships associated with such relocations; ~~to~~ (iv) facilitate the correction of code violations; and ~~to~~ (v) protect the health, safety and welfare of the residents of St. Helena.

8.32.030 Definitions.

“Code enforcement” or “code enforcement activity” ~~means~~ shall mean an activity or activities initiated by the city to ascertain the condition of a building and requiring an owner to make necessary repairs to bring the property into compliance with applicable building and housing codes.

“Emergency relocations” shall mean when, in the opinion of the ~~Building Official~~ building official, any condition of the building or surrounding property causes or constitutes or reasonably appears to cause or constitute an imminent or immediate danger to the health or safety of tenant households.

“Household” or “tenant household” ~~means~~ shall mean one or more individuals entitled to the occupancy of a rental unit or room who share living expenses.

“Owner” ~~means~~ shall mean a person, persons, landlord, corporation, or any entity holding title to a property or agent or assignee.

“Relocation” ~~means~~ shall mean the required vacating of a residential unit or room by a tenant household and the moving into another unit or room as a result of repairs required to bring the property into code compliance where such repairs are undertaken because of code enforcement.

“Rental unit” or “unit” ~~means~~ shall mean a dwelling containing a separate bathroom, kitchen, and living area which is the place of permanent or customary and usual abode of a household, including a single-family dwelling or a unit in a multifamily or multipurpose dwelling, a unit in a condominium or cooperative housing project.

“Room” ~~means shall mean~~ a room in a hotel or boarding house or a rented room in a private dwelling occupied by a tenant who has paid for at least ~~30-thirty~~ (30) consecutive days of occupancy.

8.32.040 Eligibility for relocation services and assistance.

A tenant household may be considered eligible for relocation assistance and payments pursuant to Sections 8.32.060, 8.32.070, 8.32.080, 8.32.090, and 8.32.100 if the city determines that ~~if~~ the condition of a building is such that a household cannot safely occupy the unit or room ~~which~~ while the unit is being rehabilitated and ~~if~~ such condition was not created by the tenant household occupying the unit or room. The owner shall have the burden of establishing that a tenant household is exempt from relocation assistance under this chapter.

8.32.050 Owner responsibilities.

A. The owner shall make repairs within the time frame required by the city to remedy code violations that the city has determined are necessary to protect the health and safety of the tenants.

B. Neither the owner nor the city shall require the tenants to relocate as a result of code enforcement or code enforcement activity if the City determines that repairs can be made within a reasonable period of time without unreasonably endangering the health or safety of the tenants.

~~AC.~~ The owner shall be responsible for providing relocation payments to ~~the each~~ tenant household ~~required to move displaced~~ because repairs undertaken to bring the property into code compliance, as determined by the City, cannot be undertaken with the tenant household ~~(s)~~ in place.

~~BD.~~ The owner shall be responsible for providing such payments directly to the ~~household~~ tenant household(s) to be displaced or already displaced.

~~CE.~~ The owner shall make payments required by this chapter at least ~~10-ten~~ (10) days in advance of the move to facilitate relocation. When it is uncertain as to when the unit to be rehabilitated will be ready for ~~re-occupaney~~ reoccupancy, advance payment can be a partial payment sufficient to allow relocation of the affected tenant household to take place. The remaining amount owed pursuant to this chapter shall be made in a timely manner in order to prevent hardship to the tenant household.

~~DE.~~ Relocation payments shall not be required for repairs which are required as a result of any natural disaster or emergency not caused by the owner, including, but not limited to, a fire, earthquake or flood.

8.32.060 Relocation payment procedures and appeal process.

A. The city, in conjunction with available housing assistance and tenant advocacy services, shall assist households ~~to be relocated as a result of~~ displaced by code enforcement activities by providing information, referral, monitoring, and other relocation advisory assistance aimed at facilitating the household's move.

B. Whenever a building containing a residential rental unit or room or portion thereof is declared to be a substandard or deficient building pursuant to ~~the St. Helena Municipal Code, the~~

~~Building Official~~ this code, the building official shall also determine whether the repairs necessary to abate the substandard or deficient conditions can be reasonably accomplished without vacation of such building, or portion thereof, by its occupants. In deciding whether to order repairs or require vacation, the city shall give preference to repair of the building without requiring vacation, provided that the city determines the violations are not so extensive or of such a nature that the health and safety of the affected tenant households or the public is substantially and immediately endangered, consistent with the requirements of Health and Safety Code sections 17980 et seq. or any successor statute(s).

C. Upon a written showing by any affected tenant that displacement would create extreme hardship, the city shall allow a deferral of the effective date of any order(s) of abatement consistent with Health and Safety Code section 17959.4 or any successor statute, except in cases in which the city determines that the violations are so extensive or of such a nature that the health and safety of the affected tenant households or the public is substantially and immediately endangered, consistent with Health and Safety Code section 17980 et seq. or any successor statute(s), as applicable. The City Manager may create and make available a form to be used by affected tenants to make the written showing required by this section.

D. If the city determines that relocation is necessary in order to bring the property into compliance with applicable code requirements or abatement orders, the owner shall provide written notice to each affected tenant household at least thirty (30) days in advance of the date of required relocation, unless the city orders an abatement that requires relocation in less than thirty (30) days, and in such case, the owner shall provide notice as soon as practicable prior to the effective date of the abatement order. Such notice shall include, but not be limited to, all of the following:

- (1) A summary of the repairs to be undertaken and the estimated duration of the relocation;
- (2) A statement that the tenant household is entitled to relocation benefits under this chapter;
- (3) A statement that the tenant household may appeal the determination to the city and request from the city a hardship deferral of the order to vacate;
- (4) A statement that such appeal and/or request may be made to the city manager; and the address and telephone number of the city manager;
- (5) A copy of this chapter.

The owner shall provide the City a copy of each notice provided under this section.

E. In addition to the notice provided by the owner, when the city issues a notice of abatement to the owner which requires vacation of the unit or building, the city shall provide written notice to affected tenant households either: (i) by posting a copy of the notice or order in a conspicuous place on the affected property and mailing the same by first class mail to each affected residential unit, or (ii) by posting a copy of the order or notice in a conspicuous place on

each affected residential unit. The notice required by this subsection shall include, but not be limited to, all of the following:

- (1) The city's address and telephone number;
- (2) A statement that the tenant household may appeal the determination to the city and request from the city a hardship deferral of the order to vacate;
- (3) A statement that such appeal and/or request may be made to the city manager; and the address and telephone number of the city manager; and
- (4) A statement that a lessor (or owner) may not retaliate against a lessee (or tenant household) pursuant to Section 1942.5 of the Civil Code.

Notwithstanding the foregoing, failure of an affected tenant household to receive the notice required by this section shall not invalidate the city's notice of abatement to the owner requiring vacation of the unit or building.

~~C. If the Building Official issues a notice of violation but does not find that vacation is necessary, any affected tenant may file a written request for a hearing by the City Manager or designee describing the reasons for such request with the City Manager. If the Building Official determines that vacation is necessary to repair a substandard or deficient building containing a residential rental unit or room, he or she shall mail or personally deliver a notice of necessity to vacate building and a summary of the provision of this chapter to the building's owner and to each affected household in the building.~~

~~D. The issuance by the Building Official~~ F. The issuance by the building official of a notice of necessity to vacate ~~the~~ building shall not relieve the building owner of his or her obligation to provide ~~a any other~~ notice of termination of tenancy imposed or required by any provision of state law or ordinance. ~~Any such notice which the owner serves upon a tenant household shall refer to and shall be accompanied by a copy of this chapter.~~ Each tenant household which has been served with ~~such a notice of termination shall notify the owner by registered mail of the estimated~~ a notice of necessity to vacate building pursuant to this chapter shall: (i) submit a written request for relocation payment ; (ii) serve a copy of said written request for relocation payment on the owner, together with an estimate of the amount of payments to which the tenant household is entitled pursuant to Section 8.32.090 of this chapter 8.32.080 within 20 twenty (20) days after receipt of such notice; and (iii) retain a copy of the written request for its records. If payment is to be made in more than one installment, the tenant household shall notify the owner of the remaining amount owed. The City Manager may create and make available a form to be used by tenant households under this section.

~~E.G.~~ Within 10 ten (10) days after receipt of the tenant's notice referred to in subsection D F of this section, the owner shall either make ~~such the initial~~ payment of relocation benefits directly to the tenant household or file a written request for ~~a an~~ appeal hearing by before the ~~City Manager~~ city manager or designee describing the reasons for such request with the ~~City Manager city~~

manager if the owner wishes to contest the estimated relocation payment amounts or the tenant household's eligibility for relocation payment. The initial payment shall include:

- (1) The dislocation allowance pursuant to section 8.32.080(A)(1) or (B)(1).
- (2) Fixed moving and storage costs pursuant to section 8.32.080(A)(2) or (B)(2).
- (3) The replacement housing payment pursuant to section 8.32.080(A)(3) or (B)(3).

Except in cases where the City determines that the violations are so extensive or of such a nature that the health and safety of the tenant household or the public is substantially and immediately endangered (consistent with Health and Safety Code section 17980 et seq. or any successor statute), the tenant household shall have the right to remain at the rental unit or room until such time as it has received the initial payment of relocation benefits to which it is entitled under this chapter.

Subsequent relocation payments shall be made on a monthly basis thereafter and shall be made at least seven (7) days in advance of when the tenant household's monthly rental payment is due. In lieu of monthly payments, the owner may make lump payments covering specified periods of time.

FH. An appeal hearing shall be scheduled before the ~~City Manager~~ city manager or designee to consider the issues described in the appeal document within ~~30-thirty (30)~~ days ~~after of the~~ filing of ~~the-such~~ appeal. The owner and all affected tenants shall be notified by mail of the time and place of the hearing at least ~~10-ten (10)~~ days before the date of hearing. The ~~City Manager~~ city manager or designee shall render a decision on any such appeal within ~~10-ten (10)~~ days after the close of the hearing. The decision of the city manager shall be final.

GJ. Nothing in this section shall in any way preclude or limit any aggrieved party from seeking judicial review after such person has exhausted the administrative remedies provided by this section. However, it shall be conclusively presumed that a litigant has not exhausted his or her administrative remedies as to any issue which is not raised in the administrative proceedings authorized herein.

8.32.070 City's involvement in relocation payments.

~~A.~~ The ~~City~~ city may, in its discretion, make any of the payments required by Section ~~8.32.090~~ 8.32.080 in situations where the owner is unwilling or unable to pay for relocation costs and the tenant household is required to ~~be-relocated-relocate~~ due to code enforcement activity to ~~achieve~~ bring the building into code compliance. The ~~City~~ city shall recover from the owner all costs incurred as a result of making such payments. In order for the city to consider making such payments, a request must be made by the tenant household to the ~~City Manager~~ city manager within ~~20-twenty (20)~~ days from the owner's refusal to make the required payments.

~~4A.~~ In the above cases, the city shall first mail, by certified mail, a written notice to the owner of the owner's obligation under this chapter (i) to provide relocation assistance and payment and (ii) the time limit within which payment is to be made. The notice shall also specify that failure to make required payments may result in the city making such payments on behalf of the owner and the consequences to the owner of the city's action.

~~2B.~~ If within ~~10-~~ten (10) days of ~~the receipt of said~~ notice the owner continues to refuse to make the necessary payments, the city may make the required relocation payment to the tenant household. The ~~City city~~ shall then bill the owner for the amount of payment, plus any administrative and other costs it would not have otherwise incurred. If the owner does not make payment to the city within ~~a 60-day period~~sixty (60) days, the city shall record a lien on the property from which the tenant household was ~~relocated-displaced~~ with the ~~County Recorder~~ county recorder and provide notice of such lien to the ~~property~~ owner and to the county assessor. The lien amounts shall accrue interest at a rate of ten percent (10%) per annum until the lien is discharged. The lien shall be subordinate to all existing special assessment liens previously imposed upon the property and shall be paramount to all other liens except for state, county and municipal taxes and special assessments.

8.32.080 Relocation and other payments.

A. Payments for ~~relocation~~ Relocation from ~~rental units~~ Rental Units. Tenant households ~~to be relocated-displaced~~ from rental units in order to bring the property into code compliance ~~requirements~~ shall be eligible for the following payments:

1. A one-time dislocation allowance of ~~\$200.00~~ five hundred dollars (\$500.00) to help defray incidental relocation expenses.
2. The household's choice of a fixed or actual moving and storage expense payment subject to the following requirements:
 - a. If a fixed payment is chosen, a payment of ~~\$400.00~~ eight hundred dollars (\$800.00) shall be made if both moving and storage of household goods are necessary. If no storage is required, the fixed payment shall be ~~\$200.00~~ four hundred dollars (\$400.00). No documentation is necessary to receive a fixed payment. In cases of disputes as to whether storage is required, the city shall be asked to make that determination. The city's determination is final.
 - b. Payment for actual documented moving and storage expenses shall include both movement to the replacement unit(s) and movement back to the original unit. Payment shall not exceed the rates established by the California Public Utilities Commission.
3. A replacement housing payment equal to the documented difference between the rent and utilities paid on the unit being rehabilitated and the lesser of:
 - a. Rent and utilities in the replacement unit; or
 - b. An amount equal to ten percent (10%) above the fair market rent guidelines maximum used for the Section 8 Existing Housing Program or its equivalent by bedroom size of the unit being rehabilitated. The rent differential payment shall be made until such time that the unit from which the household was ~~relocated-displaced~~ is available for occupancy ~~but not to exceed three months~~.
4. Payment of the required security deposit at the relocation unit, excluding any charges for damages to the relocation unit caused by tenant other than normal wear and tear.

5. Payment of a daily food allotment of \$25 per person to the extent the relocated tenant household does not have access to cooking facilities during the time it temporarily occupies replacement housing.

B. Payments for Relocation ~~From from~~ Rental Rooms. Payments for relocation from rooms shall be as follows:

1. Actual, documented moving and storage costs, not to exceed the rates established by the California Public Utilities Commission.
2. A replacement housing payment equal to the lesser of:
 - a. The documented difference between rent and utilities on the room to be vacated and a replacement dwelling; or
 - b. The ~~Fair Market Rent Guidelines~~ fair market rent guidelines maximum for a one-bedroom unit used for the Section 8 Existing Housing Program. The rent differential shall be paid until such time as the room from which the tenant household was ~~relocated~~ displaced is available for occupancy ~~but not to exceed three months.~~
3. Payment of the required security deposit at the relocation unit, excluding any charges for damages to the relocation unit caused by tenant other than normal wear and tear.

C. Payment to Multiple Households Occupying a Unit or Room. Payments for ~~relocation~~ displacement from a unit occupied by more than one household shall be divided among the households according to amount of space occupied in the unit. Payments for ~~relocation~~ displacement from a room shall be shared equally among the households.

8.32.090 Emergency ~~relocations—payments~~ relocations—Payments.

A. In the event of an emergency relocation, the ~~City-city~~ may order the immediate relocation of the tenant households without notice or hearing as provided in this chapter. The ~~City-city~~ shall provide relocation payments and services as provided in this chapter with the owner being responsible for payment pursuant to the procedures set forth in ~~section~~ Sections 8.32.070 and 8.32.080. Prior to any emergency relocation, the ~~City-city~~ shall make reasonable attempts to contact the owner or his, her, or its management agent by telephone or in person to provide notice of the nature, timing, and extent of the emergency relocation, as well as the ~~City's-city's~~ intent to collect the relocation costs and attorney's fees and that such costs and fees may be collected as a special assessment and the property may be sold after three (3) years by the tax collector for unpaid delinquent assessments and that any special assessment for abatement costs and fees may be collected at the same time and in the same manner as ordinary municipal taxes are collected, and shall be subject to the same penalties and the same procedure and sale in case of delinquency as provided for ordinary municipal taxes pursuant to ~~section~~ Section 38773.5 of the California Government Code or any successor statute.

B. When emergency relocation is necessary, it shall be ordered only by the ~~City-Manager~~ city manager or his or her designee.

C. Notice of the emergency relocation shall be provided to the owner or other responsible parties as soon as practicable. Service of the notice shall be made either by personal delivery to the person to be notified or by deposit in the U.S. ~~mail~~ Mail to such person to be notified at the address shown upon the last tax roll or as shown upon some other public record pertaining to the matter to which such notice is directed. Service ~~of by~~ mail shall be deemed ~~to have been completed effective~~ at the time of deposit in the post office. The notice shall describe the condition that caused the emergency ~~relocation-vacation~~ and imminent and/or immediate danger ~~to the health and safety of the tenant household(s) and/or public~~ that resulted in the emergency ~~relocation-vacation~~ as well as the ~~City's~~ city's intent to collect the relocation costs and attorney's fees as a special assessment against the property subject to collection at the same time and in the same manner as is provided for the collection of ordinary property taxes pursuant to ~~section~~ Section 38773.5 of the California Government Code ~~or any successor statute~~. The notice shall also advise that a hearing to contest the need for the emergency ~~relocation-vacation~~ and the amount of the relocation payments may be requested within fifteen (15) days of the notice. If a timely request for a hearing is submitted, it shall be heard within fifteen (15) days of ~~receipt of~~ the request pursuant to the procedures set forth in Section 1.12.170 ~~of this chapter~~. The decision of the hearing officer may be appealed to the ~~City Council~~ city council pursuant to the terms of Section 1.12.180.

D. The costs and expenses of ~~a an~~ emergency ~~relocation-vacation~~ shall be made a lien on the property and shall be collected pursuant to the procedure found in Sections 1.12.210 to 1.12.230 ~~of this code.~~

8.32.100 Move-back option.

A. The relocation of a tenant household pursuant to this chapter shall not terminate the tenancy of the relocated household.

~~A.A~~ B. A tenant household displaced due to repairs or rehabilitation undertaken to bring a property into code compliance shall have the ~~option of moving back into right to reoccupy~~ the unit or room from which it was ~~required to move~~ displaced as soon as the unit is ready for ~~re-occupancy~~ reoccupancy.

~~BC.~~ If a tenant household wishes to avail itself of this option, it must inform the owner ~~by registered mail in writing~~ of its current address at all times during the period of displacement.

~~CD.~~ As a general rule, owners shall notify a relocated tenant household at least ~~30~~ thirty (30) days in advance by registered mail of the availability of the unit or room. If a shorter notice is given and the tenant household indicates that it wishes to move back, the unit or room must be held vacant at no cost to the tenant household for a period of ~~35~~ thirty-five (35) days after the mailing of the notice of availability.

~~DE.~~ Within five (5) days of receipt of notice of availability of the unit or room, a tenant household wishing to move back must personally notify the owner ~~in writing or by registered mail if it wishes to move back of its intent to reoccupy the rental unit or room.~~

F. A unit or room shall be deemed to be permanently surrendered and the tenancy terminated when the tenant household provides notice in writing to the owner that it does not intend to reoccupy the unit or room from which it was displaced or does not notify the owner of

its intent to reoccupy the unit or room. If the owner has not made relocation payments as required by this chapter and the tenant has not timely notified the landlord of its intent to reoccupy the premises, then it shall be presumed that the surrender of the right of possession of the premises was involuntary, unless the owner has received a written notice from the tenant household permanently surrendering its right to occupy the premises.

8.32.110 Penalties.

In addition to any other penalty or remedy available or imposed by ~~any other at~~ law or in equity, any person violating any provision or failing to comply with any of the requirements of this chapter shall be deemed guilty of an infraction as set forth in Chapter 1.20 ~~of this code~~.

8.32.120 Private right of action.

Any person or organization aggrieved by a violation of any provision of this chapter shall have the right to file an action for injunctive relief and/or damages. Treble damages shall be awarded for willful failure to comply with the payment obligation established by this chapter." The prevailing party in any court action under this chapter shall be entitled to reasonable attorneys fees.

8.32.130 Notices

All notices required by this ordinance shall be provided in English and Spanish.



Report to the City Council

Council Meeting October 28, 2014

Agenda Section: Scheduled Matters

Subject: 2015 Public Safety Priorities

Prepared By: Jacqueline Rubin, Chief of Police

Approved By: Jennifer Phillips, City Manager

BACKGROUND

The St. Helena Police Department averages approximately 800 service details per month. Hundreds of those calls are 'proactive' details initiated by the police officers, (calls not initiated from a citizen.)

Examples of some proactive enforcement are: traffic stops, school checks, business checks, bank checks, citizen assists, skate park violations, bicycle safety, commercial vehicle enforcement, ordinance violations, drunk driving enforcement, extra patrol, vacation house checks, etc.

DISCUSSION/ANALYSIS:

The Police Department would like to ascertain what the citizens of the City of St. Helena feel are the most important Public Safety Priorities for its officers, when the officers are not responding to calls for service. By identifying the citizens' priorities, we can work on managing personnel to better meet the needs of the community.

A survey will be placed on the City's website from November 1 through November 15, 2014, asking St. Helena's residents, business owners, etc., to rank their request for proactive officer activity. Each citizen will be able to complete the survey once. A report with the citizen's priorities will be given to the City Council and placed on the City's website.

FISCAL IMPACT:

None

ALTERNATIVES:

Do not conduct a survey.

RECOMMENDED COUNCIL ACTION:

Recommend the City Council approve the Police Department Public Safety Priorities Survey.



JACQUELINE RUBIN
CHIEF OF POLICE

POLICE DEPARTMENT

1480 MAIN STREET
ST. HELENA, CALIFORNIA 94574
(707) 967-2850 FAX (707) 963-8043

PUBLIC SAFETY PRIORITY ENFORCEMENT SURVEY

The following survey will be posted on the City of St. Helena website from November 1 – 15, 2014.

Each citizen will be allowed to complete the survey one time only.

St. Helena Police Officers spend much of their day completing proactive police work. This means the officer determines what type of enforcement he/she will conduct when not responding to calls for service that are initiated by a citizen. The officers take into account crimes that have occurred or complaints received when determining which proactive activity they are going to complete. The police department would like to ascertain what the citizens' priorities are when it comes to officer's proactive enforcement. You would help us do that by completing the following survey.

Please rank the list of ten items from 1 to 10, with 1 being the **MOST IMPORTANT** to 10 being the least important.

Rank in order of importance:

- _____ Traffic Enforcement
- _____ Police presence in the schools (school resource officer)
- _____ Noise ordinance enforcement
- _____ Place and monitor cameras at all major intersections in town
- _____ Walking beat downtown Main Street
- _____ Commercial vehicle enforcement
- _____ Drunken driving enforcement
- _____ Bicycle helmet enforcement
- _____ Skate Park patrol
- _____ Drug/Narcotic enforcement

Thank you for your time and assistance.

Chief Jacqueline Rubin
St. Helena Police Department



Report to the City Council

Council Meeting October 28, 2014

Agenda Section: Public Hearings

Subject: Appeal of the September 16, 2014 Planning Commission decision approving a request by Davies Family for a Use Permit Amendment to expand the existing production capacity/facilities and to allow hospitality functions including tours, tastings and events at the existing facility, and Design Review to remodel and expand the existing production facilities to include crush pad areas, an outdoor tasting area, a rooftop terrace and a hospitality building. The parcel is located at 555 Main Street.

CEQA Status or Action: The Planning Commission on September 16, 2014 voted to find the Mitigated Negative Declaration adequate to address the environmental impacts of the project

Prepared By: Victor Carniglia, Interim Planning Director

Approved By:  Jennifer Phillips, City Manager

BACKGROUND

In May 2012 the Planning Commission approved a use permit and design review request by the Davies family to convert the vacant Epps Chevrolet Dealership to a winery with a maximum production capacity of 20,000 gallons per year. Wine tasting and other hospitality functions were not requested by the applicant at the time and therefore were not included in the Planning Commission May 2012 approval.

In October 2013 the Davies family submitted a request to amend their previously approved use permit to increase the maximum production to 75,000 gallons per year and to allow wine tasting, related special events and other hospitality functions. Attached to this report (see Attachment 2) is an updated summary of the proposed hospitality related activities. It should be noted that these numbers are reduced from what was evaluated in the other traffic studies and water analysis. As a result the traffic and other studies were conservative and overstated project impacts.

The Planning Commission in July 2014 first considered the use permit and design review application. The Commission continued the item due to the need to update and revise the traffic analysis. With the completion of the updated traffic analysis, the Planning Commission on September 16, 2014 heard and approved the use permit and design review for the planned

expansion to the Davies Winery, along with wine tasting and related hospitality functions. This approval was then appealed to City Council on September 29, 2014 (see appeal letter and supporting documentation, Attachment 1).

Also attached to this report are letters from the public that were received by the City for both the Planning Commission hearing process and the Council appeal hearing (Attachment 3). Letters from the public are also included in the attached staff report from the Planning Commission hearing on September 16, 2014 (Attachment 4).

CEQA COMPLIANCE:

A Mitigated Negative Declaration was prepared for this project and a copy is included with the attached Planning Commission staff report. The Planning Commission on September 16, 2014, voted to find the Mitigated Negative Declaration adequate to address the environmental impacts of the project. The traffic analysis is contained in the Mitigated Negative Declaration, along with extensive environmental analysis of the project. A copy of the Mitigation Monitoring and Reporting Program is included as Attachment 5 to this report.

DISCUSSION

As previously mentioned, a copy of the Planning Commission staff report from September 16, 2014, is attached to this report (Attachment 4). This attached Planning Commission staff report provides a detailed description of the proposed expansion to the Davies facility and contains all the various supporting studies including a copy of the Mitigated Negative Declaration, a Water Use Report prepared by Delta Consulting, a septic feasibility report prepared by Delta Consulting and letters of support and opposition for that hearing.

It is not staff's intention to duplicate the information already contained in the attached Planning Commission report. Instead, it is staff's intention in this report to provide relevant information concerning the various issues and concerns raised in the attached appeal letter (Attachment 1). The Commission report is referred to as appropriate.

- **Negative Visual Impact:** The appeal documentation raises a number of concerns about possible visual impacts of the project. While the expansion of the winery will increase the building massing on the property, the proposal meets the height and setback parameters. The most visible building on the site from the highway, the existing production building that was the Epps dealership, will be greatly enhanced architecturally and from a landscape perspective, as can be seen in the 11x17 renderings contained in the Council packet. The end result will be a major visual upgrade, which will transform the existing facility from a winery that could perhaps be mistaken for an industrial use, to a winery that looks like a winery. Given the current configuration of the buildings on the property, the largest proposed building (the new production building) will be located over 150 feet from Hwy 29, and will be largely screened from view by the existing production building (the former Epps dealership building). A sense of this screening by the existing building can be understood by a review of the site plan.

- **Public Safety Concerns:** The appellant raises the issue of the close proximity of the St. Helena High School as being extremely dangerous because of alcohol consumption. Prior to the Planning Commission hearings, planning staff discussed this question of safety with City Public Safety staff. The Public Safety response was that the close proximity alone was not a significant concern. Public Safety felt there was no intrinsic difference between a winery that was across the street from the high school or a winery down the road. In discussing the issue with State ABC licensing, they indicated they did not have a concern about the proximity of the high school.
- **Traffic Concerns:** The appellant letter (Attachment 1) contains a calculation of the projected number of visitors to the site and assumed number of cars. This is an overstated analysis because it assumes that the Davies Winery will be operating at maximum capacity 365 days per year. As previously noted, traffic studies were completed for the Davies project and are contained in the environmental documentation. These studies show that the added traffic generated by tasting and related hospitality activities at Davies would not exceed the capacity of the surrounding street system. The one exception is that the Grayson/Hwy 29 intersection will fail without the planned traffic signal being in place, with or without the Davies project. Given this, the City Council may want to consider adding a condition that ties the development of the Davies facility to the Grayson/Hwy 29 signal being operational. This will likely occur regardless of the funding approval of the Hwy 29/Grayson signal. A condition was included in the Planning Commission resolution requiring that Davies pay their fair share of that signal, determined on their relative traffic generation.

It is important to review how traffic information is reported. The appeal letter characterizes traffic in terms of number of cars per year, such as the “22,400 additional cars at the intersection.” Typically, traffic impacts are described in terms of average daily traffic, not yearly traffic. A potential effect of using yearly numbers is that any incremental increase in traffic that might otherwise not be considered substantial is now perceived as significant. For example, based on standard traffic generation rates, a cul-de-sac with five homes would have a projected yearly traffic generation of over 18,000 cars. This high number is likely much larger than residents on such a hypothetical cul-de-sac would have guessed and likely could be attributed to using yearly projections as the metric to describe traffic volumes.

Parking: The issue of adequate parking is raised in the appeal, along with concerns about the use of off-site parking for special events. While there is adequate parking and space on Davies site to address the day to day winery and tasting operation, the special events at the Davies Winery will depend on off-site parking being available long term. The Council may want to consider a condition explicitly allowing special events only if the winery has secured adequate off-site parking. This would avoid impacts being created in the future if the winery lost access to off-site parking, but still held special events.

- **City Water Use:** The appellant letter asserts that the proposed water use is not sufficient to meet demand, particularly during the peak hours. While reasonable individuals may disagree on assumptions used in the water analysis, no data is provided by the appellant disputing the projections. The studies done concerning projected water use attached to the Planning Commission report were performed by experts in the field and document a projected water use of 442 gallons/day, which is less than the historic water use on the site when it was an auto dealership.
- **Zoning:** It is asserted in the appellant letter that the Davies Winery does not fit the definition of any winery within the City limits and that the project does not meet a number of City Zoning Standards including a minimum lot area of 20 acres, minimum lot width of 300 feet, front setback of 100 feet, etc. While the preceding Zoning requirements would be applicable if the Davies Winery was located within the Winery Zoning District that is not the case. The Davies site is located in the Service Commercial Zoning District, which allows wineries with a use permit approved by the Planning Commission. The Davies project meets the various zoning requirements of the Service Commercial Zoning District, which are significantly different from the standards of the Winery District. It should be also noted that the Small Winery Ordinance, which is referenced in the appeal letter, is not applicable to the Davies project. The confusion over zoning requirements is likely created by the assumption that wineries are only allowed in St. Helena in the Winery Zoning designation.
- **General Plan Consistency:** A number of General Plan policies are quoted in the appeal documentation. The attached Planning Commission staff report also references several General Policies. The Council needs to consider and weigh the relevant General Plan policies and make a decision based on what is being proposed, considering the project's context. Context is important, as it should be kept in mind that the Davies property already has a General Plan and Zoning Designation of Service Commercial in place. With this Service Commercial designation, there is a list of uses, including such things as auto repair, medical offices, sporting goods store, pet shop, etc., that could occupy the Davies site by right as a permitted use without Planning Commission or Council approval, other than Design Review. In short, decisions have already been made concerning this property from a General Plan and Zoning perspective as it is clearly not vacant, unzoned land.

Given this current land use context and the fact that many of the various claims made by the appellant lack validity, as documented in this staff report, staff opinion is that a General Plan consistency finding for the Davies project can clearly be made. Aside from General Plan issues, the focus of the Council's decision needs to be on the required Use Permit and Design Review finding, which are listed in the attached resolution. A number of these findings relate to the General Plan.

FISCAL IMPACT

The project would have a positive fiscal impact on the City, as the proposed improvements to the Davies property would increase the assessed value of the site, with a minor increase in property

tax to the City. By allowing tasting and marketing on site, the City would also benefit from the sales tax generated.

RECOMMENDED ACTION

Staff recommends that City Council deny the appeal and uphold the Planning Commission approval of the Davies project. As part of this action the City Council may want to consider adding the conditions mentioned in this staff report to the conditions contained in the attached September 16, 2014 Planning Commission staff report. Whether City Council opts to either deny or uphold the appeal, staff recommends that Council discuss the rationale for either course of action and direct staff to return at the next Council meeting with a resolution containing appropriate findings.

ATTACHMENTS

1. Appeal letter and related documentation
2. Winery Visitation Scenarios and Numbers provided by Davies
3. Letters from public concerning Davies project
4. September 16, 2014 Planning Commission Staff report containing the various supporting studies, environmental documentation, and letters of support and opposition received to that date.
5. Mitigation Monitoring and Reporting Program

Attachment 1

CONTACT:

GEOFF ELLSWORTH

(323) 691-9621

geoffellsworth@

yahoo.com

APPEAL

Planning Department
1480 Main Street
St. Helena, CA 94574

Office Use Only - Do Not Write in this Area

File Number 2013-66
General Plan SERVICE COMMERCIAL Zoning SERVICE COMMERCIAL (SC)
Background Files 2013-66
Related Applications N/A
Initial Deposit Received _____ Received By _____

Please Type or Print

Project Name DAVIES FAMILY WINERY Project Applicant DAVIES FAMILY
Site Address 555 MAIN ST APN 1-8-0 0-1-7
ST. HELENA CA

Person Submitting Appeal WAGNER, GARY; BRESSLER, BOB & STACEY;
(Last Name, First Name)
Mailing Address 1207 ALEXANDER COURT; 1891 Vallejo Street
City St. Helena State CA ZIP Code 94574
Phone Number 963-1426; 963-2903 GEOFF ELLSWORTH

If you would like project correspondence and notice of meetings to be sent to parties other than the appellant, please list their names, address and telephone numbers on a separate sheet. PLEASE ADDRESS ALL CORRESPONDENCE TO ST HELENA CA

GEOFF ELLSWORTH (323) 691-9621 (323) 691-9621

Action being appealed (include the name of the decision-making board and date the action was taken): DESIGN REVIEW, SIGN PERMIT DECISION

USE PERMIT FOR DAVIES FAMILY WINERY
BY ST HELENA PLANNING COMMISSION - SEPT 16 2014

Action requested by appellant:

please see attached

Reason for appeal:

please see attached

RECEIVED

SEP 29 2014

Revised 1/13

CITY OF ST. HELENA

CITY OF ST. HELENA
1488 Main St.
St. Helena, CA 94574

Date: 09/29/2014 Time: 15:33
Receipt No. 00056081

Account:CK 1,000.00

Appeal - Minor Process
ing 1,000.00

Total		1,000.00
Check	0039801160	1,000.00
Cash		0.00

Total	1,000.00
Change	0.00

Bal Forward:

Schramsberg Vineyards
Customer #: 012456
1400 Schramsberg Road
Calistoga, CA 94515

Cashier: ChristinaC
Station: FRONT COUNTER

Action requested by appellants:

We request the Davies Family Winery request of Sept 16, 2014 adhere to the regulations and ordinances and not attempt to procure special status. We respectfully urge Planning Commissioners to appeal this proposal and allow the Davies Family Winery facility to stay as it is now and allow the citizens of St. Helena to vote and decide on such precedent setting proposals.

**Reason for Appeal:
A Dangerous Precedent**

This 75,000-gallon proposed winery project for Davies Family Winery sets a dangerous precedent for future large-scale projects within the city limits of St. Helena.

It is a blatant disregard for the St. Helena General Plan and has negative impacts on many levels, which makes this project a perfect example of what St. Helena should not accept.

The entrance to St. Helena would be marred by this project with a building out of proportion to the historic school building. The excessive 64,000 projected visitors and an estimate of 22,000 additional cars at an intersection that already has known problems due to existing schools; restaurants and traffic will transform this corner into a nightmare. The proposed visitors per day and throughout the year make this an entertaining facility found within a winery; the excessive number of hospitality events are a vigorous marketing plan for tourism, not local serving.

This permit emphasize sales and wine tasting to consumers on site, making it extremely dangerous next to a school with sports, buses loading and unloading, families picking up kids, new drivers and especially students walking into town. In addition to visitors who more than likely have consumed alcohol, there will be employees, caterers, grape supplies and assorted deliveries, all contributing to the traffic along this already challenged and chaotic traffic area. The insufficient parking for special events will require either valet parking or shuttle buses to and from off-site locations. This will generate even more traffic and we question the long-term sustainability of relying on off-sites parking owned by others that may not be available for needed surplus cars in the future.

The proposed city water use is grossly insufficient to meet the needs of the sizable visitor traffic, particularly during the peak demands.

These large event center wineries are game-changers. How will the increased tourism incumbent to this business and model impact of our community? Will it encroach further upon the shared common resources of our town (roadway, water, quality of life, home equity)? What is the cumulative impact of a tourism/hospitality based business model in our town and do a majority of the citizens want it?

This project goes against the General Plan:

Page 2-6 2.2 "Next to growth, the land use issue of most concern to the City is how to maintain St. Helena's small-town character in the face of pressures from regional tourism. The community is concerned that the

City remains a viable, living/working community, and not become a tourist-dependent winery-related theme park/ destination."

Page 2-7 Commercial

Central business (CB)

"Uses which are primarily tourist-serving are not permitted. "

Page 2-17 Goals and Policies

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. "

Page 2-22

2.6.25 "Designate only as much land are 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. "

2.6.26 27 "Prohibit commercial uses that are primarily tourist-serving in nature...."

2.6.38 "Encourage primarily local serving businesses in the CN AND SC designated areas."

- 1. The traffic report and parking report do not take into account the particular location and circumstance of the location, proximity to the High School and the Elementary School, impact on traffic, parking and students. They are asking to increase people and cars to: People = 66,400/year
Cars (estimate 3 people per car) = 22,124 (please see below)**

Page 2-23

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

The following is taken from the Davies Family Winery Initial Study dated April 2014, Page 1 on the copy distributed initially, and Page 2 of the Initial Study for 9/16/14 PC meeting.

"Marketing plan and visitor services. The applicant is requesting approval to undertake the following visitor service and marketing plan. These uses were not included in the current Use Permit approval by the City" (From 2 years ago).

- a) Daily wine tasting & tours from 10 a.m. to 6 p.m. estimated 160 person per day maximum.
- b) Wine club/release events: up to six events per year with up to 200 guests per event.
- c) Quarterly events: up to 4 events per year with up to 200 guests per event.
- d) Monthly food & wine events: up to 4 per month (48 on a yearly basis) with up to 127 guests per event.

Daily visitors on site: 160 people times 365 = 58,400 people/year.

Daily additional cars on site: (estimate 3 people per car) = 19,467 cars/year.

Wine club/release events = 6 times 200 people = 1200 people/year.

Wine club cars (estimate 3 people per car) = 400 cars/year

Quarterly events: up to 4 events per years . 4 times 200 people = 800 people/year.

Quarterly events cars: 3 people per car = 267 cars/year

Monthly food & wine events: up to 4 per months (48 per year)

48 times 125 people = 6000 people/year.

Monthly food & wine events cars: 3 per car = 2000 cars

Totals: People = 66,400/year

Cars (estimate 3 people per car) = 22,124 cars/year

We can not understanding how the traffic report can show no significant increase in traffic at this intersection or along Grayson as well as parking along Grayson. Any increase in traffic at this intersection is significant, especially since most of the visitors to the site will have been drinking alcohol. Many southbound visitors exiting the Winery at high volume hours will turn right on Grayson causing them to then pass by the Primary School.

2. **The water report is misrepresented. According the agreed upon usage and amount of employees and visitors, that would amount to two gallons per person to be used for toilets, washing-up of all events etc.**

And one must look historically at their agreement to use only city water and truck-in additional usage in the beginning of the project, and that they would not reopen the capped well. As soon as the city passed ordinance that no new wells could be drilled, they drilled the well, contrary to their agreement, in the grace period set by the ordinance. How can we be assured that the current usage is correct if they misrepresented themselves the first time around?

3. This winery does not fit under any definition in the city code for wineries within the city limits.

17.24.060 Development standards.

The following requirements shall be observed in the W district, except as otherwise provided in this chapter:

A. Maximum Standards.

- | | |
|------------------------------------|-----------------|
| 1. Density of units | 1 unit/5 acres* |
| 2. Height of buildings/ structures | 45 feet |
| 3. Building coverage | 50 percent |

B. Minimum Standards.

- | | |
|--------------------|------------------|
| 1. <u>Lot area</u> | <u>20 acres*</u> |
| 2. Lot width | 300 feet |
| 3. Front setback | 100 feet |
| 4. Side setback | 50 feet |
| 5. Rear yard | 75 feet |
| 6. Side yard | 50 feet |

17.180.080 Development and use standards.

A. Small wineries shall generally be allowed only on parcels of five acres or greater in size, however, exceptions may be granted if it can be demonstrated that there will be minimal impact upon surrounding properties.

B. Small wineries shall be an accessory use to a residential use. The residential use shall be the primary residence of the winery owner or winery operator.

You may attach additional paper if you need more room to describe the facts and grounds on which your appeal is being filed. Indicate what error in any order, requirement, permit, decision, determination, approval, or denial you believe should be corrected. Following receipt of your appeal, the Planning Department will place the appeal on the next agenda for which a notification can be published in the St. Helena Star. Such notice must be published at least ten (10) days in advance of the hearing date.

Processing fee: \$500 Minor
Processing Fee: \$500 Major

Public Hearing Notice: \$ 400

Request Preparation of Mailing Labels: \$ 200 **(Additional Fee)*

Applications with a negative balance at the time of the public hearing will be continued until the balance is paid in full.

Items approved under the Consent Calendar will be listed on the City Council Consent Calendar the following Tuesday to give the City Council the opportunity to review the Planning Commission's decision. Absent of an appeal by the City Council or citizen the appeal period will terminate two weeks after the Planning Commission hearing.

I, CARY WAGNER, hereby file this application for an appeal and agree to pay any and all processing fees imposed by the St. Helena Municipal Code and City Council Resolutions (as they may be amended from time to time).

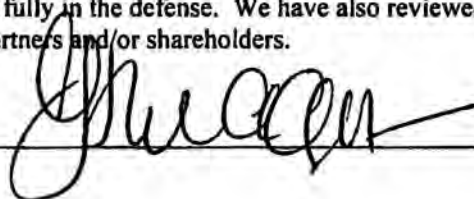
Failure to pay all accumulated fees by the time of public hearing will result in a continuance or denial of the project.

A finance charge of 12% per annum shall accrue on any balance unpaid after 30 days.

In the event the City is required to take legal action to enforce any of the terms and conditions of this application, Applicant and Property Owner agree to pay to City reasonable attorney fees and costs incurred in such action.

I, the applicant, will defend, indemnify and hold the City, its agents, officers, and employees harmless from any claim, action or proceeding to attack, set aside, void or annul an approval of the City concerning the project, as long as the City promptly notifies the applicant of any such claim, action or proceedings and the City cooperates fully in the defense. We have also reviewed the requirement to disclose the complete list of partners and/or shareholders.

Date: Sept. 29, 14 Applicant's Signature: _____



You may attach additional paper if you need more room to describe the facts and grounds on which your appeal is being filed. Indicate what error in any order, requirement, permit, decision, determination, approval, or denial you believe should be corrected. Following receipt of your appeal, the Planning Department will place the appeal on the next agenda for which a notification can be published in the St. Helena Star. Such notice must be published at least ten (10) days in advance of the hearing date.

Processing fee:	\$500 Minor
Processing Fee:	\$500 Major
Public Hearing Notice:	\$ 400
Request Preparation of Mailing Labels:	\$ 200 <i>*(Additional Fee)</i>

\$1100

Applications with a negative balance at the time of the public hearing will be continued until the balance is paid in full.

Items approved under the Consent Calendar will be listed on the City Council Consent Calendar the following Tuesday to give the City Council the opportunity to review the Planning Commission's decision. Absent of an appeal by the City Council or citizen the appeal period will terminate two weeks after the Planning Commission hearing.

We
X, Stacey & Robert Brussler, hereby file this application for an appeal and agree to pay any and all processing fees imposed by the St. Helena Municipal Code and City Council Resolutions (as they may be amended from time to time).

Failure to pay all accumulated fees by the time of public hearing will result in a continuance or denial of the project.

A finance charge of 12% per annum shall accrue on any balance unpaid after 30 days.

In the event the City is required to take legal action to enforce any of the terms and conditions of this application, Applicant and Property Owner agree to pay to City reasonable attorney fees and costs incurred in such action.

We
X, the applicant, will defend, indemnify and hold the City, its agents, officers, and employees harmless from any claim, action or proceeding to attack, set aside, void or annul an approval of the City concerning the project, as long as the City promptly notifies the applicant of any such claim, action or proceedings and the City cooperates fully in the defense. We have also reviewed the requirement to disclose the complete list of partners and/or shareholders.

Date: 29 Sept 2014 Applicant's Signature: Stacey Brussler, Robert Brussler

You may attach additional paper if you need more room to describe the facts and grounds on which your appeal is being filed. Indicate what error in any order, requirement, permit, decision, determination, approval, or denial you believe should be corrected. Following receipt of your appeal, the Planning Department will place the appeal on the next agenda for which a notification can be published in the St. Helena Star. Such notice must be published at least ten (10) days in advance of the hearing date.

Processing fee: \$500 Minor
Processing Fee: \$500 Major

Public Hearing Notice: \$ 400

Request Preparation of Mailing Labels: \$ 200 **(Additional Fee)*

Applications with a negative balance at the time of the public hearing will be continued until the balance is paid in full.

Items approved under the Consent Calendar will be listed on the City Council Consent Calendar the following Tuesday to give the City Council the opportunity to review the Planning Commission's decision. Absent of an appeal by the City Council or citizen the appeal period will terminate two weeks after the Planning Commission hearing.

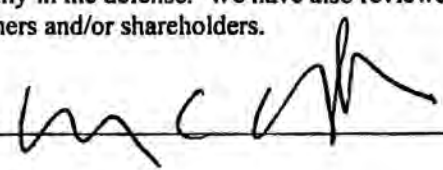
I, Geoff Ellsworth, hereby file this application for an appeal and agree to pay any and all processing fees imposed by the St. Helena Municipal Code and City Council Resolutions (as they may be amended from time to time).

Failure to pay all accumulated fees by the time of public hearing will result in a continuance or denial of the project.

A finance charge of 12% per annum shall accrue on any balance unpaid after 30 days.

In the event the City is required to take legal action to enforce any of the terms and conditions of this application, Applicant and Property Owner agree to pay to City reasonable attorney fees and costs incurred in such action.

I, the applicant, will defend, indemnify and hold the City, its agents, officers, and employees harmless from any claim, action or proceeding to attack, set aside, void or annul an approval of the City concerning the project, as long as the City promptly notifies the applicant of any such claim, action or proceedings and the City cooperates fully in the defense. We have also reviewed the requirement to disclose the complete list of partners and/or shareholders.

Date: Sept 29, 2014 Applicant's Signature: 

Winery Visitation Scenarios and Numbers

Subsequent to the original use permit modification application and also subsequent to the cumulative traffic analysis, Hugh Davies elected to modify/reduce his marketing events and numbers. Below is reflective of those changes. We have also offered several scenarios for days when a marketing event will be held.

Tours/tastings: Maximum of 160 persons on the busiest day

Food & Wine Pairing Events: Maximum of 24 such events per year, with up to 50 persons each event; maximum of four such events in any one month. On these days, the 160 persons will be reduced to the same number of people invited to the event.

Wine Club/Release Events: Maximum of six events with up to 200 persons and a maximum of six events with up to 100 persons. On days when these events are held, the daily tours/tastings numbers will be reduced by at least one-half (80).

Larger Auction-related Events: Maximum of two events with up to 125 persons each. On these days, the daily tours/tastings will be reduced by at least one-half (80).

Scenario #1: Public Tours/Tasting Busiest Day with No Additional Marketing Event

160 visitors per day/2.6 persons per vehicle = 62 vehicles/8 hrs. operation = 8 cars/hr.

Scenario #2: Days with a Food & Wine Pairing

130 visitors per day/2.6 persons per vehicle = 50 vehicles/8 hrs. operations = 6 cars +
50-person event/2.8 persons per larger event = 18 vehicles/8 hrs. operations = 3 cars =
Total of 68 cars or an average of 9 cars per hour during busiest part of day.

Scenario #3: Days with a Wine Club/Release Event

80 visitors per day/2.6 persons per vehicle = 31 vehicles/8 hrs. operations = 4 cars +
200-person event/2.8 persons per vehicle = 71 vehicles/8 hrs. operations = 9 cars =
Total of 102 vehicles or an average of 13 cars per hour during busiest part of day.

80 visitors per day/2.6 persons per vehicle = 31 vehicles/8 hrs. operations = 4 cars +
100-person event/2.8 persons per vehicle = 36 vehicles/8 hrs. operations = 5 cars =
Total of 67 vehicles or an average of 8 cars per hour during busiest part of day.

Scenario #4: Larger Auction-related Event (twice yearly, no peak hours)

80 visitors per day/2.6 persons per vehicle = 31 vehicles/8 hrs. operations = 4 cars
125 person event/2.8 persons per vehicle = 44 vehicles/8 hrs. operations = 6 cars =
Total of 75 vehicles or an average of 9 cars per hour during busiest part of day.
Note: These events may utilize valet parking and shuttle bus service, so less #s.

Public Comments

Opposing Public Comments

LETTERS REGARDING DAVIES WINERY EXPANSION

LETTERS AGAINST THE EXPANSION:

ONE

On Tuesday, August 26, 2014 9:46 PM, Nancy Anderson <fansynancy@aol.com> wrote:

Dear Ms.Monnette:

Thank you for making parents of Saint Helena High School students aware of Davies Winery's plan to expand their operation to include the sale of alcohol so close to school grounds. I would like to state my objection to active wine sales and winery events so close to a school in our community. While the wine industry is crucial to the economy in Saint Helena, the best interest of our students must come first. We have students walking and driving on Grayson Road and their safety should not be compromised by visitors who may be under the influence of alcohol. Furthermore, this is already a very busy intersection and a winery at this location will make it even busier. There are many new drivers on the road at this spot and I believe it is a risky place to be on the road without the addition of a winery expansion. I wish Davies Winery success, but I must say that a location only 25 yards from a school is far too close for comfort. I know that the Planning Commission will put the welfare of the children of Saint Helena first as they most often do and I thank you all for your dedication in making Saint Helena safe.

Sincerely,

Nancy Anderson

TWO

To

Me

Today at 8:19 AM

I am ok with it being in the packet and with my name on it.

I would like to add that after giving this more thought, my biggest concern with this proposal is the drinking and driving factor and that guests to the tasting facility would then get in a car, turn on to Grayson and perhaps not be fully cognizant of student activity going on. The entrance/exit to their facility should be on 29, not Grayson.

Granted, students walk on 29 as well but Grayson has more parked cars and trees that may obscure a tourist's view in a area not remotely familiar to them.

I can assure you that should ANY incident occur in which a student is injured or worse. It will be the catalyst for turning this whole thing into a ugly and possibly tragic mess.

*Thank you Bobbi,
Lisa*

Victor – the following messages were sent to me via Sue, as explained below:

Hi Bobbi,

I sent your first email to the senior parents and have been forwarding their comments. I had asked them to send it to you directly but I think that request got lost in the letter. I will continue to forward their comments to you. Thank you for bringing this to our attention. Great conversations have come from this. I also agree I want our community to send out the right message that everything has a place and time. Let's keep the tasting rooms and school children in their own space. Being such a wine orientated region we sometimes forget that there is a line to draw. We need to show responsibility with alcohol.

thank you,
Sue LaBelle

On Thursday, August 28, 2014 9:09 AM, Bobbi Monnette <matildabologne@yahoo.com> wrote:
Sue,

Thanks again for your interest and input. Everyone's opinion is precious and valuable, pro or con.

bobbi monnette
Planning Commissioner

THREE

Hi Sue and Dennis, I am adamantly opposed to the Davies Winery request. First of all we don't want to tempt students to get drunk anytime, but particularly during school. Second, many of the students drive. Frankly, I'm not crazy about A&W being so close to the High School, but that's another matter.
Sincerely, Janet Sapadin

FOUR

Well I think it is a bad idea. Schools have always been protected by industries that are not compatible with school zones and even though it is wine, it is still alcohol. Not to mention the increased risk from added cars mixed with drinking and wandering students.

FIVE

Thanks for sharing, Sue. I think putting a winery sales/tasting room within 25 yards of a high school is just a bad idea. How many students would actually try to enter a tasting room is questionable; however, putting it right in their faces sends the wrong message as we're trying to discourage our underage kids from drinking. Not to mention the people who might be tasting and getting into their cars, while our students are walking to and from school.

Please put me down as a resounding "no" on this issue! This valley is filled with tasting rooms. Let's protect our children to the extent we can, and put them ahead of one more commercial endeavor.

Thanks, Kirsten

Great is the enemy of the good; maybe I don't have to hit the ball out of the park every day.

SIX

Hi Sue,

Is it on Main Street or Graysou? My only concern would be traffic. Its is horrific as is in the immediate area I would hate to add to it for safety reasons.

Thanks.

Lisa

SEVEN

Hi Sue and Dennis, I am adamantly opposed to the Davies Winery request. First of all we don't want to tempt students to get drunk anytime, but particularly during school. Second, many of the students drive. Frankly, I'm not crazy about A&W being so close to the High School, but that's another matter.

Sincerely, Janet Sapadin

To
Sue LaBelle & Dennis Van Keuren
Sep 8 at 11:53 AM
Sue,

Is it okay with you and the others in this e-mail conversation, if I share these letters with the Planning Director for him to include them in the packet for the Sept. 16th Planning Commission Meeting?

Cindy Black

From: Mayor
Sent: Friday, October 17, 2014 4:56 PM
To: Cindy Black
Subject: Fwd: Stop the Davies Winery Expansion

Ann Nevero
Mayor, City of St Helena

Sent from my iPad

Begin forwarded message:

From: Lisa Toller <tollerlisa@gmail.com>
Date: October 17, 2014 at 9:31:11 AM PDT
To: Sharon Crull <sharon@terraceswine.com>, Peter White <PeterW@cityofsthelena.org>, Mayor <Mayor@cityofsthelena.org>, Greg Pitts <GregP@cityofsthelena.org>, xMario Sculatti <Mario@Sculatti.com>
Cc: Joel Toller <joel@joeltoller.com>
Subject: Stop the Davies Winery Expansion

Dear Mayor and City Council Members,

Joel and I are opposed to the proposed expansion of the Davies Winery on Main Street near the St. Helena High School. This is an inappropriate location because of the proximity to two schools and it will generate more traffic in an already congested area.

--

Best,

Lisa Toller

A Dangerous Precedent

to set a precedent:

Establish a usage, tradition, or standard to be followed in the future.

I join with my neighbors, friends, residents and merchants in urging the Saint Helena City Council to reject the Davies Winery proposal at 555 Main Street, Saint Helena. The plans would increase production from 20,000 gallons per year to 75,000 gallons, remodel and expand the existing production facility to 26,000 square foot building, construct a smaller 4,300 square foot building along Grayson Avenue, add more parking and landscaping as well as offer tastings for up to 160 people per day, and hold 36 periodic events for up to 200 people totally over 60,000 people and cars. This sets a dangerous precedent for future non-complying, large-scale projects within the city limits of St. Helena. This project has negative impacts on many levels.

First, and most important, it is a blatant disregard for the St. Helena General Plan: *Page 2-6 2.2* "...The community is concerned that the City remains a viable, living/working community, and not become a tourist-dependent winery-related theme park/ destination;

Page 2-17 Goals and Policies

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. ";

2.6.26 27 "Prohibit commercial uses that are primarily tourist-serving in nature....";

2.6.38 "Encourage primarily local serving businesses in the CN AND SC designated areas."

The proposed visitors per day and throughout the year make this an entertaining facility found within a winery; the excessive number of hospitality events are a vigorous marketing plan for tourism, not local serving. The excessive 50-60,000 projected visitors and an estimate of possibly over 20,000 additional cars at an intersection that already has known problems due to existing schools, restaurants and traffic will transform this corner into a nightmare.

Second, The entrance to St. Helena would be marred by this project with a building out of character and proportion to the historic school building and other buildings as you enter the town. The winery is seeking to build a two-story, 4,300-square-foot building along Grayson Avenue. The building would include room for tastings, a kitchen, a wine library, bathrooms, meeting space and a rooftop terrace. The existing production facility would be expanded by about 13,000 square feet to

accommodate a new barrel room. The resulting building would be a massive 26,685 square feet. The winery is asking for permission to exceed the city's building size limit of 10,000 square foot in the Service Commercial district. And, we are having a hard time understanding where they will put 100 parking spaces on this lot with these buildings and additional required equipment to run a winery.

Third, the traffic report and parking report do not take into account the particular location and circumstance of the location with proximity to the High School and the Elementary School, impact on traffic, parking and students. They are asking to increase people to 50-60,000 visitors per year and with approximately two to three people per car that would be as much as 25- 30,000 additional cars bringing traffic to a standstill.

This permit emphasize sales and wine tasting to consumers on site, making it extremely dangerous next to a school with sports, buses loading and unloading and making three-point turns on Grayson, families picking up kids, new drivers and especially students walking into town. In addition to visitors who more than likely have consumed alcohol, there will be employees, caterers, grape supplies and assorted deliveries, all contributing to the traffic along this already challenged and chaotic traffic area. On top of all of this traffic, the high school will be rebuilding the new auditorium.

Fourth, The insufficient parking for special events (they will have only 100 parking spaces for up to 160 visitors a day, plus employees, and all the other vehicles associated with daily winery production) will require either valet parking or shuttle buses to and from off-site locations. This will generate even more traffic and we question the legality and the long-term sustainability of relying on off-sites parking owned by others that may not be available for needed surplus cars in the future. (Remember that restaurants in town must pay for parking spaces)

Fifth, the proposed city water use is misrepresented to meet the needs of the sizable visitor traffic, particularly during the peak demands. According to the agreed upon usage and amount of employees and visitors, that would amount to two gallons per person per day to be used for toilets, washing-up for all events, all entertaining, etc. This is grossly insufficient. And one must look historically at their agreement to use only city water and truck-in additional usage at the beginning of this project.

Agenda & Video: (item 8.1/15.46 min into video)http://sthelena-ca.granicus.com/MediaPlayer.php?view_id=2&clip_id=295

And, finally, this size winery does not fit under any definition in the city code for wineries within the city limits. There is no winery of this size on such a small footprint anywhere within the city limits with the exception of Merryvale, which is one of the oldest wineries in Napa Valley and no one has ever been granted such an exception. This sets a very unwelcome precedent to our agreed upon general plan, (The two codes are 17.24.060 for (w) wineries and 17.180.080 for small wineries.)

We deserve a more thoughtful and collaborative proposal. A plan that is more in keeping with the current general plan, the character and public use of the surrounding area- not a high traffic, commercial and tourism -generating development on the already congested intersection of Highway 29 and Grayson Ave.

We applaud their use of this building for the 20,000-gallon productions facility and understand if they need more production space. However, we do not wish to have an entertainment and marketing facility at this already impacted section of Highway 29.

For these reasons and many more, we request that the city council use their judgment and discretion to do the right thing, and deny the permit.

Sincerely, Susan Kenward, Gary Wagner, Julie Wagner, Stacey Bressler, Clare Barr Doug Barr, Dick Wollack, Sue Wollack, Joan Westgate, Carol Williams, Valli Farrell, Hannah Nunn, Ron Nunn, John Shafer , Barbara Shafer, Karen Dantzler, Susanna Carrerio

Cindy Black

From: Jon Berlin <jon@elmolinowinery.com>
Sent: Thursday, October 23, 2014 7:43 PM
To: Cindy Black
Subject: Davies Family Winery Application

Hi Cindy,

Please could you include my two previous letters of opposition to the proposed winery filed by Davies Family in the packet for the city council.

Thank you
Jon Berlin

----- Forwarded message -----

From: Mayor <Mayor@cityofsthelena.org>
Date: Wednesday, October 15, 2014
Subject: Davies Family Winery Application
To: Jon Berlin <jon@elmolinowinery.com>

Mr Berlin,

Thank you again for your input. It does matter.

I am not sure if you are aware, but the Davies item was not on last night's agenda. It will be on the next one I believe.

If you want to more easily keep up with council meetings, we have created an automatic agenda email list, so you will get the agenda for every meeting as soon as it is finalized. You can sign up by sending an email to cindyb@cityofsthelena.org<mailto:cindyb@cityofsthelena.org>.

Thank you for your input.

Ann

Ann Nevero
Mayor, City of St Helena

Sent from my iPad

On Oct 14, 2014, at 2:09 PM, "Jon Berlin" <jon@elmolinowinery.com<mailto:jon@elmolinowinery.com>> wrote:

Again I am unable to attend this evenings meeting regarding the Davies Family Winery. My views and that of many others who I have spoken to in the community have not changed however.

I urge you to seriously to consider the long term effect that of a facility of this size within the city limits of St

Helena may bring to the future character of our town. Do we need city wineries of this size within the city limits, will this be the forerunner to more facilities of this size? How many would be too many? There certainly is the land available and undoubtedly the inclination if you were to set a precedent and approve this facility. Surely the long term sustainability of the character and "feel" of our town should be taken into consideration by you the elected officials?

Furthermore the recent application and approval of the Thorn Clark tasting room on main street was granted with the proviso that only wine made from 100% Napa Valley Grapes would be permissible for sale. It would be hypocritical not to ensure the same at this facility. If that were the case would the applicants still be interested?

I trust you will consider the issues I have raised while deliberating your decision this evening.

Sincerely,

Jon Berlin
El Molino Winery

707-963-3632

www.elmolinowinery.com<<http://www.elmolinowinery.com>>

On Tue, Sep 16, 2014 at 2:11 PM, Jon Berlin <jon@elmolinowinery.com<<mailto:jon@elmolinowinery.com>>> wrote:

I am unable to attend this evening's meeting but would like to voice my concern electronically if I may?

In reference to the recent request by Davies Family Winery to increase wine production at its South St Helena facility I would like to express my grave concern for yet another application for a large winery/event center within in the greater city limits of St Helena.

The question must surely be asked if St Helena has the infrastructure to cater for a 75 000 gallon permit and a 58 000 visitors per year. Firstly and most obviously the continued pressure being placed upon our limited water resources should surely be taken into account. How much water will be used to make those gallons of wine? How much water will be used to accommodate those visitors? From a traffic and congestion point of view do we have the infrastructure to accommodate a 160 extra visitors a day? Hwy 29 is a two lane road for 9 miles from Yountville to Grayson Ave and seems to be stop and go from 8am to 5pm.

I am reminded by numerous people that "if you build it they will come" but I can't help but wonder if this "development minded" point of view continues it may ultimately devalue the brand that has taken so long to nurture, the brand of Napa Valley with St Helena at its heart. A place where gimmicks were not needed, where our wine could stand by itself on its own merits without the need for fancy tasting rooms, kitchens and glitz.

Sincerely,
Jon Berlin

El Molino Winery
707-963-3632<<tel:707-963-3632>>

--

Jon Berlin
Winemaker
El Molino

(707) 963-3632<tel:%28707%29%20963-3632>

-

Jon Berlin
Winemaker
El Molino
(707) 963-3632

Cindy Black

From: Geoff Ellsworth <geoffellsworth@yahoo.com>
Sent: Friday, October 24, 2014 6:21 AM
To: Cindy Black
Cc: Susan Kenward; Oliver Caldwell; Faith Echtermeyer; Richard Hechler; Michael Caldarola; Sandy Ericson
Subject: For CITY COUNCIL packet regarding Davies Family Winery appeal, 555 Main st.

Hi Cindy, I sent the email below directly to the Planning Commission before the Sept 16 hearing on the Davies Family Project, I now know to send to city hall, I wanted to make sure it is in the packet for the appeal on Tuesday. As well as the additional statement that precedes it.

Also could you make sure the actual appeal document gets in the packet for them to read?

Thank you Cindy, could you confirm that you receive this?

best,
Geoff

----- new statement-----

In the time since the Sept 16 hearing on the 555 Main project more questions have been raised by the community

Among them:

- The process in which a building 2 1/2 times the size of what is permitted in our town was approved. Under whose/what authority was this approved?
- Questions about water use and water permitting. Concerns that under 3 gallons of water for each hospitality guest is an inadequate estimate considering toilet flushing, dishwashing etc.
- A major concern is the placement of a wine/alcohol based hospitality facility entering and exiting directly into a school zone, thereby choosing to make a school zone less safe.
- Concerns about a partnership with the high school when nothing has been contracted or quantified or apparently even looked at by the school board. Liability issues have been raised.
- Concerns that arrangements with neighboring businesses regarding offsite parking are not quantified or contracted. What happens if one of these businesses were to change hands?
- How is the shuttling of visitors going to impact the already congested intersection
- Concerns that traffic will divert into the neighborhoods. New technology gps systems are built to reroute traffic to quickest routes.
- Concerns about increased traffic on Sulpher Springs, Crane, Spring and Grayson. Concern that traffic leaving a wine tasting/event facility will route itself by the primary school.
- Concern about ownership. Though a local person may be seeking to gain the entitlements to 555 Main, what happens if control of the company is sold or passes to another entity? Would/could such a large facility continue to have sensitivity to local concerns if it was owned by a corporation either here or abroad?
- Concerns about noise and light pollution from such a large entertainment facility. Though the amount of visitation and/or marketing events may have been reduced from the initial ask, by constructing such a large facility I believe there is little doubt that once in place this facility will begin asking for more. The 3400 sq ft roofdeck is built for large scale entertaining and there is more hospitality space inside. sound and light have a big impact in this town and valley.

When asked, neither the applicant nor the consultant ruled out hosting weddings on the property.

- Concern has been raised that inadequate time was given to the community to understand the nature and size of this project and to present alternatives. It was only in the week before the approval that the actual numbers and size were put to the public, quite obviously this project has been under development for a considerable time. The public should have been brought into the process sooner.

- Concern has been raised about adding a 75,000 gallon industrial processing facility into an already congested area. How will the winery truck and delivery traffic affect that area? What are the cumulative impacts in relation to other event and/or processing facilities in the area?

- Concern has been raised that this project does not fit our present winery definitions or our General Plan. Under whose authority was the decision for an exception made?

This as a gamechanging, precedent setting project, a large event center winery in our town, in a congested school zone on an already overburdened roadway. This will have an impact on everybody in town. This needs to be looked at objectively and perhaps our entire community should be able to vote on whether we want this here.

Thank you
Geoff

-----Letter to Planning Commission for Sept 16

Howdy, I am out of town tonight but sent this letter to the SH Planning Commission, hoping that it is read tonight regarding the Davies Family Winery application for the intersection of Hwy 29 and Grayson

I am out of town for the Planning Commission meeting this week but wanted to send this letter regarding the Davies Family Winery application.

This is difficult for me to write because I care very deeply about the applicants but I also care very deeply about the people who live in St. Helena who will have to live with the cumulative impacts of large scale projects like this.

This is not a small winery/tasting room with a few random visitors. This is a large scale winery/event center of over 26,000 square ft. that is asking for over 58,000 visitors a year in an already congested and over-impacted area.

How many events will there be a week/month? How will these large events affect circulation in our small town? How many employees from out of the area will be commuting in? Will the commercial kitchen compete with our local established restaurants?

The St. Helena Star must have printed a typo when it said 640 to 1,000 gallons a year will be used for wine production. A winery producing 75,000 gallons of wine will use a tremendous volume of water. Not to mention that 58,000 people means a lot of flushing toilets. We are in a severe drought if anybody needs to be reminded (see link below and attached photo of Lake Hennessey).

I wish nothing but success for the Davies family as they are friends and long established citizens of the valley but I must ask - are these large event center/wineries fair to the residents/citizen stakeholders of our town as these commercial endeavors cannot help but encroach upon our shared common resources such as roadways and water to serve their business model?

The citizen stakeholders/residents also have capital investments in our town. Part of that investment is based on Quality of Life.

As more and more large scale projects are approved up and down the valley, many citizens and industry voices, Andy Beckstoffer included, have stated that "the cumulative impacts will be devastating".

We now have daily gridlock traffic due to increased volume of hospitality worker traffic driving up from Solano County. Has there been a discussion of new projects paying a wage that would allow for local people to take the jobs? Or does that challenge the margin?

Our present traffic situation is degrading the quality of life for many of our friends and neighbors. How does this gridlock traffic affect our emergency vehicle response times and evacuation plans?

And yet we add more.

The character of St. Helena and Napa Valley, as well as the health, welfare and safety of our residents is at stake in our current discussions of large winery/event center projects.

I urge those involved to re-consider the placement of projects of such large scale and scope. Perhaps there is a south valley/county location that would be better suited.

Leadership now in the wine community must acknowledge the valley/county is at a tipping point.

We are all familiar with the leadership in the 1960's that led to the Napa County Ag Preserve. Now both on a county AND city level our roadways, water capabilities and general infrastructure cannot sustain this development surge.

The true leaders in the Napa Valley wine industry must step up and lead in a direction that doesn't over-impact our precious, unique resource and encroach upon the quality of life of the citizen stakeholders.

thank you

Geoff Ellsworth

St. Helena citizen.

Cindy Black

From: Geoff Ellsworth <geoffellsworth@yahoo.com>
Sent: Friday, October 24, 2014 7:20 AM
To: Cindy Black
Cc: Susan Kenward; Faith Echtermeyer; Sandy Ericson; Michael Caldarola; Richard Hechler; Oliver Caldwell
Subject: additional point for the packet

Hi Cindy, One other point I would like to add to my letter:

Overdevelopment around the valley and county, whether it happens in a town or the county will put added strain on our overburdened roadways, cumulative impacts do not consider the imaginary line that separates city from county, the roads run through both. The additional strain on the roadways will put added pressure on the AG Preserve. The competition fostered by event center wineries with a strong direct-to-consumer and hospitality bottom line both encourages and needs more and more visitation to succeed, this need for heavy visitation will drastically impact our town and valley and I believe will ultimately be a detriment to the Ag Preserve.
Geoff Ellsworth

October 24, 2014

St Helena City Council
1480 Main Street
St Helena, CA 94574

RECEIVED

OCT 24 2014

Subject: Appeal of the Davies Winery Project at Main and Grayson

CITY OF ST. HELENA

Dear Members of the City Council:

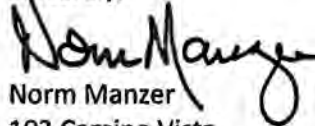
Before you today is another project that wants to expand its operation beyond that originally permitted by the City only a couple of years ago.

Please reread the attached commentary by Michael Caldarola in this week's St Helena Star. This project is not permitted under the City's General Plan without the Council gutting the General Plan of its intent.

For the sake of the future of St Helena, I ask that you reject the Planning Commission's approval of this application and adhere to the current occupancy as approved for wine storage – not sales and special events.

Let's not lead this proposal to a referendum by the citizens of St Helena. Your decision to follow the General Plan and reject this application is what is needed for our community.

Sincerely,



Norm Manzer
103 Camino Vista
St Helena, CA 94574

Encl. M. Caldarola Guest Commentary

St. Helena Star Editorial Board

Sean Scully, Director of News Content

David Stoneberg, Editor

Residents:

Norma Ferriz

Shannon Kuleto

Gail Showley

Christopher Hill

John Ponte

Dave Yewell

Thursday, October 23, 2014

GUEST COMMENTARY

C'mon, let's party at the high school

MICHAEL CALDAROLA

Imagine a new 75,000-gallon winery and crush pad with an outdoor tasting area, hospitality building, and rooftop terrace designed to host 64,000 visitors per year for daily 10 a.m. to 6 p.m. tours and tastings and 14 wine-club and other marketing related events. Now imagine this impressive production and event center on Grayson Avenue, directly across from St. Helena High School.

Well, you may not have to use your imagination for long because, as the Star recently reported (Sept. 18, 2014 "Commission approves winery expansion"), our Planning Commission recently embraced the expanded production facility and establishment of a new wine-related tourist destination.

Do residents, especially those with children who attend or will attend the high school, consider it proper and appropriate to permit, right across the street from the school during class hours, the glass clinking, wine-swirling, and alcohol-induced merriment often displayed by groups of tourists enjoying an afternoon of tasting? Very doubtful. To me, the Planning Commission has, in effect, said, "Come on, let's party at the high school." Indeed, the proposed project would add a new and unfortunate gloss to what it means to be at St. Helena "High" School.

Apart from the propriety of its location, the proposed production and event center poses more concrete problems. The intersection of Grayson and Main is already overbur-

dened and often clogged. How many additional vehicles — cars, limos, minivans, buses and trucks — would tripling of production capacity and up to 64,000 visitors per year pump into the existing congestion? The Planning Commission brushed this concern aside, believing that any negative impact would be mitigated by a traffic signal that is planned for the intersection if and when Grayson and Mills are aligned. Does anyone believe that? Even now traffic sometimes backs up from the light on Pope Street way past Grayson. (And don't forget, the Planning Commission is very favorably disposed toward two new hotel projects on that same stretch of Main Street.)

This traffic impact also raises safety concerns. The addition of enough vehicles to bring 64,000 tourists, employees and production-related vehicles to and from the facility could only diminish the safety of students coming and going from school and engaging in extracurricular activities. Also, the congestion at Main might well funnel some traffic to and from the facility via the other end of Grayson, where the primary school is located, potentially increasing congestion there and decreasing the safety of parents, teachers and children. And let's not forget that some of those vehicles might be driven by post-tasting tourists still enjoying the glow of their special Napa experience.

Another troubling issue involves water. In this regard, approval of the expanded project illustrates the camel's nose metaphor, where permitting a small, seemingly innocuous act opens the door for larger, potentially undesirable subsequent actions. In 2012, the Planning Commission was asked for and approved a permit solely to convert the former Epps property into a 20,000-gallon production facility. In addition to no signage, no additional buildings and no hospitality services, the planning director at the time assured the commission that the facility would use less city water than Epps had used because it would truck in all of the water it needed for production; also no wastewater would be added to the city's sewer system because it would all be held and hauled off site.

PARTY

From Page A5

Who could object to such a modest proposal? And no one did. Somehow, however, the actual permit issued allowed the project to use well water for production. Nose in, and the rest of the camel is sure to follow. Production expanded to 75,000 gallons, further strain groundwater resources. A new event center building, requiring more city water. An end to hold-and-haul of wastewater, adding tens of thousands of gallons into the city's sewer system.

The truly disappointing aspect of the Planning Commission's approval of this project is the lip service it paid to its obligation to act in accordance with both the letter and spirit of the city's zoning scheme and the General Plan.

The former Epps property is located in the Service Commercial (SC) District (Sec. 15.52). Wineries and tastings rooms are not expressly permitted uses in the SC District (Sec. 17.52.020 [listing permitted uses]); rather, they are conditional uses that require a permit, which may be granted only if a proposed project is "consistent with

the policies of the general plan and the purposes of the (Service Commercial) zoning district." (Sec. 17.52.030.) Remarkably, the Planning Commission made both such findings.

The General Plan broadly explains, "Next to growth, the land use issue of most concern to the City is how to maintain St. Helena's small-town character in the face of pressures from regional tourism. The community is concerned that the City remains a viable, living/working community, and not become a tourist-dependent, winery-related theme park/destination. Sentiment is strong in the community that primarily tourist-serving uses need to be regulated in terms of number and location." (GP, sec. 2.2.) Consequently, the General Plan clearly and unequivocally adopts a policy that prohibits "strictly tourist serving uses" in the Service Commercial District. (GP, sec. 2.3; see also secs. 2.26.27 and 2.26.38 [adopting policies to "[p]rohibit commercial uses that are primarily tourist-serving in nature, and that are inconsistent with the community image of St. Helena" and "[encourage primarily local serving businesses in the [Commercial Business]

and [Service Commercial] designated areas"].)

Certainly, the initial 20,000-gallon winery production-only facility, and arguably an expansion of that facility to 75,000-gallon capacity, may reasonably be considered consistent with the policies that should guide the Planning Commission. But taking

the language of the policies at face value and using common experience, do you think the proposed hospitality and event center — its size, location and potential impacts — are remotely consistent? Just ask yourself how many locals will drop off their kids at the high school and then go across the street and join the

potential 64,000 wine tasters and event attendees that the facility was designed to accommodate?

An appeal from the Planning Commission's approval has been filed with the City Council, and a hearing is scheduled for Oct. 28. If you are as troubled by this project as I am, then it is important to make

your voice heard, either by attending the hearing and supporting the appeal or by communicating views in writing to the City Council members. Let this project be the straw that breaks the camel's back instead of being the first of more camel noses under our tent.

Michael Caldarola is a St. Helena resident.

Public Support Comments

RECEIVED
MAY 22 2014
CITY OF ST. HELENA

May 21, 2014

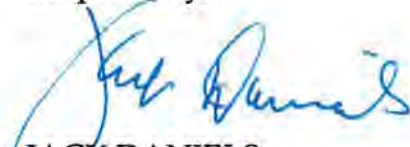
Planning Commission
City of St. Helena
1480 Main Street
St. Helena, CA 94574

Dear Planning Commissioner's,

The Davies family, who have been long standing and outstanding members of our community since 1965, have submitted an application for a winery use permit at 555 Main Street in St. Helena. Since I have lived in the Napa Valley for 40 years, and have a business (Wilson Daniels) at 1201 Dowdell Lane, I feel that the land use is compatible with the agriculture and winemaking heritage and will enhance the southern corridor of St. Helena. Our business is located close to the proposed site and I have no objection to a use permit being granted for that address. To the contrary, it will be an asset to the southern corridor and further enhance City revenue.

Thank you for the opportunity to express my feelings regarding this project and please know that it has my full support.

Respectfully,


JACK DANIELS
President/Founder



St. Helena High School

Home of the Saints

Benjamin L. Scinto,
Principal

Gregory N. Feters,
Vice Principal

1401 Grayson Ave. St. Helena, CA 94574. (P) 707-967-2740, (F) 707-9672735

To: Planning Commission
Fr: Benjamin L. Scinto, Principal
Re: Davies Vineyards Winery at 55 Main Street
Date: 22 May 2014

RECEIVED

MAY 23 2014

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

CITY OF ST. HELENA

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I believe this winery will compliment many of the aesthetic and physical changes concurrently happening at SHHS. Having been in conversation with Mr. Davies, not only will this winery pay tribute to St. Helena's agricultural and winemaking heritage, but it will provide various opportunities for and partnerships with SHHS teachers and students within the Viticulture program. The proximity could not be more ideal.

Although in the initial stages, Mr. Davies has already reached out to me and our Agricultural teachers to solicit how he and Davies Vineyards can best support students' academic endeavors, as well as monetarily through local grant project applications. We foresee a lasting relationship with Davies Vineyards Winery, assuming they are provided the use permit.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Benjamin L. Scinto,
Principal

**Tom Redmon
1620 Sylvaner Avenue
St. Helena, CA 94574**

May 22, 2014

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

RECEIVED

MAY 29 2014

CITY OF ST. HELENA

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,



Tom Redmon

RECEIVED

MAY 29 2014

CITY OF ST. HELENA

May 27, 2014

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

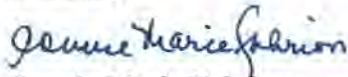
Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I believe a winery of this scale is appropriate on Highway 29, enhancing revenues for the City in a manner consistent with our agricultural and winemaking heritage, and providing an aesthetically pleasing entrance to the southern gateway to St. Helena.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,



Connie Marie Fahrion,
(Owner - 1290 Grayson Street)
1120 N. 17th Street
Nederland, TX 77627

May 29, 2014

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

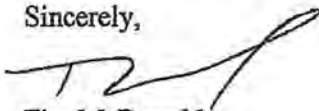
Dear Planning Commission:

As a lifetime local of the St. Helena area I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. Having witnessed many applications for wineries throughout the county I believe a winery of this scale is appropriate on Highway 29 and believe the proposed exceptional Architecture will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town. Having spent nearly my entire life in this community I can say with confidence that this is the type of business our citizens and government leaders should support on all levels.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,



Tim McDonald
Local Businessman
1230 Spring St.
St. Helena, Ca.

Hugh Davies

From: Rodney Friedrich <rodney.friedrich@gmail.com>
Sent: Friday, May 30, 2014 2:50 PM
To: Bobbi Monnette; Brian Russel; Grace Kistner; Matt Heil; Sarah Parker
Cc: Hugh Davies
Subject: Approval of Davies Vineyards Winery.

Dear Planning Commission,

I am writing in support of the Davies Vineyards Winery at 555 Main Street, St. Helena.

This property adjoins my Restaurant property (641 Main Street) and we look forward to having this project and the proposed improvements as our neighbor.

I urge you to approve this project,

Sincerely,

Rodney Friedrich

Rodney Friedrich

PO Box 392

St. Helena, CA.

94574

707-963-7600 Main Office

707-486-7070 Cell

707-963-7667 FAX

www.friedrichcompany.com

www.vinelandstation.com

June 1, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Lissa Doumani
Terra Restaurant
1345 Railroad Ave.
St. Helena, CA 94574

RECEIVED

JUN 03 2014

CITY OF ST. HELENA

June 2 2014

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

Dear Planning Commission:

As a 44 year resident of Saint Helena and huge devotees to the finest future for our town, Scott and I are writing to express our support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this capacity seems perfectly appropriate on Highway 29 and what better than one of our founding families to greet you at the southern entry to St. Helena. This kind of land use not only provides a plethora of extra income for the City in a manner consistent with our agricultural and winemaking heritage, but it will provide a gorgeous gateway into our town.

The Davies family is one of Saint Helena's most innovative families and have been members of this community since 1965. They have done an amazing job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. Through the decades, this spirit of innovation has earned Schramsberg and the Davies praise and recognition throughout the world and all the while the family has worked tirelessly to uphold agricultural zoning and sustainable land stewardship in the Napa Valley. They are the poster children for all this Valley stands for. We are very confident that Davies Vineyards Winery will be an extraordinary addition to our town. We cannot wait!

Thank you for taking the time to read our opinions. We are excited to hear about the approval for a use permit for the Davies Vineyards Winery.

Sincerely,



Misha Chelini & Scott Harvey
24 Christine Court
Saint Helena CA 94574

820 GREENFIELD ROAD
ST. HELENA, CALIFORNIA 94574

TELEPHONE 707 963 215
FACSIMILE 707 963 334

BUEHLER
VINEYARDS

June 2 2014

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

Dear Planning Commission:

As a 44 year resident of Saint Helena and huge devotees to the finest future for our town, Scott and I are writing to express our support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this capacity seems perfectly appropriate on Highway 29 and what better than one of our founding families to greet you at the southern entry to St. Helena. This kind of land use not only provides a plethora of extra income for the City in a manner consistent with our agricultural and winemaking heritage, but it will provide a gorgeous gateway into our town.

The Davies family is one of Saint Helena's most innovative families and have been members of this community since 1965. They have done an amazing job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. Through the decades, this spirit of innovation has earned Schramsberg and the Davies praise and recognition throughout the world and all the while the family has worked tirelessly to uphold agricultural zoning and sustainable land stewardship in the Napa Valley. They are the poster children for all this Valley stands for. We are very confident that Davies Vineyards Winery will be an extraordinary addition to our town. We cannot wait!

Thank you for taking the time to read our opinions. We are excited to hear about the approval for a use permit for the Davies Vineyards Winery.

Sincerely,

Misha Chelini & Scott Harvey
24 Christine Court
Saint Helena CA 94574

June 2, 2014

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

Members of the Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street In St. Helena. I believe the scale of this winery is appropriate on Highway 29 and will complement the southern entry to St. Helena. In addition, the expansion will generate increased revenues for the City and is in keeping with the winemaking heritage of our community.

The Davies family has been a valuable and outstanding member of both our city and the Napa Valley since 1965. Their work in successfully promoting the establishment of the Agricultural Preserve stands as the foundation protecting our vineyards and way of life. They have done a brilliant job of resurrecting the historic Schramsberg and creating a sparkling wine business heralded around the world and promoting the Napa Valley appellation.

The enhancement of their namesake red wine facility, Davies Vineyards Winery in St. Helena will be an additional source of not only revenue but pride for our community. Thank you kindly in advance for your favorable consideration of this use permit request.

Sincerely,

Robin Daniel Lail
1127 Pope Street
St. Helena, California 94574

Sue & Jim Cross
1845 Granger Way
Saint Helena
California 94574
707. 968.5763
2suechef@gmail.com
jimcross26@gmail.com

June 4, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Cross", with a stylized, flowing script.

Jim Cross
1845 Granger Way
St. Helena, CA 94574

Sue & Jim Cross
1845 Granger Way
Saint Helena
California 94574
707. 968.5763
2suechef@gmail.com
jimcross26@gmail.com

June 4, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

A handwritten signature in cursive script that reads "Sue Cross".

Sue Cross
1845 Granger Way
St. Helena, CA 94574



Lail Vineyards

RECEIVED

JUN 05 2014

June 2, 2014

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

CITY OF ST. HELENA

Members of the Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street In St. Helena. I believe the scale of this winery is appropriate on Highway 29 and will complement the southern entry to St. Helena. In addition, the expansion will generate increased revenues for the City and is in keeping with the winemaking heritage of our community.

The Davies family has been a valuable and outstanding member of both our city and the Napa Valley since 1965. Their work in successfully promoting the establishment of the Agricultural Preserve stands as the foundation protecting our vineyards and way of life. They have done a brilliant job of resurrecting the historic Schramsberg and creating a sparkling wine business heralded around the world and promoting the Napa Valley appellation.

The enhancement of their namesake red wine facility, Davies Vineyards Winery in St. Helena will be an additional source of not only revenue but pride for our community. Thank you kindly in advance for your favorable consideration of this use permit request.

Sincerely,

Robin Daniel Lail
1127 Pope Street
St. Helena, California 94574

June 5, 2014

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

Dear Planning Commission,

My name is Carl Doumani, and I am the owner of 10 acres on Mills Lane in St. Helena. I am writing to express support for the Davies Vineyards Winery, at 555 Main Street (Highway 29) in St. Helena. The architecture fits into St. Helena very well; the size of the project is reasonable; it is a real winery-not just a tasting room; and it is consistent with our agricultural and winemaking heritage.

The Davies family has been a good member of our community and has done a fine job with their Schramsberg Winery, while also maintaining the historic and natural integrity of their vineyard property. The family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley.

I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Carl Doumani
6126 Silverado Trail
Napa, CA 94558

June 6, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street in St. Helena. A winery of this scale is appropriate on Highway 29 and I believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing and architecturally appropriate southern entry to our City.

Hugh Davies and his family were part of the post prohibition revival of winemaking in Napa Valley and have been contributing members of our community since 1965. They have done a fine job of establishing an international recognized winery, Schramsberg Vineyards, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am confident that the addition their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I hope that you approve a use permit for the Davies Vineyards Winery.

Sincerely,

A handwritten signature in dark ink, reading "Krisi Raymond". The signature is fluid and cursive, with the first name "Krisi" and last name "Raymond" clearly distinguishable.

Krisi Raymond
1985 Vineyard Avenue
St. Helena, CA 94574
(707) 688-9219

6/6/14

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena.

The Davies family has been an important member of our community since 1965. They have done a great job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am quite sure that their new facility in St. Helena will be approached with the same sensitivity that they have shown historically toward agricultural preservation. I am also quite confident that Davies Vineyards Winery, in St. Helena will be a positive addition to our town.

Thank you for this opportunity to provide comment on this proposal

Sincerely,

A handwritten signature in dark ink, appearing to read "Jon-Mark Chappellet", written in a cursive style.

Jon-Mark Chappellet
2610 Pinot Way, St. Helena CA

June 8, 2014

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

Dear Planning Commission:

Having reviewed the plans, I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. The proposed winery operations are consistent with our winemaking traditions while offering revenue opportunities for our city. That their plan offers the city an architecturally attractive enhancement to its southern thoroughfare is significant as well.

The Davies family have long been leaders in community and civic efforts and their stewardship of the historic Schramsberg property is an example to many. I am confident that the proposed plan enriches our town and hope you will approve the use permit for the Davies Vineyards Winery.

Sincerely,

F. John "Jack" Bittner
115 Dahlia Street
St. Helena, CA
94574



June 9, 2014

Members of the Planning Commission
City of St. Helena
1480 Main Street
St. Helena, California 94574

Re: Davies Vineyards Winery, 555 Main Street

Dear Members of the Planning Commission:

I am writing this letter in support of the application of Davies Vineyards for its winery project located at 555 Main Street in St. Helena. My family owns a parcel directly across Main Street from the Davies property.

We are fully in support of the Davies project. Our two families have known each other for more than 40 years. The Davies family has a long record of successful, responsible and sustainable business and agricultural activity in St. Helena and Napa County. This proposed winery project will be fully in keeping with that record of success and sustainability.

I have reviewed the proposal and am confident that it will be an appropriate addition to the southern entry to St. Helena. I am also confident that any environmental concerns will be appropriately addressed and mitigated.

If you have questions, please contact me.

Very truly yours,

Bill Phelps
President

June 9, 2014

Mr. Matthew Heil
Chairman, Planning Commission
City of St. Helena
1480 Main Street
St. Helena, CA 94574

SUBJECT: SUPPORT FOR DAVIES VINEYARDS WINERY USE PERMIT

Dear Mr. Heil:

I am writing to express my support for the winery use permit modification for the Davies Vineyards Winery located at 555 Main Street South in St. Helena. I am advised that this project is scheduled for hearing on Tuesday, July 15 before the Planning Commission. The owners of Davies Vineyards Cellars (and Schramsberg Winery) have been an important force in the preservation of agriculture in the Napa Valley for several generations. Schramsberg Cellars Winery is a proven entity that has been one of the most important family wineries in this County's history. I believe that this winery will also be a positive force for the City of St. Helena and a welcome addition to the south St. Helena neighborhood.

As you know, the Crocker & Starr Winery use permit application will go before the Commission next Tuesday, June 17. We have been waiting for some time now for a clear path for the City to hopefully approve the project. I believe it is important for the vintner interests within the City to be supportive of each other so that St. Helena can benefit from the success of the wine business in the same manner that Napa County presently does.

The Davies Vineyards Winery represents a new brand and a new winery that is representative of viticulture and vintners business that have made the Napa Valley what it is today, a world class winegrowing region. We are happy to offer our support of this kind of business and look forward to being neighbors with Davies Vineyards Winery.

Thank you for considering my support for this worthwhile project.

Sincerely,



Charles Crocker
Crocker & Starr Winery



June 16, 2014

Planning Commission
City of St. Helena
1480 Main St.
St. Helena, CA 94574

RE: Davies Vineyards Winery

Dear Planning Commission,

I would like to express my support of the pending Use Permit Application for the Davies Vineyards Winery; located at 555 Main St. Hugh Davies has informed me of their plans and I see the proposed project as something good for the city and the Wine Industry in general. The project is a good use of commercial space and will enhance the visual corridor of the south city entrance.

I have known the Davies family all my life and they have been great members of our community. The family has worked hard to promote the Ag Preserve and sustainable stewardship in the Napa Valley. I know that the establishment of their proposed project will be a great addition to our town.

Sincerely,

Robert Torres
Principal & Senior VP, Operations
Trinchero Family Estates

TRINCHERO
NAPA VALLEY

TERRA
JOE

NAPA
CELLARS

FALL & DRY

JOEL GOTT

MAIN STREET
KELSO

Bandit

SEAGLASS

CARMEN
FILLE

ANGOVE

AVISSI

DORA PALLA
Page 154

Mango & Fries

ESHOW

NEWMAN'S
OWN

Jargon

SUTTER
HOME
THE WINE COMPANY

TRINITY OAKS

SYCAMORE
LANE

MONTEVINA
WINE

FRE

18 June 2014

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

Dear Planning Commission:

I am writing to express my enthusiastic support for the proposed Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I have reviewed the proposal and fully support its components and urge the Commission to do so as well. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a strong member of our community since 1965. I have, personally, known the Davies family since moving here in 2001 and I believe they have the City's best interest at heart. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Michael G. Earls
885 A Pratt Avenue
St. Helena, CA 94574

June 19, 2014

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

Dear Planning Commission:

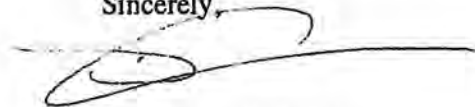
As residents of St. Helena, we are writing to express our support for the Davies Vineyards Winery application located at 555 Main Street in St. Helena.

As an existing commercially zoned parcel, we believe a winery production facility of the proposed scope is accordance with the neighborhood and will provide an attractive addition to the southern St. Helena entry.

In our personal experiences with the Davies family and their winery, we have found them to be outstanding representatives of our community and have complete faith they will develop and operate their proposed facility in a respective and supportive manner that will provide a long-term benefit to the city of St. Helena.

We look forward to seeing this new addition to our city, and would encourage you approve their use permit as submitted.

Sincerely,

A handwritten signature in black ink, appearing to read "Daned & Julie Kirkham", with a long horizontal flourish extending to the right.

Daned & Julie Kirkham
1045 Crinella Court
St. Helena, CA 94574

ORIN SWIFT

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

Dear Planning Commission,

My name is Dave Phinney, I live at 1301 Allyn, Saint Helena, CA. I am the owner and winemaker at Orin Swift Cellars which has its offices and tasting room in Saint Helena. I've lived in Saint Helena since 1997 and hope to do so for the rest of my life. I am writing you today to express my support for the Davies Vineyards Winery at 555 Main Street in Saint Helena. Having lived here and worked here as well as purchased vehicles from the former land owner I am very familiar with the property. I have reviewed all of the elevations and plans for the proposed building and feel they are very appropriate and consistent with this parcel. If anything it is an upgrade and a welcome addition to the southern entry to our city. I also feel that the increase in production and marketing events will have little negative effect, if any, and in fact will enhance the feel of our town.

I have known the Davies family for over 15 years, in fact Schramsberg was one of the first Napa Valley wines I ever had. Jack Davies was instrumental in preserving the agricultural nature of our valley. I find it very apropos that his legacy in preservation is being continued by having the Davies winery in a commercial zone rather than an agricultural zone.

Thank you for taking the time to hear my support. I hope you will take this into consideration and approve the use permit for the Davies Vineyards Winery.

Sincerely,



Dave Phinney

PO BOX 475 RUTHERFORD, CA 94573



June 19, 2014

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

Dear Planning Commission:

Please accept this letter as our support for the proposed Davies Vineyard Winery located on Highway 29 at 555 Main Street in St. Helena. We have reviewed the proposed improvements and permit application and we feel that the size and scope of the production, daily visitors and ability to host certain events on-site are appropriate for the area. We have already been impressed with the improvements made to the property since it was a car dealership. The new owners and winery use are a much better fit to the area and compliment the agriculture community in our beautiful Napa Valley.

We cannot think of better stewards to care for and develop the property that the Davies family under the leadership of Hugh Davies and his remarkable team at the winery. The Davies have been an iconic family in the Napa Valley since the 1960's with a thoughtful eye towards community and preservation of our rich history of winemaking. A visit to their Calistoga property takes you back to the early days of winemaking with the beautiful caves and historic buildings. One also sees a thriving business with a strong and favorable reputation in the wine industry.

As a fellow business in St. Helena, we care greatly for our town and the image we present. We feel that a significant amount of due diligence has been performed on the Main Street property and we are excited to see the requested changes take effect. We thank you for your consideration of the Davies Vineyards Winery.

Best,

Robin Wenzel
V.P. & Senior Relationship Manager
Bank of the West

St. Helena Office
1451 Main Street, St. Helena, CA 94574
(707)963-7185



Member FDIC

MERRYVALE



June 20, 2014

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

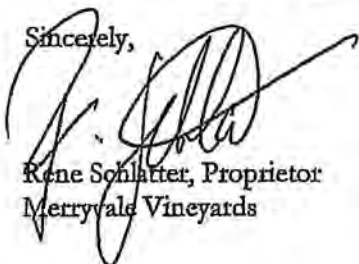
Dear Planning Commission:

As current winery owners in St. Helena, I am writing to express my support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena.

Furthermore, I believe that this project will reflect positively on the southern corridor of St. Helena and create additional opportunities for businesses in the area.

Please consider approving this application and permit.

Sincerely,



Rene Schlatter, Proprietor
Merryvale Vineyards

MERRYVALE VINEYARDS 1000 MAIN STREET ST. HELENA, CALIFORNIA 94574
TEL: 707 963 2225 FAX: 707 963 1949 WWW.MERRYVALE.COM

NAPA SOAP
COMPANY

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

Dear Planning Commission:

This letter is in reference to the Davies Vineyards Winery and their plans to improve upon and further utilize the space at 555 Main Street in St. Helena. We fully support their plans and do so on many, many levels.

The Davies Family and their related business of Schramsberg Vineyards have a long history of a significantly positive impact on the Napa Valley and in particular the cities of Calistoga and St. Helena. The Davies family has long been at the forefront of preserving the integrity of this Valley and doing so in a way that is consistent with respect for both the use of land as well as preserving the beauty of our small towns. Simply put, the Davies Family and Schramsberg Vineyards and their Davies Vineyards business are excellent stewards of the Napa Valley.

Their plans for the space at 555 Main Street are very consistent with the surrounding area and in particular will improve upon a business area in which we have operated a business for over the last 10 years here at Napa Soap Company. Their plans will not only bring added revenues to the City of St. Helena but they will improve the beauty of one of the more visible entry gates to the City itself. As nearby long-term tenants, we look forward to the improvement of these facilities and we welcome the changes they propose.

We appreciate your openness to all of the comments you will receive on this topic. We hope that in the end you will approve the Davies Vineyards Winery use permit request and allow them to positively impact the City of St. Helena and its residents, businesses and visitors.

Sincerely,



Gib & Sheila Rockwood

Napa Soap Company



June 22, 2014

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

Dear Planning Commission:

We are writing to express support for the Davies Vineyards Winery request for an expanded permit at 555 Main Street (Highway 29) in St. Helena. We have reviewed their proposal and architectural drawings and we think it is a very attractive and intelligent use of the land. We feel that their request to expand production and to receive guests is totally appropriate and more than reasonable for the location.

The Davies family has an exceptional history of integrity in the valley and we are confident that they will continue to enhance and beautify this property to the benefit of our community. This winery would be a welcome addition to the drive into town and one that is consistent with our city's connection to winemaking and agriculture.

We would be thrilled to see this improvement to the gateway to St. Helena and envision bringing our visiting friends and relatives to experience these excellent locally farmed and vinted wines.

Thank you for your consideration. We truly hope that you will approve the expanded use permit they are seeking for the Davies Vineyards Winery at 555 Main Street in St. Helena.

Sincerely,

Tom & KC Garrett
1746 Vineyard Avenue
St. Helena, CA 94574

July 3, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery expansion at 555 Main Street in St. Helena. There is currently a permitted winery onsite and I think a balanced project that effectively utilizes the entire parcel will be a good use of this commercial zoned property. As I have said during the small winery discussion, I believe a winery that is permitted to produce wine should also be allowed to sell the wine (at the premises) that it is permitted to produce onsite.

Over the past 50 years the Davies Family has been a leading voice in promoting agricultural land use and sustainable land stewardship in Napa Valley. The protection of Ag land for agriculture is why we need to have sites like this in the cities for wine production and commercial uses. Development needs to be where the services and people are.

The Davies family established Schramsberg in 1965 and they have done a great job creating a successful brand while maintaining the historic and natural integrity of that property. I trust they will do the same at 555 Main St.

Unfortunately I will not be able to be present on July 15 when this matter is scheduled, but I urge you to support this project.

Sincerely,

Richard Salvestrin
Salvestrin Wine Co. LLC

July 7, 2014

Tracey and John Skupny
1961 Vineyard Avenue
St. Helena, CA 94574

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

Dear Planning Commission:

We have lived in St. Helena for over 30 years and know the Davies family professionally and personally. We are writing to express our sincere support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena.

A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley, as well as having dedicated many years to philanthropic efforts that directly benefit the St. Helena community and its citizens.

We are very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. We truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Tracey and John Skupny

The block contains two handwritten signatures in black ink. The top signature is 'John Skupny' and the bottom signature is 'Tracey Skupny'. Both are written in a cursive, flowing style.



August 6, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965, in I went to UC Davis with Hugh Davies and studied Fermentation Science, They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Corey Beck
St. Helena Resident
President Francis Coppola Winery

September 15, 2014

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

RECEIVED

SEP 16 2014

CITY OF ST. HELENA

ATTN: Bobbi Monnette
Brian Russel
Grace Kistner
Matt Heil
Sarah Parker

RE: Winery Permit Application at 555 Main Street

To the Planning Commission:

This letter is to express my support for the above project at the old Epps Chevrolet property in St. Helena. I think that the Davies Vineyards Winery is an appropriate and reasonable use for this commercial site and is compatible with the city's economic image and vitality.

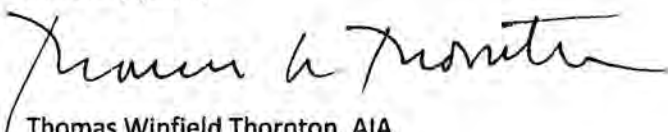
I met Jack and Jamie Davies before moving to St. Helena and found them to be remarkable ambassadors in the Napa community with particularly sensitivity to environmental concerns. I know their tradition for such responsible leadership in the valley persists through the Schramsberg brand's continued family ownership.

My qualifications for this opinion include, most importantly, that I've lived in St. Helena full-time for the last 12 years, and 5 years on a part-time basis before that I am quite familiar with the uses and traffic on that side of the city, especially since I have owned a home on Sulphur Springs Avenue and frequently drove downtown on that very stretch of Main Street. If traffic is any issue, it seems reasonable to me that the winery use will not generate any more traffic, and possibly less, than the previous car dealership use.

I think that my architectural experience also qualifies my opinion to a certain degree. I am a practicing architect having spent most of my career leading my own 25-person architectural firm in New York City, the work of which focused on commercial developments, educational facilities, corporate headquarters, churches, museums, and clubs. We also had a significant portfolio of multi-million dollar restoration projects at large notable landmark residences and hotels surrounding Central Park which required considerable contextural design sensitivity and approvals from the NYC Landmark Preservation Commission. Prior to those experiences, I had received my Master of Architecture degree at Harvard University in 1976.

Thank you for your consideration of my comments. I endorse this project and hope that it is approved.

Sincerely yours,



Thomas Winfield Thornton, AIA
1505 Stockton Street
St. Helena, CA 94574

If they are in the packet, they will be part of the public record. If people are not comfortable with having their names attached to their e-mails, would they be comfortable if the e-mails were submitted without names?

Thanks,

Bobbi Monnette
Planning Commissioners

Sue LaBelle & Dennis Van Keuren

To

Me

Sep 8 at 2:05 PM

Submit all with names. Thank you, Sue

LETTERS IN SUPPORT – I THINK YOU HAVE MOST OF THESE.

ONE

On Friday, July 11, 2014 10:35 AM "Wenzel, Robin" <Robin.Wenzel@bankofthewest.com> wrote:

Dear Planning Commission:

Please accept this email as our support for the proposed Davies Vineyard Winery located on Highway 29 at 555 Main Street in St. Helena. We have reviewed the proposed improvements and permit application and we feel that the size and scope of the production, daily visitors and ability to host certain events on-site are appropriate for the area. We have already been impressed with the improvements made to the property since it was a car dealership. The new owners and winery use are a much better fit to the area and compliment the agriculture community in our beautiful Napa Valley.

We cannot think of better stewards to care for and develop the property than the Davies family under the leadership of Hugh Davies and his remarkable team at the winery. The Davies have been an iconic family in the Napa Valley since the 1960's with a thoughtful eye towards community and preservation of our rich history of winemaking. A visit to their Calistoga property takes you back to the early days of winemaking with the beautiful caves and historic buildings. One also sees a thriving business with a strong and favorable reputation in the wine industry.

As a fellow business in St. Helena, we care greatly for our town and the image we present. We feel that a significant amount of due diligence has been performed on the Main Street property and we are excited to see the requested changes take effect. We thank you for your consideration of the Davies Vineyards Winery.

Best,
Robin Wenzel
V.P. & Senior Relationship Manager
Bank of the West

TWO

Tracey Skupny
To
Me brianr@cityofsthelena.org gracek@cityofsthelena.org matthewh@cityofsthelena.org
sparker@cityofsthelena.org

This message contains blocked images.

To the Planning Commissioners,

We respectfully submit our letter in **support** of the Davies Vineyards Winery

Thank you for your hard work on this great project.

Tracey and John Skupny

THREE

On Friday, June 20, 2014 4:43 PM, Samantha Smith <samantha@orinswift.com> wrote:

Hello Planning Commission,
Attached is a letter of support from Dave Phinney for the Davies Vineyards Winery. If you have any problems opening the attached signed letter by Dave please let me know. Thank you so much for taking the time to read over his support.

Cheers,
Samantha

Samantha Smith
Orin Swift Cellars
P: 707-967-9179
E: Samantha@orinswift.com

FOUR

18 June 2014

Dear Planning Commission:

I am writing to express my enthusiastic support for the proposed Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I have reviewed the proposal and fully support its components and urge the Commission to do so as well. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a strong member of our community since 1965. I have, personally, known the Davies family since moving here in 2001 and I believe they have the City's best interest at heart. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Michael G. Earls

FIVE

Rodney Friedrich

To

Me Brian Russel Grace Kistner Matt Heil Sarah Parker

CC

Hugh Davies

May 30

Dear Planning Commission,

I am writing in support of the Davies Vineyards Winery at 555 Main Street, St. Helena.

This property adjoins my Restaurant property (641 Main Street) and we look forward to having this project and the proposed improvements as our neighbor.

I urge you to approve this project.

Sincerely,

Rodney Friedrich

SIX

I understand from Lisa Pelosi that you are looking for input on a possible license expansion for Schramsberg. As a parent of a high school student, I would not object to the license. I don't think

there would be any threat of minors being served at this reputable establishment. Thanks so much for reaching out to the community.

Erin Przybylinski

SEVEN

Me brianr@cityofsthelena.org gracek@cityofsthelena.org matthewh@cityofsthelena.org
sparker@cityofsthelena.org

CC

Hugh Davies

Jun 9

Dear Members of the St. Helena Planning Commission:

Please find attached a letter I mailed today in support of the Davies Vineyards Winery Project at 555 Main Street in St. Helena.

At the request of Hugh Davies, I am sending copies to each of you electronically.

I would be happy to provide further support if requested.

Very truly yours.

Bill Phelps

Joseph Phelps Vineyards

EIGHT

Krisi Raymond June 6, 2014

Me Brian Russel Grace Kistner Matt Heil Sarah Parker

CC

hdavies@schramsberg.com

Jun 6

Dear Commissioners,

Please see the attached letter in support of the Davies Vineyards Winery project at 555 Main Street in St. Helena.

Many thanks for all that you do!

Krisi (THE ATTACHMENT WOULDN'T COPY)

NINE

I have no problem with a tasting room by the high school. We live in Napa Valley there are tasting rooms everywhere. I am sure the kids aren't going to be hanging out there trying to bum wine off of people!

Thanks for sharing.

Laura

Victor Carniglia

From: Bobbi Monnette <matildabologne@yahoo.com>
Sent: Wednesday, September 10, 2014 10:44 PM
To: Victor Carniglia
Subject: DAVIES WINERY LETTER OF SUPPORT

Victor,

I received this e-mail today:

Dear Bobbi:

I received an email that you are interested in feedback on the proposed J. Davies project that is being considered for their space on south Main street in St. Helena. I know you wanted to know what parents of SHHS students might think about the project – good or bad or indifferent.

As a little background, I am a parent of two current SHHS students, one in 9th grade and the other in 11th grade (one other child of ours recently graduated from SHHS and is attending college in Arizona). I am also a local business owner (Napa Soap Company), that is also fairly close to the proposed project. Finally, as even more context, I am also a former wine business employee as are many students parents in the high school.

Both my wife Sheila and I are fully supportive of the J. Davies project and know based on our knowledge of the Davies family and their history of stewardship in the Napa Valley that they will improve upon the current space and develop a business that will cater to both tourist and locals alike as well as work within the constraints of the City of St. Helena. I am not at all concerned about the proximity of the property to the high school - no more concerned than I am concerned about the vineyards across the street to the East or West or the Chateau Potelle building or Wilson Daniels or Salvestrin Winery (which are all basically adjacent to the high school). No concerns at all about this winery developing this space as a functional winery with tasting room services.

If you have any questions on my perspective by all means email me or call me directly.

Many thanks.

Cindy Black

From: Bill Ryan <acorn_3@comcast.net>
Sent: Monday, October 06, 2014 1:55 PM
To: 'Rodney Friedrich'; xMario Sculatti; Mayor; Greg Pitts; Peter White; Sharon Crull; 'Bobbi Monnette'; Brian Russell; Grace Kistner; Matthew Heil; Sarah Parker; 'Hugh Davies'; 'Pam Simpson'; Jennifer Phillips; Cindy Black
Subject: RE: Davies Proposed Winery Permit

Dear All – I just saw a reply to this letter by Rodney that tried to make the case for increased danger for our high school students as a reason to deny the application. A quick look at the facts – and that idea is a NON STARTER.

With all due respect, there was more in and out traffic when it was an auto dealership handling three auto brands at once than there will ever be as a winery destination: (daily customer traffic, bi-weekly deliveries of major auto components for their parts dept., constant delivery of new vehicles, daily traffic generated by staff going to p/u customers or their cars – or both.

AND – I don't recall one traffic problem there – or one unsafe situation for students – in 38 years.

The capper is: the winery visitor counts will be AT THEIR LOWEST during most of the fall/winter school session.

Please move forward with a full consideration of the application without trying to drum up unreal possible problems Thanks, Bill Ryan

Cindy Black

From: Bill Ryan <acorn_3@comcast.net>
Sent: Monday, October 06, 2014 10:11 AM
To: 'Rodney Friedrich'; xMario Sculatti; Mayor; Greg Pitts; Peter White; Sharon Crull; 'Bobbi Monnette'; Brian Russell; Grace Kistner; Matthew Heil; Sarah Parker; 'Hugh Davies'; 'Pam Simpson'; Jennifer Phillips; Cindy Black
Subject: RE: Davies Proposed Winery Permit

Thanks, Rodney – for this reminder that we must never slide back to the bad old days.

Bill Ryan

From: Rodney Friedrich [mailto:rodney.friedrich@gmail.com]
Sent: Sunday, October 05, 2014 6:58 PM
To: Mario Sculatti; Ann Nevero; Greg Pitts; Peter White; Sharon Crull; Bobbi Monnette; Brian Russel; Grace Kistner; Matt Heil; Sarah Parker; Hugh Davies; Pam Simpson; Jennifer Phillips; Cindy Black
Subject: Davies Proposed Winery Permit

Dear Honorable Mayor and City Council persons,

I have read the reasons for appeal of the Davies Winery Permit and would like to make a few comments in favor of this project.

It is unfortunate that we are still using language from the 1994 General Plan about tourism in St. Helena. The focus of the majority of our community in the making of the new General Plan eliminates reference to anti tourist businesses. We all realize that we can no longer hide behind the veil of believing we are just a local serving town, we are also a town that needs and desires to be friendly with our visitors.

As much as our much earlier previous leadership tried to preserve us, hiding behind the veil of not wanting to share our City with our visitors also harmed us.

In much earlier years of our previous City Council, they voted on some significant issues that could have made our City a better place:

- The City Council denied a small golf course near the existing City Sewer ponds that would have helped take care of our City waste water. This was propose by Mr. Ford who developed what is now known as Sylvaner Estates. We now are looking for ways to dispose of our City waste.
- When Calistoga installed the new water pipeline from Lake Hennessey to the City of Calistoga, St. Helena had the opportunity to participate in that water. We refused because our City Government believed it would encourage growth in our town. We continue to look for water that we previously gave away.
- We had the opportunity and funds available to build a new bridge across the Napa River at Pope Street. This project was denied by the Council at that time because it was thought it would invite growth

into our City. Our beautiful bridge has been severely damaged by vehicles and remains a continued safety hazard.

In spite of previous Council decisions to hinder growth our City continued to grow. In addition, we now have a population where many do not live here full time nor do they vote here in our town.

As much as we want to remain a local serving town, we now compete with purchases on the internet and large box stores located not too far way.

Epps Chevrolet was, for many years, a thriving automobile business with single owner sales, fleet sales, service repairs, and more. When you had your car serviced, you also got it washed (with City water). The number of vehicles on a year round basis must have been significant throughout the years of operation. That business was not able to thrive in today's economic environment.

It was not possible for our early fathers to see into the future and know that this type of change would be taking place. Just think about how much has changed since our 1994 General Plan. We didn't even have the internet or on line purchasing that we now have today.

We are fortunate that here in St. Helena, we still seem to be able to thrive. But it is not because of the locals that we thrive. It is because of our friends and visitors that want to come and enjoy the life style that we have created around us. We are fortunate that we have them and we need to encourage them to enjoy who we are and what we have to offer.

We have grown from a handful of wineries in the early 60's, to nearly 500 wineries in Napa County alone. What is before you is a local family who have long standing roots here in our Valley. They have contributed to our local community over the years in many ways and their children attend our local schools.

With the economy, we again now have change. With this change we have been given an opportunity to bring a local family into our business community. We want them to be successful.

I urge you to support this project completely. I cannot think of any other type of business that was able take over an extinct business, buildings and property and propose to make something truly great for our community and entrance to St. Helena.

Thank you for listening.

Rodney Friedrich

Rodney Friedrich

PO Box 392

St. Helena, CA.

94574

707-963-7600 Main Office

707-486-7070 Cell

707-963-7667 FAX

www.friedrichcompany.com

October 6, 2014

Mayor Ann Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29, and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been an invaluable member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley as well as support countless charitable events in service of their community. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,



Andrea Pecota White
3251 St. Helena Hwy N.
St. Helena, CA. 94574

**MARTIN HINTZ
1870 QUAIL COURT
ST. HELENA, CA 94574**

October 7, 2014

City Council Members
City of St. Helena
1140 Main Street
St. Helena, CA 94574

Dear City of St. Helena:

Schramsberg has applied for a permit to add a tasting room to its current location next to A & W and the closed restaurant. I don't see why the neighbors feel that the tasting room will disrupt their lifestyles any more than a car dealership that was there before or the restaurants that are there now.

St. Helena will have to come to some agreement on how many tasting rooms on Main Street are too many, but for now, to me, there is nothing the City can do to deny the permit unless it wants to be inconsistent with the decisions it has already made allowing several tasting rooms on Main Street.

Schramsberg has a long history in St. Helena and has given its generous support to many, many civic and community activities. It seems to me they have demonstrated they are good St. Helena citizens and deserve to continue to do business here. Please deny the Planning Commission appeal and grant the permit they deserve.

Sincerely,

Marty Hintz

Law Offices of
KATHLEEN A. HERDELL
340 McCormick Street, Suite C
St. Helena, CA 94574

(707) 963-3800; 963-2622 Facsimile
kathleen@herdell.com

October 7, 2014

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

Re: Support of Schramberg Tasting Room Permit Application

Dear St. Helena City Council:

I write in support of Schramberg's application for a permit for a tasting room in the former Epps Chevrolet building. For as long as I can remember, there has always been an auto dealership in that location with constant business activity and traffic coming and going in the front and rear of the building. A tasting room will have much less impact on the Grayson neighbors than another type of business because Schramberg no doubt will have typical, daytime business hours with limited or no evening activity. Moreover, the neighbors already have two restaurants on either side of Schramberg and a proposed hotel not far away. In other words, there is no increased impact on the neighbors with a tasting room than what the parcel historically had, and the evening hours impact comes from the neighboring restaurants, not the Schramberg proposed tasting room.

I have expressed my opposition to tasting rooms in the historic, downtown shopping "district" to some council members because we have such limited retail shopping space in the two-three block downtown area. I expressed support, however, for tasting rooms elsewhere on Main Street. I think the tasting room in the former Epps Chevrolet business location is reasonable.

Very truly yours,

Kathleen A. Herdell,
Attorney at Law

October 7, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. The family has been a large part of the foundation of the wine community for decades and an offering like this would allow more visitors to visit their winery and experience the high quality wines the family has been producing for decades. The location is also advantageous as it brings business in to St. Helena while keeping the through town traffic to a minimum, as it is located in the southern part of town.

I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town. Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Jodi Earls
885A Pratt Ave.
St. Helena, CA 94574



Maher Advisors
1101 Vintage Avenue
Saint Helena, CA 94574

T: 707-963-8288
F: 707-963-1280
www.maheradvisors.com

Tuesday, October 07, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. I have known the Davies family since 1975. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

Sean Maher
President

October 7, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. The family has been a large part of the foundation of the wine community for decades and an offering like this would allow more visitors to visit their winery and experience the high quality wines the family has been producing for decades. The location is also advantageous as it brings business in to St. Helena while keeping the through town traffic to a minimum, as it is located in the southern part of town.

I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town. Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Jodi Earls
885A Pratt Ave.
St. Helena, CA 94574

October 9, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,



Jacqueline Wessel
St. Helena Real Estate
1346 Main Street

CITY OF
ST. HELENA
OCT 14 2014
OFFICE OF
CITY CLERK

October 9, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,



Barry Berkowitz
St. Helena Real Estate
1346 Main Street

**CITY OF
ST. HELENA
OCT 14 2014
OFFICE OF
CITY CLERK**

David R. Duncan

1715 Dean York Lane
St. Helena, CA 94574
(707) 287-3909
david@silveroak.com

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

October 13, 2014

Re: Support of Davies Vineyards Winery

Dear City Council Members:

As a resident of St. Helena, I am writing to express my support for the Davies Vineyards Winery at 555 Main Street (Highway 29). The winery would be a great compliment and a warm welcome to the southern entry to St. Helena. This will also not only enhance revenues for the City, it will also educate consumers and citizens on our agricultural and winemaking heritages.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery. Please contact me should you have any questions.

Regards,



David R. Duncan
1715 Dean York Lane
St. Helena, CA 94574
(707) 287-3909

October, 15 2014

Dear City Council Members,

My name is Daniel Villaseñor, owner of Villa Corona Restaurant on Main Street and I am writing to express support for the Davies Family opening a winery at 555 Main St. in Saint Helena.

The location indicated which used to be the old Epps Chevrolet is a perfect spot for what is the life blood of the Napa Valley. The Davies Family has lived here decades and opening a winery in the Southern Main St. is something I know will be done well along with preserving St. Helena's agriculture heritage.

I think this project would not only bring a facelift to Southern St. Helena but also an economic boost to all of St. Helena.

I hope the City Council will consider this project as good for our city and hope you approve it.

Thank You



Daniel Villaseñor
Villa Corona S.H.
1138 Main St.
Saint Helena, CA 94574

October 15, 2014

Mayor Ann Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear Mayor Nevero and City Council Members,

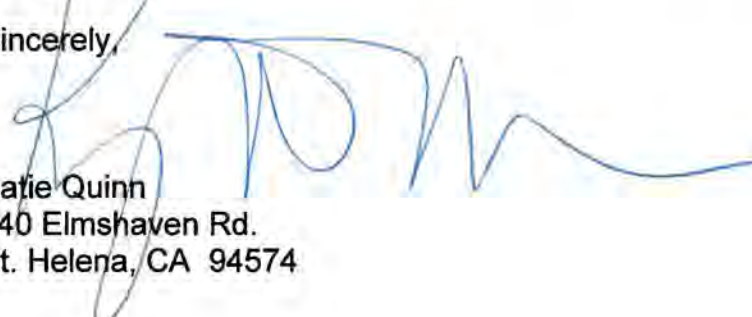
This letter serves as my support for the Davies Vineyards winery at 555 Main Street in St. Helena.

As a full-time employee at Schramsberg Vineyards for over eight years and a St. Helena resident for over 15 years, I can tell you first hand the Davies family is dedicated and committed to the Napa Valley community (*numerous charitable events*), to the Napa Valley environs (*Jack L. Davies Agricultural Land Preservation Fund*) and to the quality of the tourist experience (*Schramsberg Vineyards*).

Visiting guests entering St. Helena will have easy access to 555 Main Street from Highway 29, will enjoy off-street parking and will experience high quality wines, which in turn benefits all of us who live and work here.

Thank you for your time and support of this great addition to St. Helena's businesses and economy. My sincere hope is you will approve the use permit for the Davies Vineyards.

Sincerely,



Katie Quinn
440 Elmshaven Rd.
St. Helena, CA 94574

Copy

Julian Vargas
1530 Kennedy Court
St. Helena, CA 94574

October 15, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I wish to voice my support for the Davies Vineyards project at 555 Main St.

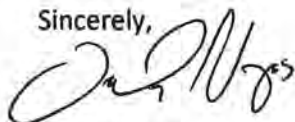
I believe a winery of this caliber deserves an opportunity to develop in its efforts to better serve the community. Davies Vineyards is helping the St. Helena High School with its viticulture program. It will also help the City of St. Helena generate revenue.

I believe that the architecture of the buildings will be attractive and consistent with the surrounding area. The overall impact will create an attractive entrance into the City.

The Davies have been long-time members of this community, much like myself. They have done many things to support, schools, charities and the local economy. As a long-term employee at Schramsberg, I have experienced the Davies' family oriented morals. They are great people and it has been a pleasure to work for them.

Thank you for your support and approval of this project. I appreciate you giving me an opportunity to share my thoughts.

Sincerely,



Julian Vargas

October 14, 2014

CITY OF
ST. HELENA
OCT 15 2014
OFFICE OF
CITY CLERK

Mayor and City Council Members
City of St. Helena
1480 Main Street
St. Helena, CA 94574

Dear Mayor and City Council Members,

This is a letter in support of the Davies Vineyards Winery to be located at 555 Main Street in St. Helena. I firmly believe that this project is one that should be supported by our entire community.

The Davies Family, starting with Jack and Jamie, back in the late 1960s have championed the protection of our rural atmosphere and this new project is being presented in the very same spirit. The design and location of this project will enhance the entrance to St. Helena and will add to the financial support of our city.

Thank You for allowing me to provide this comment and I hope the City Council will quickly give approval to the Davies project.

Cordially,



Donald R. Fraser
2612 Colombard Ct.
St. Helena, CA 94574

October 13th 2014

CITY OF
ST. HELENA
OCT 15 2014
OFFICE OF
CITY CLERK

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

Charles Crocker

Crocker and Stern

700 Dowdell Lane, St Helena

October 10, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

CITY OF
ST. HELENA
OCT 15 2014
OFFICE OF
CITY CLERK

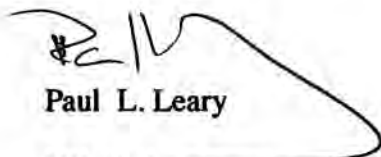
Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,


Paul L. Leary
801 Chiles Ave
Saint Helena, CA 94574


Melanni Leary

VENCE CONSULTING

22 san lucas ct., saint helena ca 94574

707.815.9566

tvence@earthlink.net

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am a resident of Vineyard Valley and am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,



Thomas D. Vence

CITY OF
ST. HELENA
OCT 14 2014
OFFICE OF
CITY CLERK

October 17, 2014

Dear St. Helena City Council,

Please accept this letter as my pledge of support for the Davies/Schramsberg project under consideration in Saint Helena.

Our small town was founded on the principal of agriculture and has thrived because of it as well as the great stewardship provided by several families who have worked and lived here for many years. While I know it is a sensitive time for new development in our town and valley, I believe the Davies family has proven time and time again over two generations that they are deserving of this project. They have been instrumental in the development of not only our industry but also our culture and town and should be given the opportunity to proceed with this project. I hope you will agree with me and my family and approve this immediately.

Yours Truly,

A. Tuck Beckstoffer

SCHWEIGER

VINEYARDS & WINERY

Estate Bottled Wines



CA Bonded Winery 5784

October 17, 2014

Mayor Anne Nevero
City of St. Helena Council Members
1480 Main Street
St. Helena, CA 94574

Dear City Council Members,

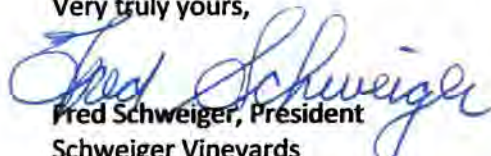
We have been property owners in the Napa Valley for over 50 years. In 1979, we cleared our land to plant vineyard and soon after opened our own family owned winery.

I know what it takes to develop and execute the sustainable plans for all aspects of a family wine business. Knowing the Davies family personally, I have always respected them and considered them to be the bell-weather of the Napa wine industry. They have created an outstanding sustainable facility at their primary location in Calistoga, while also maintaining the historic and natural integrity of their vineyard property.

The presence of the Davies Vineyard Winery in the city of St. Helena will be a "First Class" operation and an addition for the town we all know and love. Their past proven history of quality development is solid proof they will be a complimentary asset to St. Helena. They have spent many hours and dollars to improve a building which had become an eye sore in our community. It is only too sad they are being challenged by relative new comers to this area.

As a member of the St. Helena Chamber of Commerce and a local family business owner in the area for many years, we strongly support the plans Davies Vineyards Winery has submitted to the St. Helena Planning Commission and would like to see the project move forward. I truly hope the City Council will approve this use permit.

Very truly yours,


Fred Schweiger, President
Schweiger Vineyards
4015 Spring Mountain Road
St. Helena, CA 94574

cc.: Fred Zammataro, Schramsberg Vineyard/Davies Vineyards Winery

October 17, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I was at the Planning Commission meeting in which the Davies Vineyards Winery project was approved. I was impressed by their thoroughness in addressing all issues that could potentially be negative regarding their proposed project, and mitigating same.

I believe the diligence in which they have undertaken their application; coupled with decades of proven support and contribution to this community on the part of their family, are more than enough for the Council to affirm the conclusion that the Planning Commission has already reached, and approve this project.

I wholeheartedly support this project and hope that you will, too.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sebastian Lane', with a stylized, flowing script.

Sebastian Lane
1414 Hudson Avenue
St. Helena

RECEIVED

OCT 17 2014

June 9, 2014

CITY OF ST. HELENA

Mr. Matthew Heil
Chairman, Planning Commission
City of St. Helena
1480 Main Street
St. Helena, CA 94574

SUBJECT: SUPPORT FOR DAVIES VINEYARDS WINERY USE PERMIT

Dear Mr. Heil:

I am writing to express my support for the winery use permit modification for the Davies Vineyards Winery located at 555 Main Street South in St. Helena. I am advised that this project is scheduled for hearing on Tuesday, July 15 before the Planning Commission. The owners of Davies Vineyards Cellars (and Schramsberg Winery) have been an important force in the preservation of agriculture in the Napa Valley for several generations. Schramsberg Cellars Winery is a proven entity that has been one of the most important family wineries in this County's history. I believe that this winery will also be a positive force for the City of St. Helena and a welcome addition to the south St. Helena neighborhood.

As you know, the Crocker & Starr Winery use permit application will go before the Commission next Tuesday, June 17. We have been waiting for some time now for a clear path for the City to hopefully approve the project. I believe it is important for the vintner interests within the City to be supportive of each other so that St. Helena can benefit from the success of the wine business in the same manner that Napa County presently does.

The Davies Vineyards Winery represents a new brand and a new winery that is representative of viticulture and vintners business that have made the Napa Valley what it is today, a world class winegrowing region. We are happy to offer our support of this kind of business and look forward to being neighbors with Davies Vineyards Winery.

Thank you for considering my support for this worthwhile project.

Sincerely,



Charles Crocker
Crocker & Starr Winery

10/20/2014

Mayor Anne Nevero

St. Helena City Council

1480 Main Street

St. Helena , CA 94574

Dear City Council Members:

My wife and I live at 1560 Kennedy Court , St. Helena, and we are in support of Davies Vineyards Winery at 555 Maint Street in St. Helena. If you have any questions, please don not hesitate to contact me directly at 707-968-9126.

Thank you ,

Warm regards,



Miguel A. Bautista

10/20/14

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

My name is Rob Lawson and I'm a third generation winemaker residing in St. Helena since 1975.

I am writing to lend my support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena.

I believe the project is an appropriate commercial use on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. Furthermore I believe the Davies family to be perfect representatives and stewards for this site as well as Napa Valley/St. Helena. This kind of land use not only continues to enhance downtown and the CBD but it will also bring much needed revenue to the City in a manner consistent with our agricultural and winemaking heritage.

The Davies family has been a good member of our community since the 1960's. They have done an amazing job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the Davies Vineyards Winery in St. Helena will be a great addition to our town.

If not local, vested families like the Davies then who?

Thank you for this opportunity to provide comment on this matter. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

Robert A Lawson
PAVI Wines
Winemaker/Owner
1360 Main St
Suite A
St. Helena, CA 94574

October 20, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

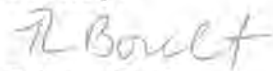
I am writing to express my full support for the Davies Vineyards Winery at 555 Main Street in St. Helena. I have lived here for 25 years, graduated from St. Helena High School and I will have a SHHS freshman next year. A winery of this caliber, this well designed from one of the most respected local families in the valley will transform the southern entry of our beautiful city.

The scale of the Davies Vineyards Winery is appropriate for its location on Highway 29 in St. Helena. This kind of land use will increase the much-needed revenue for the City in a manner consistent with our local agricultural and winemaking heritage. I have reviewed all the reports available and believe that the design, traffic and water usage is appropriate for the site and for our city.

The Davies family has been great members of our community since 1965. They have established an extremely successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the northern hills of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship throughout the Napa Valley. I am certain that their namesake red wine facility, Davies Vineyards Winery will be a great addition to our town and a great neighbor.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council approves the use permit for the Davies Vineyards Winery. We can't get a better neighbor than the Davies family.

Sincerely,



Rebecca Boulton
789 Stralla Ct.
St. Helena, CA
94574

Hugh Davies

From: Michael flood <flashflood55@gmail.com>
Sent: Tuesday, October 21, 2014 2:17 PM
To: ann@cityofsthelena.org; peterw@cityofsthelena.org; gregg@cityofsthelena.org; mario@sculatti.com; sharon@terraceswine.com
Cc: Hugh Davies
Subject: Enthusiastically support for the Davies Vineyards Winery

Mayor Ann Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

Michael Flood and Ann Mulroy

1416 Allyn Ave
St Helena, Ca. 94574

Sent from my iPad

October 21, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

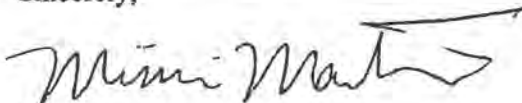
Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

A handwritten signature in black ink, appearing to read "Mimi Martin", with a stylized flourish at the end.

Mimi Martin
1771 Park Street
St. Helena, CA 94574

October 21, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear Mayor and City Council Members:

As a St. Helena resident, homeowner, and business owner, I believe the use permit application for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena, and the facilities to support it, will enhance our community, and contribute to the much needed improvement of our city's southern entrance.

The Davies family has shown us generations-long wine industry leadership, excellent land stewardship practices, and community involvement. Their vision and devotion has been a keystone in the health and reputation of the wine industry in our region, and I'm very pleased that they have chosen our city as the home of their eponymous label.

With a growing number of downtown retail tasting rooms approved and operating in St. Helena, we have established a new standard of support for our wine industry on Main Street. I'm confident that the impacts identified will be successfully mitigated as proposed, and our commitment should not waiver, especially for a local family that has made a significant commitment to our community by establishing production here, with adequate facilities for the proposed use.

We hope that you will support this use permit application without delay, and continue to enhance the health and reputation of our home with projects that bring jobs, revenue, and a positive and appropriate image to St. Helena.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Katz', with a long horizontal line extending to the right.

David Katz
1771 Park Street
St. Helena, CA 94574

Tuesday, October 21, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear Mayor and City Council Members:

I am writing in support of the proposed Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena at the site of the old Epps car dealership. The design and architectural consideration is modern and far more appealing than a car dealership. A winery of this scale is appropriate on Highway 29 and I believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City and be consistent with what visitors to this special place expect.

The Davies family has been a valuable member of our community since 1965. They have established their successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. I believe that the family will continue to be a conscious member of the Saint Helena community as they have since Jack and Jamie first established Schramsberg. The family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am convinced that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town and future.

I support granting of the use permit for the Davies Vineyards Winery.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Wayne Donaldson', with a stylized, flowing script.

Wayne Donaldson
Donaldson Wine, LLC
1861 Spring Mountain Road
Saint Helena, CA 94754

October 21, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
Saint Helena, CA 94574

Dear City Council Members,

I am writing this letter to express my support for the addition of a tasting room at Davies Vineyard/Winery at 555 Main Street, St. Helena California. I believe that this will be beneficial to our town increasing revenue and creating job opportunities.

The Davies family has been a member of this community for over 4 decades and has maintained a reputable and successful winery (Schramsberg) since then. I have no doubt that they will do the same at the Main Street facility.

Sincerely ,

A handwritten signature in black ink, appearing to read 'Linda Gonzalez', with a large, stylized flourish at the end.

Linda Gonzalez

1805 Spring Mountain Road
Saint Helena, Ca 94574

OCTOBER 21, 2014

MAYOR ANNE NEVERO
ST. HELENA CITY COUNCIL
1480 MAIN STREET
ST. HELENA, CA 94574

DEAR CITY COUNCIL MEMBERS:

I AM WRITING IN SUPPORT OF THE DAVIES VINEYARDS WINERY AT 555 MAIN STREET in ST. HELENA. A WINERY OF THIS SCALE AND PRESTIGE WILL BE A WELCOMED ADDITION TO OUR TOWN, AND WILL CREATE A MORE AESTHETICALLY PLEASING ENTRANCE INTO OUR COMMUNITY.

THE DAVIES FAMILY HAVE BEEN GREAT MEMBERS OF OUR COMMUNITY SINCE 1965, AND HAVE ESTABLISHED A SUCCESSFUL WINERY IN SCHRAMSBERG VINEYARDS. DAVIES VINEYARDS WINERY IS A FAMILY RUN BUSINESS THAT PRIDES ITSELF ON QUALITY OF PRODUCT. I AM CONFIDENT DAVIES VINEYARDS WINERY WILL CONTINUE TO REPRESENT NAPA VALLEY WINES AND THE ST. HELENA COMMUNITY WITH SOLID REPUTE.

THANK YOU FOR THIS OPPORTUNITY TO PROVIDE COMMENT ON THIS PROPOSAL. I TRULY HOPE THE CITY COUNCIL WILL APPROVE THE USE PERMIT FOR THE DAVIES VINEYARDS WINERY.

SINCERELY,

Ramon Viera
RAMON VIERA

1131 STEE LANE
ST. HELENA, CA. 94574

October 21, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

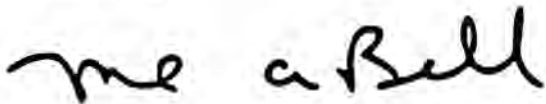
Dear City Council Members:

I am writing to express my support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. In my opinion, a winery of this scale is appropriate on Highway 29 and I believe that it will be a fantastic ambassador for our city, as it greets visitors as they enter St. Helena from the south. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it also represents a huge aesthetic improvement from the previous business which used to occupy this space.

I cannot think of better stewards for the environment, culture, and business of Napa Valley than the Davies family, who I have known for many years. Since 1965, they have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. And the work they have done to promote agricultural zoning and sustainable land stewardship in the Napa Valley is recognized and held up as a model throughout the world. I am very sure that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal; If requested, I would be happy to provide further comments in support. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

A handwritten signature in black ink that reads "me a Bell". The signature is written in a cursive, somewhat informal style.

Michael Bell
1852 Pine St.
St. Helena
(707) 968-9845

October 21, 2014

Mayor Ann Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members,

I am writing to encourage you to approve the Davies Vineyards Winery project planned for 555 Main Street in St. Helena.

I am a resident of St. Helena and have worked with the Davies family at Schramsberg for many years. They are good people, who work hard on behalf of their employee team and their community. I have great confidence in their long-term plans.

The Davies Vineyards proposal before you will aesthetically enhance the southern entrance to St. Helena while providing needed tax revenue for the city. The proposed project will work well in the city's service commercial zone. I can't think of a better business to occupy this significant space in our town.

The winery is already involved in making wine with the SHHS agricultural students, and I know that the Davies will work well with the High School and their other neighbors for a long time to come.

Thank you for considering my thoughts.

Sincerely,



Jean Michels
P.O. Box 31
1255 Sylvaner Avenue
St. Helena, CA 94574

Wine Service Cooperative

1150 Dowdell Lane

St. Helena, California 94574

(707) 963-9474 (707) 963-9359 Fax

October 21, 2014

Honorable Mayor Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Subject: Application by Davies Vineyards to Expand Operations at 555 Main St.

Dear Mayor Nevero and Council Members:

We wish to express our support of the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. Our Cooperative supports local development and growth of the wine industry community in areas designated Service Commercial. The property at 555 Main is ideal for this growth.

A production winery with tasting and limited events is an appropriate fit on Highway 29 frontage. The Davies' plan will create an aesthetically pleasing look to an aged car dealer building with limited uses other than wine. As a business neighbor I do not anticipate this project would increase traffic over the prior tenant (Epps Chevrolet).

Should parking become an issue our Co-op has offered Mr. Davies its Dowdell Lane facility for overflow parking, which I doubt they will need such extensions on a permanent basis.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposed expansion of the Davies property. I trust that you will find all reasons to approve a use permit for the Davies Vineyards Winery.

Sincerely,



Robert Holmes
General Manager
Wine Service Cooperative

cc: City Council Members

October 22, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

We are writing in support of the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena.

The proliferation of small wineries in residential neighborhoods has raised various issues and concerns about their impact on their neighbors. However, this project does the opposite. It is on Highway 29, on a site which has been zoned and used for commercial purposes for many years. The "infill" of commercial property seems to us to be an ideal solution to the issues created by "residential wineries."

A winery of this scale seems appropriate on Highway 29. This kind of land use not only increases much-needed revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also enhance the southern entry to St. Helena.

The Davies family has been a good and public-spirited member of our community since 1965. They have established a successful winery, Schramsberg, while maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. The family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. We are confident that the establishment of the Davies Vineyards Winery, by long time valley residents, in St. Helena will be a positive addition to our town.

Thank you for this opportunity to provide comment on this proposal. We hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

Stephanie and Cory Brown
1241 Adams St., #1090
St. Helena, Ca 94515
707-341-3314

October 22, 2014

Mayor Ann Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear Mayor Nevero and City Council Members,

My name is Dionisio Parra and I'm a resident at 709 McCorkle Avenue here in St. Helena. I am also an employee of Schramsberg Vineyards for the past 32 years and have worked at Davies Vineyards at 555 Main Street since it has opened.

The reason for this letter is to support the Davies Vineyards Winery here in town because I believe that it will give more prestige to St. Helena and, of course, more jobs. In the 32 years that I have known the Davies Family, they are hard workers and they provide employment for many people.

I hope you will take into consideration my support of the Davies Vineyards proposal and I hope the City Council will approve the use permit for the Davies Vineyards at 555 Main Street.

Thank you and sincerely,



Dionisio Parra
709 McCorkle Avenue
St. Helena, CA 94574

Wednesday, October 22, 2014

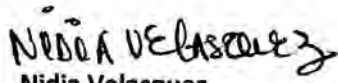
Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I, Nidia Velazquez, am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in Saint Helena. I have been working for the Schramsberg Winery since 2009. As a resident of Saint Helena for fifteen years, I believe that it will be appropriate to approve the use permit for the Davies Vineyards Winery to the southern entry to Saint Helena because it will create more jobs to the residents of the Napa Valley. The Davies Vineyards Winery is one of the oldest winemaking establishment and they are an excellent representation of our town in the United States and worldwide. It would be a great opportunity to allow them to expand and in turn this will bring more tourists to our city and help the overall economy of Saint Helena.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,


Nidia Velasquez
513 Hunt Avenue
Saint Helena, CA. 94574

October 22nd, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to let you know that I support the proposed Davies Winery project located at 555 Main Street in St. Helena. The proposed winery will be a positive addition to the entryway to St. Helena and I believe will be a beneficial use to this commercially-zoned parcel. It should also enhance important revenues to the City of St. Helena.

Having served as the winemaker and General Manager of Schramsberg Vineyards for most of the 1990's, I am intimately familiar with the Davies family and their winery operations, which date back to 1965. This pioneering family has done an exceptional job of promoting responsible land stewardship, the Napa County Agricultural Preserve, and protecting Napa's agriculturally-based economy. This is evidenced by the beauty integrity maintained on their historic property located on Diamond Mountain.

I also served as a Board member of the St. Helena Chamber of Commerce for 6 years, so I am aware of the many issues and challenges facing the City of St. Helena. I feel confident that the establishment of their new Davies Vineyard Winery will be a positive addition to St. Helena and urge the St. Helena City Council to approve the use permit.

Sincerely,



Mike Reynolds
401 St. Helena Hwy
St. Helena, CA 94574

Mayor Anne Nevero

St. Helena City Council

1480 Main Street

St. Helena, CA 94574

Dear City Council Members:

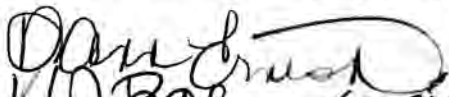
I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

DRANN ERNISH
ST Helena Resident


Dan Cruik - (BUSINESS OWNER)
ARCHITECT & ARCH OFFICE
Annie Backen-

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

We are writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. We acknowledge that our community would not be thriving as it is today if it were not for the wine industry, and the growth that has occurred over the years.

The Davies family is a pioneer in our industry, and the new generation has worked hard to preserve their heritage and their business. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. We are assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena, will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal.

Sincerely,

Joel and Sarah Gott

October 22, 2014

To Mayor Nevaro and My Representatives on the St. Helena City Council:

I have lived in Napa Valley for more than thirty years now, with the last 27 in St. Helena, and have seen many changes through the decades to the community that I, too, now call "home". I no longer buy socks at Sprouse, grab breakfast at Verns, order sandwiches from Ernie's meat counter in Keller's. Those businesses have changed and evolved to reflect the realities of the local economy as it currently stands.

As a winemaker and wine consultant, I still see many familiar names that have been around for more than thirty years, and the Davies name is one of those. Hugh's father, Jack, generously coached my young husband in public speaking during his first winery marketing road trip. An early Schramsberg winemaker, Dan Goldfield, showed me their stunning estate vineyards on Diamond Mountain for the first time in 1988, when they were still planted to Pinot Noir and Chardonnay. Their stewardship of this historic estate provides solid assurance of their commitment to the environment, preservation of local historical sites, and vision, while providing jobs for locals.

The Davies Family has not only donated their stylish wines to countless local non-profit events, but have also donated their time, chairing the Napa Valley Wine Auction in 2004 and continuing their involvement in the NVVA since then as well. Hugh Davies is not only a winemaker and winery manager, a loving husband and father, but he also volunteers as a coach to a St. Helena youth baseball team in his spare time.

The Davies Vineyard project merits approval from the City Council because:

- 1) They have already shown creativity and vision in taking an abandoned car dealership and creating a winery from the existing building. Their production has just completed its third (fully permitted) harvest with very few people in town even realizing that the building was in use. They seek to further beautify a parcel that sits between an abandoned restaurant building and the A&W. Without their vision and investment, the A&W would be located next to two large vacant buildings.
- 2) The winery keeps three people employed full-time and retains me as a wine consultant. One of the employees is a St. Helena resident and native. I am also a St. Helena resident, and Davies Vineyards Winery is my closest client. Commuting the approximately 1.1 miles to their winery puts me onto Main Street only if/when their gate on Grayson is closed. Their winemaker, Sean Thompson, commutes from Santa Rosa. Sean formerly worked at Rutherford Hill, then at Staglin, but as an employee of Davies Vineyard Winery, Sean no longer commutes south of St. Helena.
- 3) Their plans for a tasting room and visitor center provide for on-property parking for visitors, for which there is ample room.
- 4) The location next to St. Helena High School has already benefitted the students involved in the FFA program, who in previous years have had to travel to other wineries throughout the valley in order to get hands-on winemaking experience. Davies Vineyards Winery has volunteered their staff and equipment to benefit the students enrolled in this program.
- 5) Countless winery tasting rooms have opened throughout St. Helena in the last two years, most of them simply store-fronts offering the opportunity to taste and purchase wine. They are not directly associated with a bonded wine production facility and do not offer tours etc. The Davies Vineyards Winery proposal adds a visitor center and retail room as a reasonable extension of their existing production facility, consistent with most brick-and-mortar wineries in Napa Valley. Their proposal does not remove vineyard land, does not put traffic onto a remote country lane, does not endanger wildlife, does not pave over any ground currently in a natural state. Adjacent to the historic Dr. Crane vineyard, it seems to me to be a well-considered fit with environmental land use practices and a pleasing addition to our small town.
- 6) Concerns about alcohol production and service in proximity to the high school might look at the number of wineries and tasting rooms, both historic (Martini, Sutter Home) and more recent (Salvestrin, Clif Family) which also lie in close proximity to the high school. I've never heard any locals expressing concern about this in the past, nor did my own daughter, a student at SHHS 2008-2012, ever seem aware of the wine production and wine consumption happening a stone's throw from her classrooms. The students attending high school here are aware that they are surrounded by vineyards and wineries, and many will seek (and gain) employment in this local industry after graduation.

In conclusion, I feel that this is a sound, well-designed, neighborhood-friendly winery design being proposed by a longtime local family that will benefit our city and community. It is already serving locals with education, employment, and support of local non-profits. Traffic in and out of St. Helena will not be significantly altered by this winery, and questions about parking have already been considered and answered. I urge you to vote in favor of this welcome addition to our city's southern entrance.

Sincerely,

Celia Welch

Cindy Black

From: Mayor
Sent: Thursday, October 23, 2014 1:18 AM
To: Cindy Black
Subject: Fwd: Davies Family Winery

Ann Nevero
Mayor, City of St Helena

Sent from my iPad

Begin forwarded message:

From: Stephanie Brown <sjubrown@gmail.com>
Date: October 22, 2014 at 2:04:38 PM PDT
To: Peter White <PeterW@cityofsthenana.org>, xMario Sculatti <Mario@Sculatti.com>, Sharon Crull <sharon@terraceswine.com>, Greg Pitts <GregP@cityofsthenana.org>, Mayor <Mayor@cityofsthenana.org>
Subject: Davies Family Winery

October 22, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

We are writing in support of the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena.

The proliferation of small wineries in residential neighborhoods has raised various issues and concerns about their impact on their neighbors. However, this project does the opposite. It is on Highway 29, on a site which has been zoned and used for commercial purposes for many years. The "infill" of commercial property seems to us to be an ideal solution to the issues created by "residential wineries."

A winery of this scale seems appropriate on Highway 29. This kind of land use not only increases much-needed revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also enhance the southern entry to St. Helena.

The Davies family has been a good and public-spirited member of our community since 1965. They have established a successful winery, Schramsberg, while maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. The family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. We are confident that the

establishment of the Davies Vineyards Winery, by long time valley residents, in St. Helena will be a positive addition to our town.

Thank you for this opportunity to provide comment on this proposal. We hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

Stephanie and Cory Brown
1241 Adams St., #1090
St. Helena, Ca 94515
707-341-3314

Cindy Black

From: Mayor
Sent: Thursday, October 23, 2014 1:34 AM
To: Cindy Black
Subject: Fwd: Enthusiastically support for the Davies Vineyards Winery

Ann Nevero
Mayor, City of St Helena

Sent from my iPad

Begin forwarded message:

From: Michael flood <flashflood55@gmail.com>
Date: October 21, 2014 at 2:16:48 PM PDT
To: Mayor <Mayor@cityofsthenana.org>, Peter White <PeterW@cityofsthenana.org>, Greg Pitts <GregP@cityofsthenana.org>, xMario Sculatti <Mario@Sculatti.com>, Sharon Crull <sharon@terraceswine.com>
Cc: Hugh Davies <HDavies@schramsberg.com>
Subject: Enthusiastically support for the Davies Vineyards Winery

Mayor Ann Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,

Michael Flood and Ann Mulroy

1416 Allyn Ave
St Helena, Ca. 94574

Sent from my iPad

October 23, 2014

Mayor Anne Nevero
Saint Helena City Council
1480 Main Street
Saint Helena, CA 94574

Dear City Council Members:

This letter is to express my support for the proposed development of the Davies Vineyard Winery in our city. As a resident of Saint Helena, I am excited to see this winemaking facility become part of our community. This is a win-win proposal for the Davies Family, the City of Saint Helena, and its people, as this will generate jobs and revenue for our local community. I am confident that their winemaking philosophy will continue to reflect their dedication and their passion here in Saint Helena, just as the Davies Family has done for last few decades for the City of Calistoga CA.

I truly believe that the development of this facility will have minimal impact to our city. The blue-prints will show. As a resident, I support and hope the City Council approves the Davies Family with the necessary permits to move forward with their plans.

Sincerely,



Anna Martinez

1334 El Bonita Street
Saint Helena, CA 94574



RECEIVED

OCT 23 2014

CITY OF ST. HELENA

PAVI MICHELI LAWSON
ROBERT LAWSON
PROPRIETORS

10/20/14

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

My name is Rob Lawson and I'm a third generation winemaker residing in St. Helena since 1975.

I am writing to lend my support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena.

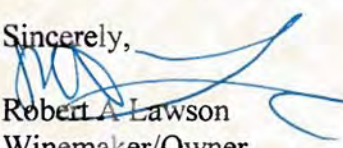
I believe the project is an appropriate commercial use on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. Furthermore I believe the Davies family to be perfect representatives and stewards for this site as well as Napa Valley/St. Helena. This kind of land use not only continues to enhance downtown and the CBD but it will also bring much needed revenue to the City in a manner consistent with our agricultural and winemaking heritage.

The Davies family has been a good member of our community since the 1960's. They have done an amazing job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the Davies Vineyards Winery in St. Helena will be a great addition to our town.

If not local, vested families like the Davies then who?

Thank you for this opportunity to provide comment on this matter. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,


Robert A. Lawson
Winemaker/Owner
1360 Main St
Suite A
St. Helena, CA 94574

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

RECEIVED

OCT 23 2014

CITY OF ST. HELENA

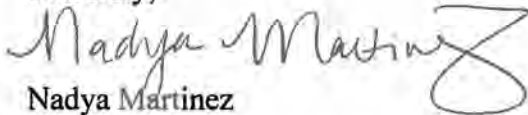
Dear City Council Members,

I'm writing this letter to you in support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I believe this winery would be a great addition to our lovely town.

The Davies family has been part of our community since 1965. Their hard work and dedication has established one of the most well-known, popular wineries (Schramsberg) in the valley. I strongly believe that the Davies Vineyards Winery would also be a great success. The winery could provide job opportunities for those seeking work in the wine industry. It would also attract visitors, and help boost our town's economy.

Thank you for this opportunity to provide my comment on this proposal. I hope the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,



Nadya Martinez
1703 Doris Ave.
St. Helena, CA 94575

RECEIVED

OCT 23 2014

CITY OF ST. HELENA

October 21, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Dear City Council Members:

I am writing to express my support for the Davies Vineyards Winery located at 555 Main Street in St. Helena. I feel that a winery of this scale will enhance revenues for the City, our agriculture and winemaking heritage.

I have known Hugh Davies for a very long time since 1969 and went to school with him. The Davies Family are good members of our community. They have established a successful winery in the Hills of North St. Helena, Schramsberg. I am assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council Members will approve the use permit for the Davies Vineyards Winery.

Sincerely,



Jose Gallegos
1550 Kennedy Court
St. Helena, CA 94574

October 23, 2014

RECEIVED

OCT 23 2014

CITY OF ST. HELENA

Mayor Anne Nevero
Saint Helena City Council
1480 Main Street
Saint Helena, CA 94574

Dear City Council Members:

This letter is to express my support for the proposed development of the Davies Vineyard Winery in our city. As a resident of Saint Helena, I am excited to see this winemaking facility become part of our community. This is a win-win proposal for the Davies Family, the City of Saint Helena, and its people, as this will generate jobs and revenue for our local community. I am confident that their winemaking philosophy will continue to reflect their dedication and their passion here in Saint Helena, just as the Davies Family has done for last few decades for the City of Calistoga CA.

I truly believe that the development of this facility will have minimal impact to our city. The blue-prints will show. As a resident, I support and hope the City Council approves the Davies Family with the necessary permits to move forward with their plans.

Sincerely,



Anna Martinez

1334 El Bonita Street
Saint Helena, CA 94574

RECEIVED

OCT 23 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

CITY OF ST. HELENA

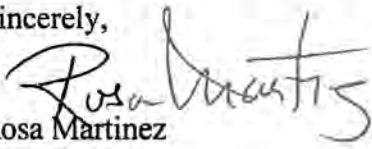
Dear City Council Members,

I'm writing this letter to you in support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I believe this winery would be a compliment the southern entry of St. Helena.

The Davies family has been part of our community since 1965. Thus far, they have done a great job establishing one of the most successful wineries, Schramsberg, here in the valley. My husband has been working for the Davies family for over 30 years and they have been wonderful to him and our family. I strongly believe that the Davies Vineyards Winery would be a great addition to St. Helena, as they would continue to give this town a good reputation for having great, quality wine.

Thank you for this opportunity to provide my comment on this proposal. I hope the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,


Rosa Martinez
1703 Doris Ave.
St. Helena, CA 94575

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

RECEIVED

OCT 23 2014

CITY OF ST. HELENA

Dear City Council Members,

I have proudly worked for the Davies family for over 30 years. I write this letter to you in strong support of the Davies Vineyards Winery, located at 555 Main Street (Highway 29) in St. Helena.

This winery would not only attract tourists and help our town's economy; it would provide jobs to those seeking work in the wine industry. Since 1965, the Davies family has been a fundamental part of this valley's community. With that said, they have done much in helping build our wine industry. I know, if given the chance to establish the Davies Vineyards Winery, they would continue to give this valley a positive representation of great, quality wine.

Thank you for giving me this opportunity to express my support.

Sincerely,

Felipe Martinez
1703 Doris Ave
St. Helena, CA 94574



RECEIVED

OCT 23 2014

CITY OF ST. HELENA

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena , CA 94574

Dear City Council Members:

I strongly encourage that you approve the Davies Vineyards Winery at 555 Main Street in St. Helena. I believe that it will benefit our community, and am writing to express my full support.

Thank you.

Sincerely,



Monica Bautista

1560 Kennedy Ct. , St. Helena, Ca. 94574

October, 5, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

RECEIVED
OCT 23 2014
CITY OF ST. HELENA

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

As a financial consultant knowing about the loss of tax revenue when Epps closed down, it strikes me that the city needs the tax revenue that the facility would generate to replace it. Aesthetically, I find the building easy on the eyes vs. a sculpture of a 50 foot rabbit a half mile up the road.

Thank you for this opportunity to provide comment on this proposal. I truly hope that the City Council will approve the use permit for the Davies Vineyards Winery.

Sincerely,



John Heflebower
1808 Crinella Dr.

RECEIVED

OCT 23 2014

22 October 2014

Ann Nevero, Mayor
Sharon Crull, Vice Mayor
Greg Pitts
Mario Sculatti
Peter White

CITY OF ST. HELENA

Re: The Davies Winery Project

Dear Mayor and City of St Helena Council Members,

We are certain you have read the complete appeal to the previously approved by the Planning Commission for the Davies Winery Project at 555 Main Street. In our opinion, this project is overreaching with a completely inappropriate scale and usage for this site. It is inconceivable for City (and residents) to manage the added traffic, congestion, and water use that is already significant issues for the City and the residents.

"It's a nice place to visit, but I wouldn't like to live there". We hope this familiar quote will not soon be applied to our charming, but very fragile small town. The past decade has seen an avalanche of commercial and tourist related businesses and events with (what seems) like very little concerns for our neighborhoods (the Vacation Rentals in particular) and the quality of life for (us) local residents.

We do know cities and towns change everywhere, but The City Council can be very careful on all these very large (and even small) commercial proposals. A careless decision can never be corrected. The Davies Winery Project presents to you a very unfortunate challenge.

Thanking you in advance for your time and service we remain

Gratefully,

A handwritten signature in black ink, appearing to read "Hannah and Ron Nunn", followed by the word "ARCHITECT" in a stylized, blocky font.

Hannah and Ron Nunn

1385 ST. JAMES DRIVE
ST. HELENA,
963-3431

RECEIVED

OCT 23 2014

CITY OF ST. HELENA

October 21, 2014

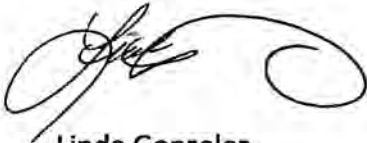
Mayor Anne Nevero
St. Helena City Council
1480 Main Street
Saint Helena, CA 94574

Dear City Council Members,

I am writing this letter to express my support for the addition of a tasting room at Davies Vineyard/Winery at 555 Main Street, St. Helena California. I believe that this will be beneficial to our town increasing revenue and creating job opportunities.

The Davies family has been a member of this community for over 4 decades and has maintained a reputable and successful winery (Schramsberg) since then. I have no doubt that they will do the same at the Main Street facility.

Sincerely ,

A handwritten signature in black ink, appearing to read 'Linda Gonzalez', with a large, stylized flourish extending to the right.

Linda Gonzalez

1805 Spring Mountain Road
Saint Helena, Ca 94574

RECEIVED

OCT 23 2014

October 21, 2014

Mayor Anne Nevero
St. Helena City Council
1480 Main Street
St. Helena, CA 94574

CITY OF ST. HELENA

Dear City Council Members:

I am writing to express support for the Davies Vineyards Winery located at 555 Main Street in St. Helena. My family and I feel that a winery of this scale is appropriate on Highway 29 and believe it will compliment the entry of our town. It will also enhance revenues for the City in a manner consistent with our agriculture and winemaking heritage.

The Davies Family are good members of our community. They have established a successful winery in the Hills of North St. Helena, Schramsberg. We are assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. We truly hope that the City Council Members will approve the use permit for the Davies Vineyards Winery. I am also including signatures of different family members who would also like to show their support to the Davies Family.

Sincerely,

Olivia Gonzalez
1520 Kennedy Court
St. Helena, CA 94574

Additional Signatures:

Guadalupe Ramirez
Berlinda Gallegos
Olivia Gonzalez
Guadalupe Vargas
Jose Luis Vargas
Alma Olvera
Joaquin Olvera
M. *
C. *
C. *

Dear friends,

Are you aware of this? This is a draft of a letter to the editor I am composing for Monday. It seems a letter has more impact and is more likely to be printed if it has many signers. Would you be willing to add your name to this?

It makes me so sad and weary to think such a bad idea is getting real consideration to become reality.

Thanks,

Faith : faith@faithechtermeyer.com : 963-2163

RECEIVED

OCT 23 2014

CITY OF ST. HELENA

As a community how much do we value our kids? How much do we value our quiet residential neighborhoods?

Do you have teenagers attending St. Helena High? Little kids attending St. Helena Elementary? Will your children ride their bikes to our new community pool on Grayson? Do you live on Grayson, South Crane, Spring, or Hudson? If so, pay close attention to the winery proposal before the City Council on Oct 28 because their decision could have major impact on the lives of our kids and our neighborhoods.

The old auto dealership at 555 Main Street between the A&W and Cindy's former restaurant has quietly been a 20,000 gallon production winery for the past three years. Now the partners at J Davies Family Winery want a radical change. They have plans to morph into a "Destination Winery". They would construct new buildings, offer tours and tastings and other hospitality events in a winery FACING THE HIGH SCHOOL on Grayson Ave. By the winery's own estimate 20 to 30,00 cars a year would be turning in and out of Grayson on the same days student pedestrians go to school, enjoy off campus lunch hour, leave school in the afternoon. How many of these cars will continue down Grayson into our neighborhoods?

It is simple common sense that a large winery has no place next to a school, playground, community pool, or athletic field.

We must let the city council know this is a very bad idea and that the proposal should be denied approval.

FAITH ECHESTERMEYER BRUCE LE FAUOUR JOHN HAWKINS
BILL & CHARLOTTE SANDGE ROZ & ANDY BARTLETT
CHUCK & HELEN DAKE TERRY & JUSAN MCWILLIAMS
SHARON DELLAMONICA

RECEIVED

OCT 24 2014

Law Offices of
KATHLEEN A. HERDELL CITY OF ST. HELENA
340 McCormick Street, Suite C
St. Helena, CA 94574

(707) 963-3800; 963-2622 Facsimile
kathleen@herdell.com

October 7, 2014

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

Re: Support of Schramsberg Tasting Room Permit Application

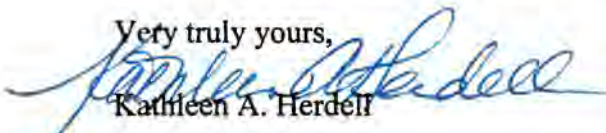
Dear St. Helena City Council:

I write in support of Schramsberg's application for a permit for a tasting room in the former Epps Cheverolet building. For as long as I can remember, there has always been an auto dealership in that location with constant business activity and traffic coming and going in the front and rear of the building. A tasting room will have little added impact to the Grayson neighbors than what was there before, especially because Schramsberg no doubt will have typical, daytime business hours with limited or no evening activity. Moreover, the neighbors already have two restaurants on either side of Schramsberg and a proposed hotel not far away. In other words, there is no increased impact on the neighbors with a tasting room than what the parcel historically had, and the evening hours impact comes from the neighboring restaurants, not the Schramsberg proposed tasting room. Also, the tasting room will not have the full number of guests that the historic winery gets because that same volume of guests will still venture up to the winery for tours and tastings.

It is immaterial that the location is close to a high school. To get to Gotts, the students now walk past Velo Vino/Cliff Family Vineyards, Constellation Wines, Bello and Merryvale tasting rooms. If they continue downtown, they also walk past Thorn Hill and Orrin. In between, there are at least a dozen or more retail/restaurant businesses that sell alcohol (Farmstead, former Cindy's Grill, Azteca Market, Travigne, Pizzeria Travigne, Sunshine Market, and all downtown restaurants and wine vendors. Recall also that the High School's FFA program teaches wine industry skills.

I have expressed my opposition to tasting rooms in the historic, downtown shopping "district" to some council members because we have such limited retail shopping space in the two-three block downtown area. I expressed support, however, for tasting rooms elsewhere on Main Street. I think the tasting room in the former Epps Chevrolet business location is reasonable.

Very truly yours,



Kathleen A. Herdell

RECEIVED

OCT 24 2014

CITY OF ST. HELENA

**MARTIN HINTZ
1870 QUAIL COURT
ST. HELENA, CA 94574**

October 7, 2014

City Council Members
City of St. Helena
1140 Main Street
St. Helena, CA 94574

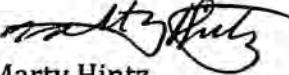
Dear City of St. Helena:

Schramsberg has applied for a permit to add a tasting room to its current location next to A & W and the closed restaurant. I don't see why the neighbors feel that the tasting room will disrupt their lifestyles any more than a car dealership that was there before or the restaurants that are there now.

St. Helena will have to come to some agreement on how many tasting rooms on Main Street are too many, but for now, to me, there is nothing the City can do to deny the permit unless it wants to be inconsistent with the decisions it has already made allowing several tasting rooms on Main Street.

Schramsberg has a long history in St. Helena and has given its generous support to many, many civic and community activities. It seems to me they have demonstrated they are good St. Helena citizens and deserve to continue to do business here. Please deny the Planning Commission appeal and grant the permit they deserve.

Sincerely,


Marty Hintz

Cindy Black

From: Michael flood <flashflood55@gmail.com>
Sent: Friday, October 24, 2014 3:34 PM
To: Cindy Black
Subject: Enthusiastic Support for the Davies Family Winery

Dear City Clerk,

Please enter into the public record that I am an enthusiastic supporter of the Davies Family Winery project on Grayson Avenue. As a parent, I am looking forward to my two sons being able to enjoy the educational experiences that will be available to them. I believe this project is a well thought out fit for that commercial location. The Davies have a reputation for excellence and have made every effort to make their endeavor enhance our community.

Sincerely,

Michael Flood
1416 Allyn Ave.
St. Helena, CA
707-227-4840

Sent from my iPad

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

September 16, 2014

AGENDA ITEM:

2013-66: Request of **FRED ZAMMARATO** representing **DAVIES VINEYARDS WINERY** for a **USE PERMIT AMENDMENT** to expand the existing production capacity/facilities and to allow hospitality functions including tours, tastings and events at the existing facility, **DESIGN REVIEW** to remodel and expand the existing production facilities to include crush pad areas, an outdoor tasting area, a rooftop terrace and a hospitality building. The parcel is located at **555 MAIN STREET**.

PREPARED BY: Victor Carniglia, Interim Planning Director

APPLICATION FILED: 10/17/13

ACCEPTED AS COMPLETE: 5/27/14

PROJECT HISTORY:

This project was last before the Planning Commission on July 15, 2014. Questions were raised over certain aspects of the Mitigated Negative Declaration for the project, including the traffic analysis, cumulative impacts, and the water analysis. As a result the item was continued to allow the issues to be addressed. A revised traffic study was prepared, along with additions to the water analysis discussion in the CEQA document. With the additional work completed, the project was re noticed and scheduled for the September 16, 2014 Planning Commission meeting.

PROJECT DESCRIPTION:

Overview: The proposed project consists of a redesign/expansion of the existing wine production building, adding a new hospitality building for tours/tastings and wine marketing events, along with new and expanded production facilities, crush pad areas, an outdoor tasting area, new landscaping and related improvements, as described in detail in this report. The project will be built in phases, with the existing facilities on site referred to in this report as Phase I, the next phase of development as Phase II, and the ultimate project as Phase III.

Site Location/Design Context: This property, located near the southern entry to the City of St. Helena, offers an opportunity to provide a transition between downtown and the surrounding vineyards. The L-shaped property wraps around a neighboring corner lot and has street frontage on both Main Street and Grayson Avenue. The main entry will be on the Grayson Avenue side. The Hwy 29 access will be limited to delivery vehicles, minimizing the impact of traffic entering and exiting the site from Highway 29. This access will also maximize safety. The expanded production building will generally conform to the L-shape of the parcel. As a result, the production building will very likely be perceived as two smaller buildings on two separate streets. Parking is concealed behind the gates and the street frontages will be dominated by landscaping from sidewalk to the stone facades.

The frontage on both streets will be landscaped as small, hand-tended demonstration vineyards set in planting beds that will be tilted up against the building. Native tree species will flank the Grayson Avenue frontage and the existing London Plane trees will remain along Main Street. The buildings are designed to recall the forms and materials of the historic buildings in St. Helena's Central Business District. Stone walls and flat parapets mimic the forms and textures of downtown, and metal window frames and shutters suggest a more industrial use.

Grayson Wine Tasting Building: This is a new building fronting onto Grayson Avenue with ground floor uses for reception, wine tasting, a winery kitchen and restrooms totaling 2,250-sf. The second floor of the building includes a tasting room, a winery library, multi-purpose rooms for conferences/tastings, a plating area for hospitality service, and restrooms totaling 2,244-sf. The outdoor rooftop terrace is consistent with the maximum height limit of 35 feet (35'), with the exception of one portion of a non-habitable portion of the elevator shaft as depicted in drawings. This portion of the structure is exempt from the height restrictions pursuant to Section 17.112.080 which exempts elevator shafts, stairways and other elements that are used solely to operate and maintain a building. The Grayson Building will be constructed during Phase II of the project, Phase I being the existing Production Building.

Wine Production Structure: This structure represents a Phase III expanded use of the existing production facility. The present permit allows barrel storage, fermentation, storage, mechanical facilities, restrooms, and a refuse disposal area. The new structure contains an expanded barrel storage area, mechanical equipment room, and restrooms.

The ground floor of the new Production Building will include a retail sales area, tasting room, restrooms, an employee break room, workshop and equipment storage rooms, and a new fermentation room totaling 4,682-sf. A 2,454-sf covered outdoor crush pad will then replace the ground level outdoor hospitality area. The second floor of this building will include wine tasting rooms, a new winery kitchen, winery office, winery lab and winemaker's office, restrooms and storage for a total of 3,822-sf. A 3,400-sf outdoor terrace is also part of the second floor area. The Phase III Production Building expands the existing production facility to 30,735-sf in size.

Winery Operation: The operational hours of the production winery will remain the same, Monday through Friday from 7:00 am - 8:00 pm. Mobile bottling trucks will be utilized approximately ten times per year with each bottling spanning two to three days in duration. Hours of operation for tours/tastings are proposed as 10:00 am - 6:00 pm. Marketing events in the evenings will commence after 5:00 pm and will be concluded by 10:00 pm.

Production capacity is proposed as 75,000-gallons of wine per year. The current approved production level is 20,000-gallons per year. Employees are proposed as fifteen (15) full-time and thirty (30) part-time employees during harvest. The currently approved level of employees is four (4) full-time and ten (10) part-time. A maximum of 160 visitors per day is envisioned, which will be reduced on days when the winery hosts a larger winery marketing event (one of the 100 or 200 person events).

GENERAL PLAN CONSISTENCY

The property is designated Service Commercial in the General Plan. This designation provides for service and retail uses, restaurants, service stations, motels, public and quasi-public uses and similar and compatible uses.

One of the primary charters of the St Helena General Plan is the continued support and preservation of agriculture and the wine industry. Establishing industry specific uses such as hospitality and production facilities within the city's commercial districts is a means in which the city can continue to support the industry and preserve land for agricultural uses.

The Land Use Element of the General Plan provides the following language re: commercially designated parcels:

South of the Sulfur Creek Bridge, where commercial development is embodied the characteristics more typical of auto-oriented development the principal concern is encouraging the renovation and redevelopment of commercial sites to create a more attractive southern entrance to the city and a more vital and inviting commercial environment.

The following General Plan goals, policies and implementing actions support this application:

2.6.29 Minimize the strip commercial appearance of the area south of the Sulfur Creek Bridge by encouraging the redevelopment of underutilized parcels and poorly designed developments.

ZONING CONSISTENCY:

The zoning designation is Service Commercial (SC). Pursuant to Section 17.52.030, wineries are considered a conditional use in this district. The project meets the setback, coverage, and other requirements of the zone.

It should be noted that Section 17.52.070 (C) (1)(a) and (2)(a) of the municipal code allow the expansion of existing and development of new facilities for winery use with Planning Commission approval. The City of St. Helena has imposed a maximum 10,000-sf. building footprint on any new or expansion of any existing commercial structures in the City's commercial districts. This is primarily to discourage the "big box" commercial uses found in more urban areas, but is also for the purpose of scale and for minimizing visual impact from the roadway. In the case of Davies Vineyards Winery, the applicant seeks an exception to this regulation, so as to avoid building two separate structures smaller than 10,000-sf. and incurring the operational inefficiencies associated with such separation. The exception would be specific to the structure's use as a functioning winery given the discretion provided to the Planning Commission by the City code section just referenced.

CEQA COMPLIANCE:

The City has prepared an initial study/Mitigated Negative Declaration for the project to comply with CEQA guidelines, a copy of which is attached. The Initial Study contains a copy of the updated traffic analysis, and relevant reports by Delta Engineering are included by reference.

PROJECT ANALYSIS:

Traffic:

A traffic study was previously prepared by the firm Kimley-Horn Associates. Due to concerns raised over the traffic analysis, a new traffic study was prepared by the traffic engineering firm "Omni Means" working under contract with the City. The applicant funded the cost of this new

traffic analysis, a copy of which is included in the updated CEQA analysis (attached). The primary concern with the previous traffic analysis was that it utilized as the baseline traffic for the project the traffic generated by the auto dealer that previously occupied the property. The new analysis correctly utilizes the traffic currently being generated by the Davies site as the baseline of comparison.

The report analyzes existing traffic plus project traffic (Table 5 pg 15 of the report). This table shows the importance of the planned traffic signal at the intersection of Hwy 29 and Grayson in terms of improving levels of service. A cumulative traffic analysis is also prepared (Table 6 pg 19). The report concludes that the amount of traffic generated by the expanded Davies project in and of itself will not create level of service traffic problems. However, in looking at near term and cumulative the importance of the Grayson/Hwy 29 signal is apparent. A condition on the project is that it must pay for its fair share of the cost of that new signal, which is planned to be installed in the near future.

Domestic/Process Water:

A water use neutrality analysis was prepared by the engineering firm of Delta Consulting & Engineering, a copy of which is attached. Based on the analysis, the proposed improvements and mitigations for the winery are not expected to increase the domestic water use on the property drawn from the City of St. Helena Municipal Water System above the “baseline” for the site. The baseline water use allotted to the this site from the City municipal water system is 455-gallons per day given the historic long term use. The winery anticipates using a maximum of 442-gallons per day for domestic use. As such, the project water use will be no greater than the baseline water use. As a result the project will meet the water-neutral requirements of the City of St. Helena.

The other component of water use on the site is the use of process water for wine production, including barrel soaking, tank spraying, and general cleaning, as well as the need for water for landscaping. Water for these purposes will be provided “on site” from a water well that currently exists on the property. The amount of process water is analyzed in the septic feasibility report prepared by Delta Engineering, a copy of which is attached. Based on this analysis, the projected peak use of process water for the project’s 75,000 gallons a year wine production capacity is 2,980 gallons/day.

Waste Water:

As just noted, a report has been prepared by Delta Engineering to address the issue of waste water. Domestic wastewater treatment associated with the winery will be handled by the City of St. Helena wastewater treatment facilities. Process wastewater is currently provided for the winery via an approved hold-and-haul system.

The winery has a number of options for handling the additional domestic and process wastewater. These are detailed in the attached “Wastewater” report just mentioned. The process wastewater can be sent to the City’s sewer treatment facilities and pre-treated by the City, at an additional cost to the winery owners. Alternatively, the applicant can opt to do the pre-treatment with their own on-site facilities, then send the pre-treated wastewater on to the City’s treatment plant. The appropriate approach as agreed to by the applicant and the City will be determined prior to issuance of building permits.

Parking:

Parking requirements for wineries are determined by the Planning Commission, dependent upon winery capacity, numbers of employees, and accessory uses (such as visitors). There are 24 parking striped parking spaces on the property, including ADA-accessible spaces and space for two limos and/or shuttle buses. Additional overflow parking can be accommodated on the west side of the property, along the Oak Street extension right-of-way. In addition, the applicant has an agreement with the School District to park cars on school property located on the south side of Grayson for special events held at the winery. The amount of existing parking, combined with the ability to add parking on site and use the school district property, should be more than adequate for the proposed facility.

Landscaping:

The landscape concept envisioned for the project is a combination of indigenous and native plant materials and trees, combined effectively with seasonal color and a demonstration vineyard that is evocative of the agricultural heritage of the Napa Valley. The primary landscape areas on the property are located along the north and west side perimeters along parking areas, and at the Grayson Avenue and Main Street frontage. Additional plantings surround the outdoor hospitality area of the Grayson Building and then are removed and replaced with moveable landscaping for the rooftop tasting area that is Phase III of the project. Plant materials include: cork oak trees, Manzanita, ornamental grasses, and a demonstration vineyard at the Grayson Building frontage. Parking areas will be planted with Zelkova trees and native grasses. A welded wire fence along the west property will be covered with trumpet vine. Additional planting elements associated with the Grayson Building are maple trees in containers, native Coffeeberry, slender Veldt grass and giant chain fern.

During Phase III, the plantings will repeat the Oak and Manzanita concept at the Main Street entry, along with a second small demonstration vineyard at the Main Street frontage. The north property line will receive a hedge of evergreen planting, and the remaining parking area will be completed with Zelkova trees and ground cover. Native plant materials will populate the shallow bio-swale along the western property line.

All landscape areas will be drip-irrigated, with a programmable controller, and will receive two to three inches of chipped bark mulch, consistent with the City of St. Helena's objectives for water conservation.

CORRESPONDENCE: OPPOSITION/SUPPORT

The City has received a number of letters and other correspondence from the public in support and opposition to the project, that are attached to this report. The majority of those in opposition appear to base their concerns on the proximity of the proposed tasting room to the high school. It should be noted that the City did receive a letter from the St. Helena High School District supporting the proposed expansion to the Davies Winery. It is also worth noting that a new gate will be installed with the new construction, that combined with existing and proposed fencing, will prevent pedestrians and drivers "short cutting" through the Davies property. Any additional correspondence received before the Commission hearing will be distributed at the Commission meeting.

RECOMMENDATIONS:

Staff recommends that the Planning Commission:

1. Adopt the Mitigated Negative Declaration as adequate to address the environmental impact of the project.
2. Accept the required findings and approve request for a Use Permit to expand the existing production capacity/facilities and to allow hospitality functions including tours, tastings and events at the existing facility.
3. Accept the required findings and approve Design Review to remodel and expand the existing production facilities to include crush pad areas, an outdoor tasting area, a rooftop terrace and a hospitality building.
4. Approve the Mitigation Monitoring and Reporting Program

ATTACHMENTS:

1. Draft Conditions
2. Plans for the project in 11x17 inch format
3. Mitigated Negative Declaration
4. Theoretical Water Use Report Prepared by Delta Consulting dated 9-28-13
5. Septic Feasibility Report Prepared by Delta Engineering dated 4-17-14
6. Letters and emails in support and opposition to the proposed project (a total of 13 pages)

**CITY OF ST. HELENA, STATE OF CALIFORNIA
USE PERMIT, DESIGN REVIEW NO. 2013-66
GRANTED TO 555 MAIN STREET**

PROPERTY OWNER: Davies Vineyards Winery

APN: 009-180-017

Recitals

1. Request of FRED ZAMMARATO representing DAVIES VINEYARDS WINERY for a USE PERMIT AMENDMENT to expand the existing production capacity/facilities and to allow hospitality functions including tours, tastings and events at the existing facility, and allow the main winery building to exceed 10,000 square feet in area based on the documentation and rationale as contained in the staff report prepared by the City for this project, DESIGN REVIEW to remodel and expand the existing production facilities to include crush pad areas, an outdoor tasting area, a rooftop terrace and a hospitality building.
- 2.
3. The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on July 15, 2014 and on September 16, 2014.

Resolution

- A. The Planning Commission hereby finds that the Mitigated Negative Declaration is adequate to address and appropriately mitigate the environmental impacts of this project.
- B. The Planning Commission makes the following Use Permit findings, Section 17.168.050, to support the motion to approve the Use Permit:
 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.*

C. The Planning Commission determines the project is in compliance with the following Design Review criteria of Municipal Code Section 17.164.030.

1. *To promote those qualities in the environment which bring value to the community.*
2. *To foster the attractiveness & functional utility of the community as a place to live & work.*
3. *To preserve the character & quality of our heritage by maintaining the integrity of those areas which have a discernible character or are of special historic significance.*
4. *To protect certain public investments in the area.*
5. *To encourage where appropriate, a mix of uses within permissible use zones.*
6. *To raise the level of community expectations for the quality of its environment.*

The following design criteria were considered by the Planning Commission in review of this application:

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

15. *Whether the landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment and whether the landscape concept depicts an appropriate unity with the various buildings on the site;*
 16. *Whether plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety which is suitable to the climate of St. Helena;*
 17. *Whether sustainability and climate protection are promoted through the use of green building practices such as appropriate site/architectural design, use of green building materials, energy efficient systems and water efficient landscape materials.*
- D. The Planning Commission approves the Use Permit, Design Review 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.
1. The permits shall be vested within one (1) year from the date of final action. A building permit for any building allowed under this approval shall have been obtained within one (1) year from the effective date of this action or the approval shall expire, provided however that the approval may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 17.08.130, Extension of Permits and Approvals. Any request for an extension of this approval shall be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration. Issuance of a building permit for any building/use approved under this use permit shall vest all phases of the project, therefore in this circumstance eliminating the need for use permit extensions for future phases.
 2. These approvals are valid for this use only. New permits must be applied for upon any change in use. These permits will expire if the use is discontinued pursuant to St. Helena Municipal Code Section 17.08.120, Term of Permits and Approvals.
 3. 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.
 4. 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.
 5. The applicant shall defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.
 6. Provided they are in general compliance with this approval, minor modifications may be approved by the Planning Director.
 7. 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.

8. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The property owners or their designee shall be responsible for meeting with the Building Official, Fire Inspector and or Public Works Department to review compliance with Building Codes, Fire Codes and specific Public Works Standards including fire protection systems and any applicable accessibility standards of Title 24.
9. Construction shall be in compliance with plans submitted and reviewed by the Planning Commission on September 16, 2014 except as modified herein.
10.
 11. The permit shall be limited to:
 - *Allow wine production of up to a maximum of 75,000 gallons per year;*
 - *Construction of: new winery production buildingy including a covered crush pad, barrel storage, hospitality and tasting room, and office space;, and construction of Grayson wine tasting building*
 - *Conversion of existing facilities for administrative, storage and hospitality use;*
 - *On-site consumption of wine purchased from the winery;*
 - *Private Tours & Tastings: Max. of 4 per day, 4 per tour; max. of 16 persons daily*
 - *Food-and-Wine Pairings: Max. of 4 per month, with a max. of 12 persons each event.*
 - *Wine Club Events: Max. of 2 per year with max. of 75 persons each event.*
 - *Wine Club/Release Events: Max. of 2 per year with max. of 150 persons per event.*
 - *Auction-related Events: One per year with max. of 125 persons in attendance.*
 12. Tours and tastings are limited to the following:
 - *Frequency: Seven (7) days per week, Sunday through Saturday*
 - *Maximum number of 28 persons per day or 196 a week with 150 as an expected per week average.*
 - *Hours of operation: 10AM to 6PM*
13. All wine storage tanks and surface winery waste treatment facilities shall be subject to the regulations set forth in Section 17.24.060.
14. No use authorized under the provisions of this chapter shall be permitted where use, occupancy or patronage will exceed the capability of the site to provide off-street parking, waste disposal system and reasonable provisions for public safety.
15. Retail sales and food/drink facilities must be integrated with a visitor center, no advertising or other exterior evidence of such use shall be visible from any public right-of-way.
16. Winery operations shall generate sound levels no greater than fifty-five (55) decibels at any property line more than ten (10) percent of the time (L 10). "L 10" is the noise level at the property line that is exceeded ten (10) percent of the operating time.
17. Winery operations shall generate no discernible odors of sewerage or putrefying organic material origin, other than normal fermentation odors, at the property lines.
18. Bottling, warehousing and retail sales activities shall be conducted within structures specifically designated for such uses.

19. Off-street parking and loading shall be provided in compliance with Chapter 17.124.
20. Exterior lighting shall be directed or shielded to prevent glare onto the public roadway or adjacent properties.
21. Property owners within the district shall recognize that there exists a right to farm properties within the district and in the vicinity of the district. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on properties in the district or in the vicinity of the district. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.
22. 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.
23. All mitigation measure contained in the adopted Mitigated Negative Declaration shall be conditions of this project, and shall be implemented as specified in the Mitigation Monitoring and Reporting program.
24. That prior to the issuance of building permits the applicant shall provide documentation acceptable to the City concerning the ability of the Davies Winery to use school property for parking for special events. If such use of off site land is lost for whatever reason the applicant shall suspend any special events until adequate on and off site parking can be provided to the satisfaction of the City.
25. That additional on site parking be added as determined by the City to the parking spaces planned depicted on site if it is determined by the City that the current on and on site parking is not adequate to handle the routine activities of the tasting room and related facilities.
26. That prior to the occupancy of the Grayson Tasting Building, a gate be installed along with any new fencing as necessary to ensure that pedestrians and customer vehicles will not be able to “short cut” through the project site. The design and location of this gate and fencing shall be subject to the approval of the City and shall meet all City and Fire Department requirements.

Public Works Conditions

1. 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, St. Helena Stormwater Manual, and all current federal, state and county codes governing such improvements.

2. 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.
3. 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.
4. Where increased impervious surfaces are proposed, 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. On-site stormwater detention/retention/infiltration facilities are encouraged and may be required in accordance with current City, County, State and Federal law.
5. As applicable, stormwater treatment shall be designed and constructed in accordance with the most current State of California standards and most current City of St. Helena and Napa County Stormwater Standards, whichever is the most stringent.
6. 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 to the applicant by Napa County Department of Environmental Management.
7. 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 and the State of California. Applicant shall use City domestic water for the tasting room and offices.
8. The applicant shall incorporate water conservation practices into the proposed project per the Theoretical Water Use Report. All winery operations and irrigation shall be per well water.
9. No construction may commence until adequate access to fire water supply is available to building sites as approved by the Fire Chief.
10. As applicable, any existing on-site septic systems must be permitted in accordance with the County Department of Environmental Management (DEM).
11. 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.

12. 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.
13. 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 and as shown on the plans as of September 2014.
14. An encroachment permit shall be required for any work performed in the public right of way.
15. That prior to the issuance of any building permits the applicant shall pay to the City their "fair share" of the cost of the Grayson/Hwy 29 traffic signal. The amount of the fair share will be determined by the City Engineer, taking into account the projects projected traffic generation as quantified in the traffic study prepared by Omni Means dated August 19, 2014.

I HEREBY CERTIFY that the foregoing Use Permit, Design Review were duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on September 16, 2014 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Victor Carniglia, Interim Planning Director

Fred Zammarato, Representative

DAVIES VINEYARDS

555 MAIN STREET
St. Helena, CA



LOCATION MAP

DIRECTORY

OWNER
SCHRAMSBERG VINEYARDS
1400 Schramsberg Road
Calistoga, CA 94515
(707) 942-4558
Contact: Fred Zammataro
email: fzammataro@schramsberg.com

PLANNING CONSULTANT
PLANS4WINE
(707) 963-5832
Contact: Donna Oldford
email: dboldford@aol.com

ARCHITECT
OSBORN SIEGERT ARCHITECTURE
1131 Shadyoak Place
Santa Rosa, CA 95404
(707) 321-5389
Contact: Doug Osborn
email: dougosborn1@gmail.com

CIVIL ENGINEER
DELTA CONSULTING & ENGINEERING
1104 Adams Street, Suite 203
St. Helena, CA 94574
(707) 963-8456
Contact: Bryan Jackson
email: bjackson@deltacivil.com

LANDSCAPE ARCHITECTURE
ROCHE + ROCHE LANDSCAPE
ARCHITECTURE
750 Peru Road
Sonoma, CA 95476
(707) 933-8302
Contact: David Roche
email: dave@rocheandroche.com



SHEET INDEX

SHEET No.	SHEET TITLE
UP-0	COVER SHEET, GENERAL NOTES

CIVIL	
C1.0	CIVIL - USE PERMIT COVER SHEET
C2.0	USE PERMIT GRADING PLAN
C2.1	USE PERMIT GRADING PLAN

ARCHITECTURAL	
A-UP-A1.1.1	PHASE 1 - SITE PLAN (EXISTING)
A-UP-A1.1.2	SITE PHOTOGRAPHS
A-UP-A2.1	PHASE 2 - SITE PLAN
A-UP-A2.2	PHASE 2 - FLOOR PLANS
A-UP-A2.3	PHASE 2 - EXTERIOR ELEVATIONS
A-UP-A2.4	PHASE 2 - EXTERIOR ELEVATIONS
A-UP-A2.5	PHASE 2 - BUILDING SECTIONS
A-UP-A3.1	PHASE 3 - SITE PLAN
A-UP-A3.2.1	PHASE 3 - BARREL ROOM FLOOR PLAN
A-UP-A3.2.2	PHASE 3 - GRAYSON BUILDING FLOOR PLANS
A-UP-A3.2.3	PHASE 3 - PRODUCTION BUILDING FLOOR PLANS
A-UP-A3.2.4	PHASE 3 - OVERALL ROOF PLAN
A-UP-A3.3	PHASE 3 - EXTERIOR ELEVATIONS
A-UP-A3.4	PHASE 3 - EXTERIOR ELEVATIONS
A-UP-A3.5	PHASE 3 - BUILDING SECTIONS

LANDSCAPE	
UP-L1.1	PHASE 2 - SITE LANDSCAPE PLAN
UP-L1.2	PHASE 3 - SITE LANDSCAPE PLAN
UP-L1.3	LANDSCAPING DETAILS

USE PERMIT

These drawings are the property of Osborn Siebert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Siebert Architecture

DATE: SEPTEMBER 30, 2013

osborn siebert
architecture
P O B O X 1 5 5 8
SANTA ROSA, CA 95402
p h . 7 0 7 - 8 4 9 - 5 3 5 7

UP-A0
TITLE SHEET



GENERAL NOTES

1. ALL MATERIAL, WORKMANSHIP, AND CONSTRUCTION DETAILS SHALL CONFORM TO THE CITY OF ST. HELENA, "WATER AND SEWER STANDARDS," ADOPTED JUNE 1985, AND "STREET, STORM DRAIN & SIDEWALK STANDARDS," ADOPTED JUNE 1988, INCLUDING ALL ADDENDA, STANDARD PLAN REVISIONS, AND SPECIAL PROVISIONS.
2. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR BEING FAMILIAR WITH THE PROVISIONS AND REQUIREMENTS CONTAINED IN THE CITY OF ST. HELENA STANDARD SPECIFICATIONS, ESPECIALLY SECTION 8 - SANITARY SEWER SYSTEM. THE COMPLETE "PUBLIC WORKS CITY STANDARD" DOCUMENT CAN BE FOUND IN THE PUBLIC WORKS SECTION OF THE CITY OF ST. HELENA'S WEBSITE. CONTRACTOR SHALL HAVE A COPY OF THE COMPLETE DOCUMENT AVAILABLE AT THE JOB SITE AT ALL TIMES.
3. CONTRACTOR SHALL REQUEST INSPECTIONS A MINIMUM OF 24 HOURS IN ADVANCE BY CALLING (707) 968-2668 8:00 A.M. TO 5:00 P.M. MONDAY THROUGH FRIDAY.
4. CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
5. CONTRACTOR SHALL NOTIFY ALL PUBLIC OR PRIVATE UTILITY COMPANIES 48 HOURS PRIOR TO COMMENCEMENT OF WORK ADJACENT TO EXISTING UTILITY LINES UNLESS THE ENCROACHMENT PERMIT SPECIFIES OTHERWISE.
6. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (U.S.A.) AT 1-800-227-2600 AND THE CITY OF ST. HELENA STREETS & WATER DEPARTMENT AT (707) 967-2871 PRIOR TO START OF ANY CONSTRUCTION.
7. CONTRACTOR SHALL PROVIDE EMERGENCY TELEPHONE NUMBERS TO THE POLICE, FIRE AND PUBLIC WORKS DEPARTMENTS AND KEEP THEM INFORMED DAILY REGARDING STREETS UNDER CONSTRUCTION AND DETOURS. DETOURS SHALL NOT BE PERMITTED UNLESS APPROVED IN WRITING BY THE CITY ENGINEER. CONTRACTOR SHALL MAINTAIN 2-WAY TRAFFIC ON CRANE AVENUE.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF ALL EXISTING UTILITIES IN THE FIELD. LOCATIONS OF UTILITIES AND UNDERGROUND FACILITIES SHOWN ARE APPROXIMATE AND FOR GENERAL INFORMATION ONLY.
9. CONTRACTOR SHALL PROVIDE AND MAINTAIN SUFFICIENT BARRICADES TO PROVIDE FOR THE SAFETY OF THE GENERAL PUBLIC TO THE SATISFACTION OF THE CITY ENGINEER.
10. ALL MATERIAL SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
11. ALL UNDERGROUND UTILITY WORK IN THE STREET AREAS SHALL BE COMPLETED PRIOR TO PLACEMENT OF BASE ROCK UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL CONFORM TO EXISTING STREETS, SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS WITH A SMOOTH TRANSITION IN PAVING, CURBS, GUTTERS, SIDEWALKS, GRADINGS, ETC., AND TO AVOID ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPOTS OR HAZARDOUS CONDITIONS. ALL IMPROVEMENTS FOR LATERAL CONSTRUCTION SHALL BE REPLACED IN KIND.
13. CONTRACTOR SHALL COORDINATE ALL NECESSARY UTILITY RELOCATIONS, IF REQUIRED, WITH THE APPROPRIATE UTILITY COMPANIES.
14. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNERS AND THE ENGINEER HARMLESS FROM ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNERS OR THE ENGINEER.

GRADING NOTES

1. ANY AND/OR ALL MOVEMENT OF EARTH SHALL COMPLY WITH THE CITY OF ST. HELENA STANDARDS AND SPECIFICATIONS (CURRENT EDITION), THE COUNTY OF NAPA CONSERVATION REGULATIONS, THE CALIFORNIA BUILDING CODE, THE PROJECT GEOTECHNICAL REPORT (IF ANY), AND THESE PLANS.
2. THE SOILS ENGINEER SHALL BE NOTIFIED AT LEAST THREE (3) DAYS IN ADVANCE OF COMMENCING WORK, INCLUDING SITE STRIPPING AND GRADING OPERATIONS. THIS WORK SHALL BE OBSERVED AND TESTED BY THE SOILS REPRESENTATIVE AT THE OWNERS EXPENSE.
3. SITE SHALL BE VISUALLY INSPECTED BY THE CONTRACTOR TO DETERMINE THE EXTENT OF CLEARING, GRUBBING AND GRADING WORK TO BE DONE. NO ADDITIONAL GRADING BEYOND WHAT IS SHOWN ON THESE PLANS SHALL BE COMPLETED.
4. SOIL STRIPPED IN THE AREAS TO BE PAVED SHALL BE STOCKPILED FOR USE IN LANDSCAPED AREAS. CONTRACTOR SHALL COORDINATE WITH LANDSCAPE CONTRACTOR.
5. SPOILS SHALL NOT BE LEFT IN PILES EITHER ON- OR OFF-SITE. RATHER IT SHALL BE REMOVED FROM OR SPREAD OUT OVER THE PROPERTY INVOLVED.
6. CONTRACTOR SHALL CONDUCT ALL GRADING OPERATIONS IN SUCH A MANNER AS TO PRECLUDE WIND BLOWN DIRT AND DUST AND RELATED DAMAGE TO NEIGHBORING PROPERTIES. SUFFICIENT WATERING TO CONTROL DUST IS REQUIRED AT ALL TIMES. CONTRACTOR SHALL ASSUME LIABILITY FOR CLAIMS RELATED TO WIND BLOWN MATERIAL. IF THE DUST CONTROL IS INADEQUATE AS DETERMINED BY THE PUBLIC WORKS DIRECTOR OMAR HIS DESIGNATED REPRESENTATIVE, THE CONSTRUCTION WORK SHALL BE TERMINATED UNTIL CORRECTIVE MEASURES ARE TAKEN. THE CITY OF ST. HELENA REQUIRES THE CONTRACTOR TO:
 - A. WATER ALL ACTIVE CONSTRUCTION AREAS AT LEAST TWICE DAILY;
 - B. COVER ALL TRUCKS Hauling SOIL, SAND, AND OTHER LOOSE MATERIALS;
 - C. APPLY WATER THREE TIMES DAILY TO ALL UNPAVED ACCESS ROADS, PARKING AREA, AND STAGING AREAS AT THE CONSTRUCTION SITE;
 - D. SWEEP ADJACENT PUBLIC STREETS WITH WATER SWEEPERS IF VISIBLE SOIL MATERIAL IS CARRIED ONTO STREETS.
7. ANY SPOILS GENERATED BY PROJECT CONSTRUCTION OR IMPROVED DRIVEWAY SHALL NOT BE DEPOSITED WITHIN 60 FEET OF THE TOPS OF THE BANKS OF ANY STREAM, POND, OR LAKE; WITHIN THE FLOODWAY OF ANY STREAM; IN THE RIPARIAN ZONE ALONG ANY DRAINAGE WAY; IN ANY MARSH OR WETLAND; IN ANY VERNAL POOL; OR IN ANY OTHER AREA THAT IS DETERMINED BY THE DIRECTOR OF THE CITY OF ST. HELENA CONSERVATION DEVELOPMENT AND PLANNING TO BE BIOLOGICALLY SENSITIVE. THE LOCATION OF THE SPOILS DISPOSAL AREA(S) SELECTED FOR EACH PROJECT SHALL BE SUBMITTED TO BOTH THE CITY OF ST. HELENA PUBLIC WORKS AND PLANNING DEPARTMENTS FOR THEIR APPROVAL AT LEAST TEN (10) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY GRADING OR EXCAVATION WORK ON-SITE.
8. CONTRACTOR SHALL PROVIDE TO THE PUBLIC WORKS DEPARTMENT AN EROSION AND SEDIMENT CONTROL PLAN, AND A SCHEDULE FOR IMPLEMENTATION OF SUCH MEASURES, IF ANY LOT OR STREET GRADING IS TO BE DONE BETWEEN OCTOBER 15 THROUGH APRIL 15. HYDROSEEDING OF ALL GRADED SLOPES SHALL BE COMPLETED BY OCTOBER 15.
9. WATER AND / OR DUST PALLIATIVES SHALL BE APPLIED IN SUFFICIENT QUANTITIES DURING GRADING AND OTHER GROUND DISTURBING ACTIVITIES ON-SITE TO MINIMIZE THE AMOUNT OF DUST PRODUCED.
10. OUTDOOR NOISE PRODUCING ACTIVITIES SHALL BE LIMITED TO WEEKDAYS BETWEEN 8:00 AM AND 5:00 PM.
11. TREES AND/OR VINES THAT ARE TO BE REMOVED SHALL ALSO HAVE THEIR STUMPS AND MAJOR ROOT SYSTEMS REMOVED. AFTER A TREE, VINE, OR A STUMP IS REMOVED, THE RESULTING CAVITY SHALL BE CLEANED OR LARGER ROOTS (3 INCH DIAMETER OR LARGER). SOIL SHOULD BE REMOVED AND DISHD TO PROVIDE ACCESS FOR COMPACTION EQUIPMENT.
12. ORGANIC MATERIAL SHALL BE NAILED OFFSITE AND DISPOSED OF BY THE CONTRACTOR IN A RESPONSIBLE MANNER (COUNTY APPROVED LANDFILL OR ANOTHER COUNTY APPROVED SITE).
13. ALL EARTHWORK, SCARIFICATION, BACKFILL, AND COMPACTION SHALL BE PERFORMED PER THE PLANS AND CITY OF ST. HELENA REQUIREMENTS.
14. ALL STATIONS (SHOWN ON THE PLAN AND PROFILE) ARE TAKEN ALONG THE SEWER MAIN CENTERLINE UNLESS OTHERWISE NOTED ON PLAN, AND SHOW MEASUREMENTS IN A HORIZONTAL PLANE.

ESTIMATED EARTHWORK QUANTITIES

THE EARTHWORK QUANTITIES LISTED BELOW ARE ESTIMATES ONLY AND MAY VARY DUE TO SOIL TYPE, COMPACTION AND BULKING FACTORS, AND GRADING PRACTICES AND COMPACTION VALUES. THE CUT AND FILL QUANTITIES HAVE BEEN DERIVED USING A VOLUMETRIC ANALYSIS BETWEEN THE EXISTING AND PROPOSED GRADE ELEVATIONS. CONTRACTOR SHALL WORK WITH THE PROJECT GEOTECHNICAL ENGINEER TO DETERMINE IF COMPACTION AND BULKING FACTORS ARE APPLICABLE FOR THE PROPOSED GRADING ACTIVITIES. SEE THE TABLE BELOW FOR THE ESTIMATED EARTHWORK QUANTITIES FOR THE PROJECT:

ESTIMATED PROJECT EARTHWORK			
	CUT VOLUME (CY)	FILL VOLUME (CY)	NET VOLUME (CY)
TOTAL	400	438	30 (FILL)

NOTE: EXCESS MATERIAL WILL BE OFF-HAULED TO AN APPROVED SPOILS LOCATION

ABBREVIATIONS

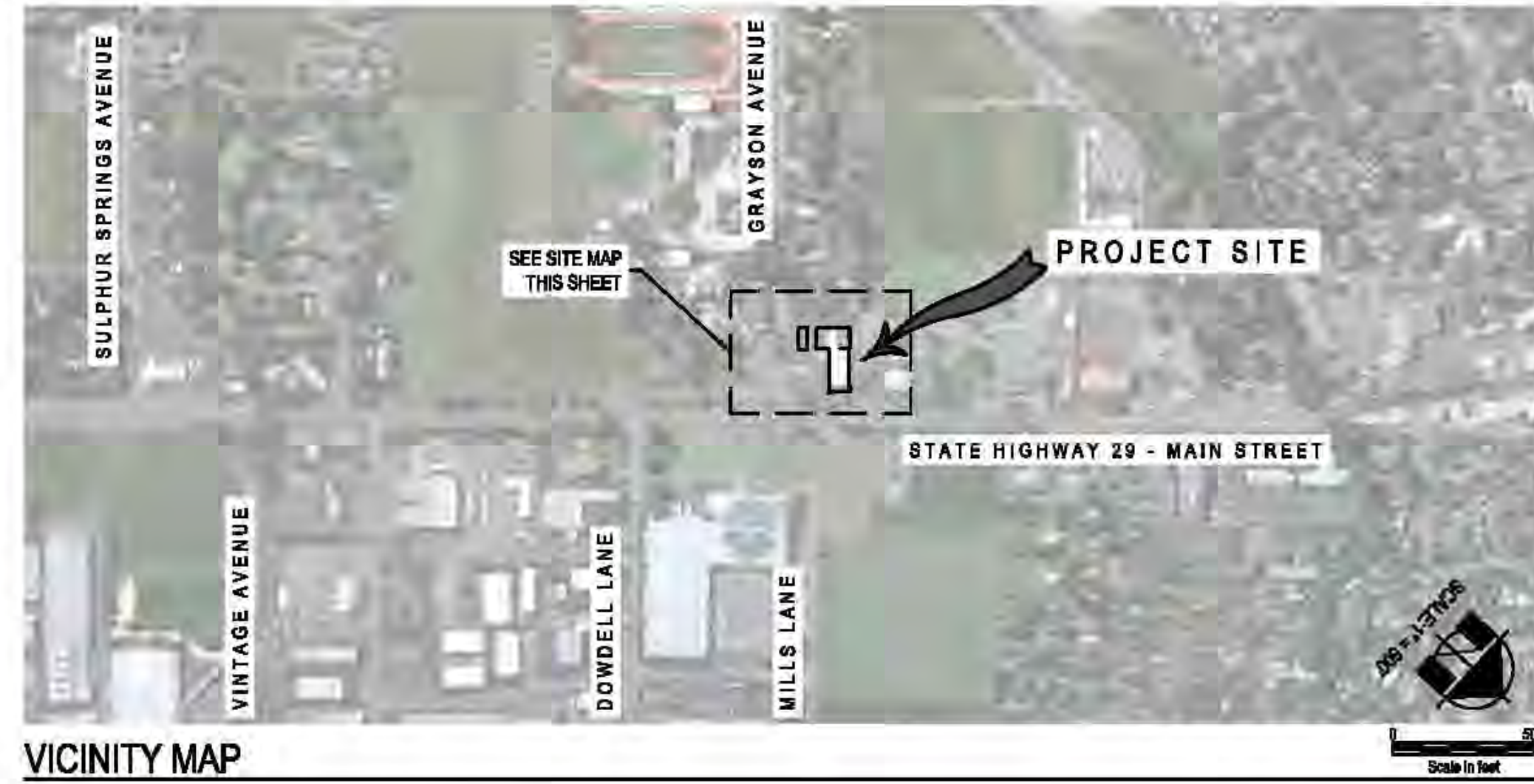
AS	AGGREGATE BASE	FI	FIRE HYDRANT	PI	POINT OF VERTICAL INTERSECTION
AC	ASPHALT CONCRETE	FL	FLOW LINE	PW	PROCESS WASTE
AD	AREA DRAIN	FR	FURROW MARK	RA	RADIUS
AV	AIR RELEASE VALVE	FS	FRESH SURFACE	RC	RELATIVE COMPACTION
BC	BEGIN CURVE	FW	FIRE WATER SERVICE LATERAL	RT	RIGHT
BFE	BASE FLOOD ELEVATION PER FIRM	GB	GRADE BREAK	ROW	RIGHT OF WAY
BM	BENCHMARK	GL	GUTTER LINE	R/W	RELINQUISHED WATER LINE
BO	BLOWOFF	GR	GRAVEL	RCP	REINFORCED CONCRETE PIPE
BORL	BEGIN CURVE RETURN	HP	HIGH POINT	S	SOUTH
BVC	BEGIN VERTICAL CURVE	IS	INVERT ELEVATION	S	SLOPE (FEET/FOOT)
BS	BOTTOM OF STAIRS	INT	INTERFILL	S&D	SEE ARCHITECTURAL DRAWINGS
BSW	BACK OF SIDEWALK	INV	INVERT	SD	STORM DRAIN
CB	CATCH BASIN	IP	IRON PIPE	SDP	SUBURBAN PIPE
CBS	CLUB AND BUTTER	JR	JOINT RING	SED	SEE ELECTRICAL DRAWINGS
CMU	CONCRETE MASONRY UNIT	LP	LOW POINT	SLD	SEE LANDSCAPE DRAWINGS
CP	CONCRETE PIPE	LH	LINEAL FEETFOOT	SLV	SLAVE
C	CRATER/LINE	L	LAMP POLE	SMD	SEE MECHANICAL DRAWINGS
CD	CLEARWAT	LP	LOW POINT	SPD	SEE PLUMBING DRAWINGS
CV	CHECK VALVE	MA	MANHOLE	SS	SANITARY SEWER
CW	COLD WATER	MON	MONUMENT	SSCO	SANITARY SEWER CLEAN-OUT
DOV	DOUBLE CHECK VALVE	N	NORTH	SSPH	SANITARY SEWER PLUMB HOLE
DO	DECOMPOSED GRANITE	OB	ON CENTER	SSWH	SANITARY SEWER MANHOLE
DIP	DUCTILE IRON PIPE	OC	ON CENTER	STA	STATION
DS	DOWNPOUT	OD	OVERHEAD	STD	STANDARD
DW	DRAINAGE/CONCRETE WASTE	OH	OVERHEAD	SW	SEWER
DWS	DRAINAGE	OH	OVERHEAD	TC	TOP OF CURB
ED	END OF CURVE	OP	PROPOSED	TCC	TOP OF CONCRETE
E	EAST	PCS	PORTLAND AND CONCRETE CEMENT	TS	TOP OF STAIRS
EX	EXISTING	PD	PRESSURE DISTRIBUTION	TW	TOP OF WALL
FOR	END CURVE RETURN	PGE	PAN/PC GAS AND ELECTRIC	TYP	TYPICAL
ES	EXISTING GROUND	PI	POINT OF INTERSECTION	UG	UNDERGROUND
ESR	EDGE OF DRIVEWAY	PV	POST INDICATOR VALVE	VC	VERTICAL CURVE
EP	EDGE OF PAVEMENT	L	LINEAL FEETFOOT	VAL	VALLEY BUTTER
EVC	END VERTICAL CURVE	PRC	POINT OF REVERSE CURVE	(W)	WEST
FC	FACE OF CURB	PS	POLARS PER SQUARE INCH	WM	WATER METER
FCD	FIRE DEPT. CONNECTION	PLS	PUBLIC UTILITY GAS/SEWER	WS	WATER SERVICE
FG	FRESH GRADE	PVC	POLYVINYL CHLORIDE	WV	WATER VALVE

SYMBOL LEGEND

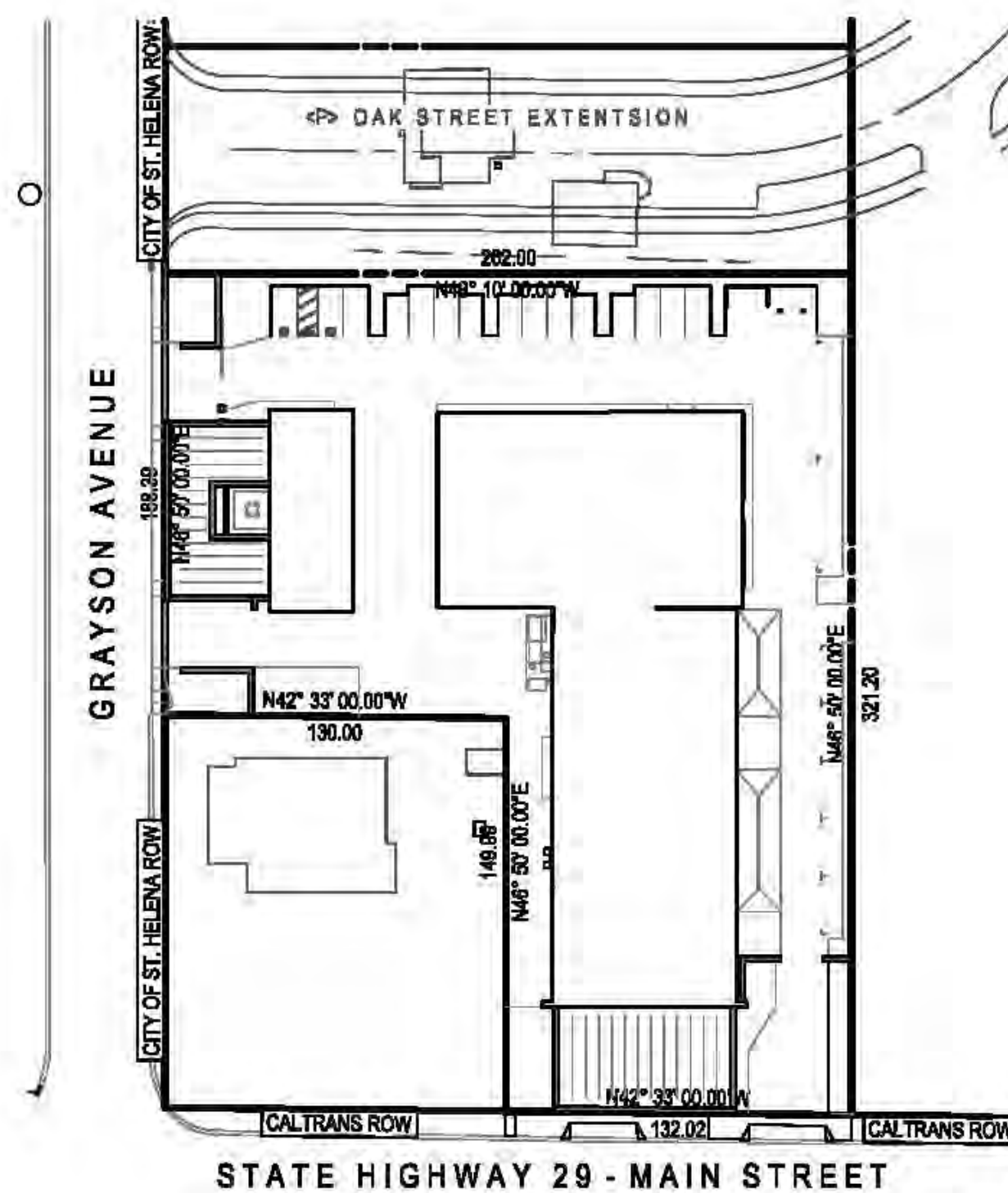
UTILITY POLE	SEWER MANHOLE/USER WITH ID #
WELL TYPE MONUMENT	STORM DRAIN MANHOLE WITH ID #
SIGN	WATER VALVE
WELL	WATER SERVICE & DOV
STREET LIGHT	FOGFW WITH CHECK VALVE
TREE	FIRE HYDRANT WITH GATE VALVE
SANITARY SEWER	SANITARY SEWER CLEAN-OUT
GAS LINE	PROPOSED CONTOUR
WATER LINE	SOLID STORM DRAIN
EXISTING CONTOUR	PERFORATED STORM DRAIN
TORTOISE BANK GRADE/ROAD	GRADE SHALE
PROPERTY LINE	OVERLAND RELEASE ROUTE
CENTERLINE	

USE PERMIT PLANS FOR:

DAVIES VINEYARDS 555 MAIN STREET ST. HELENA, CALIFORNIA, 94574



VICINITY MAP



SITE MAP

SHEET INDEX

C1.0	COVER SHEET
C2.0	GRADING PLAN
C2.1	GRADING PLAN

PROJECT INFORMATION

OWNER:	SCHRAMSBERG VINEYARDS FRED ZAMMATARO CALISTOGA, CA 94515 707/874-8054
SURVEYOR:	TERRA FIRMA SURVEYS, INC. P.O. BOX 533 ST. HELENA, CA 94574 707/663-7565
ARCHITECT:	DOUG OSBORN OSBORN SIEGERT ARCHITECTURE PO BOX 1559 SANTA ROSA, CA 94502 707-321-5369
CIVIL ENGINEER:	DELTA CONSULTING & ENGINEERING, INC. 1104 ADAMS STREET, SUITE 203 ST. HELENA, CA 94574 BRYAN JACKSON, P.E. DANIE HOIME 707/663-8498

USE PERMIT PLANS COVER SHEET

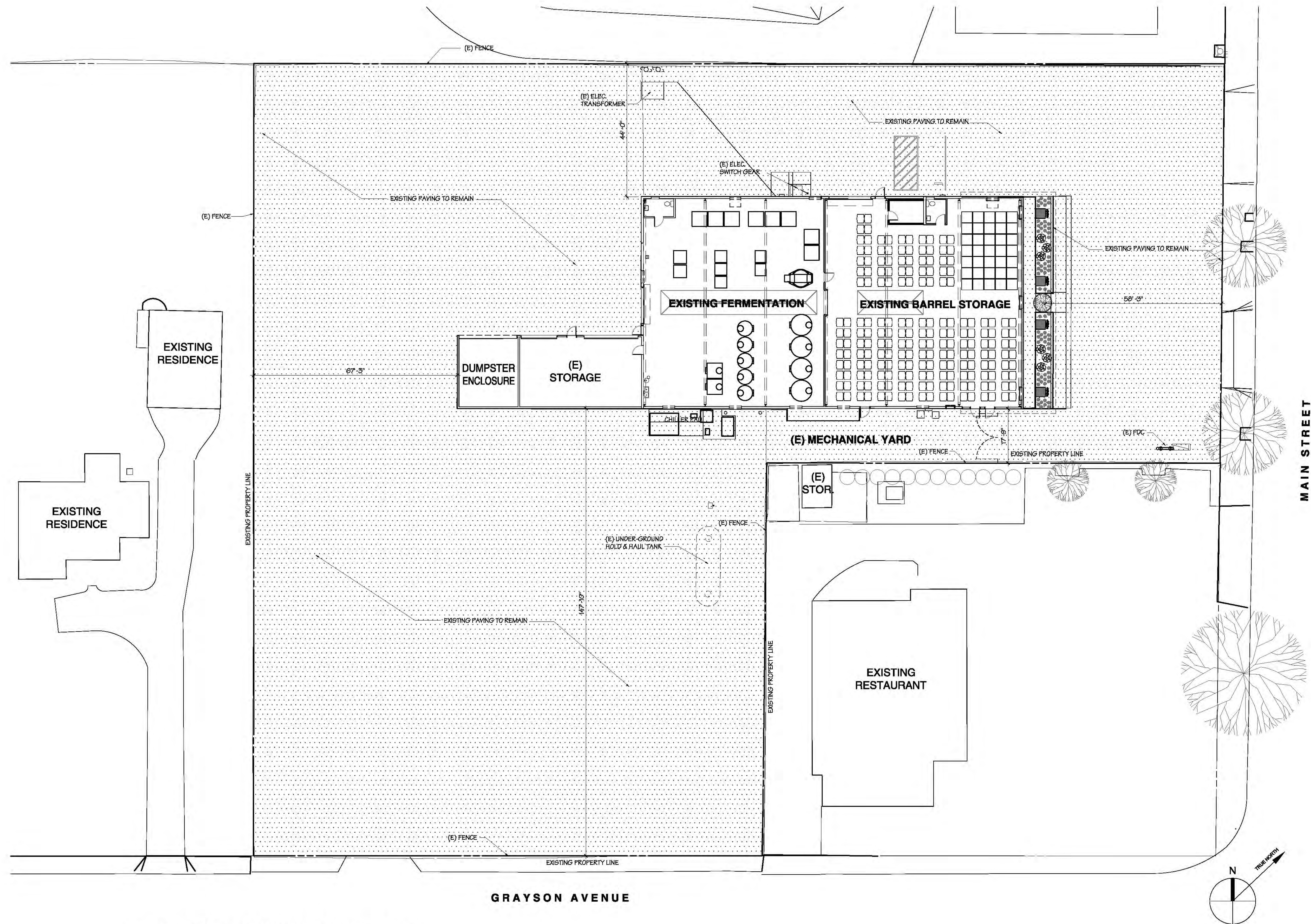
DAVIES VINEYARDS
555 MAIN STREET
ST. HELENA, CA 94574
APN: 009-180-017
PROJECT: L-106.01



EVERY PERSON PLANNING TO DO
CALL 1-800-227-2600

DATE: 10/15/13 ISSUE: PERMIT SET

SHEET: C1.0



1 PHASE 1 - EXISTING SITE PLAN
 SCALE: 1/16" = 1'-0"



USE PERMIT

These drawings are the property of Osborn Siegart Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Siegart Architecture

DATE: OCTOBER 15, 2013

DAVIES VINEYARDS

555 MAIN STREET
 St. Helena, CA

**osborn siegart
 architecture**
 P O B O X 1 5 5 8
 SANTA ROSA, CA 95402
 P H 7 0 7 - 8 4 9 - 5 3 5 7

UP-A1.1.1
PHASE 1





5 VIEW OF HIGH SCHOOL MUSIC BUILDING
SCALE: NONE



3 VIEW FROM GRAYSON DRIVEWAY
SCALE: NONE



1 VIEW FROM MAIN STREET DRIVEWAY
SCALE: NONE



6 VIEW OF HIGH SCHOOL GYM
SCALE: NONE



4 VIEW OF BACK OF EXISTING WINERY
SCALE: NONE



2 VIEW ACROSS A&W LOT LOOKING NORTH
SCALE: NONE

USE PERMIT

These drawings are the property of Osborn Siegart Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Siegart Architecture

DATE: SEPTEMBER 30, 2013

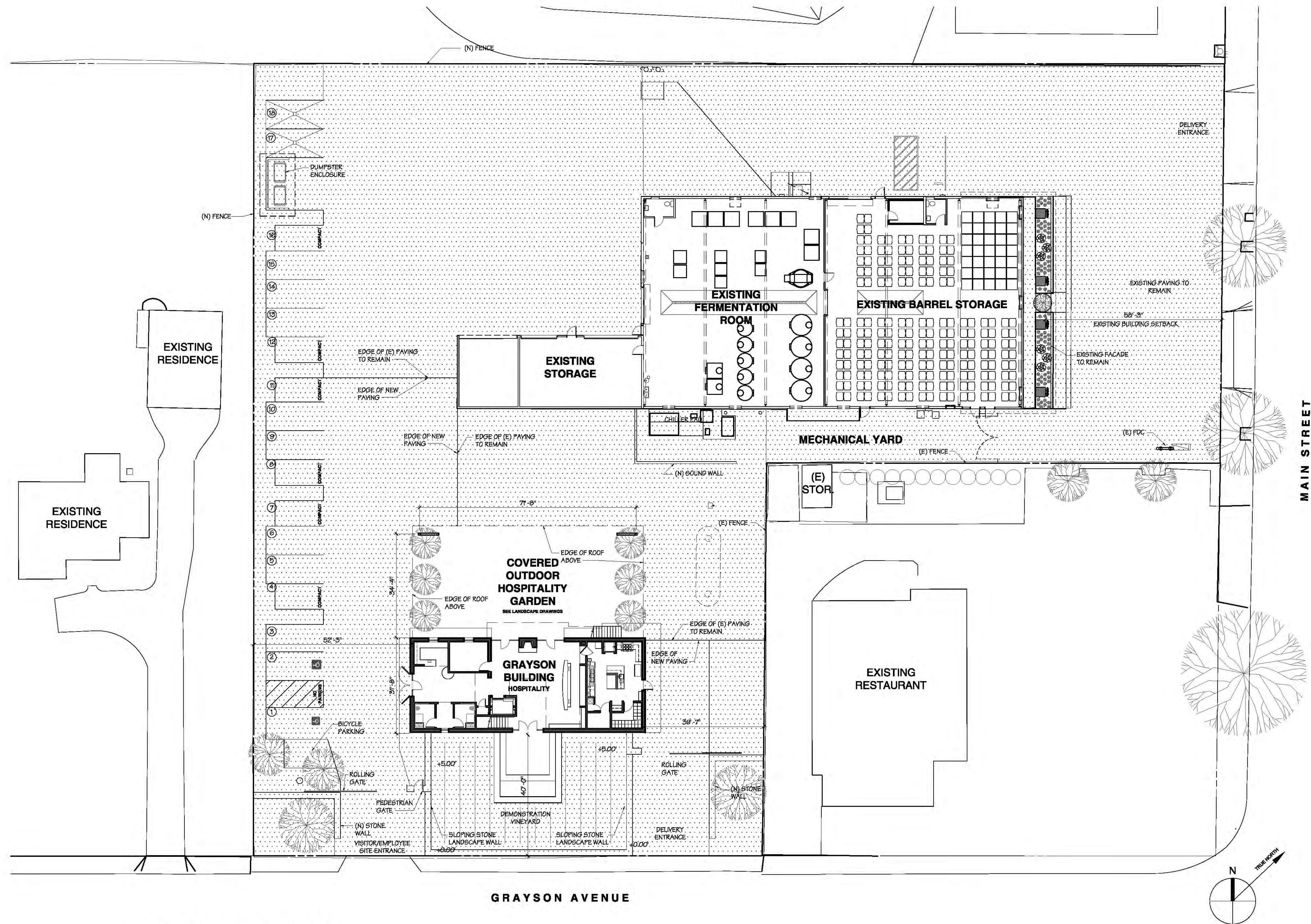
DAVIES VINEYARDS

555 MAIN STREET
St. Helena, CA

osborn siegart
architecture
P O B O X 1 5 5 8
SANTA ROSA, CA 05402
p h . 7 0 7 - 8 4 9 - 5 3 5 7

UP-A1.1.2
SITE PHOTOS





1 PHASE 2 - SITE PLAN
 SCALE: 1/16" = 1'-0"
 0' 8' 16' 32'

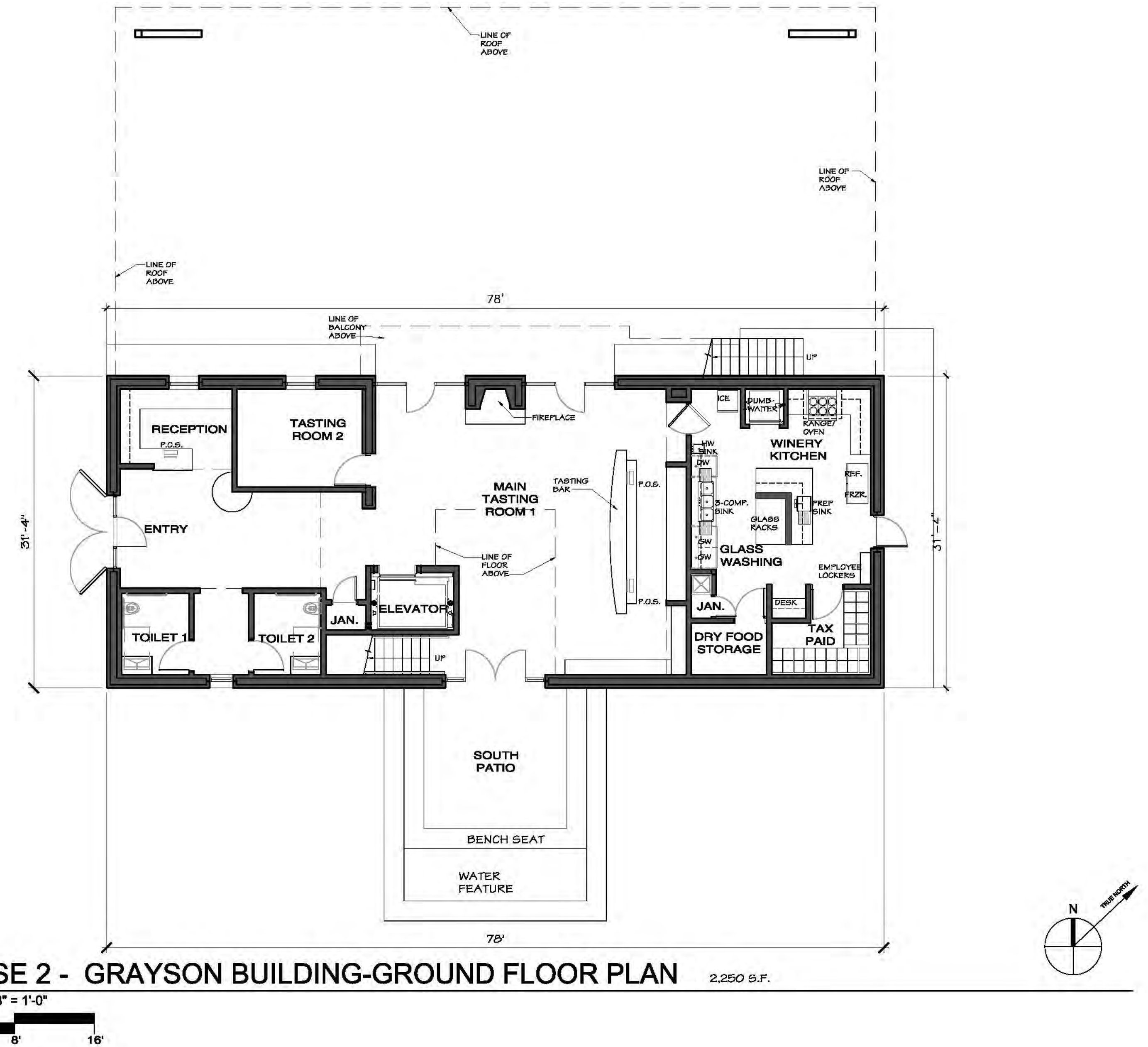
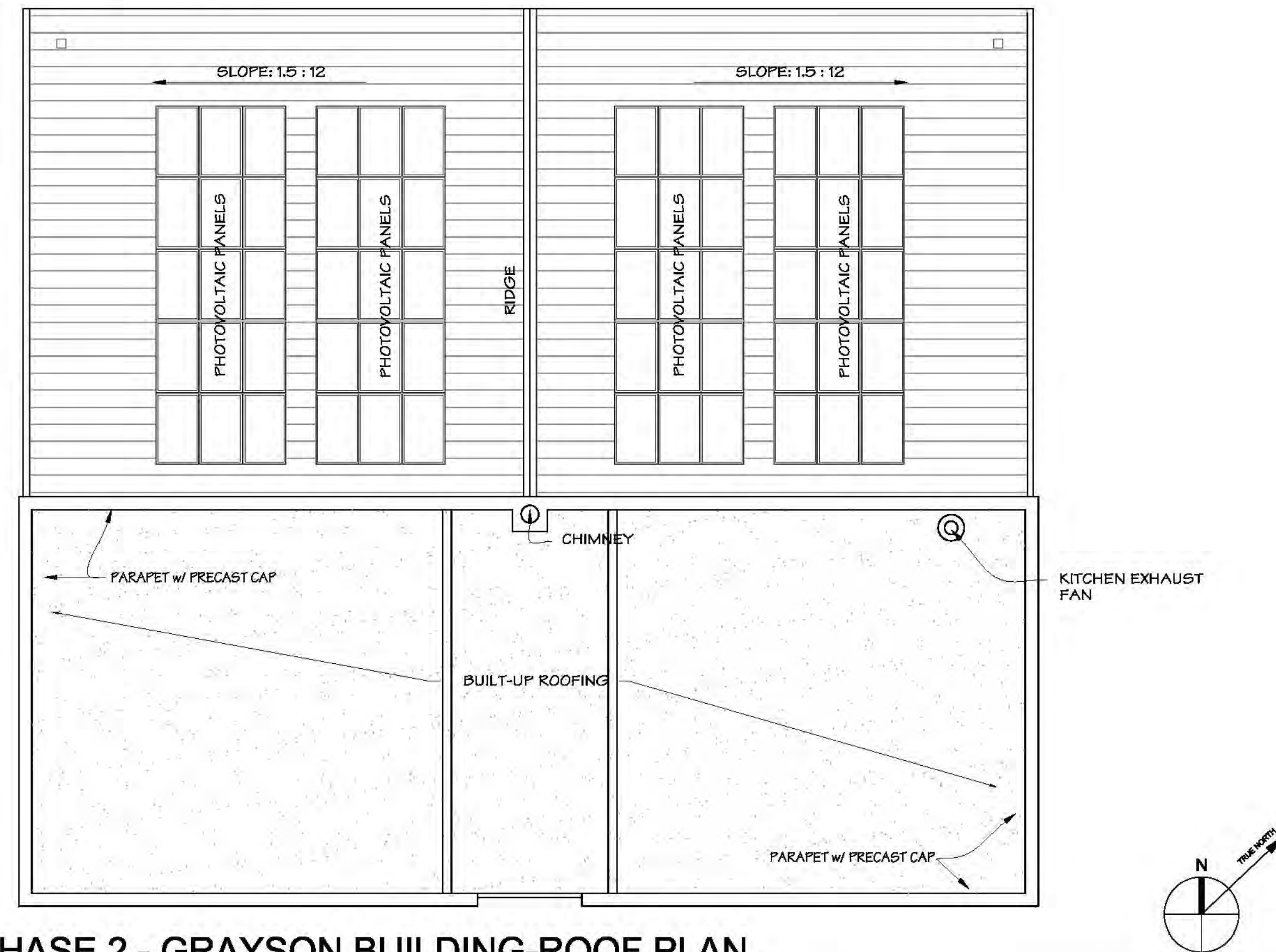
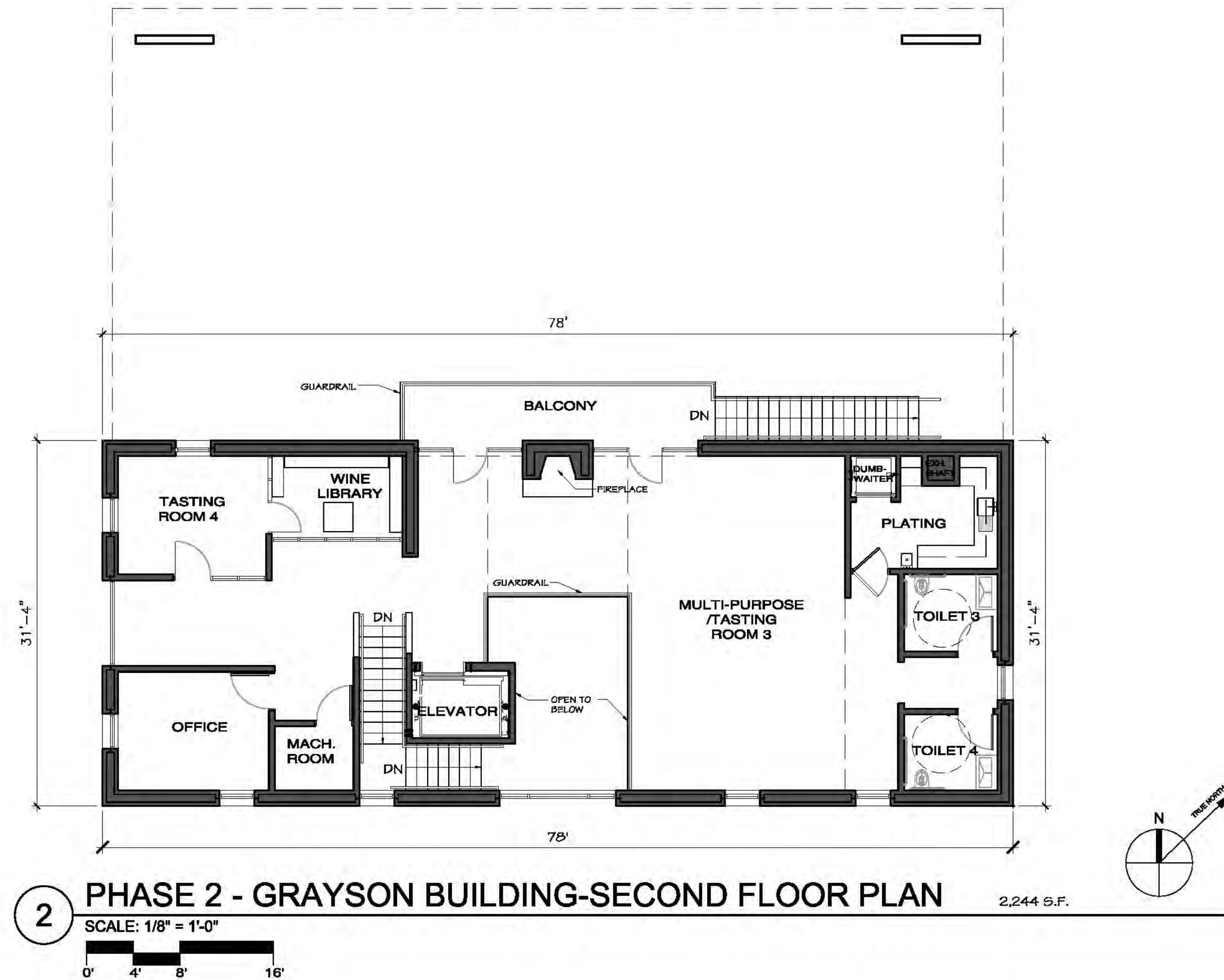
USE PERMIT
 These drawings are the property of Osborn Siegart Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.
 Copyright 2013 - Osborn Siegart Architecture

DAVIES VINEYARDS
 555 MAIN STREET
 St. Helena, CA

osborn siegart architecture
 P.O. BOX 1558
 SANTA ROSA, CA 95402
 P.H. 707-849-8357

UP-A2.1
PHASE 2





USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DATE: OCTOBER 15, 2013

Page 204

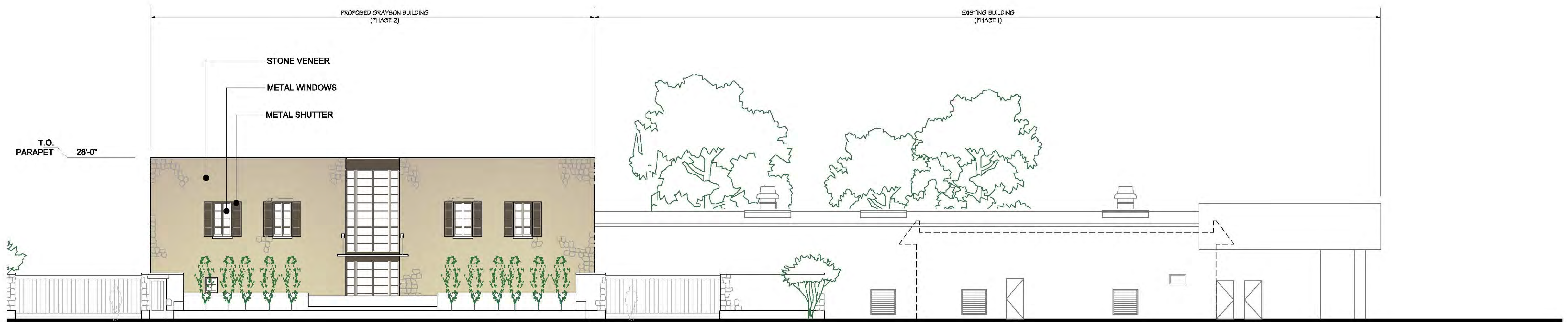
DAVIES VINEYARDS

555 MAIN STREET
St. Helena, CA

osborn slegert
architecture
P O BOX 1558
SANTA ROSA, CA 05402
p h . 7 0 7 - 8 4 9 - 5 3 5 7

UP-A2.2
PHASE 2





2 PHASE 2 - South Elevation
SCALE: 1/8"=1'-0"



1 PHASE 2 - West Elevation
SCALE: 1/8"=1'-0"

USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DATE: October 15, 2013

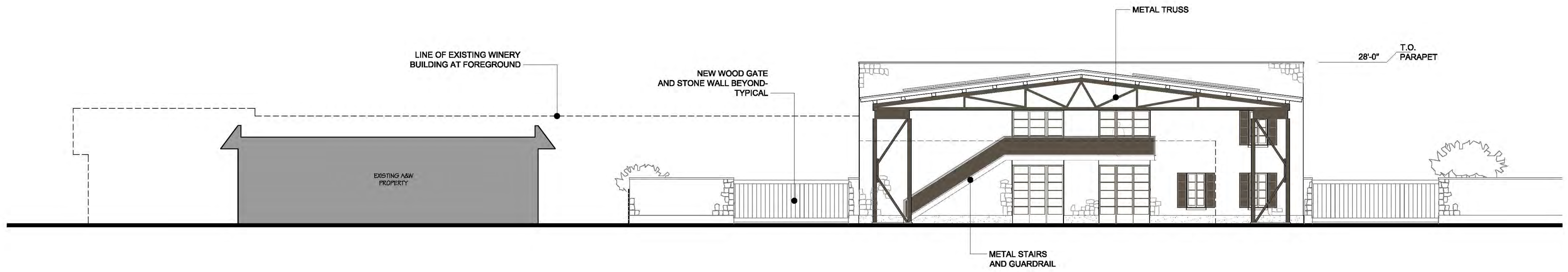
DAVIES VINEYARDS

555 MAIN STREET
St. Helena, CA

osborn slegert
architecture
P O B O X 1 5 5 8
SANTA ROSA, CA 95402
p h . 7 0 7 - 3 2 1 - 5 3 8 9

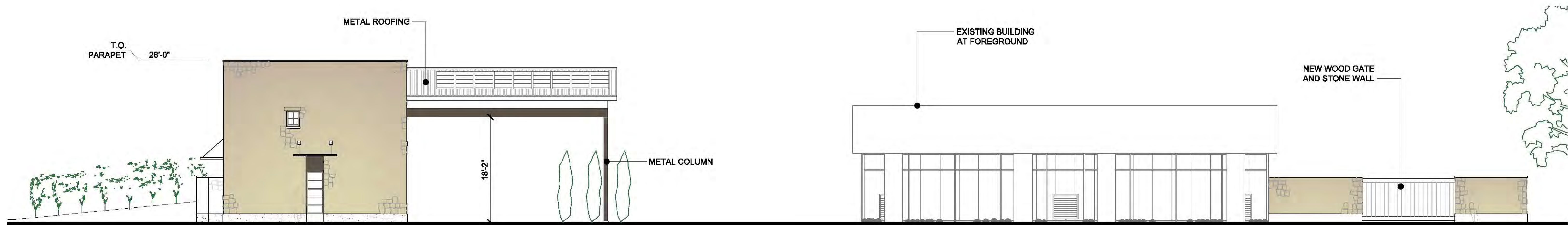
UP-A2.3
PHASE 2





2 PHASE 2 - North Elevation

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



1 PHASE 2 - East Elevation

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



USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DAVIES VINEYARDS

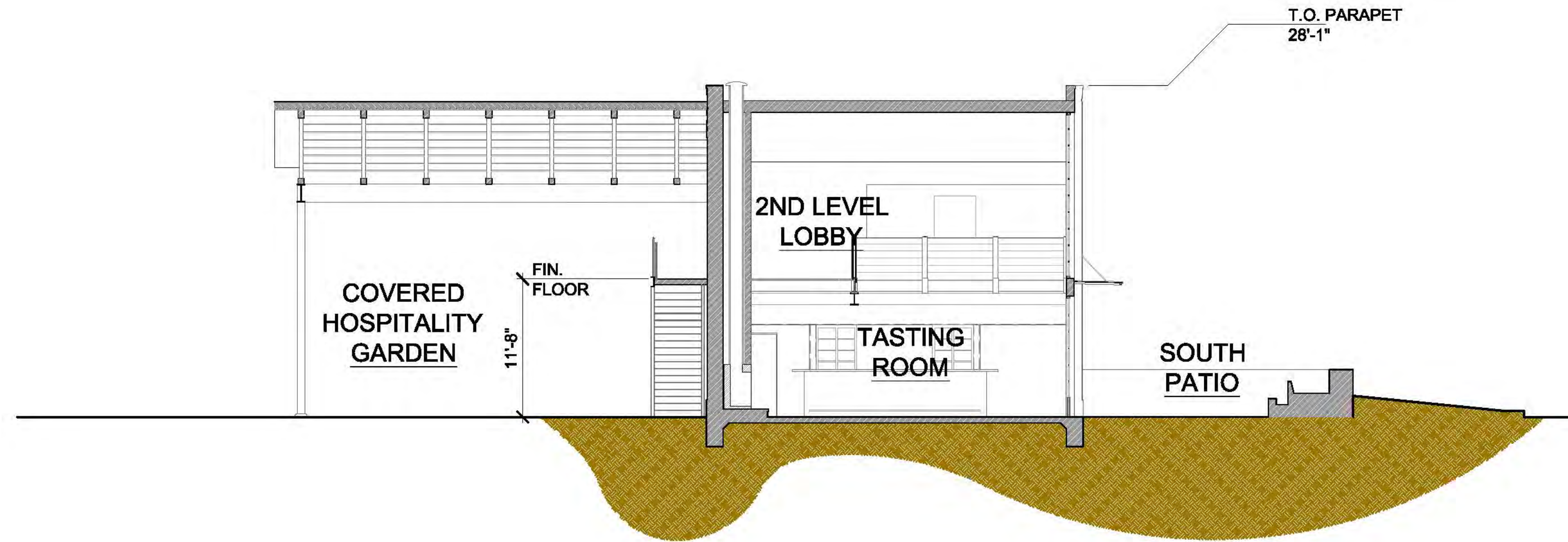
555 MAIN STREET
St. Helena, CA

osborn slegert
architecture
P O B O X 1 5 5 8
SANTA ROSA, CA 95402
p h . 7 0 7 - 3 2 1 - 5 3 8 9

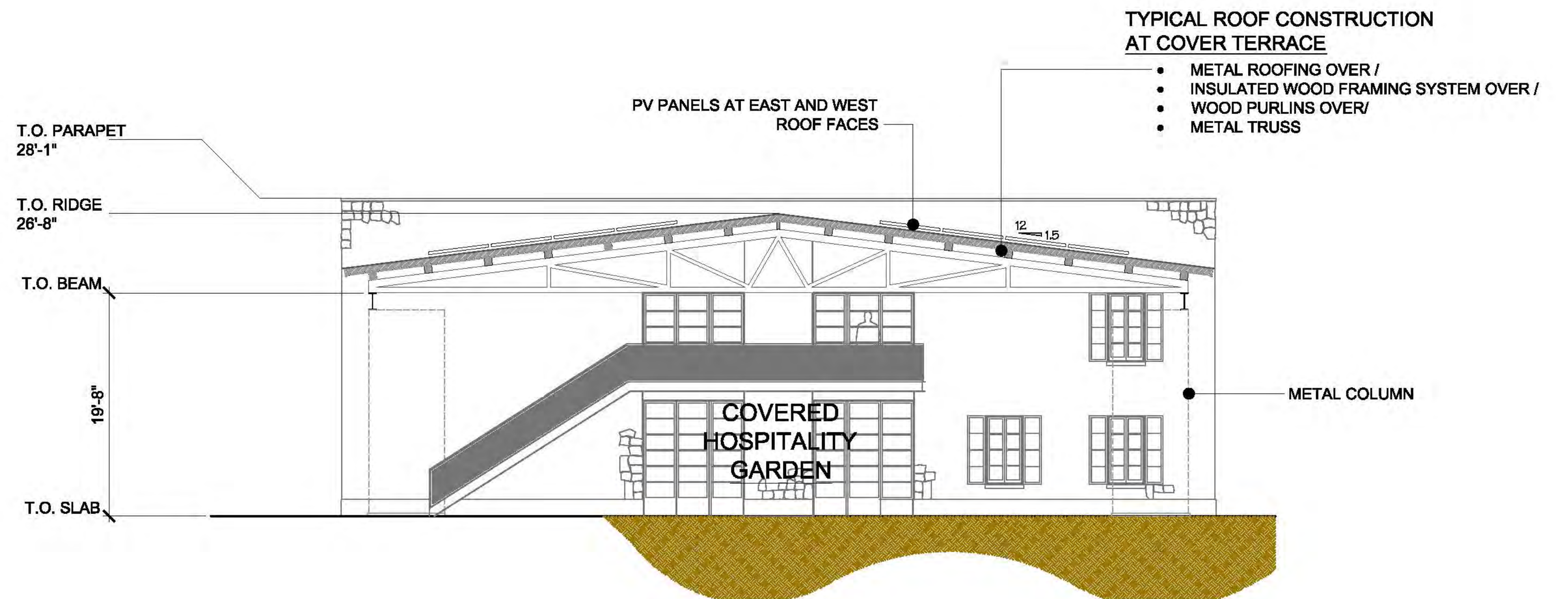
UP-A2.4
PHASE 2



DATE: October 15, 2013



2 PHASE 2 - Section Looking East
 SCALE: 1/8"=1'-0"
 0' 4' 8' 16'



1 PHASE 2 - Section Looking South
 SCALE: 1/8"=1'-0"
 0' 4' 8' 16'

USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DATE: October 15, 2013

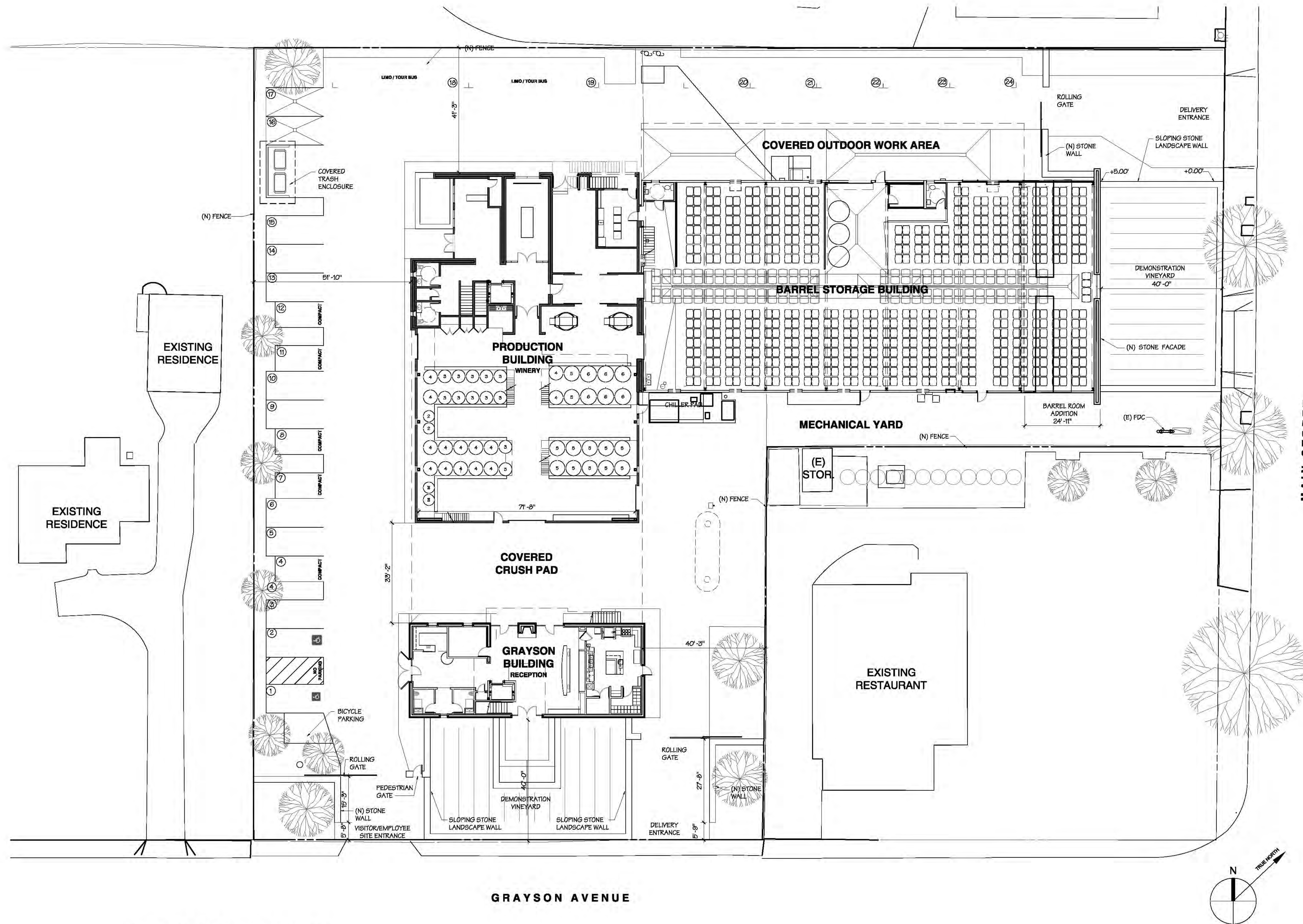
DAVIES VINEYARDS

555 MAIN STREET
 St. Helena, CA

osborn slegert
 architecture
 P O B O X 1 5 5 8
 SANTA ROSA, CA 95402
 p h . 7 0 7 - 3 2 1 - 5 3 8 9

UP-A2.5
PHASE 2





1 PHASE 3 - SITE PLAN
 SCALE: 1/16" = 1'-0"
 0' 8' 16' 32'

USE PERMIT
 These drawings are the property of Osborn Siebert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.
 Copyright 2013 - Osborn Siebert Architecture

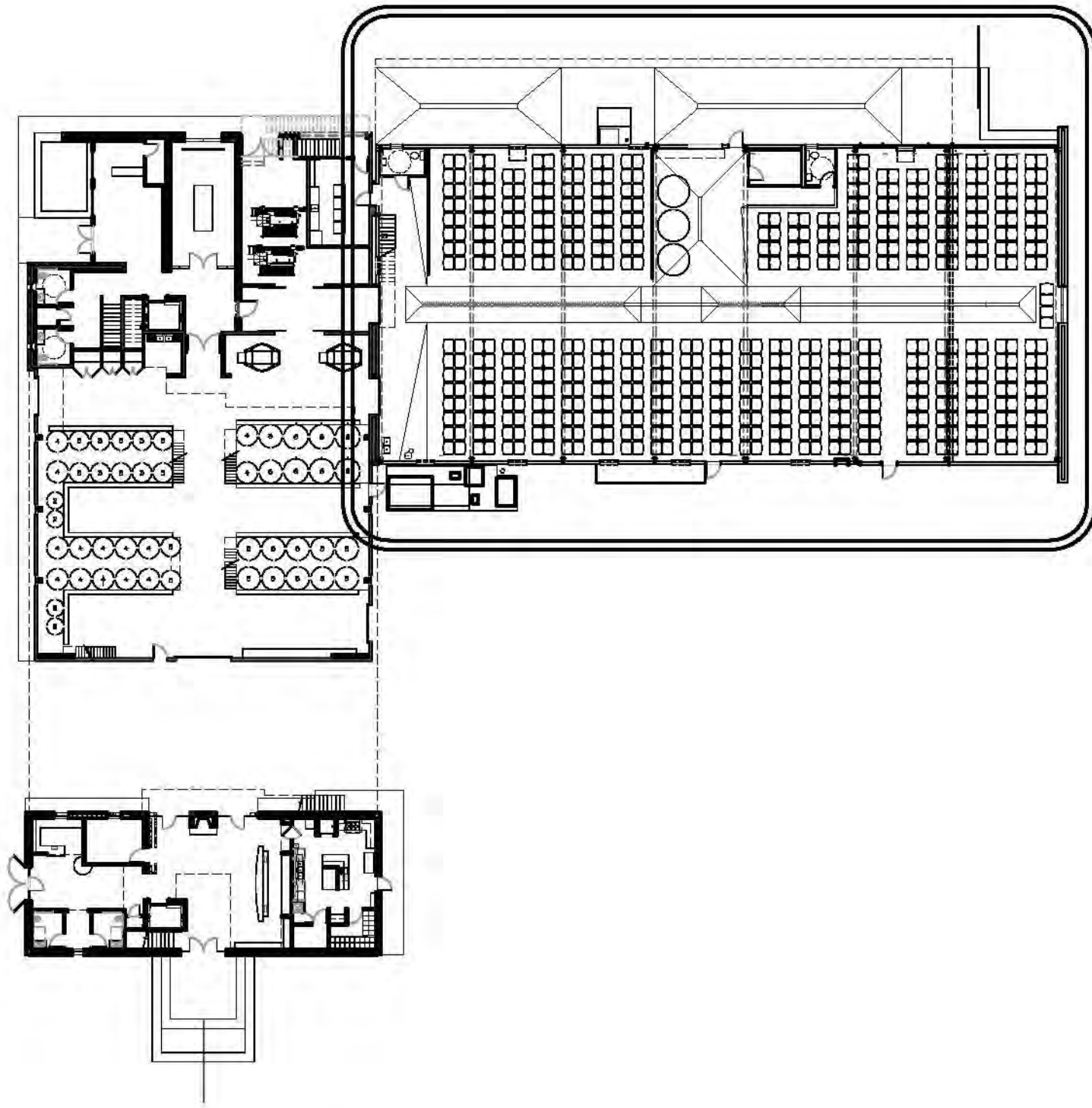
DATE: OCTOBER 15, 2013

DAVIES VINEYARDS
 555 MAIN STREET
 St. Helena, CA

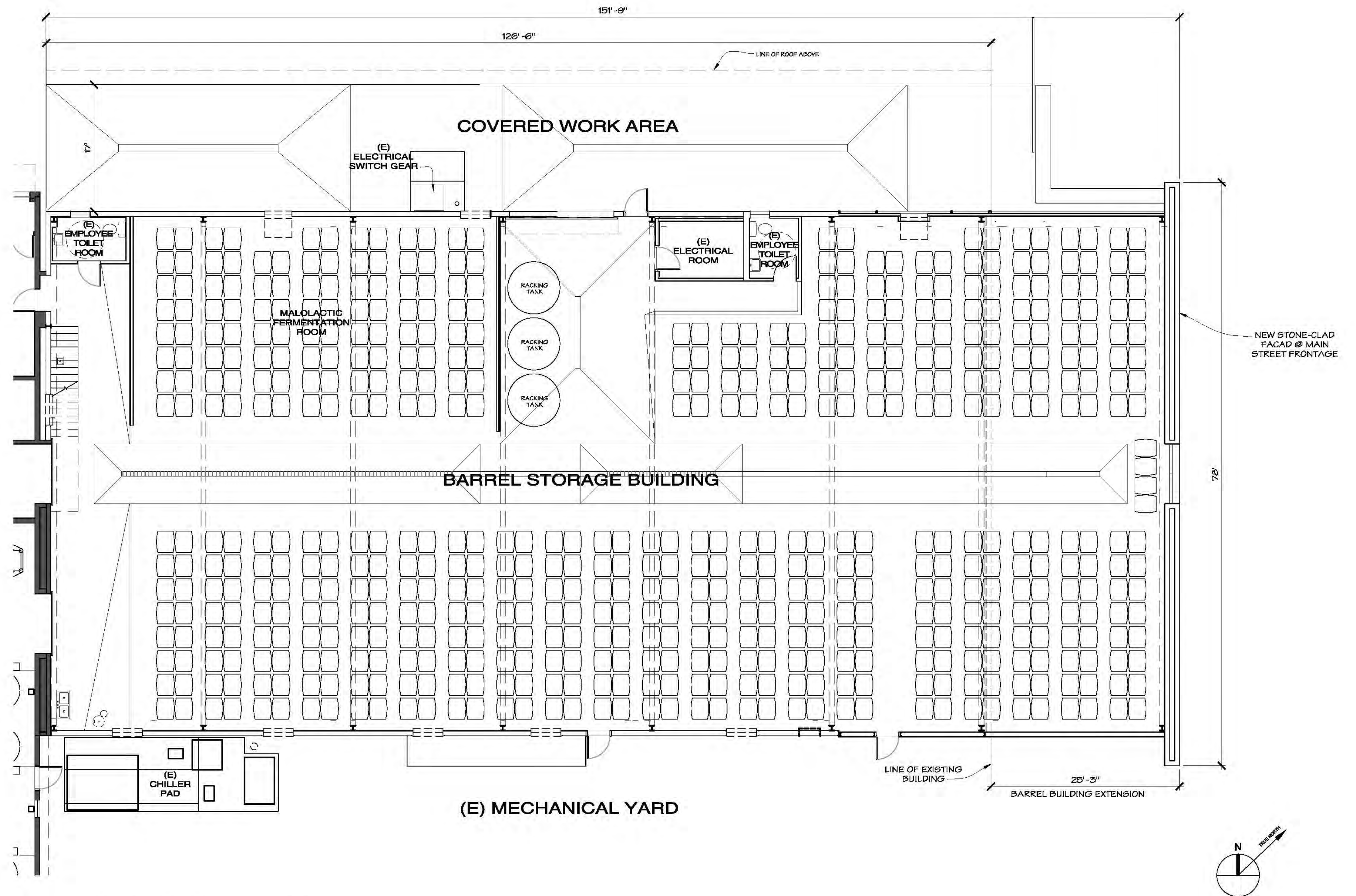
osborn siebert
 architecture
 P O B O X 1558
 SANTA ROSA, CA 95402
 P H 707-845-6367

UP-A3.1
PHASE 3





2 PHASE 3 - KEY PLAN
SCALE: NTS



1 PHASE 3 - GROUND FLOOR PLAN 12,911 S.F.
SCALE: 1/8" = 1'-0"
0' 4' 8' 16'

USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DATE: OCTOBER 15, 2013

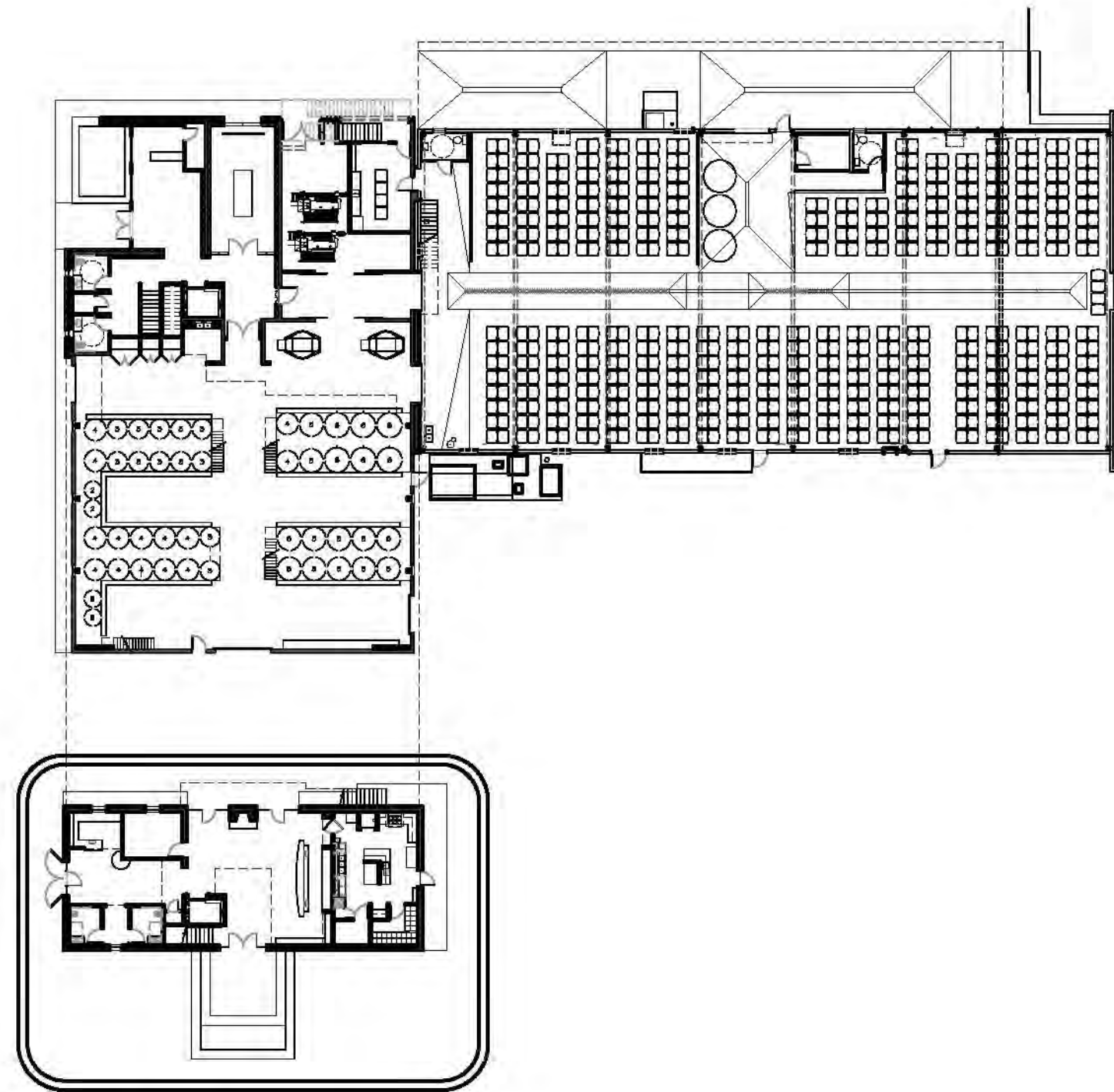
DAVIES VINEYARDS

555 MAIN STREET
St. Helena, CA

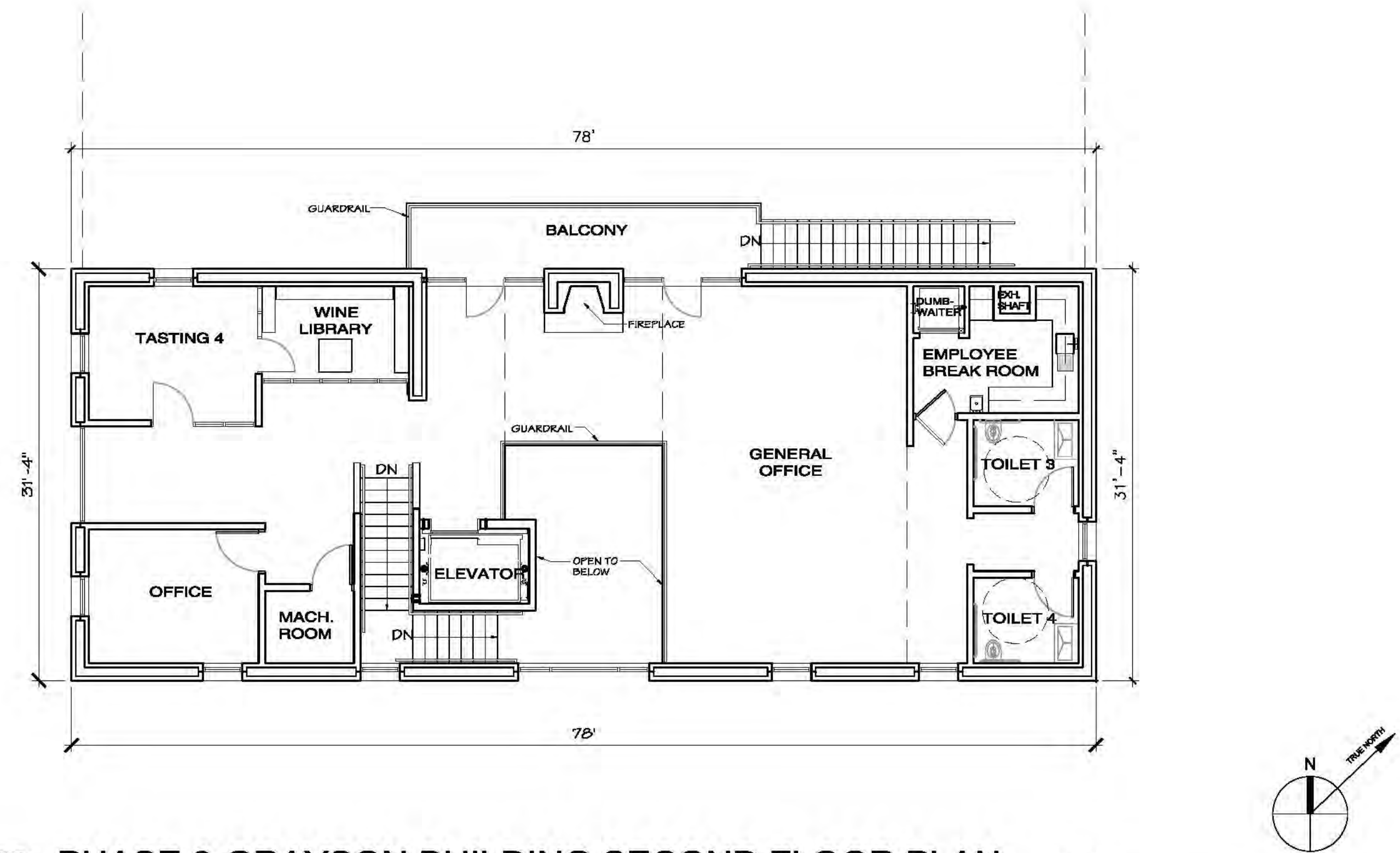
osborn slegert
architecture
P.O. BOX 1558
SANTA ROSA, CA 95402
p h . 7 0 7 - 8 4 9 - 5 3 5 7

UP-A3.2.1
PHASE 3

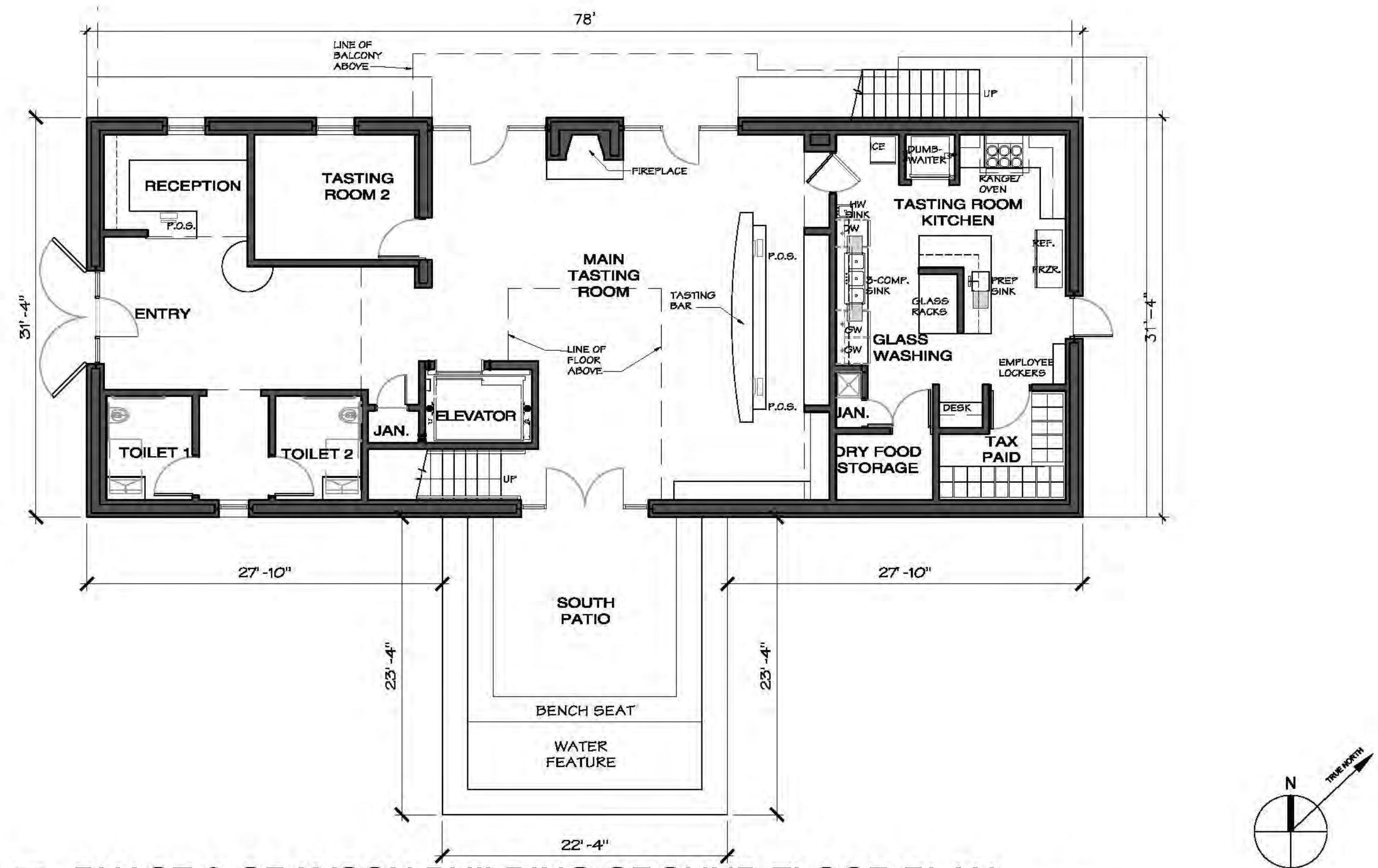




3 PHASE 3-KEY PLAN
SCALE: NTS



2 PHASE 3-GRAYSON BUILDING SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
2,244 S.F.



1 PHASE 3-GRAYSON BUILDING GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
2,250 S.F.

USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DATE: OCTOBER 15, 2013

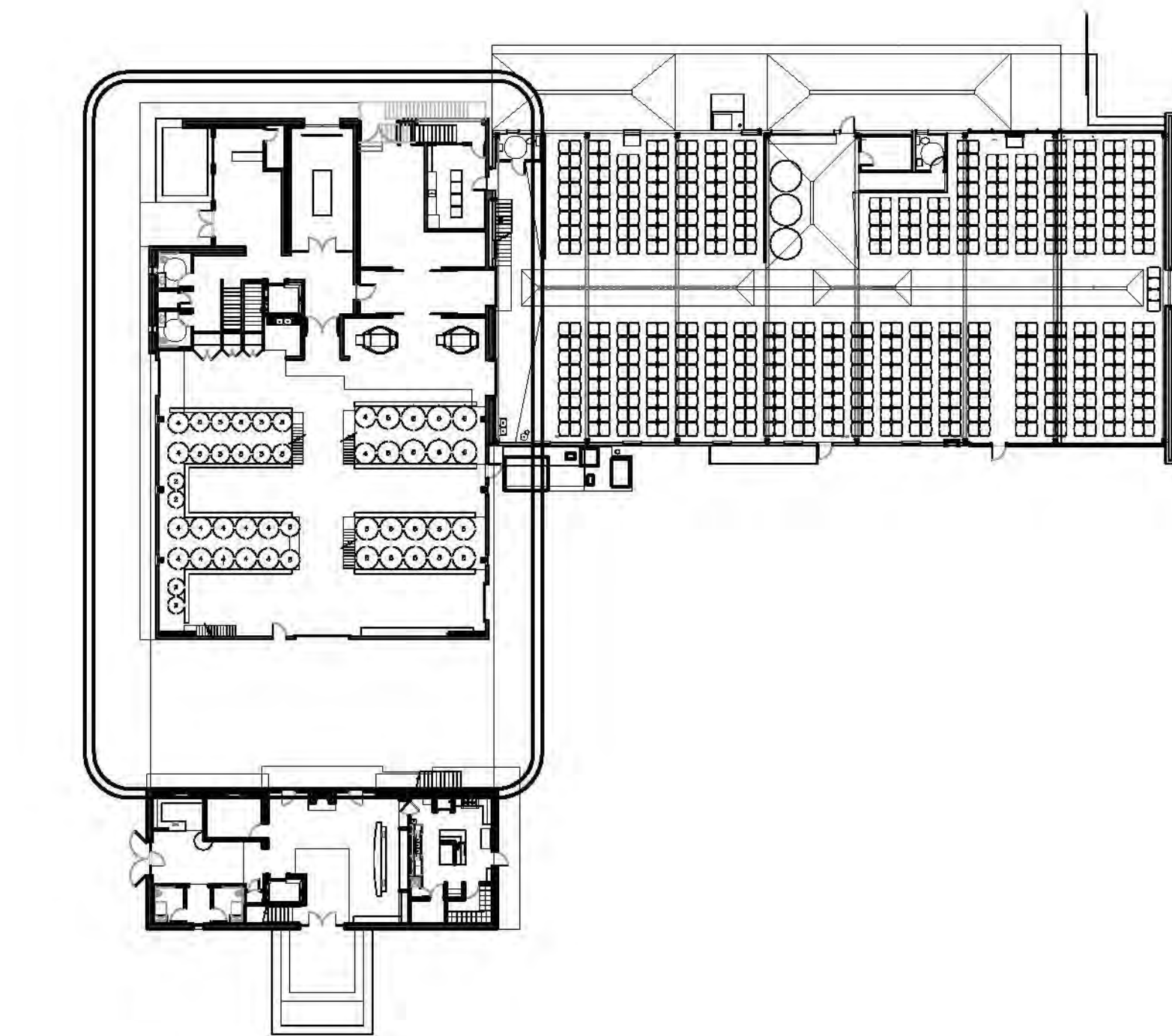
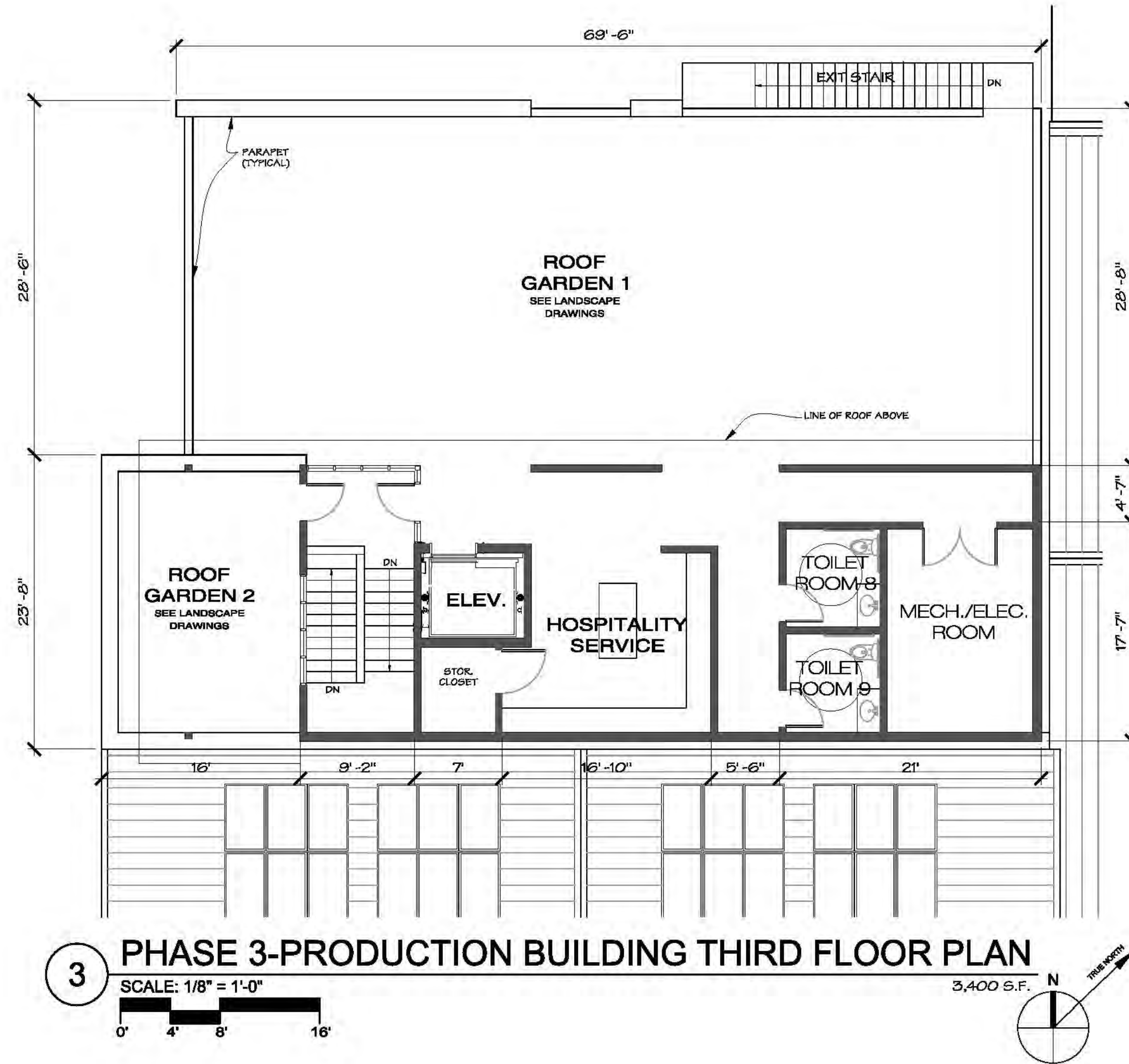
DAVIES VINEYARDS

555 MAIN STREET
St. Helena, CA

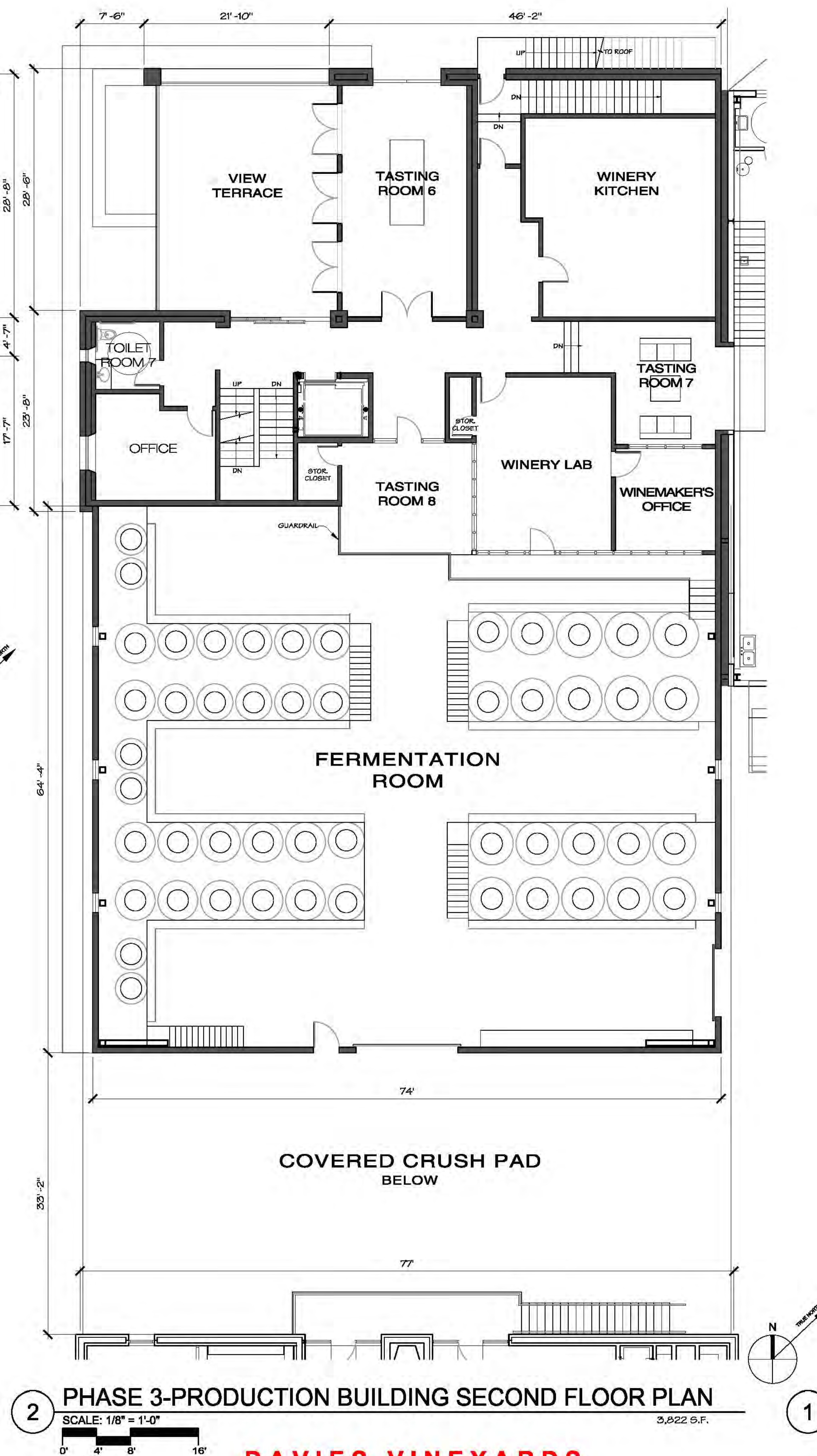
osborn slegert
architecture
P.O. BOX 1558
SANTA ROSA, CA 95402
ph. 707-849-5357

UP-A3.2.2
PHASE 3



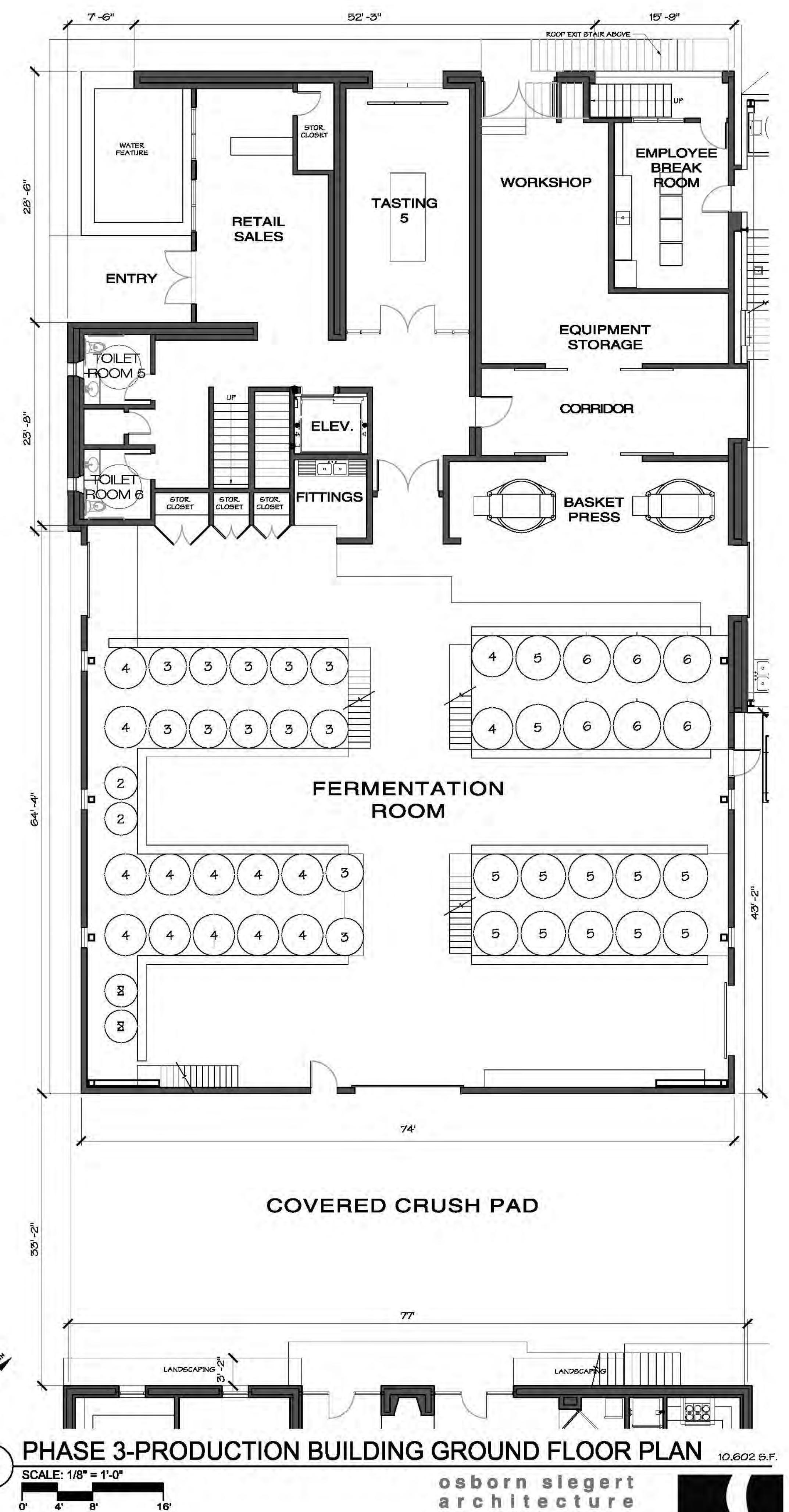


USE PERMIT
 These drawings are the property of Osborn Siegart Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.
 Copyright 2013 - Osborn Siegart Architecture



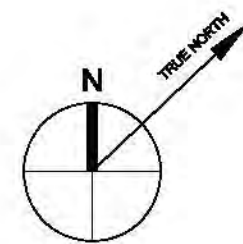
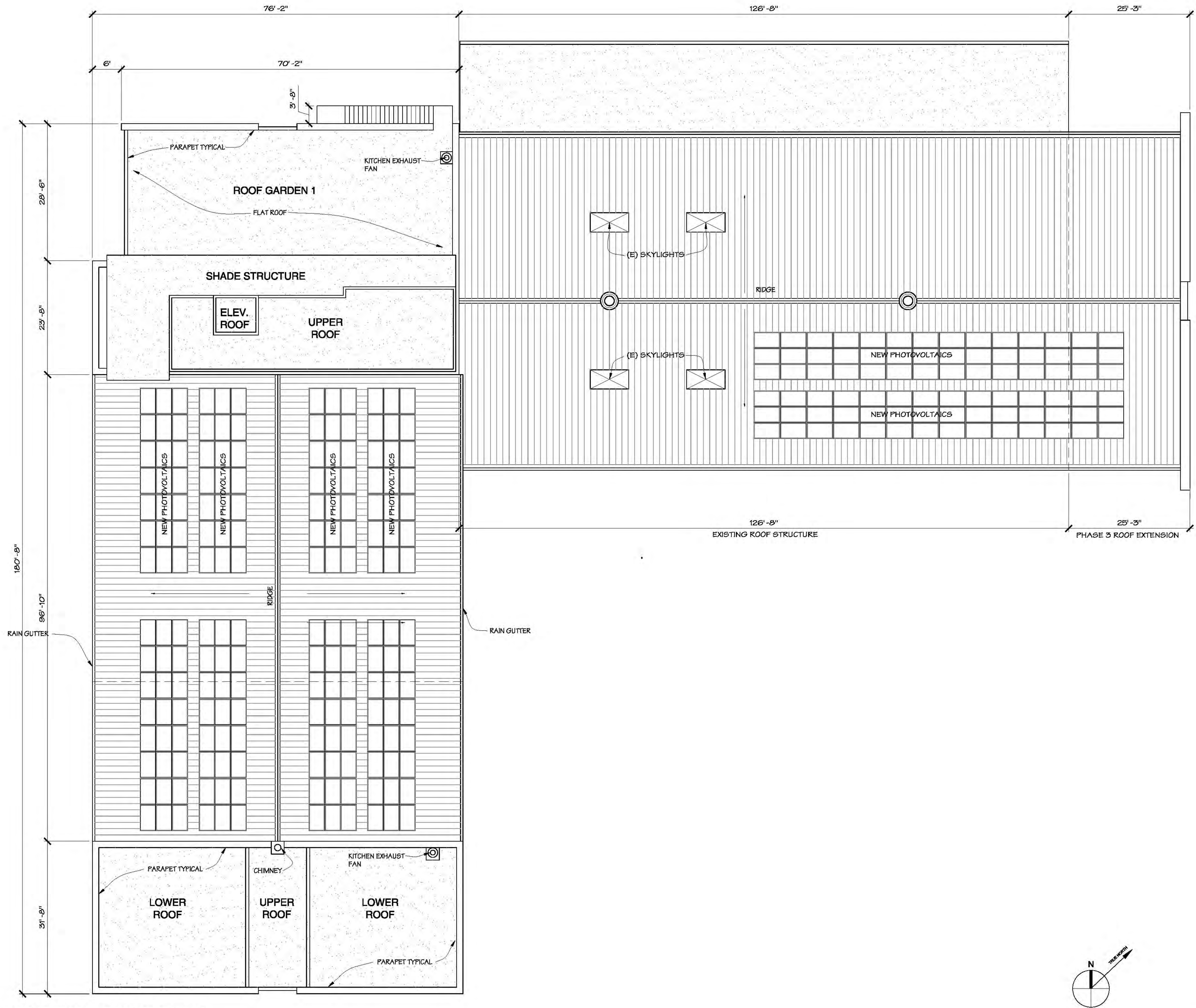
DAVIES VINEYARDS

555 MAIN STREET
 St. Helena, CA



**osborn siegart
 architecture**
 P.O. BOX 1558
 SANTA ROSA, CA 95402
 ph. 707-849-5357

UP-A3.2.3
PHASE 3 arch



USE PERMIT

These drawings are the property of Osborn Siegart Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Siegart Architecture

1 PHASE 3-OVERALL ROOF PLAN
SCALE: 3/32" = 1'-0"



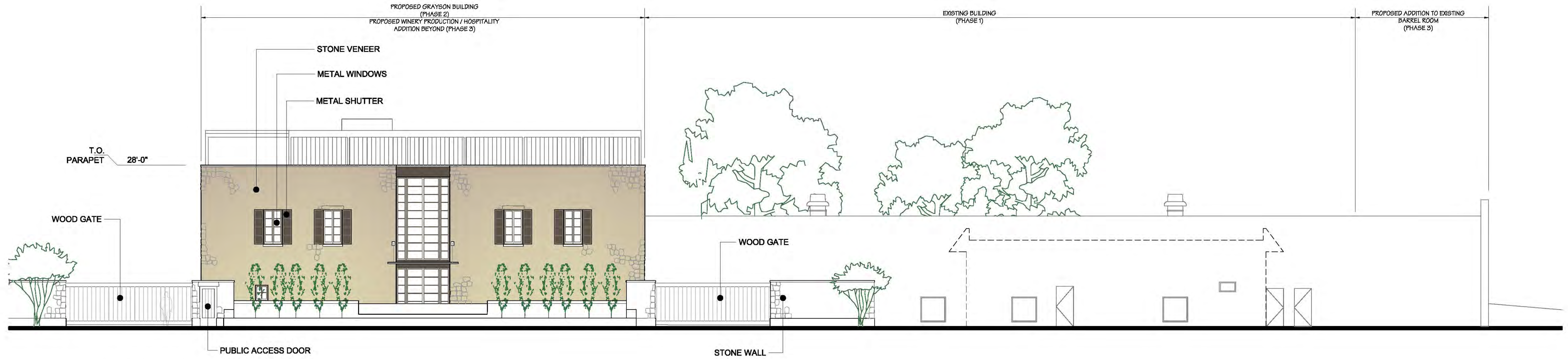
DAVIES VINEYARDS

555 MAIN STREET
St. Helena, CA

osborn siegart
architecture
P O B O X 1 5 5 8
SANTA ROSA, CA 05402
p h . 7 0 7 - 8 4 9 - 5 3 5 7

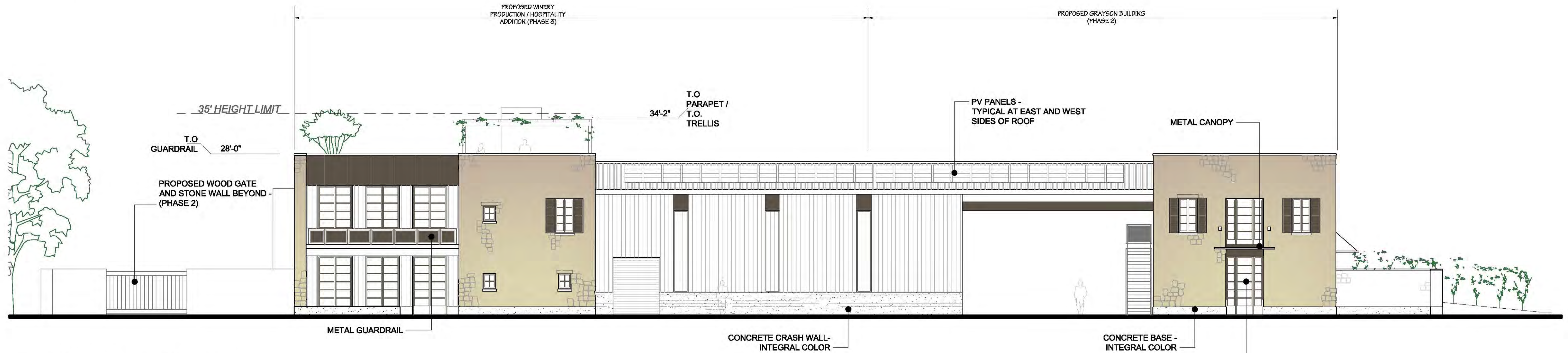
UP-A3.2.4
PHASE 3





2 PHASE 3 - South Elevation

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



1 PHASE 3 - West Elevation

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



USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DAVIES VINEYARDS

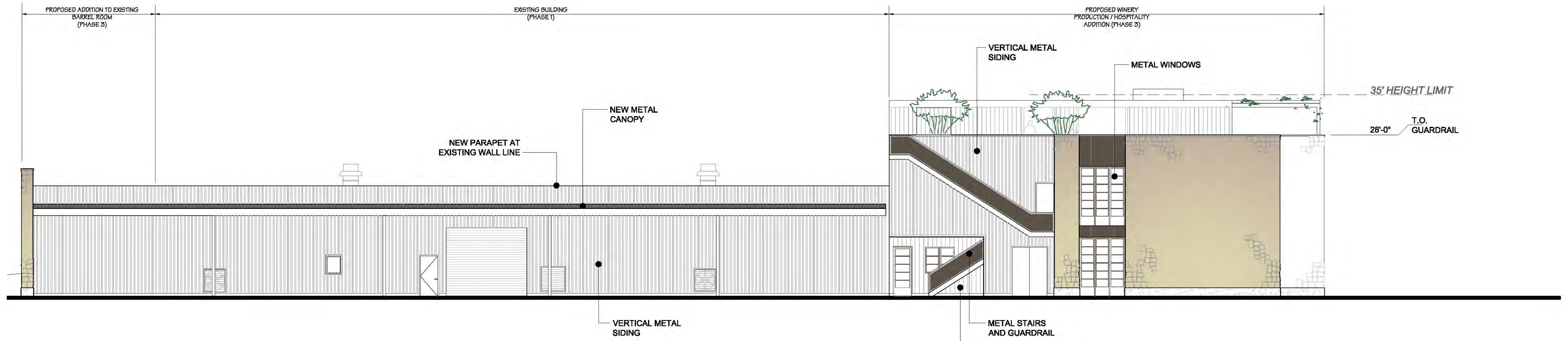
555 MAIN STREET
St. Helena, CA

osborn slegert
architecture
P.O. BOX 1558
SANTA ROSA, CA 95402
ph. 707-321-5389

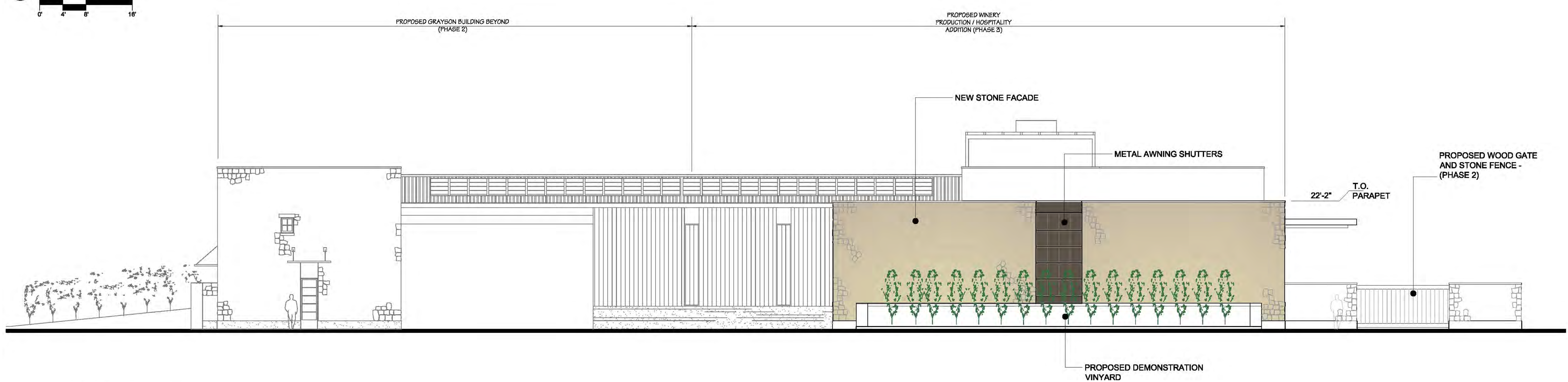
UP-A3.3
PHASE 3



DATE: October 15, 2013



2 PHASE 3 - North Elevation
SCALE: 1/8"=1'-0"



1 PHASE 3 - East Elevation
SCALE: 1/8"=1'-0"

USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DAVIES VINEYARDS

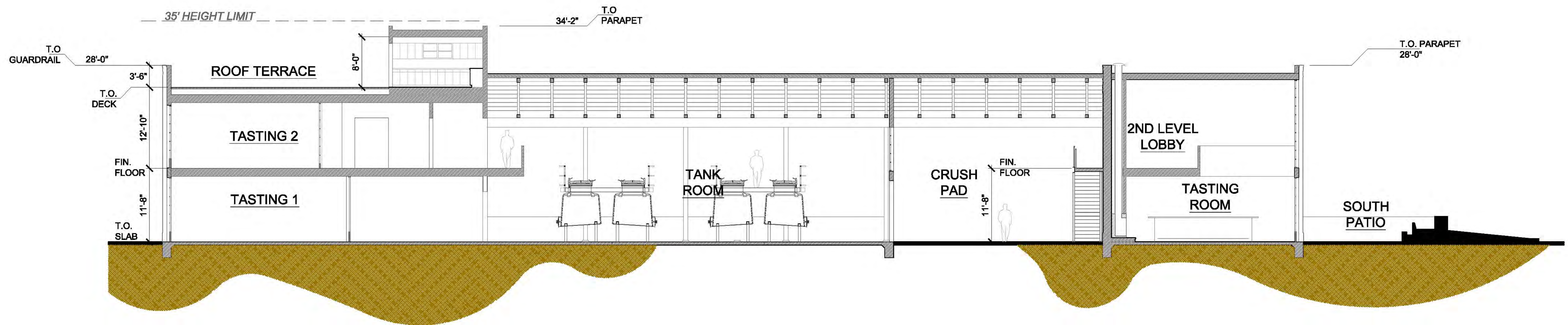
555 MAIN STREET
St. Helena, CA

osborn slegert
architecture
P O B O X 1558
SANTA ROSA, CA 95402
p h . 7 0 7 - 3 2 1 - 5 3 8 9

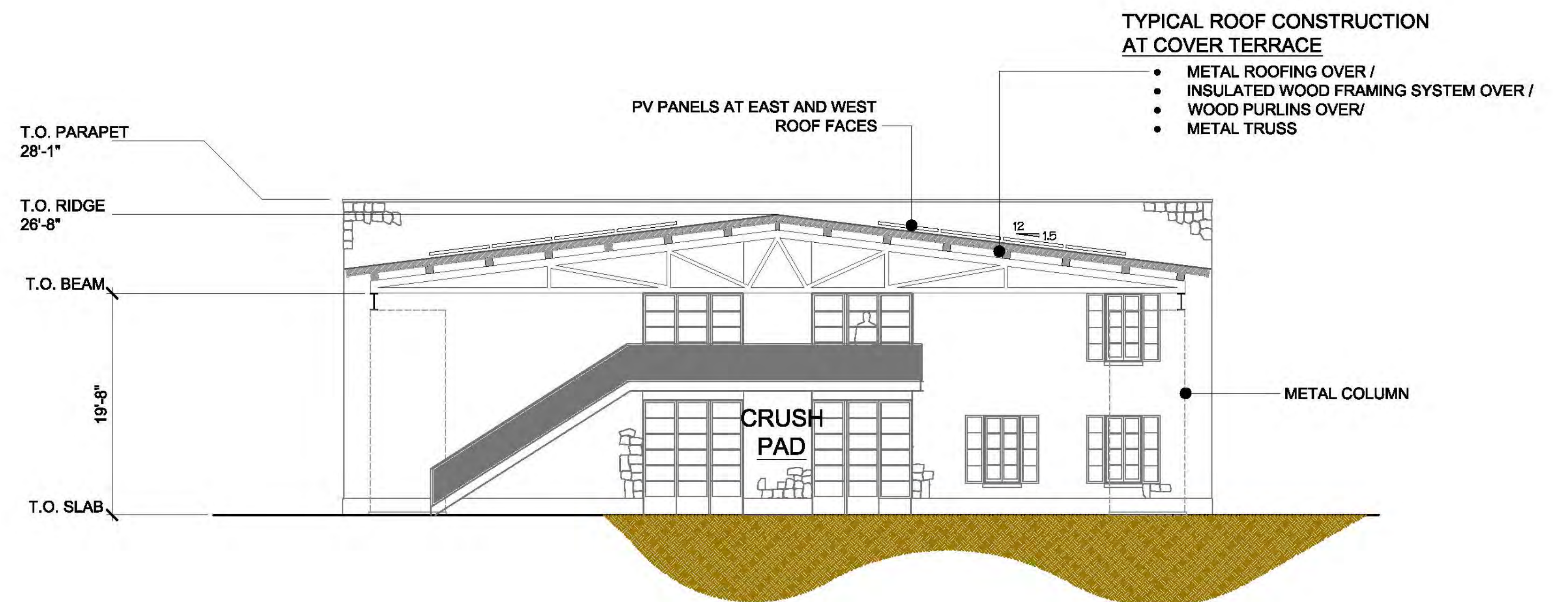
UP-A3.4
PHASE 3



DATE: October 15, 2013



2 PHASE 3- Section Looking East
SCALE: 1/8"=1'-0"



1 PHASE 3 - Section Looking South
SCALE: 1/8"=1'-0"

USE PERMIT

These drawings are the property of Osborn Slegert Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Slegert Architecture

DATE: October 15, 2013

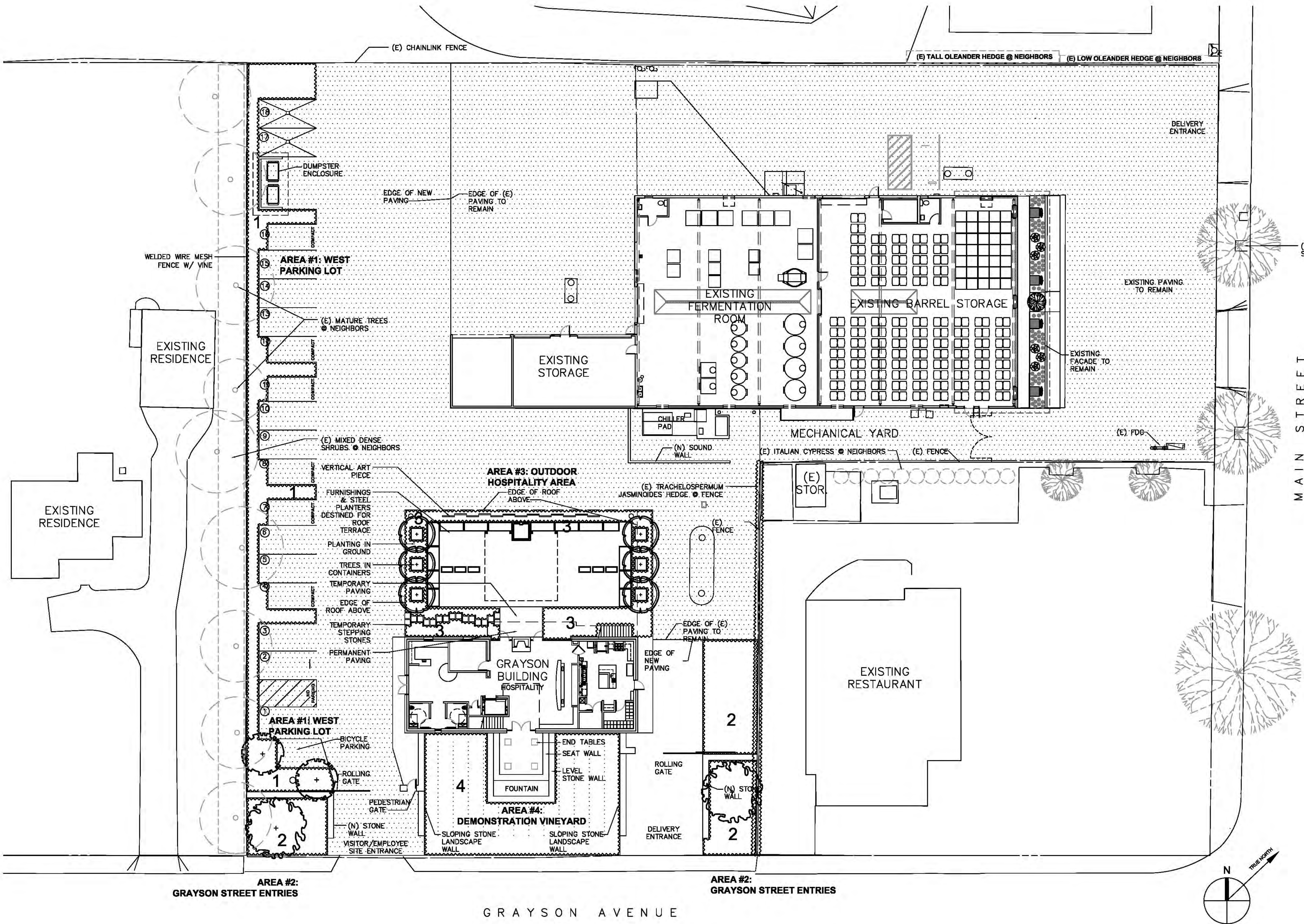
DAVIES VINEYARDS

555 MAIN STREET
St. Helena, CA

osborn slegert
architecture
P O B O X 1 5 5 8
SANTA ROSA, CA 95402
p h . 7 0 7 - 3 2 1 - 5 3 8 9

UP-A3.5
PHASE 3





PHASE 2 PLANT LIST				
Botanical Name	Common Name	Qty.	Size	Spacing
Area 1: West Parking Lot				
Arctostaphylos x. 'Emerald Carpet'	Manzanita	100	1g	3' o.c.
Cornus stolonifera, cv. tbd	Redtwig Dogwood	8	5g	
Distictis buccinatoria	Bloodred Trumpet Vine	26	5g	10' o.c.
Juncus patens 'Elk Blue'	Gray Rush	140	1g	2' o.c.
Quercus suber	Cork Oak	1	24" Box	
Zelkova s. 'Village Green'	Sawleaf Zelkova	2	24" Box	
Area 2: Grayson Street Entry				
Arctostaphylos x. 'John Dourley'	Manzanita	92	5g	4-6' o.c.
Demonstration Vineyard				
Muhlenbergia lindheimeri		15	1g	4-5' o.c.
Quercus suber	Cork Oak	2	24" Box	
Area 3: Outdoor Hospitality Area				
One of the following:				
Acer palmatum/ Acer p. 'Seiryu'	Japanese Maple	6	24" Box	
Arbutus x. 'Marina', multi-trunk			24" Box	
Carpinus c. 'Fastigiata'	Hornbeam		24" Box	
Cercis occidentalis	Western Redbud		24" Box	
Olea europaea, cv. Tbd	Olive		24" Box	
Salix m. 'Tortuosa'	Corkscrew Willow		24" Box	
Heuchera v. 'Citronelle'	Coral Bells	25	1g	2' o.c.
Pennisetum spathiolatum	Slender Veldt Grass	130	1g	2.5' o.c.
Rhamnus c. 'Leatherleaf'	Coffeeberry	14	15g	
Ruscus hypoglossum	Butcher's Broom	24	1g	2' o.c.
Sesleria x. 'Greenlee'	Moor Grass	537	1g	6' o.c.
Woodwardia fimbriata	Giant Chain Fern	30	5g	
Area 4: Demonstration Vineyard				
Grape vines and covercrop by owner				

1 PHASE 2 - LANDSCAPE PLAN
SCALE: 1/16" = 1'-0"

USE PERMIT

These drawings are the property of Osborn Siegart Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Siegart Architecture

DATE: OCTOBER 09, 2013

W I N E R Y
5 5 5

555 MAIN STREET
St. Helena, CA

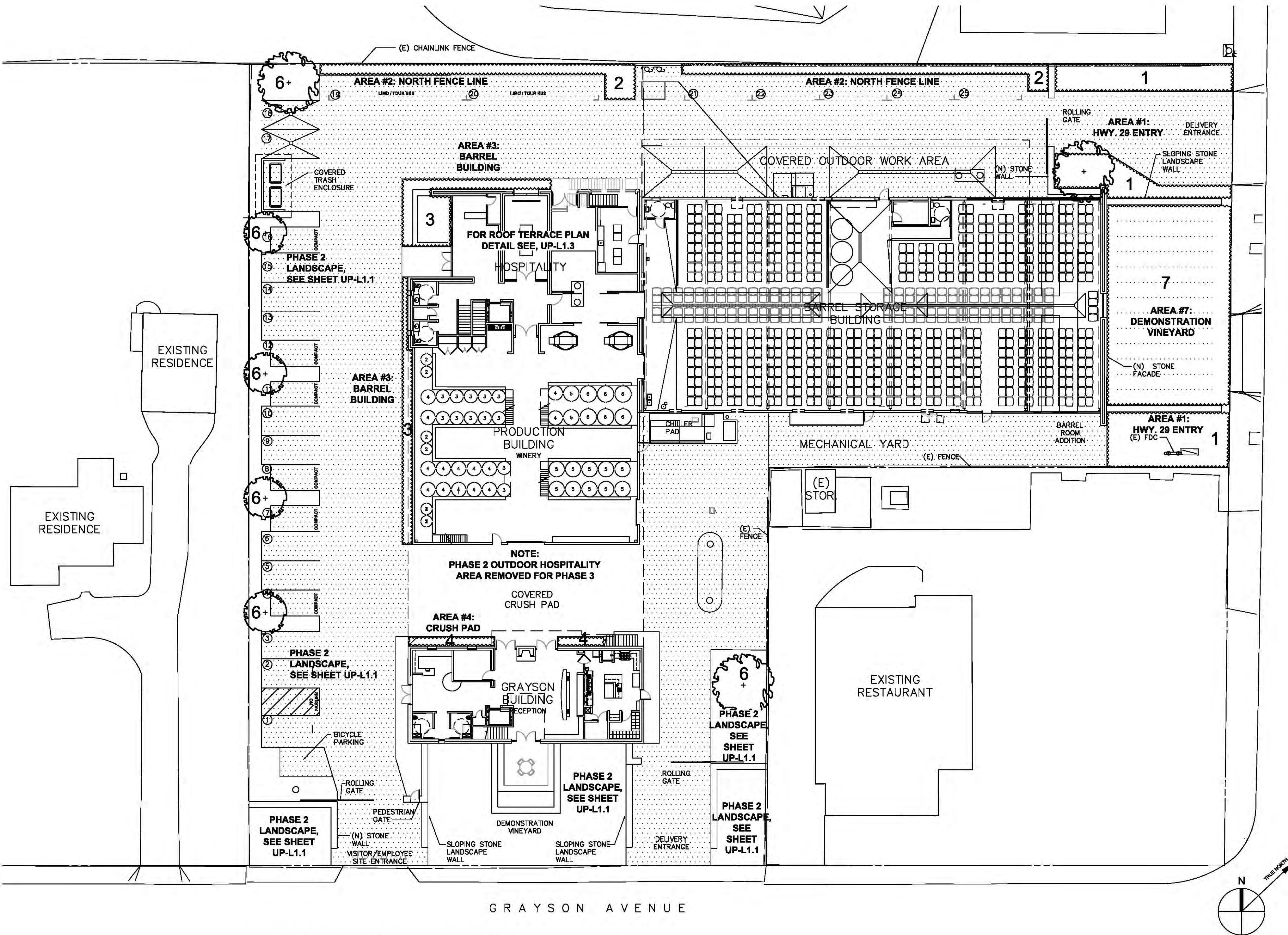
ROCHE
ROCHE
LANDSCAPE ARCHITECTURE

750 PERU ROAD
SONOMA CA 95478

707 933 8302 T/F
www.rocheandroche.com

osborn siegart
architecture
P O B O X 1 5 5 8
SANTA ROSA, CA 95402
p h . 7 0 7 - 8 4 9 - 5 3 5 7

UP-L1.1



PHASE 3 PLANT LIST				
Botanical Name	Common Name	Qty.	Size	Spacing
Area 1: Highway 29 Entry				
Arctostaphylos d. 'Howard Mc Minn'	Vine Hill Manzan	62	5g	5' o.c.
Demonstration Vineyard				
Quercus suber	Cork Oak	1	24" Box	
Trachelospermum jasminoides, staked	Star Jasmine	4	5g	
Area 2: North Fence Line				
Thuja o. 'Emerald Green'	Arborvitae	63	15g	3.5' o.c.
Xylosma congestum	Shiny Xylosma	1	15g	
Area 3: Barrel Building				
Anigozanthos x. 'Tequila Sunrise'	Kangaroo Paws	15	1g	
Chondropetalum tectorum	Cape Rush	16	5g	3' o.c.
Dudleya x. 'Frank Reinelt'	Live Forever	32	4"	
Pennisetum spathiolatum	Slender Veldt Gr	30	1g	
Pittosporum t. 'Golf Ball'		12	5g	
Area 4: Crush Pad				
Ruscus hypoglossum	Butcher's Broom	60	1g	2' o.c.
Area 5: Roof Terrace				
Arctostaphylos m. 'Dr. Hurd'	Parry Manzanita	4	15g	
Chondropetalum tectorum	Cape Rush	12	5g	
Dudleya x. 'Frank Reinelt'	Live Forever	32	4"	
Pennisetum spathiolatum	Slender Veldt Gr	30	1g	
Pittosporum t. 'Golf Ball'		12	5g	
Area 6: Trees of West Parking Lot and Grayson Street Entry				
Quercus suber	Cork Oak	2	24" Box	
Zelkova s. 'Village Green'	Sawleaf Zelkova	4	24" Box	
Area 7: Demonstration Vineyards				
Grape vines and cover crop by owner				

1 PHASE 3 - LANDSCAPE PLAN
SCALE: 1/16" = 1'-0"

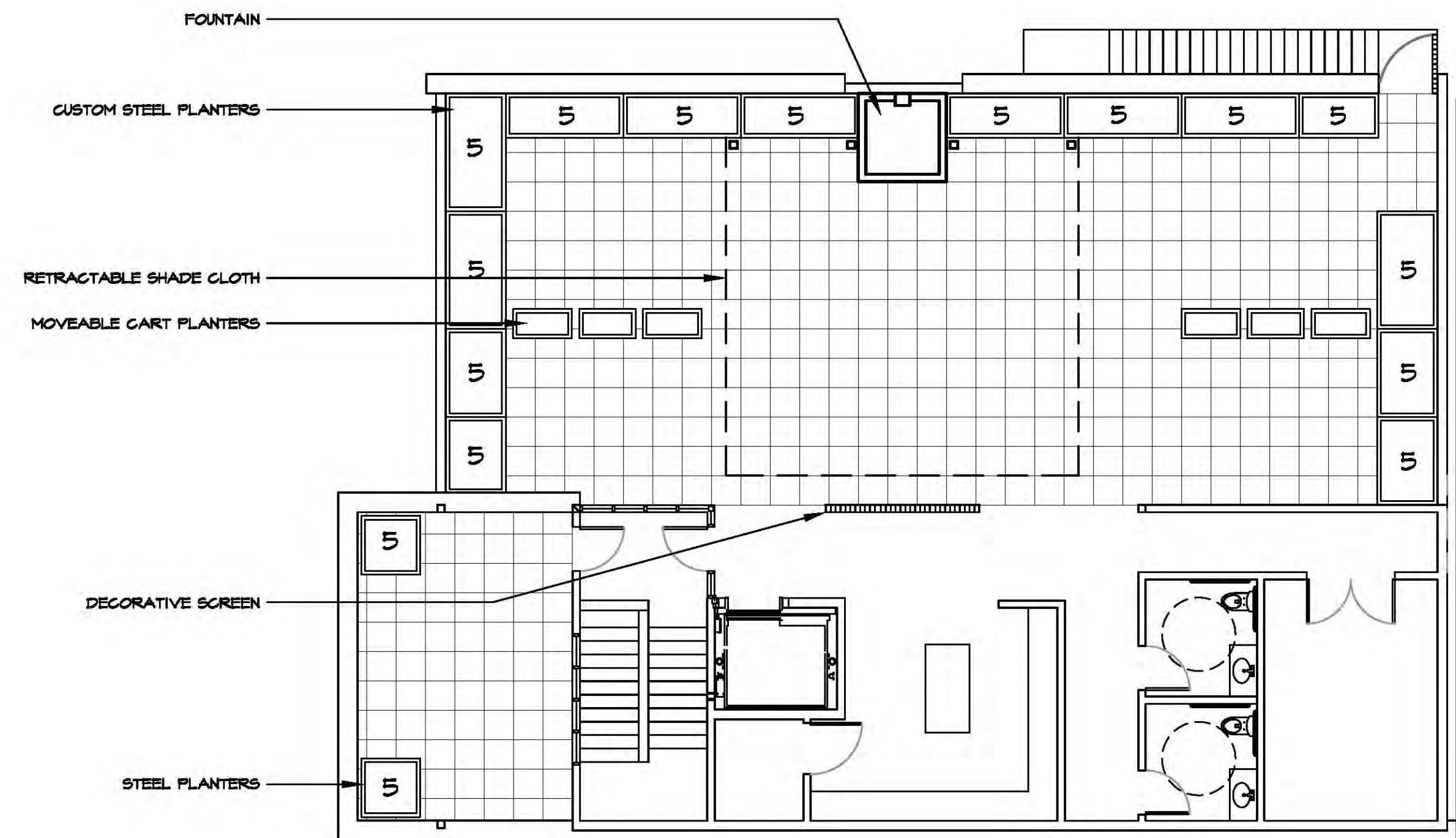
USE PERMIT
These drawings are the property of Osborn Siegart Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.
Copyright 2013 - Osborn Siegart Architecture

DATE: OCTOBER 09, 2013

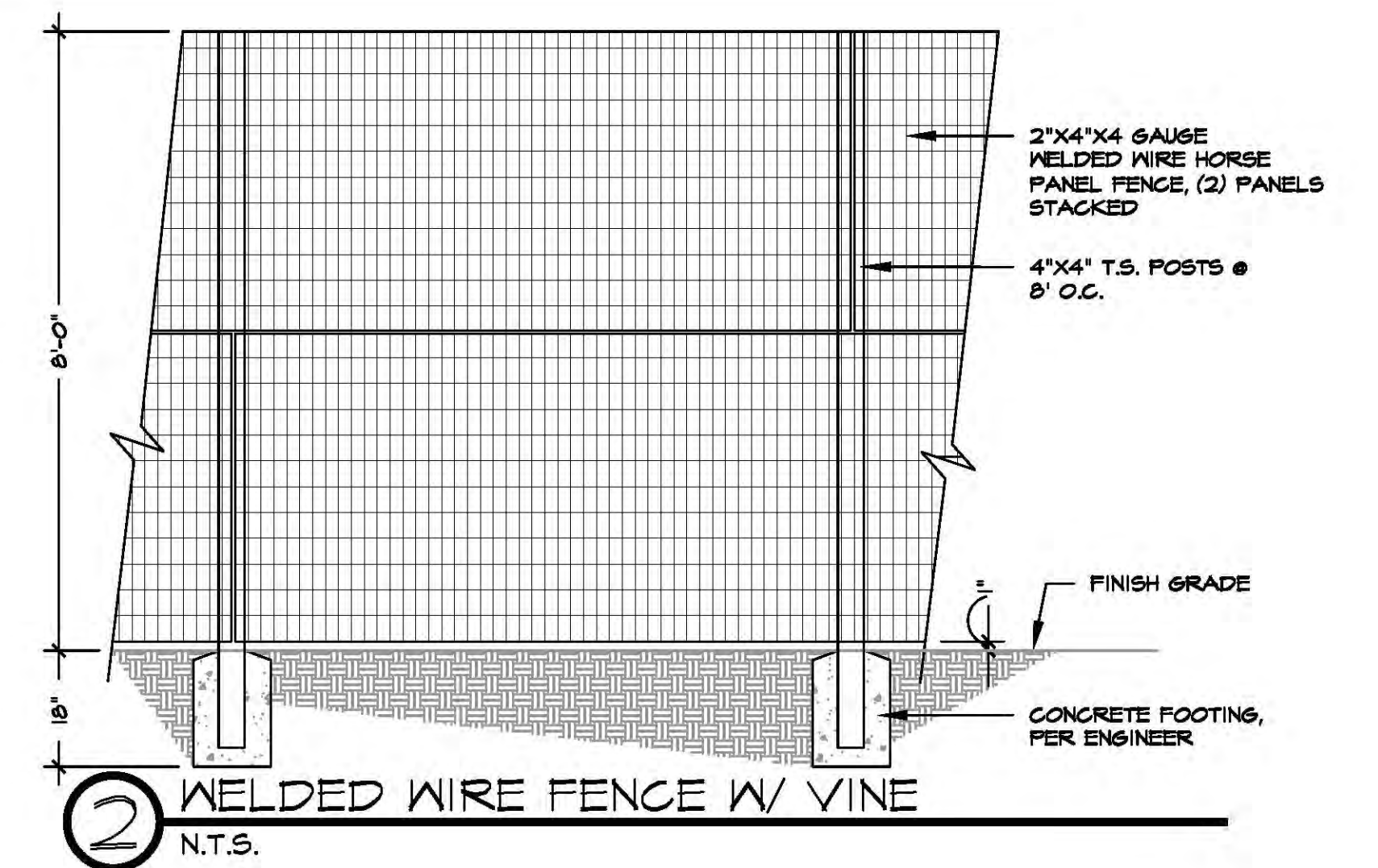
W I N E R Y
5 5 5
555 MAIN STREET
St. Helena, CA

ROCHE
ROCHE
LANDSCAPE ARCHITECTURE
760 PERU ROAD
SONOMA CA 95476
707 933 8302 T/F
www.rocheandroche.com
osborn siegart
architecture
P O B O X 1 6 5 8
SANTA ROSA, CA 95402
p h . 7 0 7 - 8 4 9 - 5 3 5 7

UP-L1.2



1 ROOF TERRACE DETAIL-PLAN (PHASE 3)
1/8" = 1'-0"



LANDSCAPE DETAILS

NOTED

USE PERMIT

These drawings are the property of Osborn Siegart Architecture and have been prepared specifically for this project. These drawings are not to be used for any other project, by any other entity or in another location.

Copyright 2013 - Osborn Siegart Architecture

DATE: OCTOBER 09, 2013

W I N E R Y
5 5 5
-
5 5 5 MAIN STREET
St. Helena, CA

**ROCHE
ROCHE**
LANDSCAPE ARCHITECTURE

750 PERU ROAD
SONOMA CA 95476

707 933 8302 T/F
www.rocheandroche.com

osborn siegart
architecture
P O B O X 1 5 5 8
SANTA ROSA, CA 05402
p h . 7 0 7 - 8 4 9 - 5 3 5 7

UP-L1.3



INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME: Davies Family Winery

FILE NUMBER: 2013-66

SITE ADDRESS: 555 Main Street

APN: 009-180-017

GENERAL PLAN: Service Commercial

ZONING: SC: Service Commercial

PROPONENT: Fred Zammataro
Schramsberg Vineyards/Davies Vineyards
555 Main Street
St. Helena, CA 94574
(707) 974 8054

PROJECT DESCRIPTION

Overview. The proposed project would include expanding buildings and operations in a phased program for the existing winery to allow increased wine production from 20,000 gallons per year to 75,000 gallons per year. Proposed improvements would include remodeling and expanding the existing main building, constructing a new smaller building fronting on Grayson Avenue and reconfiguring wine production and crush pad areas. On-site parking, landscaping and other improvements are also proposed. In addition to the construction program, the applicant is requesting approval to permit on-site wine tastings and tours and a number of marketing events for the winery throughout the year.

Existing approved use. The St. Helena Planning Commission approved a Use Permit for the site in May of 2012 to allow conversion of the existing building on the site to a winery with a maximum production of 20,000 gallons per year with no tours, tastings or other marketing events allowed.

Proposed buildings and uses. The applicant is proposing to expand the size and operations of the winery in terms of new facilities and undertaking on-site tours, tastings and a marketing program that would include visitors to the site. Existing improvements are identified as Phase I improvements and include the existing production building (the former Epps building).

Phase II expansion. This phase would consist of constructing the Grayson building on the site as a tasting and hospitality center and additional visitor parking along the western property line.

The Grayson Building would include two stories fronting along Grayson Avenue, south of the site. The building would include up to 4,294 square feet of space. The ground floor would include 2,158 square feet devoted to visitor reception, wine tasting, a winery kitchen and restrooms. The second floor would contain up to 2,136 square feet and would include a tasting room, a wine library, a multi-purpose room that would be used for tastings and meetings, a food plating area and restrooms. A rooftop terrace would be developed on the roof.

Phase III expansion. This phase would include expansion and upgrades to the existing production building. This building would be expanded by up to 12,911 square feet to the east to accommodate a larger barrel storage room. Exterior

improvements would be made to the eastern frontage of the production building which fronts onto Main Street. A ground-level wine tasting room on the north side of the Grayson Building (constructed in Phase II) would be converted to a covered crush pad. The wine tasting function would be relocated to a 3,400 square foot rooftop garden above the main production building. Also, a new kitchen would be built in the production building on the second floor.

The expanded production building would have a total size of approximately 26,685 square feet, exceeding the maximum 10,000 square foot building size established in the City's Service Commercial zoning district. The applicant's Use Permit modification includes a request to exceed the 10,000 square foot building size limit.

A covered crush pad area of approximately 2,454 square feet would be constructed between the expanded winery building and the new Grayson hospitality building.

Operating details. Wine production and related activities would take place between the hours of 7 a.m. to 5 p.m., Monday through Friday. Wine tastings would occur between 10 a.m. to 6 p.m. seven days per week. Periodic marketing events would occur between the hours of 5 p.m. and 10 p.m.

The winery would employ a maximum of 15 employees on a full-time basis. An additional 30 employees would be hired during harvest in the fall of each year.

Building design features. Each of the two buildings would have stone veneer exterior materials and flat roofs. Windows and doors would be in painted metal frames. Photovoltaic solar collectors would be placed on building rooftops for energy production.

Exhibits 3a and 3b show architectural elevations of the proposed Grayson building. **Exhibits 4a and 4b** depict elevations of the main production building.

Circulation, access and parking. Vehicular access into and out of the site would be provided by one driveway onto Main Street, which would be the delivery driveway, and two driveways onto Grayson Avenue. The Grayson Avenue drives would serve visitors and employees.

Parking for approximately 100 vehicles would be located along the northern and western property line. Parking would be provided for employees and visitors and would include handicapped-access spaces.

The existing City of St. Helena sidewalk will continue to provide pedestrian access around the site.

Bicycle racks are proposed to be located on the site as required by Municipal Code Section 17.124.060 (H). (yes??)

Landscaping. The applicant proposes to install landscaping along both project frontages. The primary landscape feature would be "demonstration" vineyards along both frontages in the approximate center of each frontage. Other landscaping would include planting of native trees and other material along the project frontages. Trees would include cork oak trees, manzanita and other native shrubs and grasses. Zelkova trees would be planted within parking areas. A welded wire fence would screen the use along the western property line, which would be covered with trumpet vines.

Plantings would drip-irrigated and remotely controlled to reduce water use. Planter beds would also be mulched.

Marketing plan and visitor services. The applicant is requesting approval to undertake the following visitor service and marketing plan. These uses were not included in the current Use Permit approval by the City.

- a) Daily wine tasting & tours from 10 a.m. to 6 p.m. estimated 160 persons per day maximum.
- b) Wine club/release events: up to six events per year with up to 200 guests per event.
- c) Quarterly events: up to 4 events per year with up to 200 guests per event.
- d) Monthly food & wine events: up to 4 per month (48 on a yearly basis) with up to 125 guests per event.

The applicant notes that when the larger marketing events are held, the number of tasting and tour visitation would be reduced.

Signs and lighting. Signs would be constructed along both the Main Street and Grayson Avenue frontages. Similarly, building and parking lot lighting would be installed for safety and for evening events. The number, type, location and design of future signs and lighting fixtures will be subject to City requirements and the Use Permit and Design Review process.

Utility services. Potable water service and wastewater service would to be provided to the project site by the City of St. Helena. Water to support wine production and associated uses would be provided by a private on-site well that has been previously approved by the City of St. Helena.

The project applicant will be required by the City to ensure that stormwater runoff is collected and transported off of the site in a manner consistent with City of St. Helena engineering standards and requirements. The project applicant will also be required to comply with City of St. Helena surface water quality requirements during building demolition, grading and construction through implementation of an erosion control plan. Long-term water quality features would also be installed as required by the City of St. Helena.

ENVIRONMENTAL SETTING

The project site contains 1.48 acres of land located on the west side of Main Street (State Route 29) in the southern portion of St. Helena, just north of the intersection of Main Street and Grayson Avenue. The street address for the site is 555 Main Street and the Assessor's Parcel Number is 009-180-017.

Exhibit 1 depicts the location of the project site in context with nearby features, including nearby roadways.

The site contains an existing one-story building containing approximately 10,300 square feet that has been converted to a winery. The building was previous occupied by Epps Chevrolet, a retail auto sales and service facility. The site contains existing buildings formerly used for auto sales and service uses and paved yard areas. The site surrounds an existing commercial building on the northwest corner of Main Street and Grayson Avenue

Surrounding properties have been developed for a variety of uses, including commercial uses to the north, vacant land to the east, commercial uses and St. Helena High School to the south and single family residential uses to the west.

GENERAL PLAN AND ZONING

The City of St. Helena General Plan provides the vision for the community's natural and built environment through a series of goals and policies. To ensure that this desired vision is realized, the General Plan has been designed to be internally consistent and cross-referenced with other documents, including the City's Zoning Ordinance which guides, controls and regulates future growth and development in a sound and orderly manner.

The project site is also governed by the Highway 29 Specific Plan. The Specific Plan designates future uses on the site to be Service Commercial consistent with the General Plan.

The project site is designated for Service Commercial uses in the St. Helena General Plan and is zoned as "Service Commercial."

REQUIRED DISCRETIONARY ACTIONS

Approval of the proposed project will require the following discretionary actions:

- Use Permit Modification and Design Review by the St Helena Planning Commission, including granting an exception to the maximum building size of 10,000 square feet in the Service Commercial zoning district.

OTHER PUBLIC AGENCY REVIEW

In addition to the required City entitlements identified above, there are no other agencies that have discretionary authority to undertake or approve all or some portion of the proposed project (and which are considered Responsible Agencies under CEQA).

An encroachment permit will also be required for work with the Main Street right-of-way, which is under State of California jurisdiction.

DOCUMENTS INCORPORATED BY REFERENCE

CEQA Guidelines Section 15150 recognizes the desirability of reducing the volume of documentation necessary for environmental review and authorizes incorporation by reference any portion of relevant documents that provide general background to the environmental document. As such, this Initial Study incorporates the following documents, which were reviewed as part of the analysis of certain topical sections provided herein:

- City of St. Helena, General Plan Policy Document (1993 and amendments through 2008)
- City of St. Helena, Zoning Ordinance (1994 and amendments through 2008)
- Highway 29 Specific Plan (adopted February 2005)

Additional documents not reflected in this section are identified and analyzed within the Initial Study. These documents are available for review at the City of St. Helena Planning Department, 1480 Main Street, St. Helena, CA 94574 (707) 967-2792.

PURPOSE OF INITIAL STUDY

The fundamental premise on which CEQA is based is that environmental protection can be achieved through informing decision-makers and the public about a project's potential environmental effects and identifying ways to reduce them. As a public disclosure document, an Initial Study must identify all effects on the environment resulting from a project and indicate the manner in which these effects can be mitigated or avoided to a less-than-significant level. Where it is uncertain that a significant effect on the environment may occur, or where a significant effect is found to exist but cannot be mitigated to a less-than-significant level, an Environmental Impact Report (EIR) must be prepared.

ENVIRONMENTAL PROCEDURES AND CHECKLIST

This Initial Study presents a preliminary evaluation of the potential environmental impacts resulting from the project. The Initial Study was prepared in accordance with the California Environmental Quality Act (Public Resources Code Section 21000-21178.1) and the Guidelines for Implementation of the California Environmental Quality Act (Chapter 3, Title 14, California Code of Regulations (*CEQA Guidelines*)). This Initial Study considers all aspects of the proposed project, as required by Section 15063(a) (1) of the CEQA Guidelines¹.

The Environmental Checklist provided below, as contained in Appendix G of the CEQA Guidelines, was utilized to focus this Initial Study on the environmental factors that may be impacted or further impacted by implementation of the proposed project. Following each of the topical areas presented in the Environmental Checklist, a brief discussion is presented regarding the topical environment setting, the relevance of the proposed project to the topical environment setting, any and all potential impacts within the topical area and, as appropriate and mitigation measures necessary to reduce potentially significant impacts to a less-than-significant level.

SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below identify "Potentially Significant Impacts" affected by this project, as indicated by the checklist on the following pages. However, as demonstrated in this Initial Study in the applicable topical sections mitigations are proposed for incorporation into the project that will reduce or eliminate these impacts to "Less Than Significant" or "No Impact."

¹ Section 15063(a) (1) of the CEQA Guidelines requires that all phases of project planning, implementation, and operation must be considered in the Initial Study of the project.
Page 282

- | | | |
|---|---|--|
| ☒ Aesthetics | ☐ Agricultural Resources | ☒ Air Quality |
| ☐ Biological Resources | ☒ Cultural Resources | ☒ Geology/Soils |
| ☐ Hazards & Hazardous Materials | ☒ Hydrology/Water Quality | ☐ Land Use/Planning |
| ☐ Mineral Resources | ☒ Noise | ☐ Population/Housing |
| ☐ Public Services | ☐ Recreation | ☒ Transportation/Traffic |
| ☒ Utilities/Service Systems | ☐ Mandatory Findings of Significance | |

DETERMINATION:

On the basis of information found in this initial evaluation, the City of St. Helena finds that:

- ☐ The proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☒ Although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

A Notice of Negative Declaration has been prepared and posted for the period of April XX – May XX, 2014.

- ☐ DE MINIMIS IMPACT FINDING: finds that there is no evidence before the City that the proposed project will have the potential for an adverse effect on wildlife resources or the habitat upon which wildlife depends; therefore, on the basis of substantial evidence, the presumption of adverse effect is rebutted. A Certificate of Fee Exemption will be completed and filed with the Notice of Determination for the project.
- ☐ Based on the information in this Initial Study, wildlife resources or the habitat upon which they depend may be impacted; therefore, even if the environmental effect is satisfactorily mitigated, the project is subject to the California Department of Fish and Wildlife Environmental Fee.



Greg Desmond, Interim Planning Director
City St. Helena

Date: April 14, 2014

ENVIRONMENTAL CHECKLIST

This Environmental Checklist Form has been provided to assist in the analysis of the environmental issues associated with the project. The following standard rules, generated from the CEQA Guidelines, apply when completing and reviewing the Environmental Checklist Form:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
5. Earlier analysis may be used where an effect has been adequately analyzed in an earlier EIR or Negative Declaration. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This checklist is only a suggested form, and lead agencies are free to use different formats. However, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to a level of less-than-significant.

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		
<u>Discussion:</u> a. No parks, playgrounds, scenic vistas or other public gathering places are located on the winery site that provide views of nearby vineyards, hillsides or other scenic features. No impacts would occur with respect to this topic. b. No state scenic highways are located adjacent to the site and no scenic resources exist on the site. No impacts would result with respect to this topic. c. The site currently contains a former auto sales and service building that is being converted to a winery complex. The visual character and quality of the site would not be substantially changed should the project be approved and additional winery improvements constructed, including constructing an addition to the existing building exceeding 10,000 square feet. d. It is likely that new lighting fixtures would be proposed for the winery complex. Lighting could result in increased light and glare for nearby residents, motorists on Main Street and/or the public. This would be a significant impact.				
<u>Mitigation Measure:</u> 1. New exterior light fixtures shall be equipped with cut-off-lenses and directed downward so as to minimize off-site light and glare from the site.				
<u>Conclusion:</u> The project would not change the visual character of the project site or significantly degrade the visual character or quality of the site, since it is currently developed. With impact to the above Mitigation Measure, impacts to aesthetics would be <i>less-than-significant</i> .				
2. AGRICULTURAL & FORESTRY RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use or a Williamson Act Contract?				✓
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to a non-agricultural use or conversion of forestland to a non-forest use?				✓
<u>Discussion:</u> a. The site is not listed on the Napa County Important Farmlands Map as Prime farmland or as Farmland of Statewide Importance as published by the State Department of Conservation (2008). b. The site is zoned as "Service Commercial" and is not under a Williamson Act contract.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
c. The project would not result in the conversion of farmland to non-agricultural use since the site has been previously developed for urban uses. <u>Conclusion:</u> The proposed project will result in <i>no impact</i> on agricultural resources and no mitigation measures are required.				
3. AIR QUALITY & GREENHOUSE GAS EMISSIONS. [Significance criteria established by the BAAQMD may be relied upon to make the following determinations] <i>Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?				✓
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d. Expose sensitive receptors to substantial pollutant concentrations?			✓	
e. Create objectionable odors or dust affecting a substantial number of people?			✓	
f. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	
<u>Discussion:</u> a. The City of St. Helena and other communities are located within the Bay Area Air Quality Management District (BAAQMD). The BAAQMD has adopted a regional Clean Air Plan to preserve and enhance regional air quality consistent with State and Federal air quality standards and requirements. The Clean Air Plan is based on build-out of the respective adopted general plans of each city and county on the District. Since no amendment to the existing Service Commercial General Plan land use designation has been requested, there would be no conflict with or obstruction of the applicable Clean Air Plan. No impact would result with respect to this topic. b. A project will normally have a significant environmental effect if it will violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The City of St. Helena is located within the greater San Francisco Bay Area air basin. The BAAQMD is responsible for administering provisions of Federal and State clean air requirements, which include ongoing monitoring, enforcement and policy and program development within the region. Pursuant to the BAAQMD Guidelines, total emissions that exceed the daily thresholds of significance shall be considered to have a potentially significant impact. The threshold of significance is defined as 80 lbs/day of Reactive Organic Gases (ROG), 80 lbs/day of Nitrogen Oxides (NO_x), and 80 lbs/day of Small Particulate Matter (PM₁₀). Concern for regional air quality effects are addressed by monitoring these ROG's. One of the pollutants of greatest concern is carbon monoxide, which can be elevated as a result of increased levels of traffic and congestion along streets and at intersections associated with a proposed project. <i>General Air Quality Effects</i> – The City of St. Helena has generally good air quality due to relatively light development within much of the Napa Valley and due to breezes that flow through the valley in the summer evenings when air quality within the region is at its worst; however, the greater San Francisco Bay Area air basin is located in a Federally non-attainment status for 1-hour ozone and in a State non-attainment status for 1-hour ozone and particulate matter. Although the City of St. Helena is a minor contributor, it is an incremental contributor to the quality of the regional air basin. However, a comparison of the City's population to the region's population illustrates that St. Helena represents less than .001% of the total population within the region. <i>Traffic Related Emissions</i> – The proposed project is not anticipated to generate a significant number of new vehicle trips. Any change in the level of carbon monoxide resulting from the additional vehicle trips would be minor (see Section 15 of this Initial Study) within the larger air basin and would be consistent with the residential use envisioned in the City's General Plan and implementing ordinances, resulting in a less-than-significant impact.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
Construction Generated Dust – The project could result in temporary, short-term air quality impacts from dust generated by equipment and vehicles operating on the site during construction. This is a potentially significant impact when considering the cumulative effect on the greater San Francisco Bay Area air basin. The effects of construction activities, particularly relating to graded soils to construct the recreational improvements, would result in increased settling of dust on horizontal surfaces and locally elevated PM₁₀ (particulate matter) within or adjacent to the project site. Depending on weather conditions, PM₁₀ could cross the adjoining property lines and extend to the adjacent residential uses, although this does not represent an impact on a substantial number of people. Nonetheless, the actual level of emissions from construction-related impacts could vary greatly depending on a number of factors. Therefore, the BAAQMD's approach to CEQA analyses of construction impacts emphasizes implementation of effective and comprehensive control measures, rather than detailed quantification of emissions. BAAQMD guidelines establish that, if the following recommended control measures are implemented, the cumulative impact on air pollutant emissions from construction activities would be considered less-than-significant on the greater air basin. - Water all active construction areas at least twice daily. - Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard where transport of these materials occurs. - Pave, apply water, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. - Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites. - Sweep adjacent public streets daily with water sweepers if visible soil material is carried onto streets. These guidelines are recommended to minimize exposure to temporary, short-term construction-related pollutants. Consistent with the BAAQMD guidelines, the mitigation measures listed below are proposed to ensure maintenance of air quality standards, including PM₁₀ in the atmosphere, and where implemented in this proposed project will result in a less-than-significant impact on the air quality within the region.				
c. The size of the proposed project and the limited number of normal, operational vehicular trips to and from the site (as documented in Section 16 of this Initial Study) would not contribute a cumulatively considerable amount of air pollutants to the region.				
d. The project site has been developed for service commercial/light industrial uses for a number of years and the proposed expansion of the winery operation would represent a continuance of this type of use. The proposed use would include delivery of grapes and trucking of cases of wine by trucks, many of which would be diesel-powered. However, diesel truck operations would only occur during a portion of the year. Other winery production operations would be electrically powered. Therefore, this impact would be less-than-significant.				
e. Although proposed winery operations, especially operation of the crush pad, would be located adjacent to a residential neighborhood to the west, actual fermentation and production operations would be conducted within an enclosed building to minimize odor effects on surrounding properties. It is anticipated that the cumulative effect of increased odors resulting from the proposed facility would blend with other winery operations the northern Napa County area so as to be less-than-significant.				
f. Construction of the proposed project would add a number of additional vehicle trips to the site that would incrementally add to greenhouse gas emissions. However, Table 3-1 contained in the May 2011 Bay Area Air Quality Management District CEQA Guidelines demonstrates that light industrial uses under 121,000 square feet of floor area do not significantly contribute to greenhouse gas emissions. Since the proposed project contains would contain square footage under this threshold, this impact would be less-than-significant.				
Mitigation Measures: 1. All grading and construction equipment shall be shut down when not in use to ensure the project's contribution to maintaining existing ambient air quality within the vicinity of the project site and to avoid unnecessarily exposing people in the area to odors and fumes associated with such equipment. 2. Grading and excavation activities shall not occur during windy periods to avoid unnecessary exportation of dust and similar materials that can degrade air quality. 3. Exposed soil surfaces shall be sprinkled with non-potable water to retard dust and disturbed areas shall be fully landscaped upon completion of the project. 4. Any demolition materials and solid waste including broken asphalt and concrete, soils stockpiles, steel, wood and metal scraps materials, domestic waste, and similar materials shall be properly managed to prevent the accumulation of dust or similar materials that can degrade air quality. The site shall be cleaned daily and such materials shall be properly placed in dumpsters or removed from the project site and placed in a licensed landfill facility.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
5. Grinding asphalt on the site, if applicable, shall be conducted in a manner that avoids degrading the ambient air quality in the area. 6. The collection of materials, such as construction debris and loose dirt, within the public right-of-way adjacent to the site shall be prohibited. 7. For the importing of materials for clean fill to the site, trucks shall maintain adequate freeboard and their materials shall be covered to minimize release of materials into the air or on public rights-of-way. 8. To the extent practicable, reusable materials shall be recycled on site (examples: asphalt/concrete paving/etc.). <u>Conclusion:</u> Due to the fact that the project will involve minimal grading and with the above mitigation measures in place, significant adverse effects on air quality resulting from this project would be reduced to a <i>less-than-significant</i> level.				
4. BIOLOGICAL RESOURCES. Would the proposal result in:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS?				✓
c. Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✓
<u>Discussion:</u> a. The project site has been developed with a commercial building, paved parking area and related improvements. No special-status, candidate or sensitive species have been observed on this site. b. No riparian habitat exists on the site since it has been developed with buildings, a parking lot and related improvements. c. d. No wetlands exist on the project site. e. No impacts to the movement of native or migratory wildlife species will occur as a result of this project since it is substantially surrounded by a major roadway and other urban land uses. f. No trees or other vegetation will be removed as a result of this project. g. The project site is not within the jurisdiction of any Habitat Conservation Plan or Natural Community Conservation Plan and would not impact any biological resources that would be covered by such a plan. <u>Conclusion:</u> The proposed project will result in <i>no impact</i> on biological resources and no mitigation measures are required.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. <i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of an historical resource as defined in Sec.15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Sec. 15064.5?		✓		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d. Disturb any human remains, including those interred outside of formal cemeteries?		✓		
<u>Discussion:</u> a. No historical buildings or above ground would be impacted since the existing building is less than fifty years old and has not been designated as a historic resource. b. Although no archeological, cultural, historic or paleontological resources are known to exist on the site, there is a remote possibility that project grading and trenching activities could uncover such resources. If these are found on the site, this would be a significant impact. c. If paleontological resources are uncovered on the site during construction, this would result in a significant impact. d. There are no known burials present at the project site. The applicant would comply with the Mitigation Measure below regarding the discovery of unknown human remains and cultural resources should such finds be made during construction.				
<u>Mitigation Measures:</u> 1. In the event that previously unknown paleontological artifacts, human remains or archeological resources are unearthed during excavation or grading, all work within 50 feet of the discovery area shall be immediately halted pursuant to CEQA Guidelines 15064.5 (5)(e) and (f) and barricades installed surrounding the area until a qualified archeologist approved by the City is consulted to evaluate the material or object. The consultant shall determine appropriate avoidance measures to lessen the impacts in accordance with State and Federal guidelines. The developer shall comply with all recommendations of the qualified archeologist prior to commencing work in the discovery area and shall be responsible for all costs associated with these activities. In the event human remains are found, the St. Helena Police Department, County Coroner and Native American Tribal Commission shall be contacted immediately. This wording shall be included on grading and construction plans.				
<u>Conclusion:</u> With this mitigation measure in place, adverse effects on cultural resources resulting from this project would be reduced to a less-than-significant level.				
6. GEOLOGY AND SOILS. <i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Pub. 42)			✓	
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?		✓		
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
d. Be located on expansive soil, as defined in Table 18-1B of the				✓

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
Uniform Building Code (1994), creating substantial risks to life or property?				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓

Discussion:

- a. The project would add a new building and other expanded floor space that would be subject to moderate to severe ground shaking in the event of seismic event on a regional fault. The City of St. Helena is located in the greater San Francisco Bay Area, an area known for frequent seismic activity. St. Helena is surrounded by the following earthquake faults; Rodgers Creek, Maacama, West Napa, Concord-Green Valley, Cordelia and the Hunting Creek-Berryessa Faults. Geologic hazards on the proposed site are primarily limited to those caused by violent shaking from active faults which generate ground motion. The site is not located within an Alquist-Priolo Earthquake Fault Zone. Future construction will be required to meet the most current California Building Code to reduce the effects of ground shaking to a less-than-significant level. The project site and surrounding properties are relatively flat, so no impacts would result with respect to landslides.
- b. Grading and trenching associated with the project could cause or accelerate soil erosion or the loss of topsoil on the project site. The effects of construction activities, including soil excavated or graded areas could result in exposed earth during construction. If these conditions are not properly designed and/or monitored, a potentially significant impact. To address these issues, short-term (during construction) and long-term erosion control (after construction) methods must be in place. Mitigation to address short-term impacts include minimizing erosion of exposed soil during construction through use of approved and appropriately implemented best management practices (BMPs). Long-term water quality protection would include filtration of storm water runoff and permanent erosion control measures as required by the City of St. Helena.
- c. As part of the normal and customary development process, the City of St. Helena will require the project developer to obtain a soils and geotechnical report from a California-registered geologist or recognized equivalent professional. Building and site improvements will then be required to confirm with specific recommendations included in the report to ensure no significant impacts to soil hazards will result.
- d. See item "c," above.
- e. Septic systems for disposal of wastewater are not proposed for this project.

Mitigation Measures:

1. Temporary erosion control measures, as approved by the City of St. Helena shall be placed adjacent to graded areas or stockpiled material.
2. Unless otherwise approved by the City, the project applicant shall ensure that grading or excavation activities shall be limited to the period between April 15 and October 15. No such grading or excavation shall be performed except in accordance with the approved plan and schedule. Modifications to the construction time frame may be imposed/ approved by the City based on weather and site conditions.

Conclusion:

With these mitigations in place, the effect on geology and soils is reduced to a **less-than-significant** level.

7. Hazards and Hazardous Materials

a. Create a significant hazard to the public or the environment through the routing, transport, use or disposal of hazardous materials?				✓
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section				✓

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e. For a project located within an airport land use plan, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h. Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				✓
Discussion: a. The proposed project use would not require the transportation, use, handling or disposal of substantial quantities hazardous materials during its operational phase. Minor amounts and customary quantities of hazardous materials would likely be used during project construction, including but not limited to solvents, fuels for construction equipment, paints and similar products. However, the project contractor will be required to follow all applicable local, State, and Federal regulations to ensure the safe handling and disposal of hazardous materials and no significant hazards to the public would occur. b. Refer to (a) above. c. Refer to (a) above. d. The project site is not listed as a hazardous materials site (see: http://www.dts.ca.gov/SiteCleanup/Cortese_List.cfm). e. The project site is not within the area of an airport land use plan or within two miles of a public airport or public use airport. f. The project site is not within the vicinity of a private airstrip. g. The project would not interfere with an adopted emergency response plan or emergency evacuation plan. h. The project site is located within an urbanized portion of St. Helena with no significant wildlands located on or near the site. Conclusion: The proposed project will result in no impact with respect to hazards or hazardous materials and no mitigation measures are required.				
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?		✓		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		✓		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				✓
f) Otherwise substantially degrade water quality?				✓
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Inundation by seiche, tsunami, or mudflow?				✓

Discussion:

- a. The applicant proposes to continue to the current "hold and haul" system of storing wastewater on site and trucking the effluent to an off-site non-City disposal site following approval and initiation of operations. At some point in the future, an on-site treatment system would be installed and the proposed project would then commence contributing wastewater flows to the City's wastewater treatment and disposal system. Typically, wastewater sourced from wine production is considered high-strength (source: Bennett Engineering, 4/4/14) and disposal of winery waste into the City's system could result in a violation of the City's Waste Discharge Permit from the Regional Water Quality Control Board. This would be a potentially significant impact. See the Mitigation Measure for this impact below that will reduce this impact to a less-than significant level by requiring pre-treatment of wastewater to a quality consistent with City treatment requirements.
- b. The project would include pumping existing groundwater supplies as the source of process water for the proposed winery from an on-site, approved well. Domestic water to support hospitality services and employee use would be supplied by the City of St. Helena.

In terms of potable water use, the applicant has submitted an analysis of historic and proposed water use for the facility ("Theoretical Water Use Report, for the Davies Vineyard" by Delta Consulting Engineers dated September 26, 2013. This report updates an earlier water analysis prepared by Delta Consulting in April 4, 2012 that established the water use "baseline" for the site of 455 gallons a day based on the previous use of the property, namely the Epps Auto Dealer that occupied the site for 23 years. This September 26, 2013 report, as well as the April 24, 2012 report are hereby incorporated by reference into this Initial Study and is available for review at the St. Helena Planning Department during normal business hours.) The Delta report notes that the historic water use of the site for the former car dealership on the site has been documented to be 455 gallons per day. It should be noted that this previous use of the site establishes the "baseline" water use for this site, as the Epps Auto Dealership was in business for over 10 years and represents a, long-term stable history of water use for this property.

To minimize potable water use, the applicant proposes to install high-efficiency toilets within the facility, low-flow faucets and a high-efficiency dishwasher. The Delta report determined that at full build-out of winery improvements, the peak water use would be 442 gallons per day. Therefore the proposed project would be "water neutral" as required by the City of St. Helena and use of potable water would be less-than-significant. According to City staff, monthly use by all water customers in the City is closely monitored to ensure that proposed water use would be significantly exceed historic water use for each customer. This impact would be less-than-significant.

To minimize potable water use, the applicant proposes to install high-efficiency toilets within the facility, low-flow faucets and a high-efficiency dishwasher. The Delta report determined that at full build-out of winery improvements, the peak water use would be 442 gallons per day. Therefore the proposed project would be "water neutral" as required by the City of St. Helena and use of potable water would be less-than-significant. According to City staff, monthly use by all water customers in the City is closely monitored to ensure that proposed water use would be significantly exceed historic water use for each customer. This impact would be less-than-significant.

In terms of proposed use of groundwater, the applicant submitted a wastewater analysis ("Septic Feasibility Report for the Davies Use Permit Modification, prepared by Delta Consulting Engineers, dated September 27, 2014." This report is hereby incorporated by reference into this Initial Study and is available for review at the St. Helena Planning Department during normal business hours.) This report notes that water used for wine production would range from 640 to 1,000 gallons per year, depending on methodology used. Use of the approved water well would draw from the local aquifer. A recent report prepared for the Napa County Groundwater Resources Committee (GRAC) by the firm of Luhdorff & Scalmanini entitled

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
"Napa County Groundwater Conditions and Groundwater Monitoring" dated February 2012 found that the aquifer under St. Helena has proven to be stable over time. Although the aquifer does experience draw-down during the late summer and fall months as much as 25 feet, it is generally recharged during winter months. Since California is in a serious drought, use of pumped groundwater, although generally stable, could result in a significant impact. The project developer will be required to adhere to a Mitigation Measure listed below to minimize groundwater use. c. The project site is currently developed with buildings and pavement. With the installation of proposed landscaped areas, the amount of stormwater runoff from the site would be slightly reduced. No creeks, streams or other bodies of water are located on or adjacent to the site that would be impacted by the proposed development. No impacts would result with this topic. d. Refer to (c) above. The project does not involve the alteration of any stream or river. e. Refer to the discussion under (c) above. f. Refer to (c) above. g. The project does not include a housing component. h. The project site lies outside of a 100-year flood hazard area. No impacts would occur with respect to this topic. i. According to inundation maps on record with the City's Public Works Department, the project site would not be affected in the result of any dam and/or levee structures. j. Due to its location (approximately 30 miles north of the San Francisco Bay) the project site would not be affected by seiche or tsunami. The site and surrounding properties are relatively flat so that no impact would result with respect to mudflow. Although the impacts resulting from the project on hydrology and water quality are considered to be less than significant, the following mitigations are provided as precautionary measures to address construction-related impacts on water quality: <u>Mitigation Measures:</u> 1. Prior to the issuance of wastewater discharge into the City's system, the project applicant shall provide documentation from a California-registered civil engineer that wastewater discharge from the site shall meet a BOD (biochemical oxygen demand) and TSS (Total Suspended Solids) range of between 150 mg/l to 400 mg/l, with solids removal and have a pH of less than 6. The applicant shall construct a sampling manhole in a location and design to the satisfaction of the St. Helena Public Works Department. The applicant's civil engineer shall document in writing specific discharge limits from the site, prohibitions of certain discharges, on-going monitoring procedures and inspections, as well as reimbursements to the City for monitoring and inspections. The applicant shall maintain full responsibility for discharges into the City's system. A building permit shall not be issued until this mitigation measure is fulfilled. 2. Prior to the issuance of a building permit, the applicant shall submit a Groundwater Reduction Plan to the St. Helena Public Works Department demonstrating specific methods to result in a 10% reduction in peak groundwater use from the Industry Standard Method of calculating winery process water. The Plan shall include annual monitoring and reporting to the City to ensure that the amount of groundwater is minimized into the future. The City shall be reimbursed for all costs to review the annual report. 3. The applicant shall ensure that no construction materials (e.g., concrete, paint, sediment) are conveyed into the storm drain system. The developer shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials entering into the storm water drainage system. 4. All materials that could cause water pollution (i.e., motor oil, fuels, paints, etc.) shall be stored and used in a manner that will not cause any pollution. All discarded material and any accidental spills shall be removed and disposed of at an approved disposal site. All spills shall be brought to the attention of the Public Works Department. 5. All construction activities shall be performed in a manner that minimizes, to the maximum extent practicable, any pollutants entering directly or indirectly the storm water system or waters of the State. The applicant shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials into the storm water drainage system. 6. The applicant shall meet the requirements of the City of St. Helena's construction and post-construction standards and comply with all applicable State and Federal laws. 7. The applicant shall mark all new drain inlets with permanent markings, which state "No Dumping—Flows to River." This work shall be shown on improvement plans. 8. Demolition materials and solid waste, including broken asphalt and concrete, soils stockpiles, steel, wood and metal scraps, domestic waste, and similar materials, shall be properly managed to prevent the accumulation of dust or similar				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
materials that can degrade water quality. The site shall be cleaned daily and such materials shall be properly placed in dumpsters or removed from the project site and placed in a licensed landfill facility. 9. The collection of materials, such as construction debris and dirt, within the public right-of-ways adjacent to the site shall be prohibited. 10. Drainage shall be designed as required by adopted City standards and shall not impede any natural existing drainage from or substantially change drainage to adjacent parcels. <u>Conclusion:</u> The potential for adverse effects on hydrology and water quality is considered a <i>less-than-significant impact</i>; however, the mitigations above are provided as a standard precautionary measure as part of the development.				
9. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or resolution of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
<u>Discussion:</u> a. The project would not physically divide an established community since the project site has been developed for commercial uses and approval of the proposed project would represent a continuation of this use. b. The project site is designated as Service Commercial in the General Plan and is also zoned as Service Commercial. No changes are proposed for these designations and no impact would occur with respect to this topic. c. No habitat conservation plan or natural community conservation plan applies to the project site and no impact would result. <u>Conclusion:</u> The proposed project would have <i>no impact</i> on land use and planning related issues, and therefore no mitigations are required.				
10. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓
<u>Discussion:</u> a. The St. Helena General Plan does not identify the presence of mineral resources on the project site. b. No locally important mineral resources are located on the site as identified in the General Plan. <u>Conclusion:</u> The proposed project will result in <i>no impact</i> on mineral resources and no mitigations are required.				
11. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				✓
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project		✓		
d. A substantial temporary or periodic increase in ambient noise		✓		

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
levels in the project vicinity above levels existing without the project?				
e. For a project located within an airport land use plan, would the project expose people residing or working in the project area to excessive noise levels?				✓

Discussion:

- a. Under CEQA Guidelines and City standard, a project would normally have a significant environmental effect if it substantially increases the ambient noise levels in the project area area. The City of St. Helena General Plan defines significance criteria as an increase in the noise environment of 5 dBA, constituting a noise impact. Land uses north, south and east of the site are commercial uses or Main Street and do not constitute a sensitive noise receptor. Sensitive noise receptors consist of single-family residences, schools, parks, hospitals, convalescent care facilities and similar uses. A single-family residential neighborhood is located west of the project site and could be subjected to potentially significant noise generated by operation of the proposed expanded winery. The crush pad would be located in relatively close proximity to the west. Single-family residences to the west could also be subject to significant noise levels from increased truck activity on the site and expanded operations of the winery in general, including but not limited to mechanical equipment and roof top vents. A proposed mitigation will require the project developer to construct a noise barrier along the western property line and provide other noise shielding to ensure that future noise from expanded operations on the site would be reduced to a less-than-significant level and will be consistent with City exterior noise exposure levels.
- b. According to the applicant (Donna Oldford, 4/9/14), the project would be built using normal and customary construction techniques that would not involve significant boring, pile driving or similar activities that would generate substantial groundborne vibration or noise levels.
- c. See item "a," above.
- d. With respect to temporary noise impacts associated with construction, substantial increases in ambient noise levels are deemed significant with reference to the duration of the construction phase, the maximum noise levels to which sensitive receptors would be exposed, and the time of day during which construction would occur. Noise associated with construction activities represent a potentially significant short-term impact, particularly during construction of the Grayson building on the site. Heavy machinery are equipped with back-up warning devices that warn people of their use when backing up, which can create noise. These short-term impacts will be reduced to a less-than-significant level as follows through mitigation measures, such as maintaining certain construction hours, keeping equipment turned off when not in use, having proper muffler devices installed on heavy equipment and applying dust control measures during construction.

Mitigation Measures:

1. To reduce disturbance of residents in the project vicinity, construction activities shall be limited to between the hours of 8:00 a.m. to 5:00 p.m. Monday through Saturday. Delivery of equipment and removal of debris associated with the project 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. These restrictions shall be included on construction plans and specifications.
2. Construction equipment must have state-of-the-art muffler systems required by current law. Muffler systems shall be properly maintained.
3. Noisy stationary construction equipment, such as compressors, shall be placed away from developed areas off-site and/or provided with acoustical shielding.
4. Grading and construction equipment shall be shut down when not in use.
5. A solid noise barrier shall be constructed prior to commencement of construction along the project's western property line. The precise location, height and type of construction of the noise barrier shall be approved by a qualified acoustic consultant as approved by the City of St. Helena to ensure that the City's exterior noise exposure standards are met for adjacent residences west of the site.
6. Potential noise emissions from other sources on the site shall also be assessed by a qualified acoustic consultant and appropriate shielding provided or other methods completed to ensure City noise standards are met.

Conclusion:

With these mitigations in place, the effect on noise is reduced to a *less-than-significant* level.

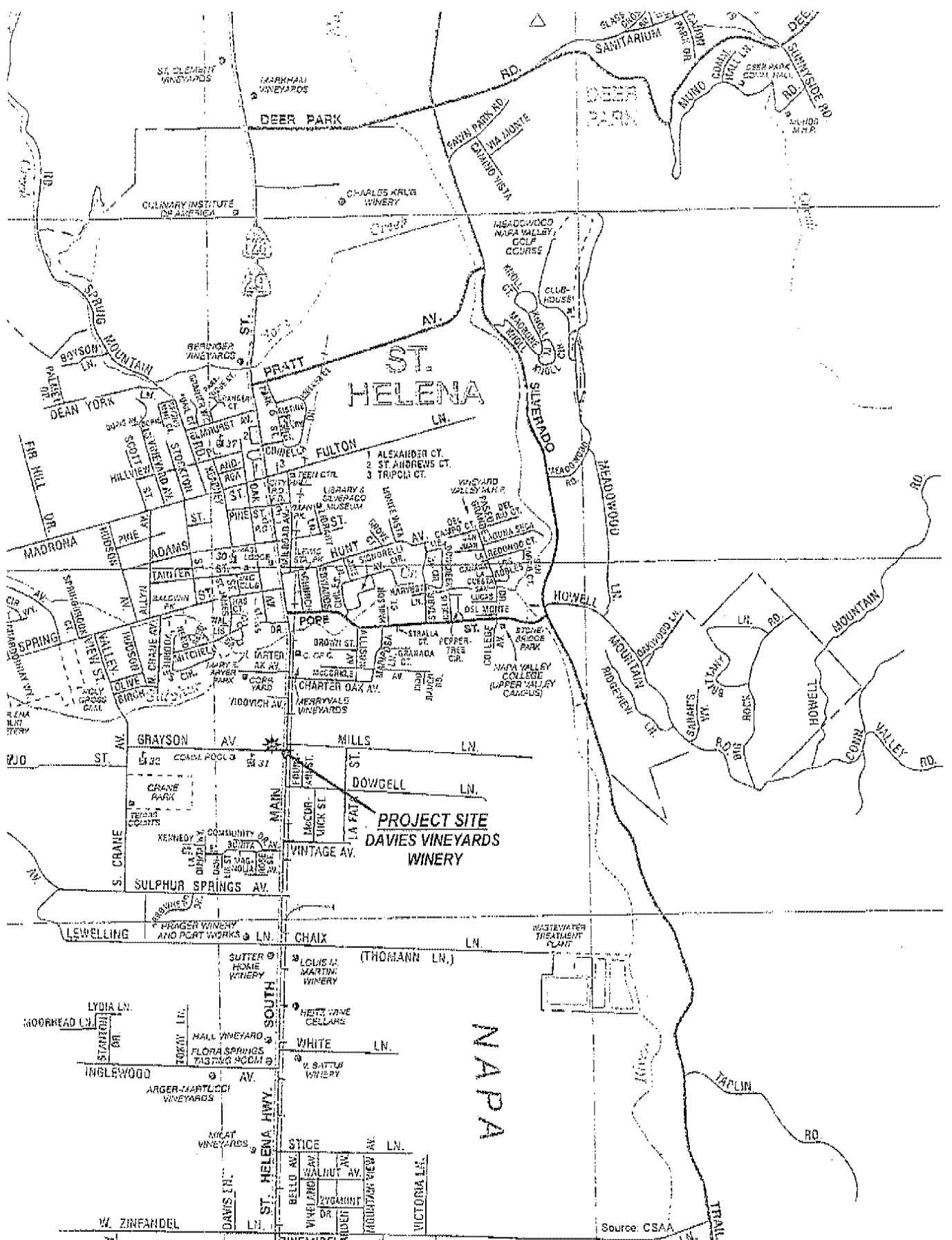
Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads and other infrastructure)?				✓
b. Displacing substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
<u>Discussion:</u> a. The project does not include a housing component that would include a population increase in the community. No impacts would result with respect to this impact. . b. The project site is occupied by a commercial building. No housing would be displaced by the project. c. Refer to (b) above <u>Conclusion:</u> This project would have no impact on population and housing.				
13. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services including:				
i) Fire Protection?				✓
ii) Police Protection?				✓
iii) Schools?				✓
iv) Parks?				✓
v) Other Public Facilities?				✓
<u>Discussion:</u> i. Based on discussions with the St. Helena Fire Department, no new or expanded Fire Department facilities would be needed to serve this proposed project (source: Jim Capponi, St. Helena Fire Department, 4/23/14). ii. Based on discussions with the St. Helena Police Department, no new or expanded Police Department facilities would be needed to serve the proposed project (source: Jackie Rubin, St. Helena Police Department, 4/23/14). iii. No school-aged children would be generated as a result of project construction and no impacts would result with respect to this topic. iv. The proposed project would be a commercial use and would not increase the local population that would use community and regional parks v. No significant impacts are anticipated to other local public services, including but not limited to roads and general governmental services. <u>Conclusion:</u> This project would have no impact on public services.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
14. RECREATION. <i>Would the project:</i>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facility would occur or be accelerated?				✓
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
<u>Discussion:</u> a. The project would involve expansion of a currently approved winery complex. The operation of the project would be commercial in nature and would not result in any increases in the use of local or regional recreation facilities or the deterioration of an existing park facility. b. The proposed project does not include a recreational component, since it is a commercial project and no impacts would result with respect to this topic.				
<u>Conclusion:</u> This project would have <i>no impact</i> on the demand for recreation resources.				
15. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?				✓
f. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
<u>Discussion:</u> a. This analysis is based on a traffic impact analysis prepared by the firm of Omni Means Transportation Engineers and Planners dated August 18, 2014. The Omni Means report was commissioned by the City of St. Helena and is attached to this Initial Study. The Omni Report notes that the site is currently generating minimal vehicle trips report and buildout of project would result in 9 morning peak hour trips to and from the expanded winery during a typical Friday condition during harvest, 26 evening peak hour trips on a Friday during harvest and 20 Saturday peak hour trips during the harvest period. This includes truck deliveries, employees, visitors and periodic trips from "hold and haul" sanitary service trucks.				
<u>Short-term Conditions:</u> A traffic signal has been approved and is currently under design for the Grayson Avenue/Main Street intersection. With the addition of proposed project trips during peak hour, traffic congestion at this location would be minimal and this intersection would operate a Level of Service "B," which is an acceptable City of St. Helena level of service. Similarly, no significant peak hour traffic impacts would occur at the nearby intersection of Main Street/Pope Street/Mitchell Drive.				
<u>Cumulative Conditions:</u> The traffic analysis analyzed future traffic conditions in 2030 with project conditions. The Omni Means Report notes that future, Year 2030, operations at the Grayson Avenue/Main Street intersection and the Main Street/Pope Street/Mitchell Drive intersection would experience 1.3 seconds of increased delay during peak hour periods. The City's standard of significance for signalized intersections is five seconds, so the addition of proposed traffic would be less-than-significant during cumulative conditions.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
Therefore, the proposed project would not generate traffic which is significant in relation to existing traffic load and the capacity of the local street system under short-term and cumulative conditions. No mitigation measures are required. b. See item "a," above. c. The project would have no impact on air traffic patterns since it involves a commercial project. d. A potentially significant impact would result related to incompatible uses. The proposed winery would include a number of special events that would draw a substantial number of visitors to the site, including wine club release events (6 per year with approximately 200 guests at each event), quarterly wine events with up to 200 attendees, monthly wood and wine events and weekly wine events with up to 125 attendees. The site would provide on-site parking for approximately 100 vehicles. The applicant has indicated that valet and shuttle busses would be used to provide off-site parking for large events, no details have yet been provided to the City as to how parking for large events would be accommodated. Unless properly handled, winery visitors could park on Grayson Avenue and other nearby streets. Parked vehicles could block private driveways and result in other potentially significant impacts. The Mitigation Measure identified below requires the winery owner to develop a Parking Management Plan and have the Plan approved by the St. Helena City Planning Department prior to issuance of a Certificate of Occupancy for the Grayson building. With adherence to these measurements impacts related to hazards and incompatibles uses would be less-than-significant. e. Emergency access to and from the site would occur from the new and proposed vehicular driveways from Main Street and Grayson Avenue. The driveways would provide adequate access to the site during emergency conditions and no impacts would result. f. The project would not conflict with any policies supporting alternative transportation. <u>Mitigation Measures:</u> 1. Prior to issuance of a Certificate of Occupancy for the Grayson building, the applicant shall prepare a Parking Management Plan to the St. Helena Public Works Department. The Plan shall identify specific methods for providing off-street parking that would significantly preclude parking into the Grayson Avenue neighborhood. The Plan shall include, but not be limited to, off-site parking lots with written permission from the owners to use these sites, directional signs, an operator for any valet parking and/or shuttle service and monitoring of the effectiveness of the Plan. The Plan shall be updated if one or more off-site owners withdraw permission to park on their lot(s). <u>Conclusion:</u> The project would have a less-than-significant impact on transportation/traffic with adherence to mitigation measure.				
16. Utilities and Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		✓		
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓		
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				✓
g. Impact with Federal, State, and local statutes and regulations related to solid waste?				✓

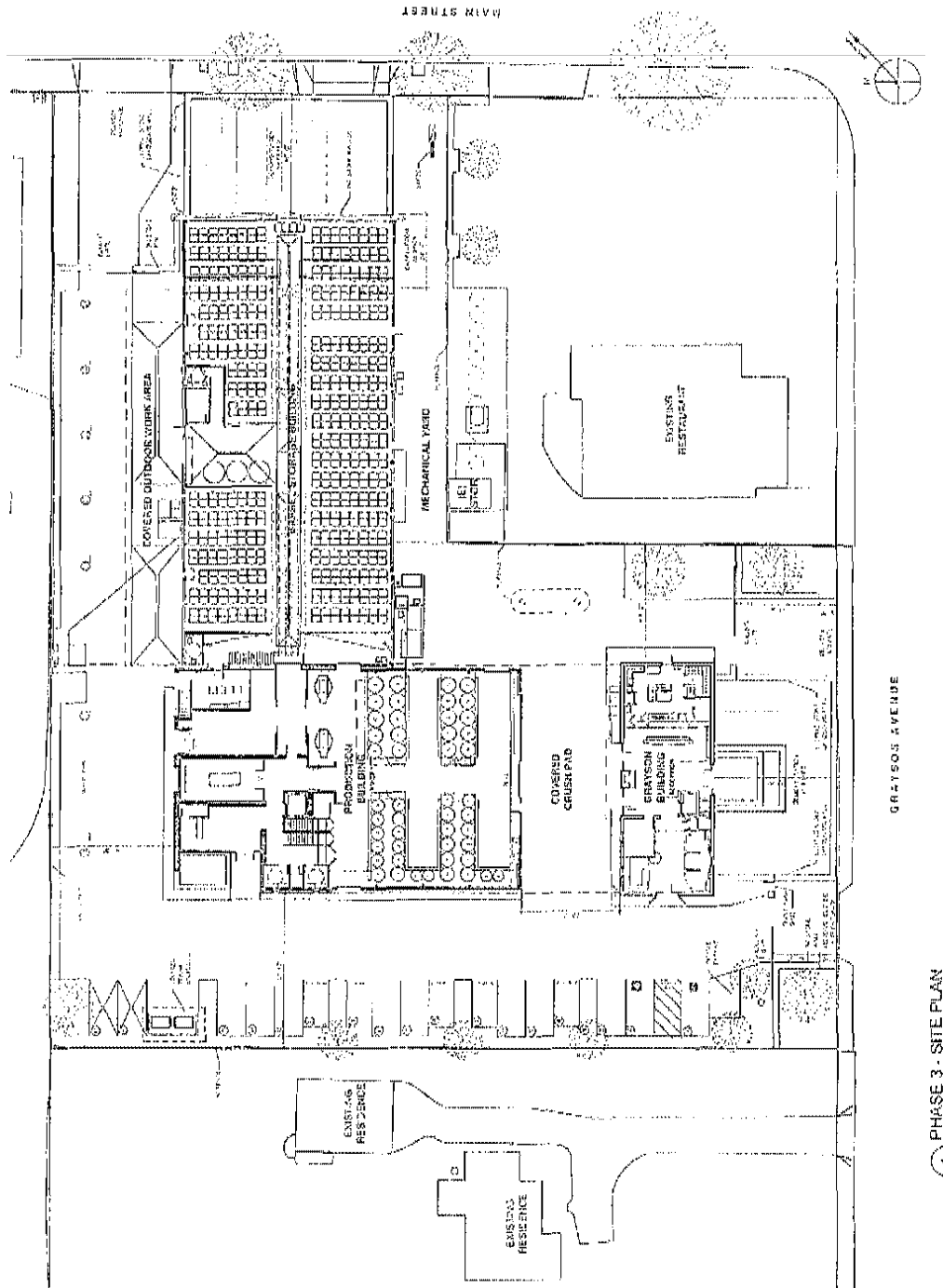
Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
<u>Discussion:</u> a. The applicant's proposal to dispose of wastewater in the City's system. This could result in a significant impact as identified and discussed in Section 8, Hydrology and Water Quality. Adherence to the Mitigation Measure 1 in the Hydrology and Water Quality section of this Initial Study will ensure this impact will be less-than-significant. b. The applicant proposes minor upgrades to the wastewater system in the form of private lift stations to dispose of secondarily treated effluent to reach the City's wastewater treatment plant on the southeast side of town. Proposed improvements would either be on-site or within public rights-of-way no impacts would result with respect to this topic. c. Water to support increased operations of the winery expansion would come from groundwater sources. Under current drought conditions, use of groundwater could result in a significant impact. See Mitigation Measure 2. d. Water for the project would be supplied by use of City potable water for employee and visitors. Winery process water would be provided by an approved on-site well. See the discussion in the Hydrology section regarding the stability of the local aquifer. e. The project would not create any additional landfill demands. Trash and recycling receptacles will be located throughout the park but are anticipated to generate little in terms of additional solid waste. f. Refer to (e) above. <u>Conclusion:</u> This project would have a less-than-significant impact on the demand for water resources and wastewater treatment capacity with adherence to mitigation measures.				
XVII. Mandatory Findings of Significance.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	No			
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	No			
c. Does the project have impacts which are individually limited, but cumulatively considerable? (<i>"Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in conjunction with the effects of past projects, the effects of other current projects and the effects of probable future projects.</i>)	No			
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No			

Project Exhibits



Project Vicinity Map





1 PHASE 3 - SITE PLAN

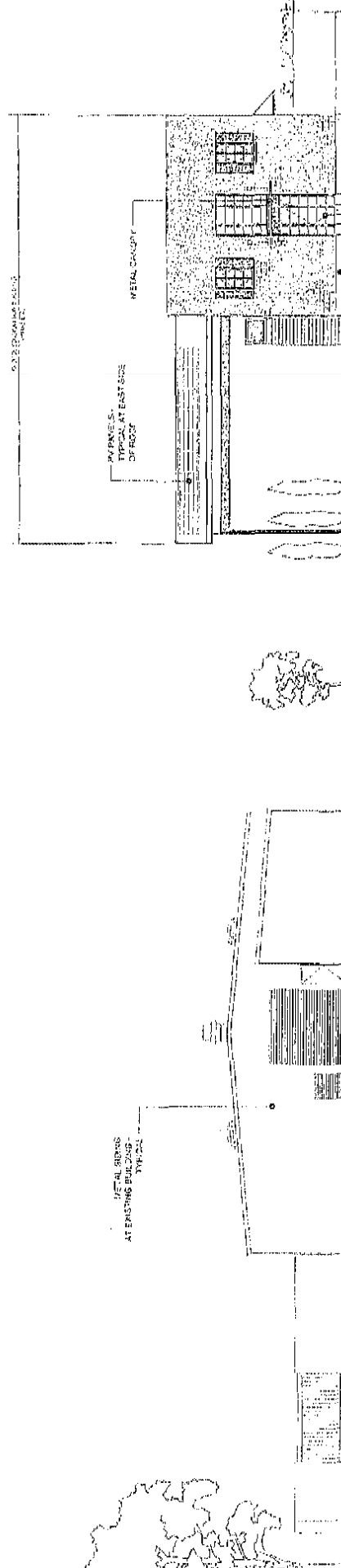
SCALE: 1" = 10'

USE PERMIT

DATE: 02/08/2018 10:00 AM

Exhibit 2-Build-out Site Plan

PHASE 2 - South Elevation



PHASE 2 - West Elevation

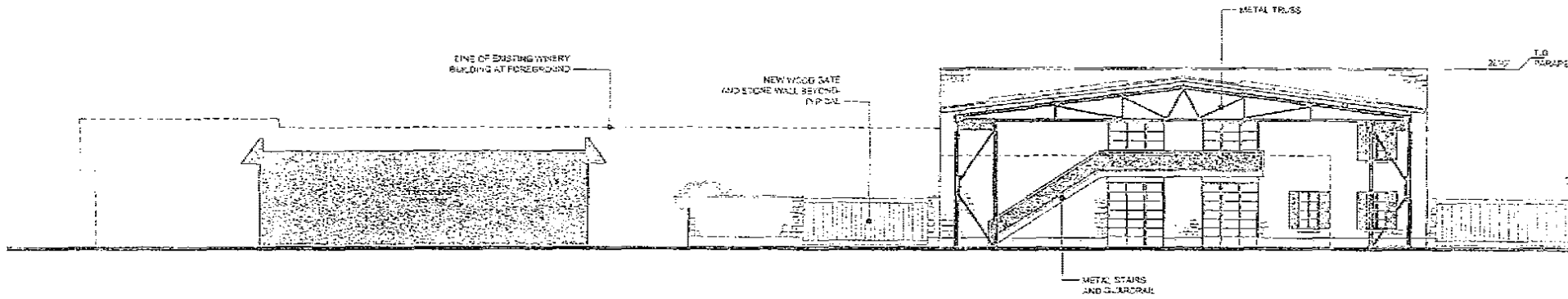


Exhibit 3a-Phase 2-South & West Elevations

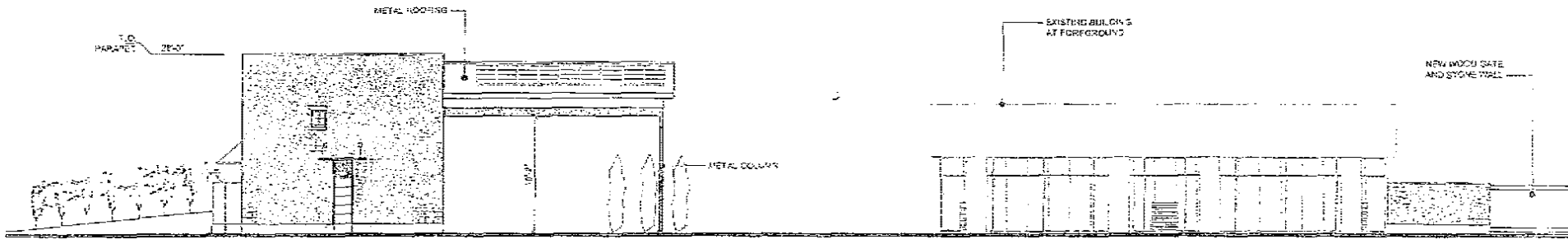
OSBORNE, S. I.

SHS

1304-0000-0000

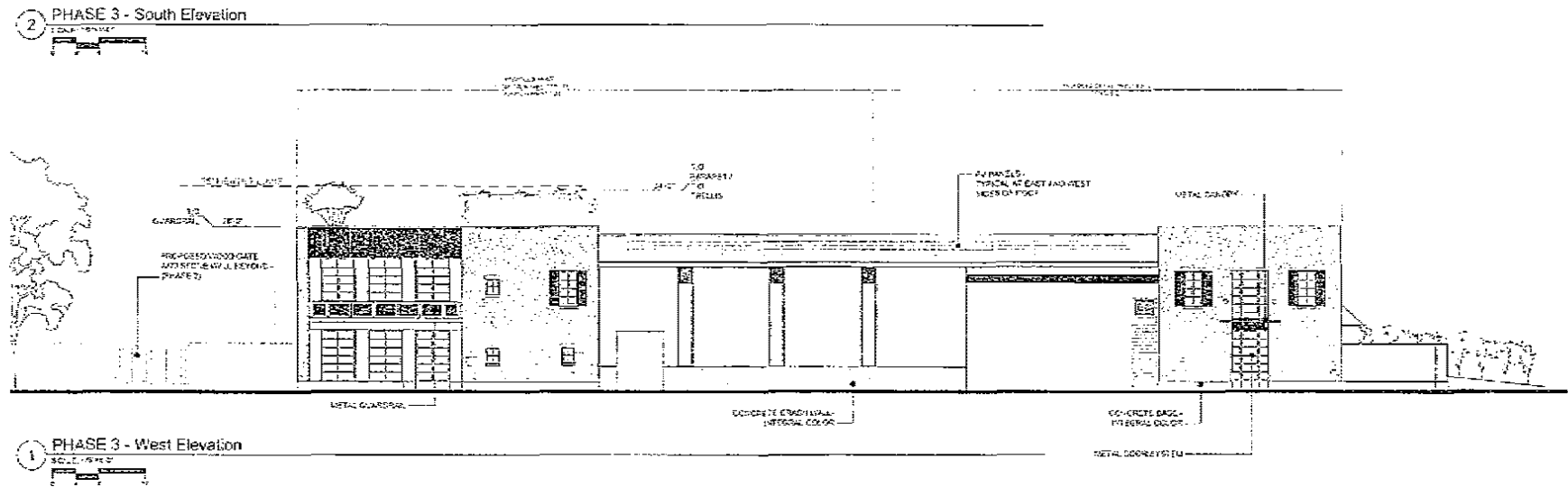


2 PHASE 2 - North Elevation
SCALE 1/8"=1'-0"



1 PHASE 2 - East Elevation
SCALE 1/8"=1'-0"

Exhibit 3b-Phase 2-North & East Elevations



USE PERMIT

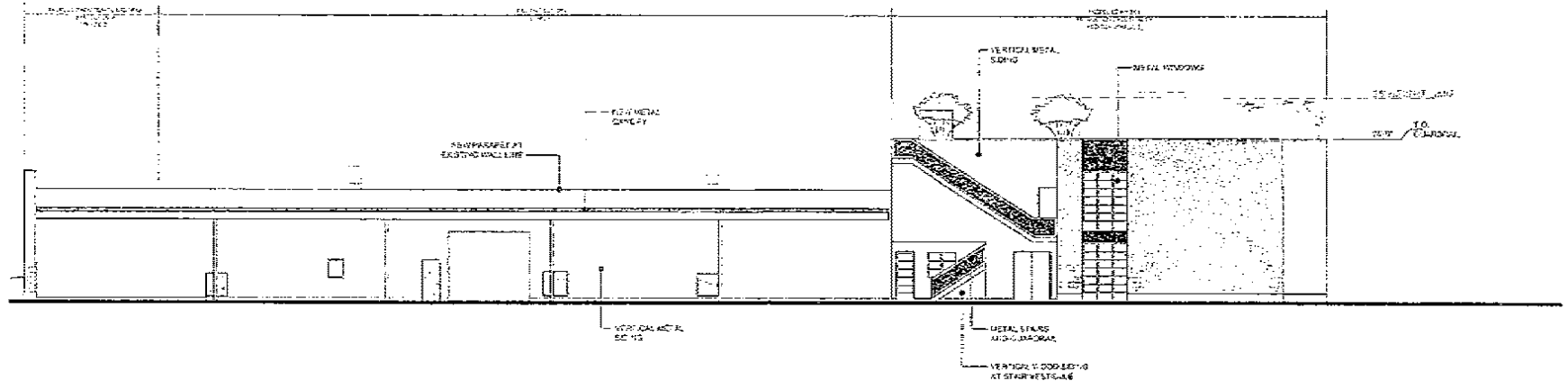
Exhibit 4a-Phase 3- South & West Elevations

GERDIN Siegfried
ARGENTIERE

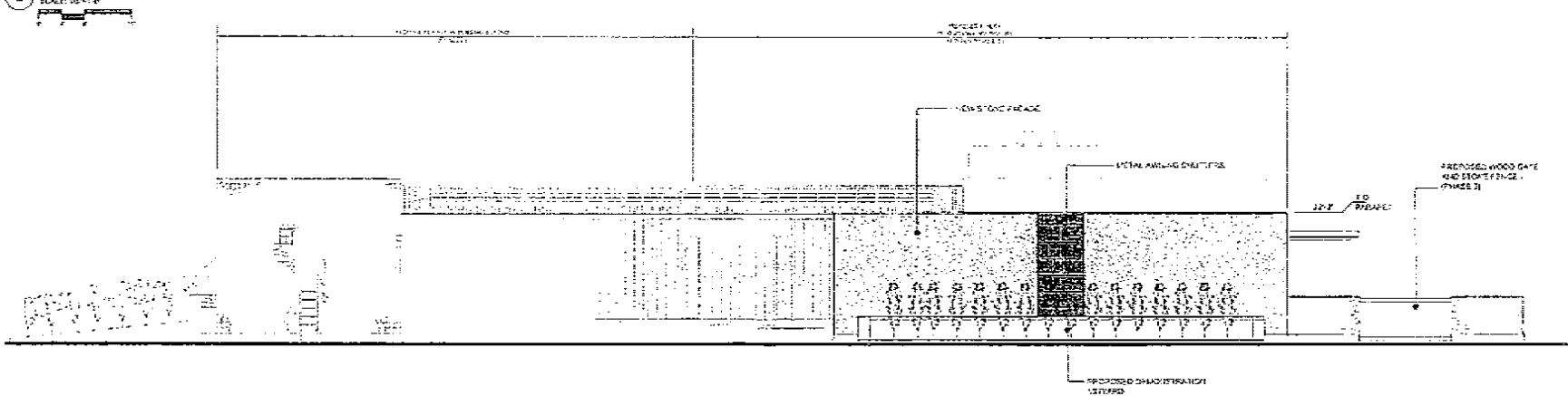
UP-A3.3
PHASE 3

PHASE 3





2 PHASE 3 - North Elevation



1 PHASE 3 - East Elevation

USE PERMIT
NO. 1234567

DATE: 12/15/2011

Exhibit 4b-Phase 3- North & East Elevations

DATE: 12/15/2011

osborn slogart
architecture
UP-A3.4
PHASE 3
arch

Updated Traffic Analysis

**Traffic Impact Analysis
For The Proposed**

**Davies Vineyards Winery
Use Permit Modification**

In the City of St. Helena, CA

August 19, 2014

Prepared By:



CITY OF ST. HELENA, CA
PLANNING & COMMUNITY DEVELOPMENT
1000 CALIFORNIA AVENUE, SUITE 200
ST. HELENA, CA 94574
(707) 766-1000

**TRAFFIC IMPACT ANALYSIS
FOR THE PROPOSED
DAVIES VINEYARDS WINERY EXPANSION
ST. HELENA, CA**

AUGUST 19, 2014

**PREPARED BY:
OMNI-MEANS, LTD.
ENGINEERS & PLANNERS
1901 OLYMPIC BOULEVARD, SUITE 120
WALNUT CREEK, CA 94596
(925) 935-2230**

**35-3526-32
(R1902TIA001.DOC)**

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY.....	1
2. INTRODUCTION.....	1
3. EXISTING STUDY CONDITIONS.....	3
4. NEAR-TERM (YEAR 2020) WITHOUT PROJECT CONDITIONS	7
5. PROPOSED PROJECT IMPACTS	9
6. CUMULATIVE CONDITIONS	19
7. PROJECT SIGHT ACCESS, CIRCULATION, AND DESIGN PARAMETERS.....	22
8. CONCLUSIONS / RECOMMENDATIONS	25

LIST OF FIGURES

Figure 1 - Project Vicinity Map.....	2
Figure 2 - Existing Volumes	6
Figure 3 - Near-Term (Year 2020) Volumes	8
Figure 4 - Project Trips	13
Figure 5 - Existing Plus Project Volumes	16
Figure 6 - Near Term Plus Project Volumes	18
Figure 7 - Cumulative (Year 2030) Volumess	20
Figure 8 - Cumulative Plus Project Volumes	21
Figure 9 - Project Site Plan.....	24

LIST OF TABLES

Table 1 - Existing Conditions: Peak Hour Intersection LOS.....	5
Table 2 - Near-Term (Year 2020) Conditions: Peak Hour Intersection LOS	7
Table 3 - Project Vehicle Trips	11
Table 4 - Existing Plus Project Conditions: Peak Hour Intersection LOS.....	15
Table 5 - Near-Term Plus Project Conditions: Intersection LOS	17
Table 6 - Cumulative Plus Project Conditions: Peak Hour Intersection LOS.....	19

1. EXECUTIVE SUMMARY

The proposed winery project would modify the existing use permit from 20,000 gallons annual production to 75,000 gallons and add wine tasting/tours for 160 daily visitors and marketing events throughout the year. The project was calculated to generate 9 weekday AM, 26 weekday PM, and 20 Saturday new peak hour trips above the existing winery trips and after deducting the project's visitor pass-by trips. The total winery trip generation, including existing trips and pass-by trips, would be 11 weekday AM, 33 weekday PM, and 27 Saturday peak hour trips. The project trips were added to existing, near-term, and long-term cumulative background volumes. The study intersections of Main Street/Pope Street-Mitchell Drive and Main Street/Grayson Avenue would not be significantly impacted based on the significance thresholds. Both intersections would continue to operate at the same levels of service with the project with delays increasing by three seconds or less.

Primary access to/from the winery would be via a driveway on Grayson Avenue. The project would add new trips to the Main Street/Grayson Avenue intersection (29 new PM peak hour trips) and to the segment of Grayson Avenue between Main Street and the project driveway. The intersection is scheduled for signalization within a year. The intersection would operate acceptably after signalization with the project trips.

Vehicle sight distances at the Grayson Avenue driveway would be adequate, unless vehicles are parked on the street next to the driveway. Parking conditions could be monitored and, if determined necessary, parking could be prohibited for 50 feet to the east and 30 feet to the west (to the project boundary) to ensure adequate sight distances. Sight distances at the Main Street driveway meet the recommended sight distances.

The proposed marketing events were evaluated for trip generation and parking demand. The events would consist of 50-200 people maximum. These events are typically of sufficient duration that the inbound and outbound trips occur in separate hours and are usually held outside of typical peak traffic periods. To minimize event trips during peak traffic periods, it is recommended that events be scheduled outside of peak periods of adjacent street traffic to the extent possible. Parking demand for larger events will exceed the onsite parking supply of 24 spaces. Therefore, a parking plan for the marketing events should be provided to the City to ensure event parking demand is accommodated.

2. INTRODUCTION

This report provides a focused traffic analysis for the proposed use permit modification for the Davies Vineyards Winery project located at 555 Main Street in the City of St. Helena, California (see Figure 1 for Project Vicinity Map). The proposed project would consist of expanding the existing winery on the site, including increased wine production and employment; provide onsite wine tastings/tours and marketing events; and reconstruction of the site's buildings and other improvements such as parking facilities. The existing winery has been operating under the current use permit (issued May 2012) which allowed conversion from a previous automobile dealership to a winery producing 20,000 gallons per year (no tasting/tour visitation and no marketing events.) The traffic analysis is based on discussions with City staff and includes evaluation of the following issues: Existing and future weekday and weekend peak hour operations at the Winery access driveways and Main Street intersections at Grayson Avenue and Pope Street; Near-term (Year 2020) traffic conditions reflecting other approved/pending projects in the study area; Long-Term Cumulative (Year 2030) conditions based on the St. Helena General Plan; Project trip generation relative to proposed winery production, employment, and visitors; and vehicle access at the project driveways on Main Street and Grayson Avenue.

The following sections outline existing and future traffic conditions with the proposed Winery project and recommendations to enhance traffic circulation and/or contribute to traffic improvements.



3. EXISTING STUDY CONDITIONS

EXISTING PROJECT SITE

The Davies Winery project site is located at 555 Main Street (State Route 29/128) on the west side of the highway near the northwest corner of the Main Street/Grayson Avenue intersection. There are access driveways on Main Street and on Grayson Avenue (the project site surrounds an A&W restaurant business located directly on the corner). The Main Street frontage begins approximately 120 feet north of Grayson Avenue and extends for approximately 130 feet, while the Grayson Avenue frontage begins 160 feet west of Main Street and extends for approximately 160 feet. Main Street is the primary north-south facility through the Napa Valley. Other primary east-west cross-streets near the project site include Grayson Avenue to the west and Pope Street to the east. A description of the roadways is provided as follows:

ROADWAYS

Main Street (State Route 29/128), also referred to as the St. Helena Highway, is the primary north-south travel route through the Napa Valley and extends between St. Helena and Rutherford in the project area. Beyond the study area, SR 29 provides access north through the town of Calistoga and south through the towns of Yountville, Napa, and American Canyon. It is classified as a two-lane rural arterial road and in the immediate project area consists of two 12-foot wide travel lanes and a 12-foot center two-way left turn lane. There are striped shoulder areas (2-4 feet) paved with curb and gutter, but no street parking is allowed. The speed limit on Main Street is 35 mph in the project area, but there is also a School Zone 25 mph speed limit when children are present. Pedestrian facilities include a paved sidewalk along the west side of Main Street and striped yellow crosswalk across Grayson Avenue.

Grayson Avenue extends west from Main Street and provides direct access to the project site. It is a two-lane local collector street providing access to schools and park grounds located along the south side of the road and serves the residential areas further to the west. Near the project site the roadway is 40 feet in width with raised curbs and on-street parking is allowed. It has a posted speed limit of 25 mph. Sidewalk facilities are provided on both sides of the street.

Pope Street is located approximately 4/10 of a mile north of the project site. It is a primary east-west cross-street extending between Main Street and Silverado Trail. Pope Street at Main Street is a T-intersection offset from Mitchell Drive which is also a T-intersection to the south that extends west from Main Street. The two intersections have coordinated signalized control to act together as a single intersection.

EXISTING VOLUMES

The existing peak hour volumes at the study intersections were obtained from a previous traffic study conducted for the winery site.¹ The counts (conducted in November 2013) were adjusted upward to reflect peak harvest season conditions by comparing them to fall season volumes identified in the City of St. Helena's General Plan Update. The peak periods during the weekday AM commute period (7:00-9:00 am), PM commute period (2:00-6:00 pm), and Saturday afternoon peak period (1:00-6:00 pm) were evaluated. From these peak period counts, the highest peak hour volumes were utilized for analysis: AM 7:45-8:45 am, PM 3:00-4:00 pm, and Saturday 3:15-4:15 pm. Similarly, the highest peak hour of project trips generated during the same periods were applied to the "plus project" conditions. To supplement the intersection turning volume counts, new driveway counts at the existing winery were conducted during the same peak hours as a part of this study.

¹ Crane Transportation Group, *Davies Vineyards Winery Traffic Impact Report*, January 10, 2014.

Traffic conditions along Main Street (particularly south of Pope Street) are also influenced by northbound vehicle queues, which can extend from Pope Street beyond Grayson Avenue. During these times, traffic flows reflect “stop-and-go” conditions with vehicle speeds below 25 mph. Field observations noted that traffic flows on Main Street near the project site fluctuated between relatively free-flow conditions and stop-and-go conditions. However, it was also observed that side-street turning movements can be facilitated as slow moving motorists on Main Street regularly allow side-street vehicles to turn into the travel lane. The two-way left turn lane on Main Street also provides a separate inbound turn lane and outbound refuge lane for left turning vehicles from Grayson Avenue and the site’s Main Street driveways.

EXISTING DRIVEWAY VOLUMES

The counts conducted at the existing winery driveways identified low traffic activity currently at the site. Two vehicles were observed onsite at the beginning of the AM counts and two vehicle trips were surveyed during the AM peak hour. There were no vehicle trips surveyed during the weekday PM counts or Saturday counts (with no vehicles onsite). The existing peak hour volumes are shown in Figure 2.

EXISTING INTERSECTION OPERATION

Intersection traffic operating conditions are measured by Level of Service (LOS), which applies a letter ranking to successive levels of intersection performance. LOS ‘A’ represents optimum conditions with free-flow travel and no congestion. LOS ‘F’ represents severe congestion with long delays at the approaches. The operating conditions were evaluated using the Highway Capacity Manual operations methodology. For signalized intersections conditions are measured in terms of average vehicle delay (in seconds) for the entire intersection. For intersections with minor street stop control, the LOS typically reflects the delays experienced by the minor street approach. Level of service definitions are provided in Table A-1 in the Appendix.

The existing harvest peak hour (without project) levels of service are shown in Table 1. As calculated, the Main Street/Pope Street-Mitchell Drive intersection is operating at LOS ‘D’ (36.4-40.1 seconds of delay) during all peak hours. The Main Street/Grayson Avenue intersection has calculated operating conditions of LOS ‘F’ for the stop controlled eastbound approach during the AM and PM peak hours. The northbound Main Street left turn movement operates at LOS ‘B’.

Operations at the existing site driveways were also analyzed. The Grayson Avenue driveway is currently closed to vehicles, therefore existing access to the site is only available from Main Street. There are two driveways on Main Street serving the site located next to each other. (The Main Street frontage is proposed to be reconstructed with a single driveway in conjunction with the project.) Two AM peak hour trips were observed at the existing site (both using the northern driveway). The AM peak hour has calculated operating conditions of LOS ‘C’ (18.6 seconds of delay) for the outbound approach. With no volumes occurring in or out of the site during the weekday PM and Saturday peak hours, there were no calculated delays.

TRAFFIC SIGNAL WARRANT ANALYSIS

Based on the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant criteria, the Main Street/Grayson Avenue intersection was evaluated for signalization.² The peak hour warrants are one of several standards to help determine if installation of a traffic signal may be appropriate. Qualifying for signalization using the peak hour warrants does not necessarily mean a signal should be installed. The Main Street/Grayson Avenue intersection qualifies for signalization under the peak hour warrants using existing volumes. This intersection is scheduled to have signalized control installed within one year.

² *California Manual on Uniform Traffic Control Devices (CAMUTCD), Chapter 4C, Peak hour signal warrant (#3), 2012.*

TABLE 1
EXISTING HARVEST WITHOUT PROJECT CONDITIONS: PEAK HOUR INTERSECTION LOS

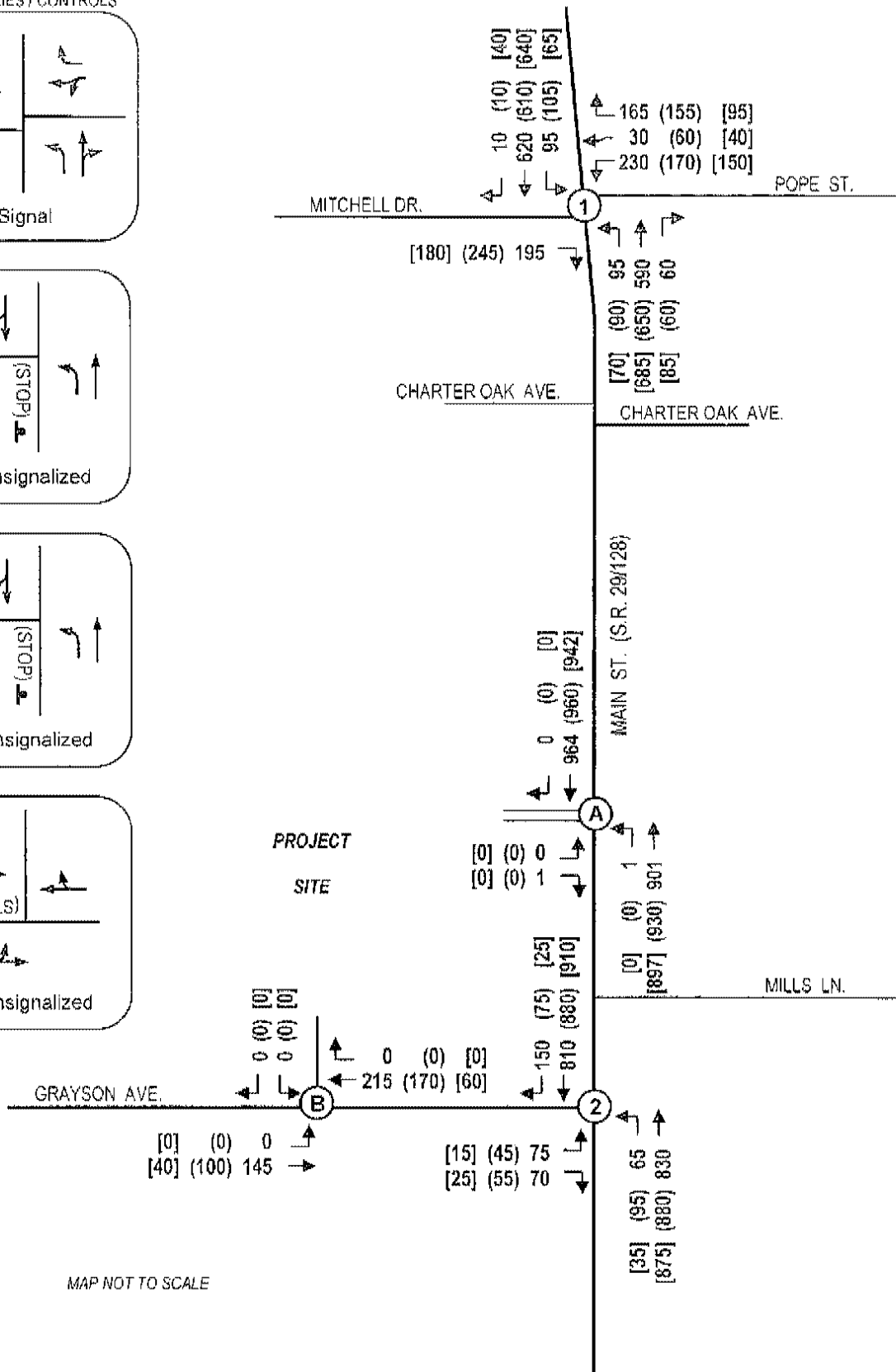
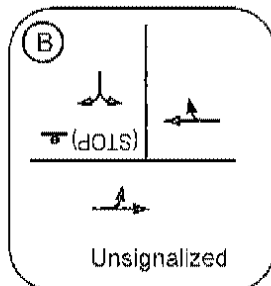
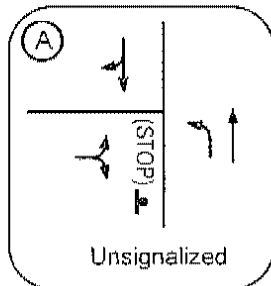
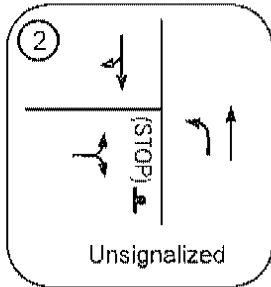
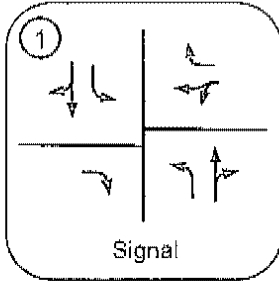
Intersection	Control Type	Wkday. AM		Wkday. PM		Saturday Peak	
		LOS	Delay	LOS	Delay	LOS	Delay
Main Street / Pope Street – Mitchell Dr.	SIGNAL	D	39.4	D	40.1	D	36.4
Main Street / Grayson Avenue	MSSC	eb: F nb lt: B	55.5 11.3	F B	59.0 11.6	D B	28.2 10.8
Main Street / Project Driveway	MSSC	eb: C nb lt: B	18.6 10.6	A A	0.0 0.0	A A	0.0 0.0
Grayson Avenue / Project Driveway	MSSC	sb: A eb lt: A	-	A	-	A	-

Legend: MSSC = Minor-Street Stop Control.

Intersection LOS based on Highway Capacity Manual operations methodology and yields a vehicle delay in seconds.

The existing Grayson Avenue/Project Driveway Intersection is closed to vehicle access.

GEOMETRIES / CONTROLS



Existing Volumes : Harvest Season 2013
Friday AM, (PM), and [Saturday] Peak Hours



4. NEAR-TERM (YEAR 2020) WITHOUT PROJECT CONDITIONS

NEAR-TERM METHODOLOGY

Near-term traffic conditions represent existing plus approved and pending development traffic anticipated to be generated in the short term horizon. The near-term volumes for this report reflect planned development trips by the Year 2020 as provided in the previous winery study. The weekday and Saturday peak hour approved development trips were added to the existing harvest volumes at the study intersections. The forecast weekday AM, PM, and Saturday peak hour near-term traffic volumes are illustrated in Figure 3.

ANTICIPATED ROADWAY IMPROVEMENTS

Installation of traffic signalized control (with three-way signal phasing) at the Main Street/Grayson Avenue intersection has been approved and is funded and is scheduled to be installed within a year. Therefore, this intersection was analyzed with signalized control for the near-term and long-term scenarios. There are no other planned improvements to the intersections analyzed for this study.

NEAR-TERM (WITHOUT PROJECT) INTERSECTION OPERATION

With near-term volumes, the study intersections LOS have been calculated and are shown in Table 2. The Main Street/Pope Street-Mitchell Drive intersection would operate at LOS 'D' (46.2-49.3 seconds delay) during the AM and Saturday peak hours and LOS 'E' (62.8 seconds delay) during the PM peak hour. The Main Street/Grayson Avenue intersection with signalized control would operate at LOS 'C' (24.9 seconds delay during the AM peak hour) or better.

The Main Street/Project Driveway intersection, which has low driveway volumes, would operate at LOS 'C' or better for the stopped outbound approach and LOS 'B' or better for the northbound left-turn approach.

TABLE 2
NEAR-TERM HARVEST WITHOUT PROJECT CONDITIONS: PEAK HOUR INTERSECTION LOS

Intersection	Control Type	Wkday. AM		Wkday. PM		Saturday Peak	
		LOS	Delay	LOS	Delay	LOS	Delay
Main Street / Pope Street – Mitchell Dr.	SIGNAL	D	46.2	E	62.8	D	49.3
Main Street / Grayson Avenue	SIGNAL	C	24.9	B	14.5	A	9.1
Main Street / Project Driveway	MSSC	eb: C	22.0	A	0.0	A	0.0
		nb lt: B	11.5	A	0.0	A	0.0
Grayson Avenue / Project Driveway	MSSC	A	-	A	-	A	-

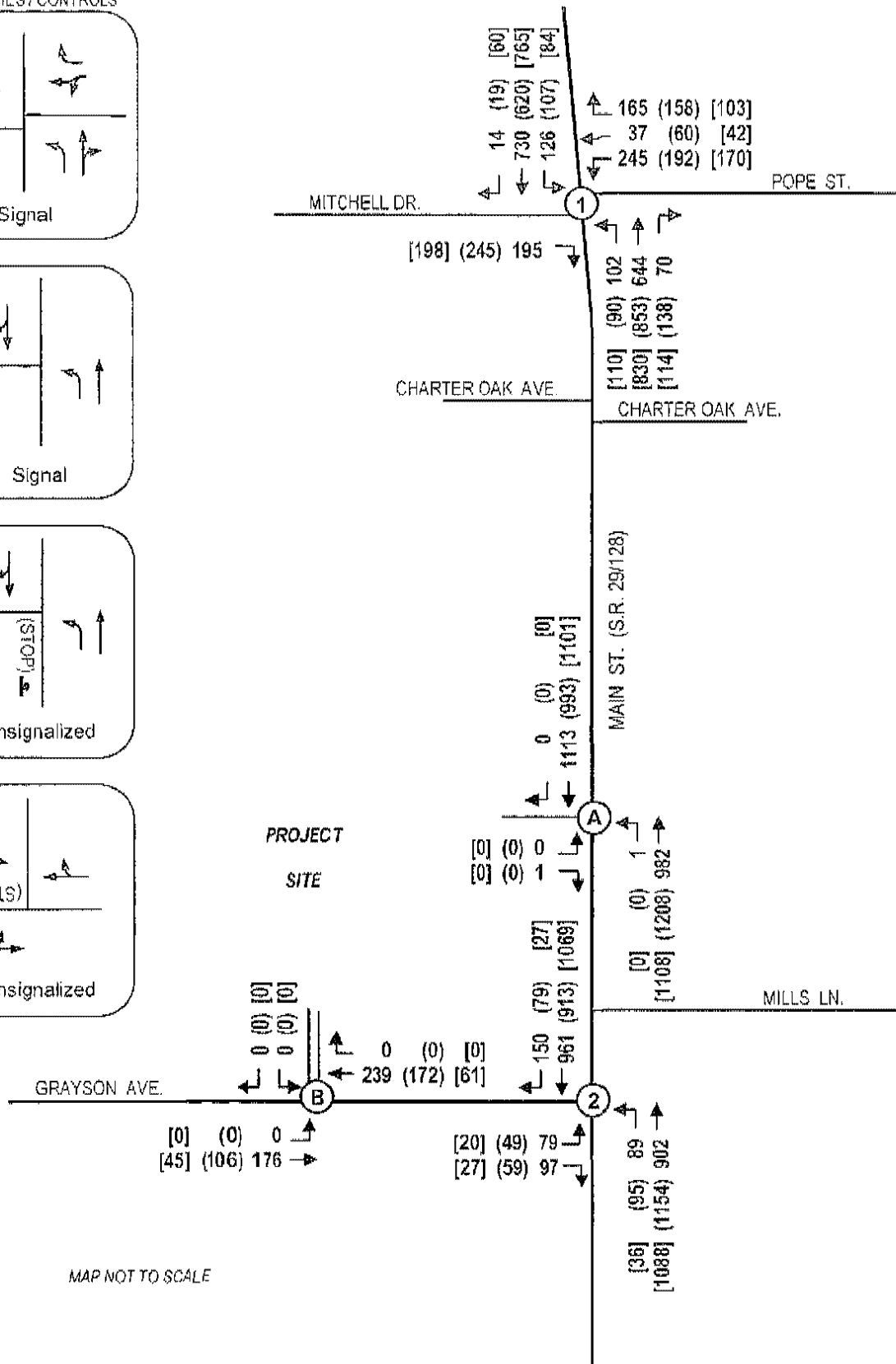
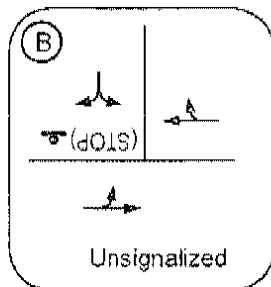
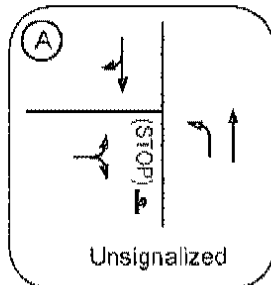
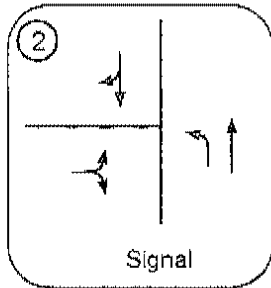
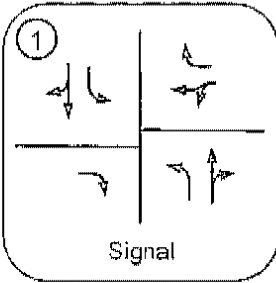
Legend: MSSC = Minor-Street Stop Control.

Intersection LOS based on Highway Capacity Manual operations methodology and yields a vehicle delay in seconds.

The Main Street/Grayson Avenue intersection is scheduled to be signalized.

The existing Grayson Avenue/Project Driveway intersection is closed to vehicles.

GEOMETRIES/CONTROLS



Near-Term Volumes : Harvest Year 2020
Friday AM, (PM), and [Saturday] Peak Hours



5. PROPOSED PROJECT IMPACTS

PROJECT COMPONENTS

The proposed Davies Winery expansion project would consist of modifications to wine production, employment, visitation tours/tasting, and marketing events. The existing facility operates under a current use permit allowing wine production of 20,000 gallons per year, with no visitation and no marketing events. The proposed use modification would consist of the following vehicle trip generating components:

- Expanding the existing winery production from 20,000 gallons per year to 75,000 gallons. All grapes/juice would be on-haul from offsite.
- Employment: 15 full-time employees consisting of production, administration, and tasting/tours personnel. (Up to 30 additional part-time employees during harvest season.)
- Daily visitation of 160 visitors (no appointment) for wine tastings and tours (10:00 am – 6:00 pm daily).
- Marketing events throughout the year, comprised of:
 - Food & Wine Pairing Events (lunches and dinners served with wines): Maximum of 24 per year with up to 50 people per event;
 - Wine Club/Release Events: Maximum of 6 events per year with up to 200 people per event, plus maximum of 6 events per year with up to 100 people per event;
 - Wine Auction: Maximum of 2 events per year with up to 125 people per event.

The tours/tasting visitation of 160 people would be reduced on days with larger marketing events.

- The proposed project includes reconfiguring the site to include reconstruction of the existing building, construction of a new building, and other infrastructure improvements such as a redesigned parking area. The project would also consist of wastewater being trucked off site approximately two times per month during non-harvest (and approximately 2-3 times per week during harvest).

PROJECT TRIP GENERATION

The proposed project's weekday and weekend peak hour traffic volumes have been calculated and are shown in Table 3. The trip generating components are based on information provided by the project applicant and City personnel in combination with standard trip generation rates utilized for wineries in Napa County (Napa County Conservation, Development, and Planning Department Use Permit trip rates).³

Based on the proposed production, employment, and visitor levels, the project was calculated to generate 9 AM weekday peak hour trips, 33 weekday PM peak hour trips, and 27 Saturday peak hour trips. Since the existing winery generates 2 AM peak hour trips, the total winery trip generation (existing winery plus project) would consist of 11 AM weekday peak hour trips, 33 PM peak hour trips, and 27 Saturday peak hour trips.

A portion of the project's visitor trips are expected to occur from travelers already on the street network driving by the site. These "pass-by" trips represent new trips at the driveways, but are not new trips added to the street network away from the project site. To account for these trips, 30% of the visitor trips were considered to be pass-by trips. Therefore, the number of new trips generated by the project and added to the street network away from the site would be 9 AM, 26 PM, and 20 Saturday peak hour trips.

³ County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2012.

PROJECT TRIP DISTRIBUTION

The proposed project site plan (illustrated in Figure 8) indicates all visitor and employee access to/from the site would be via Grayson Avenue. Delivery trips could use the single Main Street driveway. (The existing Main Street frontage consisting of two driveways would be reconstructed with a single driveway for deliveries only.)

The previous traffic report determined inbound visitor trip distribution consisted of 50% to/from the north and 50% to/from the south. Outbound visitor trips consisted of one-third to the north and two-thirds to the south. The same visitor trip distributions were used for this study, with all visitor trips using the Grayson Avenue access. Employee trips were distributed with 50% to/from the north and south, with all employee trips also using the Grayson Avenue access. The delivery truck trips were distributed with 75% to/from the north and 25% to/from the south. The grape truck trips were distributed with 100% of inbound trips arriving from the north and entering via the Main Street delivery driveway and 100% of outbound trips exiting via the Grayson Avenue driveway then turning north at the Main Street/Grayson Avenue intersection.

Project trips at the Main Street/Pope Street-Mitchell Drive intersection were distributed in proportion to the background turning volumes.

The project trips are shown in Figure 4.

**TABLE 3
TRIP GENERATION:
PROPOSED DAVIES VINEYARDS WINERY PROJECT**

PROJECT TRIPS

Harvest Friday AM Peak Hour Traffic:

Existing:

Visitors: 0

= 0

Employees: 2

= 1 (1 in, 0 out)

Trucks: 1

= 1 (0 in, 1 out)

= 2 (1 in, 1 out) Existing

Project:

Visitors: 160 (0 pk. hr.)

= 0

Employees full-time: Production 6 (50% pk. hr.)

= 3 (3 in, 0 out)

Admin 4 (50% pk. hr.)

= 2 (2 in, 0 out)

Tours/Tasting 5 (0 pk. hr.)

= 0

Employees part-time: Production 30 (0 pk. hr.)

= 0

Trucks: Production 75,000 gallons (1 pk. hr.)

= 2 (1 in, 1 out)

Trucks: Grape Delivery (2 pk. hr.)

= 4 (2 in, 2 out)

Trucks: Wastewater Collection: (2-3 trucks/week; 0 pk. hr.)

= 0

11 (8 in, 3 out) Total

= 9 (7 in, 2 out) Above Existing*

= 9 (7 in, 2 out) New minus Pass-by**

Harvest Friday PM Peak Hour Traffic:

Existing:

Visitors: 0

= 0

Employees: 2

= 0

Trucks: 0

= 0

0 Existing

Project:

Visitors: 160 (2.6/car, 20% pk. hr., 30% pass-by)

= 25 (12 in, 13 out) total

70% new

[18 (9 in, 9 out) new]

30% pass-by

[7 (3 in, 4 out)] pass-by

Employees full-time: Production 6 (50% pk. hr.)

= 3 (0 in, 3 out)

Admin 4 (50% pk. hr.)

= 2 (0 in, 2 out)

Tours/Tasting 5 (50% pk. hr.)

= 3 (0 in, 3 out)

Employees part-time: Production 30 (0 pk. hr.)

= 0

Trucks: Production 75,000 gallons (0 pk. hr.)

= 0

Trucks: Grape Delivery (0 pk. hr.)

= 0

Trucks: Wastewater Collection (0 pk. hr.)

= 0

= 33 (12 in, 21 out) Total

= 33 (12 in, 21 out) Above Existing*

= 26 (9 in, 17 out) New minus Pass-by**

*Represents new trips at project driveways.

**Represents new trips added to street network.

**TABLE 3
TRIP GENERATION:
PROPOSED DAVIES VINEYARDS WINERY PROJECT**

PROJECT TRIPS Continued		
<u>Harvest Saturday Peak Hour Traffic:</u>		
Existing:		
Visitors 0	= 0	
Employees 0	= 0	
Delivery Trucks 0	= 0	
	0 Existing	
Project:		
Visitors: 160 (2.8/car, 20% pk. hr., 30% pass-by)	= 23 (11 in, 12 out) total	
	[16 (8 in, 8 out) new]	
	[7 (3 in, 4 out)] pass-by	
Employees full-time: Production 5 (20% pk. hr.)	= 2 (1 in, 1 out)	
Admin 0	= 0	
Tours/Tasting 6 (20% pk. hr.)	= 2 (1 in, 1 out)	
Employees part-time: Production 30 (0 pk. hr.)	= 0	
Trucks: Production 75,000 gallons	= 0	
Trucks: Grape Delivery 0	= 0	
Trucks: Wastewater Collection	= 0	
	= 27 (13 in, 14 out) Total	
	= 27 (13 in, 14 out) Above Existing*	
	= 20 (10 in, 10 out) New minus Pass-by**	
*Represents new trips at project driveways.		
**Represents new trips added to street network.		

Total visitation, employee and truck data provided by project applicant as provided in initial study and previous traffic study. Trip rate calculations based on County of Napa, Conservation, Development, and Planning Department, Use Permit Traffic Generation Characteristics, 2012.

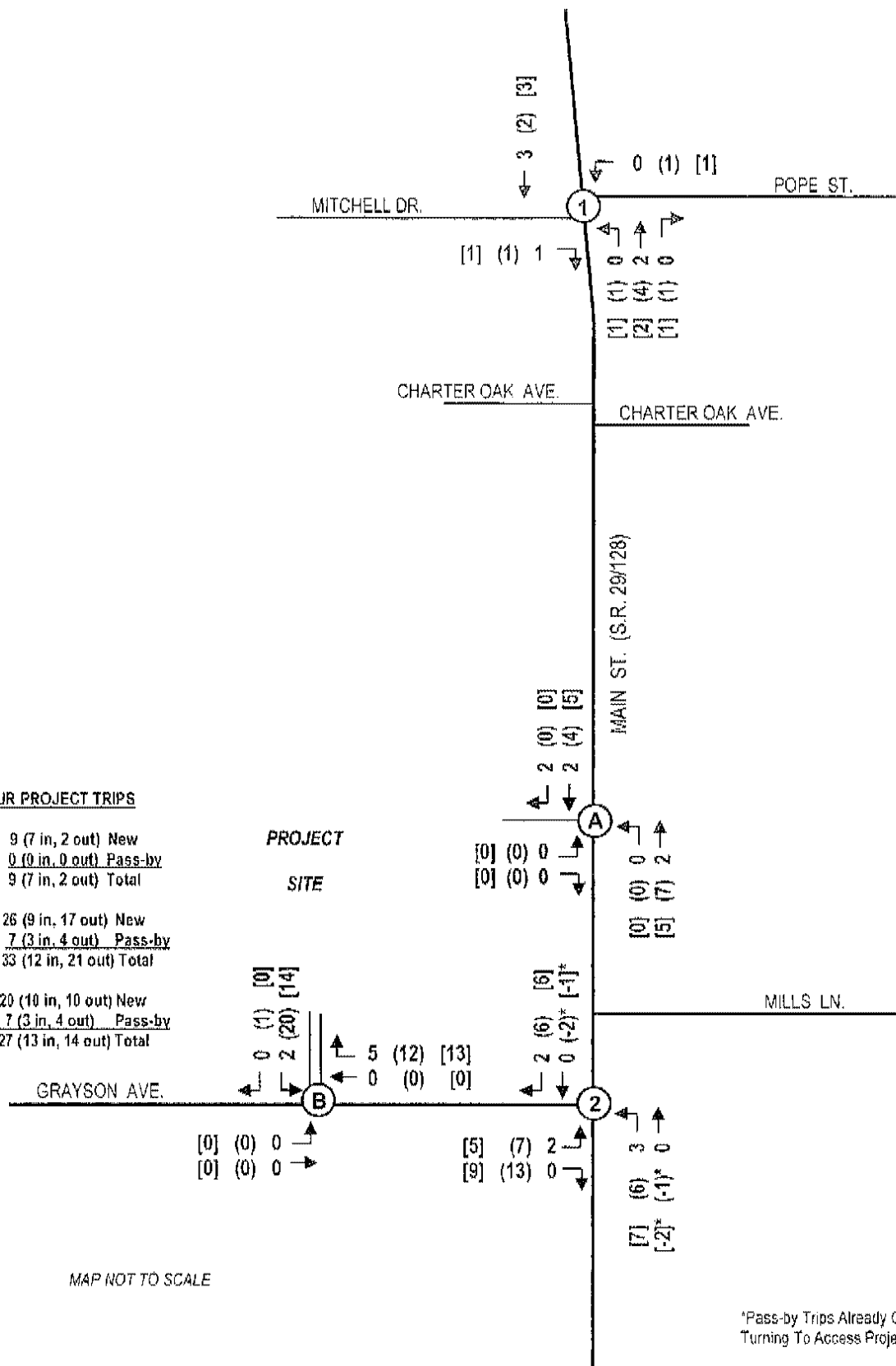
PEAK HOUR PROJECT TRIPS

FRIDAY AM: 9 (7 in, 2 out) New
 0 (0 in, 0 out) Pass-by
 9 (7 in, 2 out) Total

FRIDAY PM: 26 (9 in, 17 out) New
 7 (3 in, 4 out) Pass-by
 33 (12 in, 21 out) Total

SATURDAY: 20 (10 in, 10 out) New
 7 (3 in, 4 out) Pass-by
 27 (13 in, 14 out) Total

PROJECT
 SITE



Project Trips
 Friday AM, (PM), and [Saturday] Peak Hours



ST. HELENA SIGNIFICANCE CRITERIA

The significance criteria applied in this study are based on the City of St Helena's General Plan Circulation Element documentation for roadway and intersection operations as outlined in the previous traffic report for the winery. Based on this information, the significance criteria are provided as follows:

The City's current LOS standard is LOS D for signalized 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 on Main Street (SR 29/128) operating at LOS D or better without the project degrade to LOS E or F with the project and the volumes would qualify for signalization under the Caltrans peak hour volume warrants for signalization. If operating conditions at an unsignalized intersection not on Main Street operating at LOS C or better without the project degrade to LOS D, E, or F with the project and the volumes would qualify for signalization under the Caltrans peak hour volume warrants for signalization.
- If average delay at an unsignalized intersection on Main Street (SR 29/128) operating at LOS E or F without the project increases by five or more seconds with the project and the volumes qualify for signalization under the Caltrans peak hour volume warrants for signalization. If average delay at an unsignalized intersection not on Main Street operating at LOS D, E, or F without the project increases by five or more seconds with the project and the volumes qualify for signalization under the Caltrans peak hour volume warrants for signalization.
- If traffic volumes at an unsignalized intersection meet the peak hour signal warrant thresholds, then a significant impact is considered if volumes increase by one percent with the project.
- For vehicle queuing, if the lane storage length sufficiently accommodates the 95th percentile vehicle queue length without the project and the vehicle queue length would increase to exceed the available storage with the project. If the 95th percentile queue length exceeds the available storage length without the project and the turning movement volume would increase by three percent or more with the project and increase the total intersection volume by one percent.

EXISTING PLUS PROJECT CONDITIONS

The existing plus project LOS are shown in Table 4. With existing plus project traffic volumes, the Main Street/Pope Street/Mitchell Drive intersection would continue to operate at acceptable LOS 'D' conditions, with delays increasing less than one second) during all peak hours. If the Main Street/Grayson Avenue is evaluated as still unsignalized, the eastbound Grayson Avenue approach would continue to operate at LOS 'F' with increased delays for the eastbound stopped approach. However, the intersection is scheduled to have signalized control in the immediate future. With signalization, the intersection would operate at LOS 'B' or better based on the volumes (vehicle queuing on Main Street may affect traffic flows during peak periods).

The Grayson Avenue driveway intersection would operate at LOS 'B' conditions (11 seconds delay) or better during all peak hours. Based on the winery vehicle circulation pattern, the Main Street driveway would experience only a small increase in trips (delivery trucks) and LOS would remain unchanged from existing conditions, continuing to operate at LOS 'C' or better conditions.

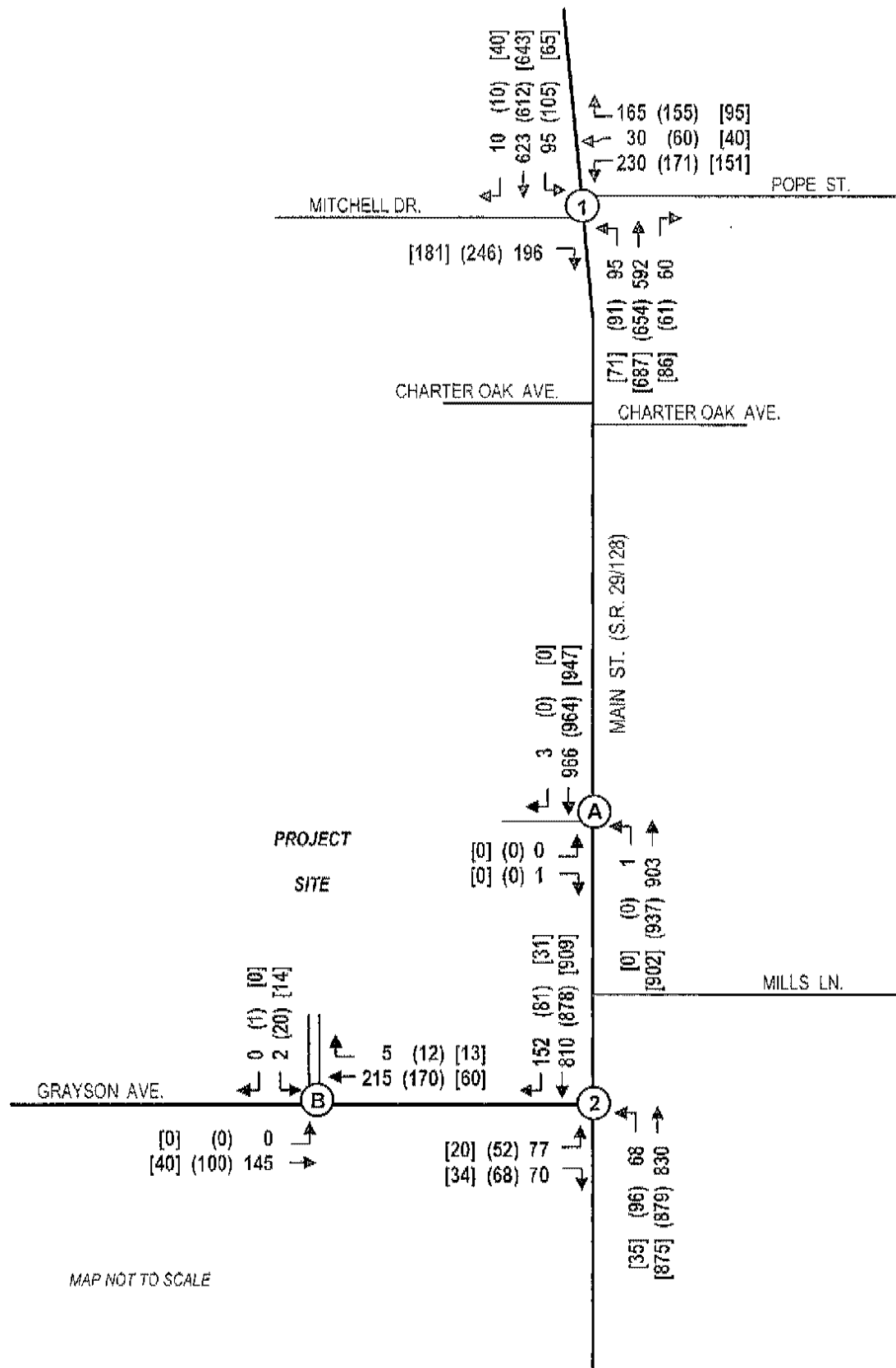
**TABLE 4
EXISTING PLUS PROJECT CONDITIONS: PEAK HOUR INTERSECTION LOS**

Intersection	Weekday AM		Weekday PM		Saturday Peak	
	Existing	Existing + Proj.	Existing	Existing + Proj.	Existing	Existing +Proj.
Main Street / Pope Street - Mitchell Dr.	D 39.4	D 39.6	D 40.1	D 40.7	D 36.4	D 36.8
Main Street / Grayson Avenue	eb: F 55.5 nb lt: B 11.3 signal: -	F 58.0 D 11.3 B 15.7	F 59.0 B 11.6 -	F 75.7 B 11.7 B 14.2	D 28.* B 10.8 -	D 30.9 B 10.9 A 7.2
Main Street / Project Driveway	eb: C 18.6 nb lt: B 10.6	C 18.7 B 10.6	A 0.0 A 0.0	A 0.0 A 0.0	A 0.0 A 0.0	A 0.0 A 0.0
Grayson Drive / Project Driveway	A - A -	B 11.0 A 0.0	A - A -	B 10.5 A 0.0	A - A -	A 9.3 A 0.0

Intersection LOS based on Highway Capacity Manual operations methodology and yields a vehicle delay in seconds.

The Main Street/Grayson Avenue intersection is scheduled to be signalized.

The existing Grayson Avenue driveway is closed to vehicle access.



Existing + Project Volumes : Harvest Season 2013
 Friday AM, (PM), and [Saturday] Peak Hours



NEAR-TERM PLUS PROJECT CONDITIONS

The project trips were added to the near-term volumes and the levels of service recalculated as shown in Table 5. Under near-term plus project conditions, the Main Street/Pope Street intersection would continue to operate at acceptable LOS 'E' conditions during the PM peak hour (with delays increasing 1.3 seconds) and LOS 'D' during the AM and Saturday peak hours (with delay increases of under one second). The signalized Main Street/Grayson Avenue intersection LOS would also remain unchanged, continuing to operate at LOS 'C' or better (with delay increases of two seconds or less). Vehicle queue lengths would continue to be accommodated within the available storage lane lengths with the project trips.

The Grayson Avenue driveway would operate at LOS 'A'-'B' conditions (9.3-11.5 seconds delay) during the peak hours. The Main Street driveway would experience only a small increase in trips (delivery trucks) based on the winery vehicle circulation pattern and would continue to operate at LOS 'C' or better conditions with delays increasing less than one second.

The project would add 29 pm peak hour trips to background volumes of 2,234 trips (representing 1.3% increase) and 24 Saturday peak hour trips to background volumes of 2,232 trips (representing 1.1% increase) to the Main Street/Grayson Avenue intersection total near-term volumes

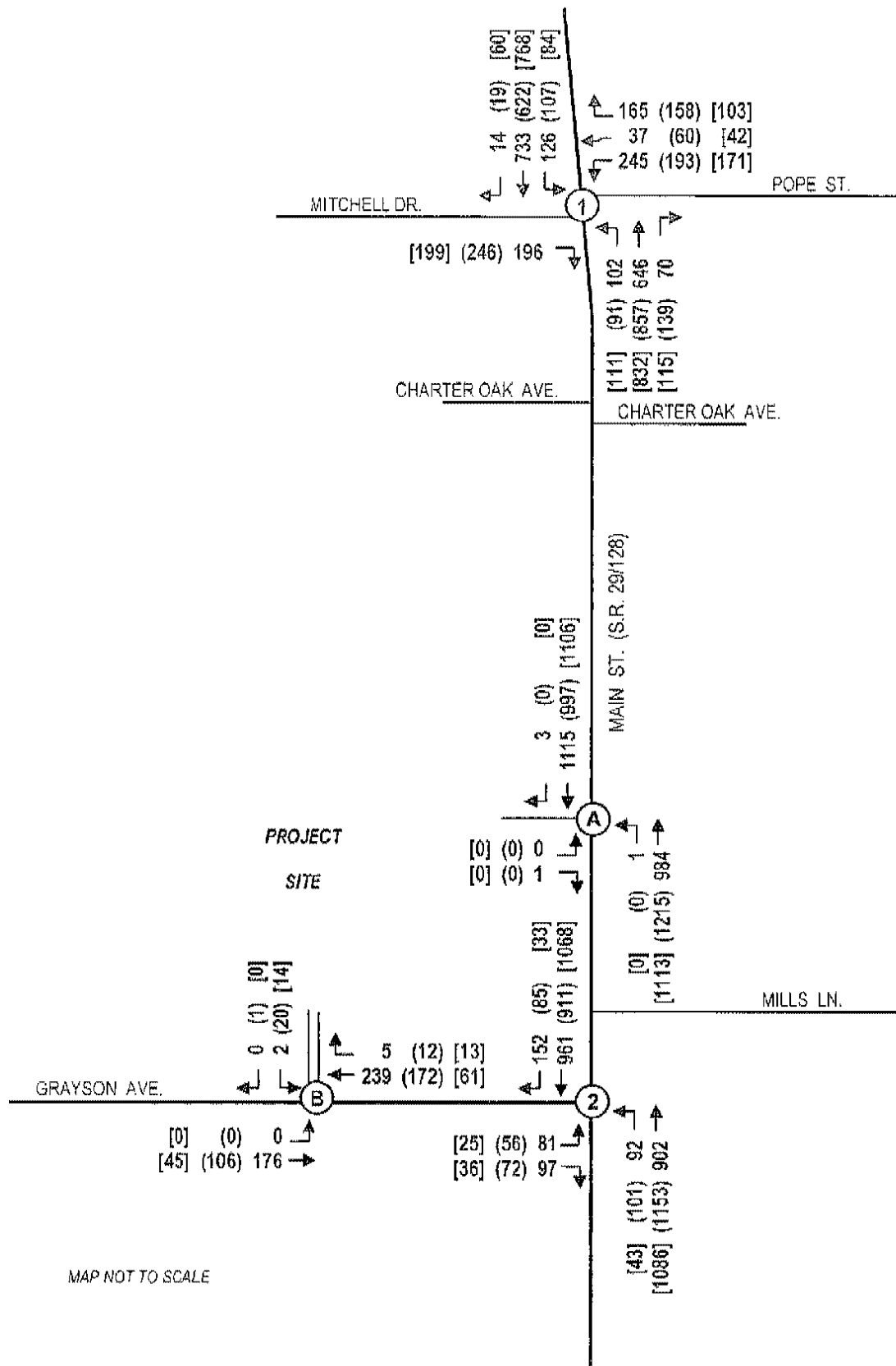
TABLE 5
NEAR-TERM PLUS PROJECT CONDITIONS: PEAK HOUR INTERSECTION LOS

Intersection	Weekday AM		Weekday PM		Saturday Peak	
	Near-Term	N.T. + Proj.	Near-Term	N.T. + Proj.	Near-Term	N.T. + Proj.
Main Street / Pope Street - Mitchell Dr.	D 46.2	D 46.5	E 62.8	E 64.1	D 49.3	D 49.8
Main Street / Grayson Avenue	C 24.9	C 25.4	B 14.5	B 17.2	A 9.1	A 10.0
Main Street / Project Driveway	ch: C 22.0	C 22.1	A 0.0	A 0.0	A 0.0	A 0.0
	nb lt: B 11.5	B 11.5	A 0.0	A 0.0	A 0.0	A 0.0
Grayson Drive / Project Driveway	A -	B 11.5	A -	B 10.5	A -	A 9.3
	A -	A 0.0	A -	A 0.0	A -	A 0.0

Intersection LOS based on Highway Capacity Manual operations methodology and yields a vehicle delay in seconds.

The Main Street/Grayson Avenue intersection is scheduled to be signalized.

The existing Grayson Avenue driveway is closed to vehicle access.



Near-Term + Project Volumes : Harvest Year 2020
Friday AM, (PM), and [Saturday] Peak Hours



6. CUMULATIVE CONDITIONS

CUMULATIVE YEAR 2030 PROJECTIONS

The long-term cumulative year 2030 conditions were derived from the previous winery study cumulative volume projections. The Year 2030 volumes reflect projected traffic growth with buildout of the City's General Plan. The long-term cumulative volumes include the Year 2020 harvest season volumes calculated for the near-term approved development scenario plus an added growth rate of 0.75 percent per year to year 2030 (10 years).

CUMULATIVE YEAR 2030 (WITHOUT PROJECT) CONDITIONS

The cumulative Year 2030 (without project) peak hour volumes are shown in Figure 7 and the intersection LOS are shown in Table 6. As calculated, the Main Street/Pope Street intersection would operate at LOS 'E' during the weekday AM and Saturday peak hours, but would operate at LOS 'F' during the weekday PM peak hour. The Main Street/Grayson Avenue intersection would operate at LOS 'C' conditions (33.5 seconds delay) or better during each peak hour period. The low volumes generated by the existing winery site would continue to result in operating conditions of LOS 'C' or better at the winery driveways.

CUMULATIVE YEAR 2030 PLUS PROJECT CONDITIONS

The Year 2030 plus project volumes are presented in Figure 8 and the calculated intersection LOS are listed in Table 6. The Main Street/Pope Street-Mitchell Drive intersection would continue to operate at LOS 'E' during the weekday AM and Saturday peak hours, with delay increases of less than one second, and at LOS 'F' during the weekday PM peak hour, with a delay increase of 1.3 seconds. The project trips would not constitute a significant impact, as the delay increases would be less than the significance threshold of five seconds.

The Main Street/Grayson Avenue intersection would continue to operate at LOS 'C' or better with the project trips (with delays increasing by two seconds or less during all peak hours). The primary Grayson Avenue driveway intersection would operate at acceptable LOS 'A'-'B' conditions during all periods (delays of 9.4-11.8 seconds). The Main Street driveway would continue to operate at LOS 'C' or better with the project.

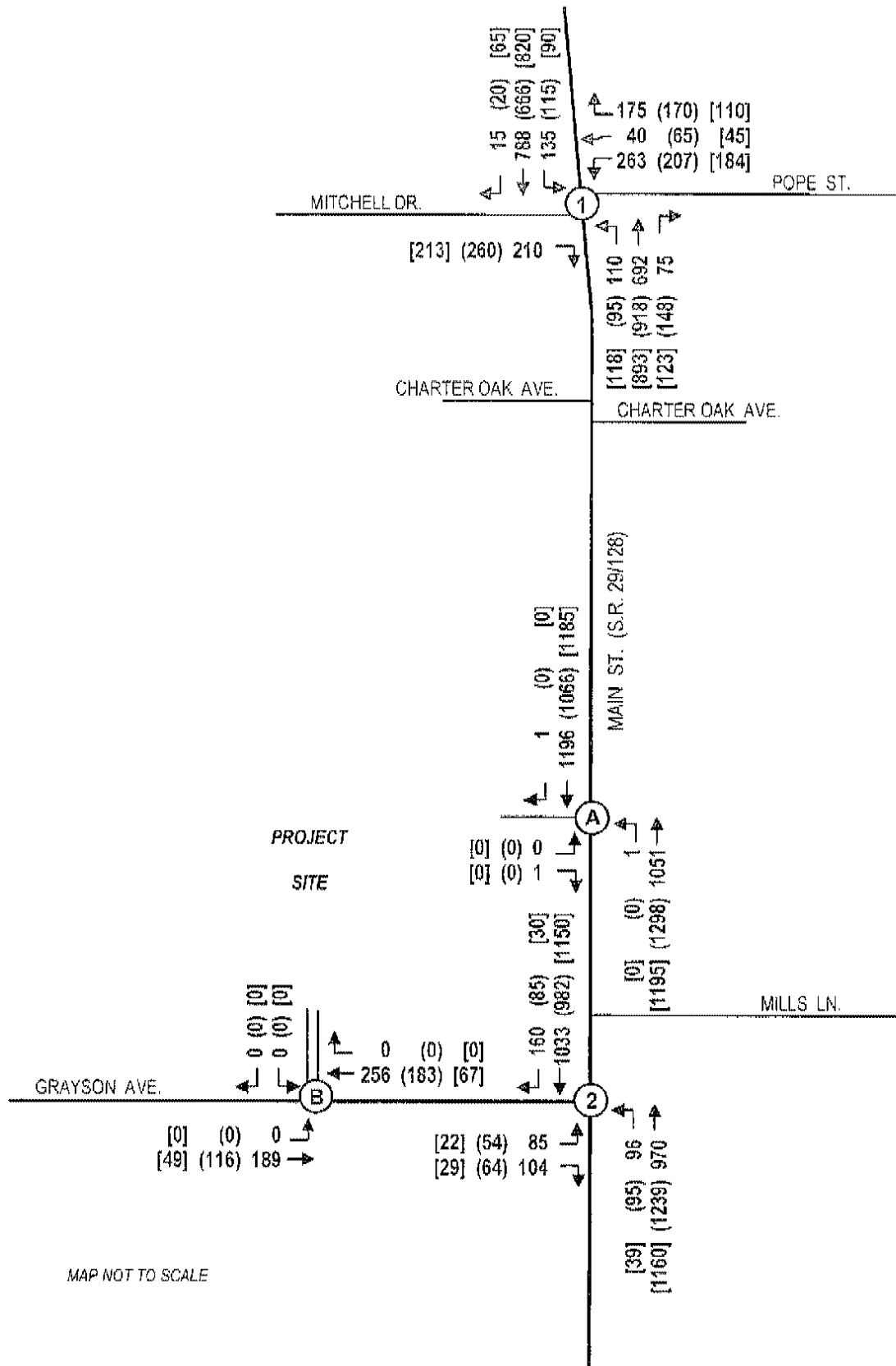
**TABLE 6
YEAR 2030 PLUS PROJECT CONDITIONS: PEAK HOUR INTERSECTION LOS**

Intersection	Weekday AM		Weekday PM		Saturday Peak	
	Year 2030	2030 + Proj.	Year 2030	2030 + Proj.	Year 2030	2030 +Proj.
Main Street / Pope Street - Mitchell Dr.	E 56.0	E 56.4	F 81.5	F 82.8	E 61.7	E 62.6
Main Street / Grayson Avenue	C 33.5	C 34.5	C 20.2	C 22.3	B 10.6	B 12.2
Main Street / Project Driveway	eb: C 24.2	C 24.3	A 0.0	A 0.0	A 0.0	A 0.0
	nb lt: B 12.0	B 12.0	A 0.0	A 0.0	A 0.0	A 0.0
Grayson Drive / Project Driveway	A -	B 11.8	A -	B 10.7	A -	A 9.4
	A -	A 0.0	A -	A 0.0	A -	A 0.0

Intersection LOS based on Highway Capacity Manual operations methodology and yields a vehicle delay in seconds.

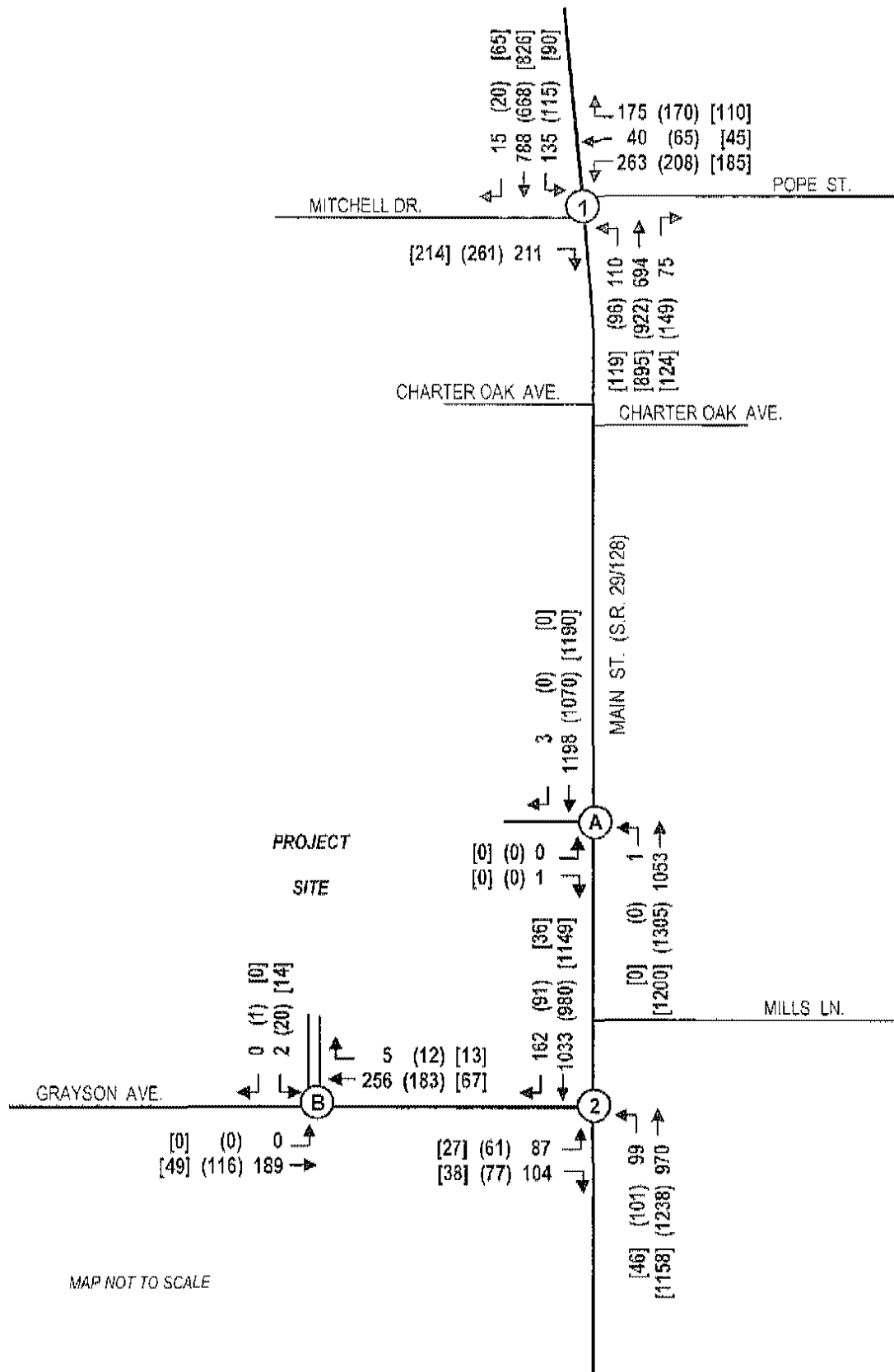
The Main Street/Grayson Avenue intersection is scheduled to be signalized.

The existing Grayson Avenue driveway is closed to vehicle access.



Long-Term Cumulative Volumes : Harvest Year 2030
Friday AM, (PM), and [Saturday] Peak Hours





Long-Term Cumulative + Project Volumes : Harvest Year 2030
Friday AM, (PM), and [Saturday] Peak Hours



7. PROJECT SITE ACCESS, CIRCULATION, AND DESIGN PARAMETERS

ONSITE CIRCULATION

The project site plan is illustrated in Figure 8. There would be a total of three driveways. All visitor and employee in/out access would be via the western Grayson Avenue driveway. This driveway would be located approximately 260 feet west of Main Street. The onsite drive-aisle would extend north from Grayson Avenue to the northern property line then turn west to Main Street. Essentially, this project drive-aisle would extend around the western and northern borders of the onsite buildings. A second driveway on Grayson Avenue, located approximately 190 feet west of Main Street, would be for delivery vehicles only. This would be expected to be a very low volume driveway.

The single driveway on Main Street near the northern property boundary would serve delivery vehicles. It is expected delivery vehicles would enter the site via this driveway and exit the site via the western Grayson Avenue driveway. Volumes would be expected to be low at this driveway. Therefore, the two-way left turn lane on Main Street would continue to provide adequate storage length and a right-turn lane or taper on Main Street would not be required based on Caltrans design guidelines. However, the vehicle turning radius (width) at the project driveways should be designed to accommodate truck turning movements of the size that would access the site, as well as emergency vehicles (the project applicant's civil engineer should confirm required turn paths and drive-aisle widths for trucks and emergency vehicles onsite).

Pedestrian access to the site would be provided with sidewalks located on the Main Street and Grayson Avenue frontages. The signalized Main Street/Grayson Avenue intersection will enhance pedestrian crossing conditions. It is possible some people would utilize bicycles to visit the site. The project site plan indicates a bicycle parking area would be provided onsite.

GRAYSON AVENUE CIRCULATION

At the Main Street/Grayson Avenue intersection, the project would add 7 new weekday AM peak hour trips, 29 new weekday PM peak hour trips, and 24 Saturday new peak hour trips. On Grayson Avenue between Main Street and the western driveway, the project would add up to 32 PM peak hour trips and 27 Saturday peak hour trips (daily trip generation would add 224 weekday trips and 185 Saturday trips during harvest, and 167 weekday and 128 Saturday trips outside of harvest). Included in the vehicle trip totals are winery related truck trips. With the proposed production increase and truck circulation pattern, approximately 5 weekday daily truck trips during non-harvest and up to 12 daily truck trips during harvest would be added to Grayson Avenue between the western driveway and the Main Street/Grayson Avenue intersection.

SIGHT DISTANCES

Sight distances for vehicles turning in/out of the winery driveways were evaluated. The desired vehicle visibility or "corner sight distance" is a function of the travel speeds on the primary street. Caltrans design standards indicate that for appropriate corner sight distance, "a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the cross road and the driver of an approaching vehicle in the right lane of the main highway."⁴ The speed limit on Main Street is 35 mph (although speeds are frequently lower due to vehicle queuing). The Grayson Avenue speed limit is 25 mph, but traffic flows are generally unimpeded resulting in speeds of 25-30 mph.

Based on the Caltrans design standards, the Main Street driveway requires a sight distance of about 250 feet. Sight distances were evaluated in the previous report. Visibility on Main Street to the north and south is approximately

⁴ Caltrans, *Highway Design Manual, Sixth Edition, July 1, 20009.*

800 feet, therefore the sight distance is adequate. The recommended sight distance on Grayson Avenue is 200 feet. Sight distances of about 200 feet are provided to the west and 300 to the east (reaching Main Street) if no vehicles are parked near the Grayson Avenue driveway. However, the previous study found that when vehicles are parked adjacent to the driveway, sight distances can be reduced to approximately 50 feet, which is less than the recommended distance. The previous report recommended prohibiting parking on Grayson for 50 feet to the east and 30 feet to the west (property boundary) of the driveway in order to ensure acceptable sight distances.

MARKETING EVENTS

The following types of marketing events are proposed for the project:

- Food & Wine Pairing Events (lunches and dinners served with wines): Maximum of 24 per year with up to 50 people per event;
- Wine Club/Release Events: Maximum of 6 events per year with up to 200 people per event, plus maximum of 6 events per year with up to 100 people per event;
- Wine Auction: Maximum of 2 events per year with up to 125 people per event.

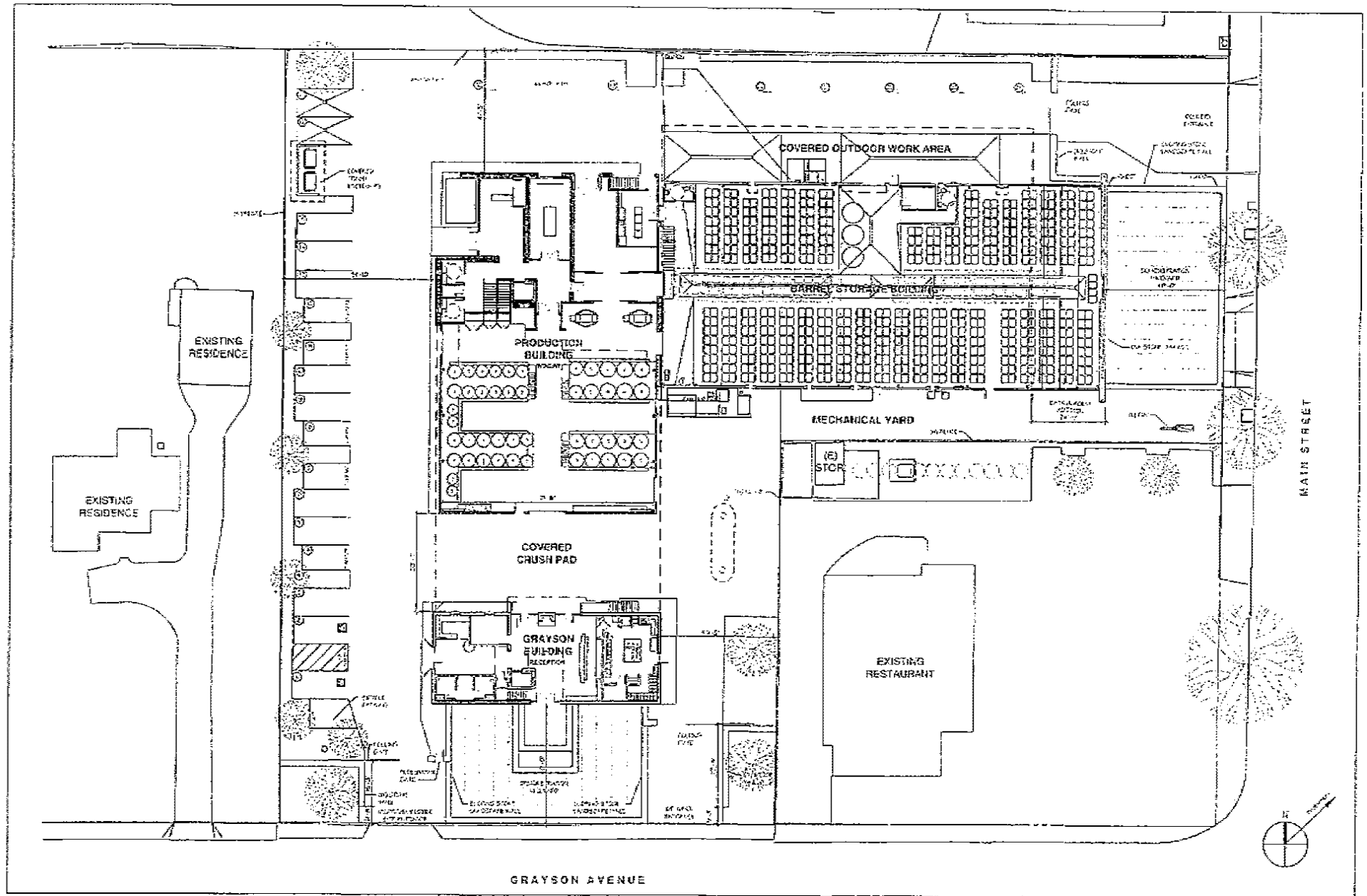
The tours/tasting visitation of 160 people would be reduced on days with larger marketing events.

Based on standard vehicle occupancy and trip rates, the events would be expected to generate the following trips:

200 people: 164 trips (82 in, 82 out) [200 visitors = 142 trips; 8 staff = 16 trips; 3 trucks = 6 trips]
125 people: 106 trips (53 in, 53 out) [125 visitors = 90 trips; 6 staff = 12 trips; 2 trucks = 4 trips]
100 people: 86 trips (43 in, 43 out) [100 visitors = 72 trips; 5 staff = 10 trips; 2 trucks = 4 trips]
50 people: 44 trips (22 in, 22 out) [50 visitors = 36 trips; 3 staff = 6 trips; 1 truck = 2 trips]

These events are typically of sufficient duration in length that the inbound and outbound trips occur in separate hours, thus the number of trips on the street network at one time are half of the total volume. These events are also typically scheduled outside of the weekday/weekend peak periods of adjacent street traffic. In order to ensure event traffic is minimized during peak periods, it is recommended that the marketing events be scheduled to begin and end outside of the adjacent street peak periods to the extent possible.

Parking: The initial study indicates the project applicant will provide a parking management plan for the marketing events, including offsite parking and/or shuttle arrangements. The larger marketing events (100-200 people) would generate parking demand above the onsite capacity. Excess parking demand would likely spill over to Grayson Avenue onstreet parking areas and/or nearby parking lots in the absence of a formal parking plan. Therefore it is recommended that a parking management plan addressing marketing event parking be provided to the City.



SOURCE: Osborn Sievert Architecture, 10/15/13.



Project Site Plan

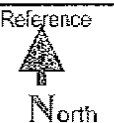


figure 9

8. CONCLUSIONS / RECOMMENDATIONS

The proposed winery expansion's vehicle trip generation would not result in significant impacts to level of service conditions. The Main Street/Pope Street-Mitchell Drive and (signalized) Main Street/Grayson Avenue intersections would continue to operate at the same levels of service as without project conditions, with delay increases within the threshold levels. The project access driveway intersections would operate at acceptable conditions (LOS 'C' or better) and vehicle queue lengths would be acceptable.

The project was calculated to generate 9 AM peak hour trips, 33 PM peak hour trips, and 27 Saturday peak hour trips above the existing winery trip generation (the existing winery generates 2 AM peak hour trips). A portion of the project's visitor trips are expected to consist of pass-by trips from travelers already on the street network driving by the site. Therefore, the number of new trips generated by the project and added to the street network away from the site would be 9 AM, 26 PM, and 20 Saturday peak hour trips.

Based on the project site plan, almost all site traffic would be to/from the western Grayson Avenue driveway. The project would add 7-29 new peak hour trips to the Main Street/Grayson Avenue intersection and 7-32 peak hour trips onto Grayson Avenue between Main Street and the western Grayson Avenue driveway.

Vehicle sight distances to the east and west at the proposed visitor/employee project driveway on Grayson Avenue meet the minimum recommended sight distances if no vehicles are parked on the street next to the driveway. If vehicles are parked near the driveway, sight distances can be reduced below the recommended distance. Prohibiting parking for 50 feet to the east and 30 feet to the west (to the project boundary) would maintain adequate sight distances. Parking conditions near the driveway could be monitored and, if necessary, the parking prohibitions could be installed.

It is recommended that marketing event times be scheduled outside of adjacent street peak hours of traffic to the extent possible. Marketing event parking demand for the larger events would exceed the onsite parking supply of 24 spaces. Therefore it is recommended the project applicant submit a parking management plan that addresses event parking to the City.

**DAVIES VINEYARDS WINERY
USE PERMIT MODIFICATION**

**TRAFFIC ANALYSIS
TECHNICAL APPENDICES**

**TABLE A-1
LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS**

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	MANEUVERABILITY	CONTROL DELAY (SECONDS/VEHICLE)		
				SIGNALIZED	UNSIGNALIZED	ALL-WAY STOP
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10.0 secs. ≤ 0.60 v/c	≤ 10.0	≤ 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≤ 20.0 secs. $0.61 - 0.70$ v/c	>10 and ≤ 15.0	>10 and ≤ 15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20 and ≤ 35.0 secs. $0.71 - 0.80$ v/c	>15 and ≤ 25.0	>15 and ≤ 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles of stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤ 55.0 secs. $0.81 - 0.90$ v/c	>25 and ≤ 35.0	>25 and ≤ 35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≤ 80.0 secs. $0.91 - 1.00$ v/c	>35 and ≤ 50.0	>35 and ≤ 50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0 secs. > 1.00 v/c	> 50.0	> 50.0

References: 1. Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000, Contra Costa Transportation Authority (CCTA), Technical Procedures Update, Final, July 9, 2006. For the purposes of this study, CCTA intersection methodology has been used for signalized intersections yielding an LOS and v/c ratio.

HCM Signalized Intersection Capacity Analysis

1: Pope St. - Mitchell Dr. & Main St.

Existing Conditions

Harvest Friday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.85	1.00	0.99		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1272		1408	1058	1397	1434		1397	1464	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1272		1408	1058	1397	1434		1397	1464	
Volume (vph)	0	0	195	230	30	165	95	590	60	95	620	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	212	250	33	179	103	641	65	103	674	11
RTOR Reduction (vph)	0	0	189	0	0	87	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	23	0	283	92	103	703	0	103	685	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			11.3		24.4	24.4	11.3	59.1		8.8	56.6	
Effective Green, g (s)			11.8		25.9	25.9	11.8	60.6		9.3	58.1	
Actuated g/C Ratio			0.11		0.24	0.24	0.11	0.56		0.09	0.54	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			139		338	254	153	806		121	789	
v/s Ratio Prot			0.02		c0.20		0.07	c0.49		c0.07	0.47	
v/s Ratio Perm						0.09						
v/c Ratio			0.17		0.84	0.36	0.67	0.87		0.85	0.87	
Uniform Delay, d1			43.5		38.9	34.1	46.1	20.3		48.6	21.5	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			0.6		16.3	0.9	11.1	10.3		40.4	9.9	
Delay (s)			44.1		55.3	35.0	57.2	30.6		88.9	31.5	
Level of Service			D		E	C	E	C		F	C	
Approach Delay (s)		44.1			47.4			34.0			39.0	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM Average Control Delay			39.4				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			107.8				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			87.9%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Existing Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	75	70	65	830	810	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	76	71	902	880	163
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2025	982	1063			
vC1, stage 1 conf vol	982					
vC2, stage 2 conf vol	1043					
vCu, unblocked vol	2025	982	1063			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	53	74	89			
cM capacity (veh/h)	174	297	644			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	158	71	902	1043		
Volume Left	82	71	0	0		
Volume Right	76	0	0	163		
cSH	218	644	1700	1700		
Volume to Capacity	0.72	0.11	0.53	0.61		
Queue Length 95th (ft)	120	9	0	0		
Control Delay (s)	55.5	11.3	0.0	0.0		
Lane LOS	F	B				
Approach Delay (s)	55.5	0.8		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			69.1%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 3: Grayson Ave. & Driveway

Existing Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	145	215	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	158	234	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	244				401	244
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	244				401	244
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1312				600	788
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	158	234	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1312	1700	1700			
Volume to Capacity	0.00	0.14	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			15.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Existing Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	1	1	901	964	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	979	1048	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2049	1068	1068			
vC1, stage 1 conf vol	1068					
vC2, stage 2 conf vol	982					
vCu, unblocked vol	2049	1068	1068			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	184	265	642			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	1	1	979	1048		
Volume Left	0	1	0	0		
Volume Right	1	0	0	0		
cSH	265	642	1700	1700		
Volume to Capacity	0.00	0.00	0.58	0.62		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	18.6	10.6	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	18.6	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		60.7%		ICU Level of Service	B	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

1: Pope St. - Mitchell Dr. & Main St.

Existing Conditions

Harvest Friday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.84	1.00	0.99		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1272		1418	1052	1397	1437		1397	1464	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1272		1418	1052	1397	1437		1397	1464	
Volume (vph)	0	0	245	170	60	155	90	650	60	105	610	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	266	185	65	168	98	707	65	114	663	11
RTOR Reduction (vph)	0	0	220	0	0	91	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	46	0	250	77	98	770	0	114	674	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.2		22.3	22.3	12.2	64.3		9.5	61.6	
Effective Green, g (s)			12.7		23.8	23.8	12.7	65.8		10.0	63.1	
Actuated g/C Ratio			0.11		0.21	0.21	0.11	0.59		0.09	0.57	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			145		302	224	159	847		125	828	
v/s Ratio Prot			0.04		c0.18		0.07	c0.54		c0.08	0.46	
v/s Ratio Perm						0.07						
v/c Ratio			0.32		0.83	0.34	0.62	0.91		0.91	0.81	
Uniform Delay, d1			45.5		41.9	37.3	47.1	20.2		50.4	19.5	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			1.3		16.8	0.9	6.9	13.4		54.0	6.1	
Delay (s)			46.7		58.7	38.2	54.1	33.6		104.4	25.7	
Level of Service			D		E	D	D	C		F	C	
Approach Delay (s)		46.7			50.5			35.9			37.1	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM Average Control Delay			40.1				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			111.6				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			90.9%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Existing Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	45	55	95	880	880	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	60	103	957	957	82
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2180	1017	1058			
vC1, stage 1 conf vol	1017					
vC2, stage 2 conf vol	1163					
vCu, unblocked vol	2180	1017	1058			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	56	79	84			
cM capacity (veh/h)	112	284	647			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	109	103	957	1038		
Volume Left	49	103	0	0		
Volume Right	60	0	0	82		
cSH	168	647	1700	1700		
Volume to Capacity	0.65	0.16	0.56	0.61		
Queue Length 95th (ft)	92	14	0	0		
Control Delay (s)	59.0	11.6	0.0	0.0		
Lane LOS	F	B				
Approach Delay (s)	59.0	1.1		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			72.1%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Existing Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	100	170	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	109	185	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	195				303	195
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	195				303	195
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1367				683	840
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	109	185	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1367	1700	1700			
Volume to Capacity	0.00	0.11	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			13.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Existing Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	930	960	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1011	1043	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2074	1063	1063			
vC1, stage 1 conf vol	1063					
vC2, stage 2 conf vol	1011					
vCu, unblocked vol	2074	1063	1063			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	181	267	644			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1011	1043		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.59	0.61		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			53.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: Pope St. - Mitchell Dr. & Main St.

Existing Conditions

Harvest Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1550	1550	1550	1550	1550	1550	1500	1500	1500	1500	1500	1500
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.74	1.00	0.99		1.00	0.99	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1314		1462	961	1397	1425		1397	1446	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1314		1462	961	1397	1425		1397	1446	
Volume (vph)	0	0	180	150	40	95	70	685	85	65	640	40
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	196	163	43	103	76	745	92	71	696	43
RTOR Reduction (vph)	0	0	177	0	0	71	0	3	0	0	1	0
Lane Group Flow (vph)	0	0	19	0	206	32	76	834	0	71	738	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			11.9		21.1	21.1	11.9	81.7		9.1	78.9	
Effective Green, g (s)			11.9		21.1	21.1	11.9	81.7		9.1	78.9	
Actuated g/C Ratio			0.10		0.17	0.17	0.10	0.66		0.07	0.64	
Clearance Time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			126		249	164	134	940		103	921	
v/s Ratio Prot			0.01		c0.14		0.05	c0.59		c0.05	0.51	
v/s Ratio Perm						0.03						
v/c Ratio			0.15		0.83	0.19	0.57	0.89		0.69	0.80	
Uniform Delay, d1			51.4		49.6	44.1	53.5	17.3		56.0	16.7	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			0.6		19.7	0.6	5.4	12.1		17.5	7.3	
Delay (s)			51.9		69.3	44.7	58.9	29.5		73.5	23.9	
Level of Service			D		E	D	E	C		E	C	
Approach Delay (s)		51.9			61.1			31.9			28.3	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM Average Control Delay			36.4				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			123.9				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			82.8%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Existing Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	15	25	35	875	910	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	27	38	951	989	27
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2050	1023	1036			
vC1, stage 1 conf vol	1023					
vC2, stage 2 conf vol	1027					
vCu, unblocked vol	2050	1023	1036			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	90	94			
cM capacity (veh/h)	133	281	660			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	43	38	951	1016		
Volume Left	16	38	0	0		
Volume Right	27	0	0	27		
cSH	198	660	1700	1700		
Volume to Capacity	0.22	0.06	0.56	0.60		
Queue Length 95th (ft)	20	5	0	0		
Control Delay (s)	28.2	10.8	0.0	0.0		
Lane LOS	D	B				
Approach Delay (s)	28.2	0.4		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			59.5%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Existing Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	40	60	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	43	65	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	75				119	75
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	75				119	75
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1511				870	978
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	43	65	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1511	1700	1700			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			9.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Existing Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	897	942	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	975	1024	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2019	1044	1044			
vC1, stage 1 conf vol	1044					
vC2, stage 2 conf vol	975					
vCu, unblocked vol	2019	1044	1044			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	188	274	655			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	975	1024		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.57	0.60		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			52.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: Pope St. - Mitchell Dr. & Main St.

Existing + Project Conditions

Harvest Friday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.85	1.00	0.99		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Fr _t			0.86		1.00	0.85	1.00	0.99		1.00	1.00	
Fl _t Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1272		1408	1058	1397	1434		1397	1464	
Fl _t Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1272		1408	1058	1397	1434		1397	1464	
Volume (vph)	0	0	196	230	30	165	95	592	60	95	623	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	213	250	33	179	103	643	65	103	677	11
RTOR Reduction (vph)	0	0	190	0	0	87	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	23	0	283	92	103	705	0	103	688	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			11.3		24.4	24.4	11.3	59.3		8.8	56.8	
Effective Green, g (s)			11.8		25.9	25.9	11.8	60.8		9.3	58.3	
Actuated g/C Ratio			0.11		0.24	0.24	0.11	0.56		0.09	0.54	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			139		338	254	153	807		120	790	
v/s Ratio Prot			0.02		c0.20		0.07	c0.49		c0.07	0.47	
v/s Ratio Perm						0.09						
v/c Ratio			0.17		0.84	0.36	0.67	0.87		0.86	0.87	
Uniform Delay, d ₁			43.6		39.0	34.2	46.2	20.3		48.7	21.6	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d ₂			0.6		16.3	0.9	11.1	10.4		41.7	10.3	
Delay (s)			44.2		55.4	35.1	57.3	30.7		90.4	31.9	
Level of Service			D		E	D	E	C		F	C	
Approach Delay (s)		44.2			47.5			34.1			39.5	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM Average Control Delay			39.6				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			108.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			88.2%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Existing + Project Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	77	70	68	830	810	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	76	74	902	880	165
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2033	983	1066			
vC1, stage 1 conf vol	983					
vC2, stage 2 conf vol	1050					
vCu, unblocked vol	2033	983	1066			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	52	74	89			
cM capacity (veh/h)	173	297	643			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	160	74	902	1046		
Volume Left	84	74	0	0		
Volume Right	76	0	0	165		
cSH	216	643	1700	1700		
Volume to Capacity	0.74	0.11	0.53	0.62		
Queue Length 95th (ft)	125	10	0	0		
Control Delay (s)	58.0	11.3	0.0	0.0		
Lane LOS	F	B				
Approach Delay (s)	58.0	0.9		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization		71.7%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Existing + Project Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	145	215	5	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	158	234	5	2	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	249				404	246
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	249				404	246
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1306				598	786
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	158	239	2			
Volume Left	0	0	2			
Volume Right	0	5	0			
cSH	1306	1700	598			
Volume to Capacity	0.00	0.14	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	11.0			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization		22.1%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Existing + Project Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	1	1	903	966	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	982	1050	2
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2055	1071	1072			
vC1, stage 1 conf vol	1071					
vC2, stage 2 conf vol	984					
vCu, unblocked vol	2055	1071	1072			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	183	264	639			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	1	1	982	1052		
Volume Left	0	1	0	0		
Volume Right	1	0	0	2		
cSH	264	639	1700	1700		
Volume to Capacity	0.00	0.00	0.58	0.62		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	18.7	10.6	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	18.7	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		61.0%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Existing + Project Conditions
Harvest Friday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.84	1.00	0.99		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1272		1418	1051	1397	1436		1397	1464	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1272		1418	1051	1397	1436		1397	1464	
Volume (vph)	0	0	246	171	60	155	91	654	61	105	812	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	267	186	65	168	99	711	66	114	665	11
RTOR Reduction (vph)	0	0	218	0	0	91	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	49	0	251	77	99	775	0	114	676	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8		8	5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.3		22.5	22.5	12.3	64.8		9.5	62.0	
Effective Green, g (s)			12.8		24.0	24.0	12.8	66.3		10.0	63.5	
Actuated g/C Ratio			0.11		0.21	0.21	0.11	0.59		0.09	0.57	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			145		303	225	159	848		124	828	
v/s Ratio Prot			0.04		c0.18		0.07	c0.54		c0.08	0.46	
v/s Ratio Perm						0.07						
v/c Ratio			0.34		0.83	0.34	0.62	0.91		0.92	0.82	
Uniform Delay, d1			45.8		42.2	37.4	47.4	20.4		50.7	19.7	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			1.4		16.8	0.9	7.4	14.1		55.8	6.2	
Delay (s)			47.2		59.0	38.4	54.8	34.5		106.6	25.9	
Level of Service			D		E	D	D	C		F	C	
Approach Delay (s)		47.2			50.7			36.8			37.6	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM Average Control Delay			40.7				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			112.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			91.1%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Existing + Project Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	52	68	101	879	878	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	74	110	955	954	88
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2193	1018	1062			
vC1, stage 1 conf vol	1018					
vC2, stage 2 conf vol	1175					
vCu, unblocked vol	2193	1018	1062			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	49	74	83			
cM capacity (veh/h)	110	283	645			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	130	110	955	1042		
Volume Left	57	110	0	0		
Volume Right	74	0	0	88		
cSH	168	645	1700	1700		
Volume to Capacity	0.77	0.17	0.56	0.61		
Queue Length 95th (ft)	125	15	0	0		
Control Delay (s)	75.7	11.7	0.0	0.0		
Lane LOS	F	B				
Approach Delay (s)	75.7	1.2		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization		73.9%		ICU Level of Service		D
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Existing + Project Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	100	170	12	20	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	109	185	13	22	1
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	208				310	201
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	208				310	201
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	100
cM capacity (veh/h)	1352				677	833
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	109	198	23			
Volume Left	0	0	22			
Volume Right	0	13	1			
cSH	1352	1700	683			
Volume to Capacity	0.00	0.12	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	10.5			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			20.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Existing + Project Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	937	964	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1018	1048	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage veh	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2086	1068	1068			
vC1, stage 1 conf vol	1068					
vC2, stage 2 conf vol	1018					
vCu, unblocked vol	2086	1068	1068			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	180	265	642			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1018	1048		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.60	0.62		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			54.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Existing + Project Conditions
Harvest Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1550	1550	1550	1550	1550	1550	1500	1500	1500	1500	1500	1500
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.74	1.00	0.98		1.00	0.99	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1314		1462	961	1397	1424		1397	1446	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1314		1462	961	1397	1424		1397	1446	
Volume (vph)	0	0	181	151	40	95	71	687	86	65	643	40
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	197	164	43	103	77	747	93	71	699	43
RTOR Reduction (vph)	0	0	178	0	0	70	0	3	0	0	1	0
Lane Group Flow (vph)	0	0	19	0	207	33	77	837	0	71	741	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.0		21.2	21.2	12.0	81.7		9.1	78.8	
Effective Green, g (s)			12.0		21.2	21.2	12.0	81.7		9.1	78.8	
Actuated g/C Ratio			0.10		0.17	0.17	0.10	0.66		0.07	0.64	
Clearance Time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			127		250	164	135	938		103	919	
v/s Ratio Prot			0.01		c0.14		0.06	c0.59		c0.05	0.51	
v/s Ratio Perm						0.03						
v/c Ratio			0.15		0.83	0.20	0.57	0.89		0.69	0.81	
Uniform Delay, d1			51.3		49.6	44.1	53.5	17.5		56.1	16.9	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			0.5		19.7	0.6	5.7	12.6		17.5	7.5	
Delay (s)			51.9		69.3	44.7	59.2	30.1		73.6	24.4	
Level of Service			D		E	D	E	C		E	C	
Approach Delay (s)		51.9			61.1			32.6			28.7	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM Average Control Delay			36.8		HCM Level of Service					D		
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			124.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			83.1%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Existing + Project Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	20	34	42	873	909	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	37	46	949	988	34
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2065	1025	1042			
vC1, stage 1 conf vol	1025					
vC2, stage 2 conf vol	1040					
vCu, unblocked vol	2065	1025	1042			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	87	93			
cM capacity (veh/h)	130	281	656			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	59	46	949	1022		
Volume Left	22	46	0	0		
Volume Right	37	0	0	34		
cSH	197	656	1700	1700		
Volume to Capacity	0.30	0.07	0.56	0.60		
Queue Length 95th (ft)	30	6	0	0		
Control Delay (s)	30.9	10.9	0.0	0.0		
Lane LOS	D	B				
Approach Delay (s)	30.9	0.5		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization		59.8%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Existing + Project Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	40	60	13	14	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	43	65	14	15	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	89				126	82
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	89				126	82
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1493				862	969
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	43	79	15			
Volume Left	0	0	15			
Volume Right	0	14	0			
cSH	1493	1700	862			
Volume to Capacity	0.00	0.05	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	9.3			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			16.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Existing + Project Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	902	947	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	980	1029	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2030	1049	1049			
vC1, stage 1 conf vol	1049					
vC2, stage 2 conf vol	980					
vCu, unblocked vol	2030	1049	1049			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	186	272	652			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	980	1029		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.58	0.61		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			53.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Near-Term Year 2020 Conditions
Harvest Friday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.84	1.00	0.99		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1357		1503	1118	1490	1526		1490	1561	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1357		1503	1118	1490	1526		1490	1561	
Volume (vph)	0	0	195	245	37	165	102	644	70	126	730	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	212	266	40	179	111	700	76	137	793	15
RTOR Reduction (vph)	0	0	162	0	0	81	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	50	0	306	98	111	773	0	137	808	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			11.5		25.7	25.7	11.5	61.1		12.6	62.2	
Effective Green, g (s)			12.0		27.2	27.2	12.0	62.6		13.1	63.7	
Actuated g/C Ratio			0.10		0.24	0.24	0.10	0.54		0.11	0.55	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			142		356	265	156	831		170	865	
v/s Ratio Prot			0.04		c0.20		0.07	0.51		c0.09	c0.52	
v/s Ratio Perm						0.09						
v/c Ratio			0.35		0.86	0.37	0.71	0.93		0.81	0.93	
Uniform Delay, d1			47.8		42.0	36.7	49.8	24.1		49.7	23.6	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			1.5		18.2	0.9	14.2	16.5		23.5	16.7	
Delay (s)			49.3		60.3	37.6	64.0	40.6		73.2	40.3	
Level of Service			D		E	D	E	D		E	D	
Approach Delay (s)		49.3			51.9			43.5			45.1	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM Average Control Delay			46.2				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			114.9				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			91.5%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Near-Term Year 2020 Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.93		1.00	1.00	0.98	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1654		1770	1863	1806	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1654		1770	1863	1806	
Volume (vph)	79	97	89	902	961	150
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	105	97	980	1045	163
RTOR Reduction (vph)	33	0	0	0	4	0
Lane Group Flow (vph)	158	0	97	980	1204	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	14.0		8.8	95.1	82.3	
Effective Green, g (s)	14.0		8.8	95.1	82.3	
Actuated g/C Ratio	0.12		0.08	0.81	0.70	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	198		133	1513	1269	
v/s Ratio Prot	c0.10		0.05	c0.53	c0.67	
v/s Ratio Perm						
v/c Ratio	0.80		0.73	0.65	0.95	
Uniform Delay, d1	50.2		53.0	4.4	15.5	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	19.5		18.0	1.0	14.5	
Delay (s)	69.6		71.0	5.3	30.0	
Level of Service	E		E	A	C	
Approach Delay (s)	69.6			11.2	30.0	
Approach LOS	E			B	C	
Intersection Summary						
HCM Average Control Delay			24.9		HCM Level of Service	C
HCM Volume to Capacity ratio			0.91			
Actuated Cycle Length (s)			117.1		Sum of lost time (s)	12.0
Intersection Capacity Utilization			85.2%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Near-Term Year 2020 Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	176	239	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	191	260	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	270				461	270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270				461	270
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1283				554	762
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	191	260	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1283	1700	1700			
Volume to Capacity	0.00	0.15	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Near-Term Year 2020 Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	1	1	982	1113	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	1067	1210	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.75					
vC, conflicting volume	2299	1230	1230			
vC1, stage 1 conf vol	1230					
vC2, stage 2 conf vol	1070					
vCu, unblocked vol	2740	1230	1230			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	124	213	557			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	1	1	1067	1210		
Volume Left	0	1	0	0		
Volume Right	1	0	0	0		
cSH	213	557	1700	1700		
Volume to Capacity	0.01	0.00	0.63	0.71		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	22.0	11.5	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	22.0	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			68.6%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: Pope St. - Mitchell Dr. & Main St.

Near-Term Year 2020 Conditions

Harvest Friday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1675	1675	1675	1675	1675	1675
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.82	1.00	0.98		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1442		1605	1163	1560	1576		1560	1628	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1442		1605	1163	1560	1576		1560	1628	
Volume (vph)	0	0	245	192	60	158	90	853	138	107	620	19
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	266	209	65	172	98	927	150	116	674	21
RTOR Reduction (vph)	0	0	208	0	0	88	0	4	0	0	1	0
Lane Group Flow (vph)	0	0	58	0	274	84	98	1073	0	116	694	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.3		23.7	23.7	12.3	76.6		12.4	76.7	
Effective Green, g (s)			12.8		25.2	25.2	12.8	78.1		12.9	78.2	
Actuated g/C Ratio			0.10		0.20	0.20	0.10	0.61		0.10	0.61	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			144		315	229	156	960		157	993	
v/s Ratio Prot			0.04		c0.17		0.06	c0.68		c0.07	0.43	
v/s Ratio Perm						0.07						
v/c Ratio			0.40		0.87	0.37	0.63	1.12		0.74	0.70	
Uniform Delay, d1			54.1		49.9	44.6	55.4	25.0		56.0	17.0	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			1.8		21.6	1.0	7.7	66.9		16.5	2.2	
Delay (s)			56.0		71.5	45.6	63.1	92.0		72.6	19.2	
Level of Service			E		E	D	E	F		E	B	
Approach Delay (s)		56.0			61.5			89.6			26.8	
Approach LOS		E			E			F			C	
Intersection Summary												
HCM Average Control Delay			62.8		HCM Level of Service					E		
HCM Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			128.2		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			97.6%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Near-Term Year 2020 Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.93		1.00	1.00	0.99	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1649		1770	1863	1830	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1649		1770	1863	1830	
Volume (vph)	49	59	95	1154	913	79
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	64	103	1254	992	86
RTOR Reduction (vph)	35	0	0	0	2	0
Lane Group Flow (vph)	82	0	103	1254	1076	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	8.8		8.5	84.2	71.7	
Effective Green, g (s)	8.8		8.5	84.2	71.7	
Actuated g/C Ratio	0.09		0.08	0.83	0.71	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	144		149	1553	1299	
v/s Ratio Prot	c0.05		0.06	c0.67	0.59	
v/s Ratio Perm						
v/c Ratio	0.57		0.69	0.81	0.83	
Uniform Delay, d1	44.3		45.0	4.3	10.3	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	5.4		13.0	3.2	4.5	
Delay (s)	49.7		57.9	7.5	14.8	
Level of Service	D		E	A	B	
Approach Delay (s)	49.7			11.3	14.8	
Approach LOS	D			B	B	
Intersection Summary						
HCM Average Control Delay			14.5	HCM Level of Service		B
HCM Volume to Capacity ratio			0.79			
Actuated Cycle Length (s)			101.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization			74.6%	ICU Level of Service		D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

3: Grayson Ave. & Driveway

Near-Term Year 2020 Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	106	172	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	115	187	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	197				312	197
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	197				312	197
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1364				675	837
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	115	187	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1364	1700	1700			
Volume to Capacity	0.00	0.11	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			13.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Near-Term Year 2020 Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	1208	993	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1313	1079	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.18					
vC, conflicting volume	2412	1099	1099			
vC1, stage 1 conf vol	1099					
vC2, stage 2 conf vol	1313					
vCu, unblocked vol	9032	1099	1099			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	7	254	624			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1313	1079		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.77	0.63		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			66.9%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Near-Term Year 2020 Conditions
Harvest Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.74	1.00	0.98		1.00	0.99	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Fr _t			0.86		1.00	0.85	1.00	0.98		1.00	0.99	
Fl _t Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1399		1555	1019	1537	1562		1537	1584	
Fl _t Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1399		1555	1019	1537	1562		1537	1584	
Volume (vph)	0	0	198	170	42	103	110	830	114	84	765	60
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	215	185	46	112	120	902	124	91	832	65
RTOR Reduction (vph)	0	0	167	0	0	68	0	3	0	0	2	0
Lane Group Flow (vph)	0	0	48	0	231	44	120	1023	0	91	895	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			14.2		22.1	22.1	14.2	82.0		9.6	77.4	
Effective Green, g (s)			14.2		22.1	22.1	14.2	82.0		9.6	77.4	
Actuated g/C Ratio			0.11		0.18	0.18	0.11	0.65		0.08	0.62	
Clearance Time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			158		273	179	174	1019		117	975	
v/s Ratio Prot			0.03		c0.15		c0.08	c0.65		0.06	0.56	
v/s Ratio Perm						0.04						
v/c Ratio			0.31		0.85	0.24	0.69	1.00		0.78	0.92	
Uniform Delay, d ₁			51.2		50.2	44.6	53.6	21.9		57.0	21.3	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d ₂			1.1		20.8	0.7	10.8	29.0		27.0	14.8	
Delay (s)			52.3		70.9	45.3	64.5	50.9		84.0	36.1	
Level of Service			D		E	D	E	D		F	D	
Approach Delay (s)		52.3			62.6			52.3			40.5	
Approach LOS		D			E			D			D	
Intersection Summary												
HCM Average Control Delay			49.3			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			125.7			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			88.3%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Near-Term Year 2020 Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	ESR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.97		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.92		1.00	1.00	1.00	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1633		1770	1863	1853	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1633		1770	1863	1853	
Volume (vph)	20	27	36	1088	1069	27
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	29	39	1183	1162	29
RTOR Reduction (vph)	27	0	0	0	1	0
Lane Group Flow (vph)	24	0	39	1183	1190	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	6.3		3.1	97.6	90.5	
Effective Green, g (s)	6.3		3.1	97.6	90.5	
Actuated g/C Ratio	0.06		0.03	0.87	0.81	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	92		49	1625	1499	
v/s Ratio Prot	c0.01		0.02	c0.64	c0.64	
v/s Ratio Perm						
v/c Ratio	0.26		0.80	0.73	0.79	
Uniform Delay, d1	50.6		54.1	2.5	5.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.5		58.3	1.7	3.0	
Delay (s)	52.0		112.4	4.2	8.7	
Level of Service	D		F	A	A	
Approach Delay (s)	52.0			7.6	8.7	
Approach LOS	D			A	A	
Intersection Summary						
HCM Average Control Delay			9.1		HCM Level of Service	A
HCM Volume to Capacity ratio			0.77			
Actuated Cycle Length (s)			111.9		Sum of lost time (s)	12.0
Intersection Capacity Utilization			67.9%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Near-Term Year 2020 Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	45	61	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	49	66	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	76				125	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76				125	76
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1510				862	977
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	49	66	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1510	1700	1700			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			9.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Near-Term Year 2020 Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	1108	1101	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1204	1197	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.14					
vC, conflicting volume	2421	1217	1217			
vC1, stage 1 conf vol	1217					
vC2, stage 2 conf vol	1204					
vCu, unblocked vol	11349	1217	1217			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	8	217	564			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1204	1197		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.71	0.70		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			61.6%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Near-Term Year 2020 + Project Conditions
Harvest Friday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.84	1.00	0.99		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1357		1503	1116	1490	1526		1490	1561	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1357		1503	1116	1490	1526		1490	1561	
Volume (vph)	0	0	196	245	37	165	102	646	70	126	733	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	213	266	40	179	111	702	76	137	797	15
RTOR Reduction (vph)	0	0	161	0	0	81	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	52	0	306	98	111	775	0	137	812	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			11.5		25.8	25.8	11.5	61.7		12.6	62.8	
Effective Green, g (s)			12.0		27.3	27.3	12.0	63.2		13.1	64.3	
Actuated g/C Ratio			0.10		0.24	0.24	0.10	0.55		0.11	0.56	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			141		355	264	155	834		169	868	
v/s Ratio Prot			0.04		c0.20		0.07	0.51		c0.09	c0.52	
v/s Ratio Perm						0.09						
v/c Ratio			0.37		0.86	0.37	0.72	0.93		0.81	0.93	
Uniform Delay, d1			48.3		42.3	37.0	50.2	24.1		50.0	23.7	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			1.6		18.9	0.9	14.6	16.3		24.6	16.8	
Delay (s)			49.9		61.2	37.8	64.7	40.4		74.7	40.5	
Level of Service			D		E	D	E	D		E	D	
Approach Delay (s)		49.9			52.6			43.5			45.5	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM Average Control Delay			46.5		HCM Level of Service					D		
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			115.6		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			91.8%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Near-Term Year 2020 + Project Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.93		1.00	1.00	0.98	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1655		1770	1863	1805	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1655		1770	1863	1805	
Volume (vph)	81	97	92	902	961	152
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	105	100	980	1045	165
RTOR Reduction (vph)	33	0	0	0	4	0
Lane Group Flow (vph)	160	0	100	980	1206	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	14.1		8.8	95.4	82.6	
Effective Green, g (s)	14.1		8.8	95.4	82.6	
Actuated g/C Ratio	0.12		0.07	0.81	0.70	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	199		133	1513	1269	
v/s Ratio Prot	c0.10		0.06	c0.53	c0.67	
v/s Ratio Perm						
v/c Ratio	0.81		0.75	0.65	0.95	
Uniform Delay, d1	50.4		53.3	4.4	15.6	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	20.7		21.0	1.0	14.7	
Delay (s)	71.1		74.3	5.3	30.3	
Level of Service	E		E	A	C	
Approach Delay (s)	71.1			11.7	30.3	
Approach LOS	E			B	C	
Intersection Summary						
HCM Average Control Delay			25.4		HCM Level of Service	C
HCM Volume to Capacity ratio			0.92			
Actuated Cycle Length (s)			117.5		Sum of lost time (s)	12.0
Intersection Capacity Utilization			85.6%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis Near-Term Year 2020 + Project Conditions
 3: Grayson Ave. & Driveway Harvest Friday AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	176	239	5	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	191	260	5	2	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	275				464	272
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	275				464	272
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1277				552	760
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	191	265	2			
Volume Left	0	0	2			
Volume Right	0	5	0			
cSH	1277	1700	552			
Volume to Capacity	0.00	0.16	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	11.5			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			23.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Near-Term Year 2020 + Project Conditions
 4: Driveway & Main St. Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	1	1	984	1115	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	1070	1212	2
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.75					
vC, conflicting volume	2305	1233	1234			
vC1, stage 1 conf vol	1233					
vC2, stage 2 conf vol	1072					
vCu, unblocked vol	2748	1233	1234			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	123	212	555			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	1	1	1070	1214		
Volume Left	0	1	0	0		
Volume Right	1	0	0	2		
cSH	212	555	1700	1700		
Volume to Capacity	0.01	0.00	0.63	0.71		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	22.1	11.5	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	22.1	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			68.8%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Near-Term Year 2020 + Project Conditions
Harvest Friday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1675	1675	1675	1675	1675	1675
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.82	1.00	0.98		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Fr _t			0.86		1.00	0.85	1.00	0.98		1.00	1.00	
Fl _t Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1442		1605	1163	1560	1576		1560	1628	
Fl _t Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1442		1605	1163	1560	1576		1560	1628	
Volume (vph)	0	0	246	193	60	158	91	857	139	107	622	19
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	267	210	65	172	99	932	151	116	676	21
RTOR Reduction (vph)	0	0	207	0	0	87	0	4	0	0	1	0
Lane Group Flow (vph)	0	0	60	0	275	85	99	1079	0	116	696	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.4		23.8	23.8	12.4	76.6		12.4	76.6	
Effective Green, g (s)			12.9		25.3	25.3	12.9	78.1		12.9	78.1	
Actuated g/C Ratio			0.10		0.20	0.20	0.10	0.61		0.10	0.61	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			145		316	229	157	959		157	991	
v/s Ratio Prot			0.04		c0.17		0.06	c0.68		c0.07	0.43	
v/s Ratio Perm						0.07						
v/c Ratio			0.41		0.87	0.37	0.63	1.12		0.74	0.70	
Uniform Delay, d ₁			54.2		49.9	44.6	55.4	25.1		56.1	17.2	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d ₂			1.9		22.0	1.0	8.0	69.8		16.5	2.3	
Delay (s)			56.1		71.9	45.6	63.4	94.9		72.6	19.4	
Level of Service			E		E	D	E	F		E	B	
Approach Delay (s)		56.1			61.8			92.2			27.0	
Approach LOS		E			E			F			C	
Intersection Summary												
HCM Average Control Delay			64.1		HCM Level of Service					E		
HCM Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			128.3		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			97.9%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Near-Term Year 2020 + Project Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.92		1.00	1.00	0.99	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1650		1770	1863	1828	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1650		1770	1863	1828	
Volume (vph)	56	72	101	1153	911	85
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	78	110	1253	990	92
RTOR Reduction (vph)	36	0	0	0	2	0
Lane Group Flow (vph)	103	0	110	1253	1080	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	10.9		8.6	82.3	69.7	
Effective Green, g (s)	10.9		8.6	82.3	69.7	
Actuated g/C Ratio	0.11		0.08	0.81	0.69	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	178		150	1515	1259	
v/s Ratio Prot	c0.06		0.06	c0.67	c0.59	
v/s Ratio Perm						
v/c Ratio	0.58		0.73	0.83	0.86	
Uniform Delay, d1	43.0		45.2	5.4	12.0	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	4.7		16.8	3.9	6.0	
Delay (s)	47.7		62.0	9.2	18.0	
Level of Service	D		E	A	B	
Approach Delay (s)	47.7			13.5	18.0	
Approach LOS	D			B	B	
Intersection Summary						
HCM Average Control Delay			17.2		HCM Level of Service	B
HCM Volume to Capacity ratio			0.83			
Actuated Cycle Length (s)			101.2		Sum of lost time (s)	12.0
Intersection Capacity Utilization			76.4%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis Near-Term Year 2020 + Project Conditions
 3: Grayson Ave. & Driveway Harvest Friday PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	106	172	12	20	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	115	187	13	22	1
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	210				319	203
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	210				319	203
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	100
cM capacity (veh/h)	1349				669	830
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	115	200	23			
Volume Left	0	0	22			
Volume Right	0	13	1			
cSH	1349	1700	675			
Volume to Capacity	0.00	0.12	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	10.5			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			20.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Near-Term Year 2020 + Project Conditions
 4: Driveway & Main St. Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	1215	997	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1321	1084	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.20					
vC, conflicting volume	2424	1104	1104			
vC1, stage 1 conf vol	1104					
vC2, stage 2 conf vol	1321					
vCu, unblocked vol	8257	1104	1104			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	9	253	622			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1321	1084		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.78	0.64		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			67.3%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Near-Term Year 2020 + Project Conditions
Harvest Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.74	1.00	0.98		1.00	0.99	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1399		1555	1019	1537	1562		1537	1584	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1399		1555	1019	1537	1562		1537	1584	
Volume (vph)	0	0	199	171	42	103	111	832	115	84	768	60
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	216	186	46	112	121	904	125	91	835	65
RTOR Reduction (vph)	0	0	166	0	0	68	0	3	0	0	2	0
Lane Group Flow (vph)	0	0	50	0	232	44	121	1026	0	91	898	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			14.3		22.1	22.1	14.3	82.0		9.6	77.3	
Effective Green, g (s)			14.3		22.1	22.1	14.3	82.0		9.6	77.3	
Actuated g/C Ratio			0.11		0.18	0.18	0.11	0.65		0.08	0.61	
Clearance Time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			159		273	179	175	1019		117	974	
v/s Ratio Prot			0.04		c0.15		c0.08	c0.66		0.06	0.57	
v/s Ratio Perm						0.04						
v/c Ratio			0.32		0.85	0.24	0.69	1.01		0.78	0.92	
Uniform Delay, d1			51.2		50.2	44.6	53.6	21.9		57.0	21.5	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			1.1		21.1	0.7	11.2	29.8		27.0	15.2	
Delay (s)			52.4		71.3	45.3	64.8	51.6		84.0	36.8	
Level of Service			D		E	D	E	D		F	D	
Approach Delay (s)		52.4			62.9			53.0			41.1	
Approach LOS		D			E			D			D	
Intersection Summary												
HCM Average Control Delay			49.8				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			125.7				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			88.6%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 2: Grayson Ave. & Main St.

Near-Term Year 2020 + Project Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.97		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.92		1.00	1.00	1.00	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1630		1770	1863	1850	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1630		1770	1863	1850	
Volume (vph)	25	36	43	1086	1068	33
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	39	47	1180	1161	36
RTOR Reduction (vph)	37	0	0	0	1	0
Lane Group Flow (vph)	29	0	47	1180	1196	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	6.7		4.2	94.1	85.9	
Effective Green, g (s)	6.7		4.2	94.1	85.9	
Actuated g/C Ratio	0.06		0.04	0.86	0.79	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	100		68	1611	1461	
v/s Ratio Prot	c0.02		0.03	c0.63	c0.65	
v/s Ratio Perm						
v/c Ratio	0.29		0.69	0.73	0.82	
Uniform Delay, d1	48.8		51.7	2.7	6.8	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.6		26.1	1.8	3.7	
Delay (s)	50.4		77.8	4.5	10.5	
Level of Service	D		E	A	B	
Approach Delay (s)	50.4			7.3	10.5	
Approach LOS	D			A	B	
Intersection Summary						
HCM Average Control Delay			10.0		HCM Level of Service	A
HCM Volume to Capacity ratio			0.79			
Actuated Cycle Length (s)			108.8		Sum of lost time (s)	12.0
Intersection Capacity Utilization			68.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis Near-Term Year 2020 + Project Conditions
 3: Grayson Ave. & Driveway Harvest Saturday Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	45	61	13	14	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	49	66	14	15	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	90				132	83
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	90				132	83
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1492				854	968
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	49	80	15			
Volume Left	0	0	15			
Volume Right	0	14	0			
cSH	1492	1700	854			
Volume to Capacity	0.00	0.05	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	9.3			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			16.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Near-Term Year 2020 + Project Conditions
 4: Driveway & Main St. Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	1113	1106	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1210	1202	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.14					
vC, conflicting volume	2432	1222	1222			
vC1, stage 1 conf vol	1222					
vC2, stage 2 conf vol	1210					
vCu, unblocked vol	10881	1222	1222			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	9	215	561			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1210	1202		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.71	0.71		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			61.9%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Cumulative Year 2030 Conditions
Harvest Friday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1600	1600	1600	1600	1600	1600
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.83	1.00	0.99		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Fr _t			0.86		1.00	0.85	1.00	0.99		1.00	1.00	
Fl _t Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1442		1597	1171	1490	1525		1490	1560	
Fl _t Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1442		1597	1171	1490	1525		1490	1560	
Volume (vph)	0	0	210	263	40	175	110	692	75	135	785	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	228	286	43	190	120	752	82	147	853	16
RTOR Reduction (vph)	0	0	143	0	0	80	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	85	0	329	110	120	831	0	147	869	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.0		27.4	27.4	12.0	68.9		12.9	69.8	
Effective Green, g (s)			12.5		28.9	28.9	12.5	70.4		13.4	71.3	
Actuated g/C Ratio			0.10		0.23	0.23	0.10	0.56		0.11	0.57	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			145		370	271	149	861		160	892	
v/s Ratio Prot			0.06		c0.21		0.08	0.55		c0.10	c0.56	
v/s Ratio Perm						0.09						
v/c Ratio			0.59		0.89	0.41	0.81	0.97		0.92	0.97	
Uniform Delay, d1			53.6		46.4	40.6	54.9	26.0		55.1	25.8	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			5.9		21.9	1.0	26.2	22.3		47.4	23.7	
Delay (s)			59.5		68.3	41.6	81.1	48.3		102.5	49.5	
Level of Service			E		E	D	F	D		F	D	
Approach Delay (s)		59.5			58.5			52.4			57.2	
Approach LOS		E			E			D			E	
Intersection Summary												
HCM Average Control Delay			56.0		HCM Level of Service					E		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			124.7		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			95.3%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Cumulative Year 2030 Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.93		1.00	1.00	0.98	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1653		1770	1863	1804	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1653		1770	1863	1804	
Volume (vph)	85	104	96	970	1033	160
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	113	104	1054	1123	174
RTOR Reduction (vph)	34	0	0	0	4	0
Lane Group Flow (vph)	171	0	104	1054	1293	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	15.4		9.0	107.0	94.0	
Effective Green, g (s)	15.4		9.0	107.0	94.0	
Actuated g/C Ratio	0.12		0.07	0.82	0.72	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	195		122	1529	1300	
v/s Ratio Prot	c0.10		c0.06	0.57	c0.72	
v/s Ratio Perm						
v/c Ratio	0.88		0.85	0.69	0.99	
Uniform Delay, d1	56.6		60.0	4.8	17.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	33.1		40.3	1.3	23.5	
Delay (s)	89.7		100.4	6.1	41.4	
Level of Service	F		F	A	D	
Approach Delay (s)	89.7			14.6	41.4	
Approach LOS	F			B	D	
Intersection Summary						
HCM Average Control Delay			33.5		HCM Level of Service	C
HCM Volume to Capacity ratio			0.97			
Actuated Cycle Length (s)			130.4		Sum of lost time (s)	12.0
Intersection Capacity Utilization			90.7%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Cumulative Year 2030 Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	189	256	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	205	278	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	288				494	288
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288				494	288
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1263				530	745
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	205	278	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1263	1700	1700			
Volume to Capacity	0.00	0.16	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Cumulative Year 2030 Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	1	1	1051	1196	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	1142	1300	1
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.19					
vC, conflicting volume	2465	1321	1321			
vC1, stage 1 conf vol	1321					
vC2, stage 2 conf vol	1145					
vCu, unblocked vol	8741	1321	1321			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	23	188	514			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	1	1	1142	1301		
Volume Left	0	1	0	0		
Volume Right	1	0	0	1		
cSH	188	514	1700	1700		
Volume to Capacity	0.01	0.00	0.67	0.77		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	24.2	12.0	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	24.2	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			73.0%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Cumulative Year 2030 Conditions
Harvest Friday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1675	1675	1675	1700	1700	1700
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.82	1.00	0.98		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1442		1606	1162	1560	1576		1583	1653	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1442		1606	1162	1560	1576		1583	1653	
Volume (vph)	0	0	260	207	65	170	95	918	148	115	667	20
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	283	225	71	185	103	998	161	125	725	22
RTOR Reduction (vph)	0	0	185	0	0	86	0	4	0	0	1	0
Lane Group Flow (vph)	0	0	98	0	296	99	103	1155	0	125	746	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.7		24.6	24.6	12.7	76.5		12.7	76.5	
Effective Green, g (s)			13.2		26.1	26.1	13.2	78.0		13.2	78.0	
Actuated g/C Ratio			0.10		0.20	0.20	0.10	0.60		0.10	0.60	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			147		324	235	159	951		162	997	
v/s Ratio Prot			0.07		c0.18		0.07	c0.73		c0.08	0.45	
v/s Ratio Perm						0.09						
v/c Ratio			0.67		0.91	0.42	0.65	1.21		0.77	0.75	
Uniform Delay, d1			55.9		50.5	45.0	55.8	25.7		56.6	18.6	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			10.9		28.9	1.2	8.8	106.1		20.0	3.1	
Delay (s)			66.8		79.4	46.2	64.6	131.8		76.6	21.7	
Level of Service			E		E	D	E	F		E	C	
Approach Delay (s)		66.8			66.6			126.3			29.5	
Approach LOS		E			E			F			C	
Intersection Summary												
HCM Average Control Delay			81.5				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.10									
Actuated Cycle Length (s)			129.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			102.8%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Cumulative Year 2030 Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.93		1.00	1.00	0.99	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1652		1770	1863	1830	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1652		1770	1863	1830	
Volume (vph)	54	64	100	1239	982	85
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	70	109	1347	1067	92
RTOR Reduction (vph)	33	0	0	0	2	0
Lane Group Flow (vph)	96	0	109	1347	1157	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	10.9		10.0	89.7	75.7	
Effective Green, g (s)	10.9		10.0	89.7	75.7	
Actuated g/C Ratio	0.10		0.09	0.83	0.70	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	166		163	1539	1276	
v/s Ratio Prot	c0.06		0.06	c0.72	c0.63	
v/s Ratio Perm						
v/c Ratio	0.58		0.67	0.88	0.91	
Uniform Delay, d1	46.6		47.7	5.9	13.5	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	4.8		9.9	5.9	9.4	
Delay (s)	51.4		57.6	11.8	22.9	
Level of Service	D		E	B	C	
Approach Delay (s)	51.4			15.2	22.9	
Approach LOS	D			B	C	
Intersection Summary						
HCM Average Control Delay			20.2		HCM Level of Service	C
HCM Volume to Capacity ratio			0.88			
Actuated Cycle Length (s)			108.6		Sum of lost time (s)	12.0
Intersection Capacity Utilization			79.4%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Cumulative Year 2030 Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	116	183	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	126	199	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	209				335	209
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	209				335	209
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1351				655	824
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	126	199	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1351	1700	1700			
Volume to Capacity	0.00	0.12	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			14.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Cumulative Year 2030 Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	1298	1066	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1411	1159	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.18					
vC, conflicting volume	2590	1179	1179			
vC1, stage 1 conf vol	1179					
vC2, stage 2 conf vol	1411					
vCu, unblocked vol	9748	1179	1179			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	4	228	583			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1411	1159		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.83	0.68		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			71.6%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Cumulative Year 2030 Conditions
Harvest Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.74	1.00	0.98		1.00	0.99	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt			0.86		1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1442		1602	1048	1583	1609		1583	1632	
Flt Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1442		1602	1048	1583	1609		1583	1632	
Volume (vph)	0	0	213	184	45	110	118	893	123	90	823	65
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	232	200	49	120	128	971	134	98	895	71
RTOR Reduction (vph)	0	0	146	0	0	68	0	4	0	0	2	0
Lane Group Flow (vph)	0	0	86	0	249	52	128	1101	0	98	964	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			14.5		22.9	22.9	14.5	80.2		11.4	77.1	
Effective Green, g (s)			14.5		22.9	22.9	14.5	80.2		11.4	77.1	
Actuated g/C Ratio			0.11		0.18	0.18	0.11	0.63		0.09	0.61	
Clearance Time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			165		290	190	181	1020		143	995	
v/s Ratio Prot			0.06		c0.16		c0.08	c0.68		0.06	0.59	
v/s Ratio Perm						0.05						
v/c Ratio			0.52		0.86	0.27	0.71	1.08		0.69	0.97	
Uniform Delay, d1			52.7		50.2	44.6	54.0	23.1		55.8	23.6	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			2.9		21.4	0.8	11.9	52.3		12.8	21.9	
Delay (s)			55.7		71.7	45.4	65.9	75.4		68.6	45.5	
Level of Service			E		E	D	E	E		E	D	
Approach Delay (s)		55.7			63.1			74.4			47.6	
Approach LOS		E			E			E			D	
Intersection Summary												
HCM Average Control Delay			61.7				HCM Level of Service			E		
HCM Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			126.5				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			91.8%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Cumulative Year 2030 Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.97		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.92		1.00	1.00	1.00	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1631		1770	1863	1852	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1631		1770	1863	1852	
Volume (vph)	22	29	39	1160	1150	30
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	32	42	1261	1250	33
RTOR Reduction (vph)	30	0	0	0	1	0
Lane Group Flow (vph)	26	0	42	1261	1282	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	6.5		4.0	106.5	98.5	
Effective Green, g (s)	6.5		4.0	106.5	98.5	
Actuated g/C Ratio	0.05		0.03	0.88	0.81	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	88		59	1640	1508	
v/s Ratio Prot	c0.02		0.02	c0.68	c0.69	
v/s Ratio Perm						
v/c Ratio	0.29		0.71	0.77	0.85	
Uniform Delay, d1	55.0		57.9	2.7	6.8	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.8		33.2	2.2	4.8	
Delay (s)	56.9		91.2	4.9	11.6	
Level of Service	E		F	A	B	
Approach Delay (s)	56.9			7.7	11.6	
Approach LOS	E			A	B	
Intersection Summary						
HCM Average Control Delay			10.6		HCM Level of Service	B
HCM Volume to Capacity ratio			0.83			
Actuated Cycle Length (s)			121.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			72.4%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
3: Grayson Ave. & Driveway

Cumulative Year 2030 Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	49	67	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	53	73	0	0	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	83				136	83
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	83				136	83
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1502				850	969
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	53	73	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1502	1700	1700			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			9.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Driveway & Main St.

Cumulative Year 2030 Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	1195	1185	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1299	1288	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.13					
vC, conflicting volume	2607	1308	1308			
vC1, stage 1 conf vol	1308					
vC2, stage 2 conf vol	1299					
vCu, unblocked vol	13585	1308	1308			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	3	192	520			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1299	1288		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.76	0.76		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			66.2%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Cumulative Year 2030 + Project Conditions
Harvest Friday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1600	1600	1600	1600	1600	1600
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.83	1.00	0.99		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Fr _t			0.86		1.00	0.85	1.00	0.99		1.00	1.00	
Fl _t Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1442		1597	1169	1490	1525		1490	1560	
Fl _t Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1442		1597	1169	1490	1525		1490	1560	
Volume (vph)	0	0	211	263	40	175	110	694	75	135	788	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	229	286	43	190	120	754	82	147	857	16
RTOR Reduction (vph)	0	0	142	0	0	80	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	87	0	329	110	120	833	0	147	873	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.1		27.6	27.6	12.1	69.9		12.9	70.7	
Effective Green, g (s)			12.6		29.1	29.1	12.6	71.4		13.4	72.2	
Actuated g/C Ratio			0.10		0.23	0.23	0.10	0.57		0.11	0.57	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			144		369	270	149	865		159	895	
v/s Ratio Prot			0.06		c0.21		0.08	0.55		c0.10	c0.56	
v/s Ratio Perm						0.09						
v/c Ratio			0.60		0.89	0.41	0.81	0.96		0.92	0.97	
Uniform Delay, d1			54.3		46.9	41.1	55.4	26.0		55.7	26.0	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			6.9		22.6	1.0	26.2	21.9		49.3	23.9	
Delay (s)			61.2		69.5	42.1	81.6	47.9		105.1	49.9	
Level of Service			E		E	D	F	D		F	D	
Approach Delay (s)		61.2			59.4			52.1			57.8	
Approach LOS		E			E			D			E	
Intersection Summary												
HCM Average Control Delay			56.4		HCM Level of Service					E		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			125.9		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			95.5%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Cumulative Year 2030 + Project Conditions
Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.93		1.00	1.00	0.98	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1655		1770	1863	1803	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1655		1770	1863	1803	
Volume (vph)	87	104	99	970	1033	162
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	113	108	1054	1123	176
RTOR Reduction (vph)	33	0	0	0	4	0
Lane Group Flow (vph)	175	0	108	1054	1295	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	15.5		9.0	107.0	94.0	
Effective Green, g (s)	15.5		9.0	107.0	94.0	
Actuated g/C Ratio	0.12		0.07	0.82	0.72	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	197		122	1528	1299	
v/s Ratio Prot	c0.11		c0.06	0.57	c0.72	
v/s Ratio Perm						
v/c Ratio	0.89		0.89	0.69	1.00	
Uniform Delay, d1	56.7		60.2	4.9	18.1	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	35.5		47.8	1.3	24.0	
Delay (s)	92.2		108.0	6.2	42.1	
Level of Service	F		F	A	D	
Approach Delay (s)	92.2			15.7	42.1	
Approach LOS	F			B	D	
Intersection Summary						
HCM Average Control Delay			34.5		HCM Level of Service	C
HCM Volume to Capacity ratio			0.97			
Actuated Cycle Length (s)			130.5		Sum of lost time (s)	12.0
Intersection Capacity Utilization			91.1%		ICU Level of Service	F
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis Cumulative Year 2030 + Project Conditions
 3: Grayson Ave. & Driveway Harvest Friday AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	189	256	5	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	205	278	5	2	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	294				496	291
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	294				496	291
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1257				528	742
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	205	284	2			
Volume Left	0	0	2			
Volume Right	0	5	0			
cSH	1257	1700	528			
Volume to Capacity	0.00	0.17	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	11.8			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			23.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Cumulative Year 2030 + Project Conditions
 4: Driveway & Main St. Harvest Friday AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	1	1	1053	1198	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1	1145	1302	3
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.19					
vC, conflicting volume	2471	1324	1325			
vC1, stage 1 conf vol	1324					
vC2, stage 2 conf vol	1147					
vCu, unblocked vol	8744	1324	1325			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	23	188	512			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	1	1	1145	1305		
Volume Left	0	1	0	0		
Volume Right	1	0	0	3		
cSH	188	512	1700	1700		
Volume to Capacity	0.01	0.00	0.67	0.77		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	24.3	12.0	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	24.3	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			73.2%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Cumulative Year 2030 + Project Conditions
Harvest Friday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1675	1675	1675	1700	1700	1700
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.82	1.00	0.98		1.00	1.00	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Fr _t			0.86		1.00	0.85	1.00	0.98		1.00	1.00	
Fl _t Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1442		1606	1162	1560	1576		1583	1653	
Fl _t Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1442		1606	1162	1560	1576		1583	1653	
Volume (vph)	0	0	261	208	65	170	96	922	149	115	669	20
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	284	226	71	185	104	1002	162	125	727	22
RTOR Reduction (vph)	0	0	184	0	0	86	0	4	0	0	1	0
Lane Group Flow (vph)	0	0	100	0	297	99	104	1160	0	125	748	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			12.8		24.7	24.7	12.8	76.5		12.7	76.4	
Effective Green, g (s)			13.3		26.2	26.2	13.3	78.0		13.2	77.9	
Actuated g/C Ratio			0.10		0.20	0.20	0.10	0.60		0.10	0.60	
Clearance Time (s)			4.5		5.5	5.5	4.5	5.5		4.5	5.5	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			148		325	235	160	950		161	995	
v/s Ratio Prot			0.07		c0.18		0.07	c0.74		c0.08	0.45	
v/s Ratio Perm						0.09						
v/c Ratio			0.68		0.91	0.42	0.65	1.22		0.78	0.75	
Uniform Delay, d ₁			56.0		50.5	45.0	55.8	25.7		56.7	18.7	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d ₂			11.6		28.8	1.2	9.1	108.9		20.6	3.3	
Delay (s)			67.5		79.3	46.2	64.9	134.6		77.2	22.0	
Level of Service			E		E	D	E	F		E	C	
Approach Delay (s)		67.5			66.6			128.8			29.9	
Approach LOS		E			E			F			C	
Intersection Summary												
HCM Average Control Delay			82.8				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.07									
Actuated Cycle Length (s)			129.4				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			103.1%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Cumulative Year 2030 + Project Conditions
Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.92		1.00	1.00	0.99	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1650		1770	1863	1827	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1650		1770	1863	1827	
Volume (vph)	61	77	106	1238	980	91
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	84	115	1346	1065	99
RTOR Reduction (vph)	36	0	0	0	3	0
Lane Group Flow (vph)	114	0	115	1346	1161	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	11.7		10.3	90.3	76.0	
Effective Green, g (s)	11.7		10.3	90.3	76.0	
Actuated g/C Ratio	0.11		0.09	0.82	0.69	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	176		166	1529	1262	
v/s Ratio Prot	c0.07		0.06	c0.72	c0.64	
v/s Ratio Perm						
v/c Ratio	0.65		0.69	0.88	0.92	
Uniform Delay, d1	47.2		48.3	6.4	14.4	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	8.0		11.8	6.3	11.0	
Delay (s)	55.2		60.1	12.6	25.4	
Level of Service	E		E	B	C	
Approach Delay (s)	55.2			16.4	25.4	
Approach LOS	E			B	C	
Intersection Summary						
HCM Average Control Delay			22.3	HCM Level of Service		C
HCM Volume to Capacity ratio			0.90			
Actuated Cycle Length (s)			110.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization			81.2%	ICU Level of Service	D	
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis Cumulative Year 2030 + Project Conditions
 3: Grayson Ave. & Driveway Harvest Friday PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	116	183	12	20	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	126	199	13	22	1
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	222				342	215
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	222				342	215
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	100
cM capacity (veh/h)	1336				649	818
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	126	212	23			
Volume Left	0	0	22			
Volume Right	0	13	1			
cSH	1336	1700	656			
Volume to Capacity	0.00	0.12	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	10.7			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			21.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Cumulative Year 2030 + Project Conditions
 4: Driveway & Main St. Harvest Friday PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	1305	1070	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1418	1163	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.19					
vC, conflicting volume	2602	1183	1183			
vC1, stage 1 conf vol	1183					
vC2, stage 2 conf vol	1418					
vCu, unblocked vol	9579	1183	1183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	4	227	580			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1418	1163		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.83	0.68		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			72.0%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: Pope St. - Mitchell Dr. & Main St.

Cumulative Year 2030 + Project Conditions
Harvest Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes			1.00		1.00	0.74	1.00	0.98		1.00	0.99	
Flpb, ped/bikes			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Fr _t			0.86		1.00	0.85	1.00	0.98		1.00	0.99	
Fl _t Protected			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			1442		1602	1048	1583	1609		1583	1632	
Fl _t Permitted			1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			1442		1602	1048	1583	1609		1583	1632	
Volume (vph)	0	0	214	185	45	110	119	895	124	90	826	65
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	233	201	49	120	129	973	135	98	898	71
RTOR Reduction (vph)	0	0	145	0	0	67	0	4	0	0	2	0
Lane Group Flow (vph)	0	0	88	0	250	53	129	1104	0	98	967	0
Confl. Peds. (#/hr)						60			30			30
Confl. Bikes (#/hr)			5			5			5			
Turn Type			Over	Split		Perm	Prot			Prot		
Protected Phases			5	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)			14.6		23.0	23.0	14.6	80.2		11.4	77.0	
Effective Green, g (s)			14.6		23.0	23.0	14.6	80.2		11.4	77.0	
Actuated g/C Ratio			0.12		0.18	0.18	0.12	0.63		0.09	0.61	
Clearance Time (s)			4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)			3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			166		291	190	183	1019		143	993	
v/s Ratio Prot			0.06		c0.16		c0.08	c0.69		0.06	0.59	
v/s Ratio Perm						0.05						
v/c Ratio			0.53		0.86	0.28	0.70	1.08		0.69	0.97	
Uniform Delay, d1			52.8		50.2	44.6	53.9	23.2		55.9	23.8	
Progression Factor			1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2			3.0		21.4	0.8	11.7	53.7		12.8	22.9	
Delay (s)			55.8		71.7	45.4	65.6	76.9		68.6	46.7	
Level of Service			E		E	D	E	E		E	D	
Approach Delay (s)		55.8			63.2			75.7			48.8	
Approach LOS		E			E			E			D	
Intersection Summary												
HCM Average Control Delay			62.6		HCM Level of Service					E		
HCM Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			126.6		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			92.1%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Grayson Ave. & Main St.

Cumulative Year 2030 + Project Conditions
Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.97		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.92		1.00	1.00	1.00	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1629		1770	1863	1850	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1629		1770	1863	1850	
Volume (vph)	27	38	46	1158	1149	36
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	41	50	1259	1249	39
RTOR Reduction (vph)	39	0	0	0	1	0
Lane Group Flow (vph)	31	0	50	1259	1287	0
Confl. Peds. (#/hr)			20			20
Confl. Bikes (#/hr)		5				5
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	6.8		4.0	104.5	96.5	
Effective Green, g (s)	6.8		4.0	104.5	96.5	
Actuated g/C Ratio	0.06		0.03	0.88	0.81	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	93		59	1632	1496	
v/s Ratio Prot	c0.02		0.03	c0.68	c0.70	
v/s Ratio Perm						
v/c Ratio	0.34		0.85	0.77	0.86	
Uniform Delay, d1	54.1		57.3	2.8	7.2	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	2.1		64.8	2.3	5.3	
Delay (s)	56.2		122.2	5.2	12.5	
Level of Service	E		F	A	B	
Approach Delay (s)	56.2			9.6	12.5	
Approach LOS	E			A	B	
Intersection Summary						
HCM Average Control Delay			12.2		HCM Level of Service	B
HCM Volume to Capacity ratio			0.83			
Actuated Cycle Length (s)			119.3		Sum of lost time (s)	12.0
Intersection Capacity Utilization			73.2%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis Cumulative Year 2030 + Project Conditions
 3: Grayson Ave. & Driveway Harvest Saturday Peak Hour

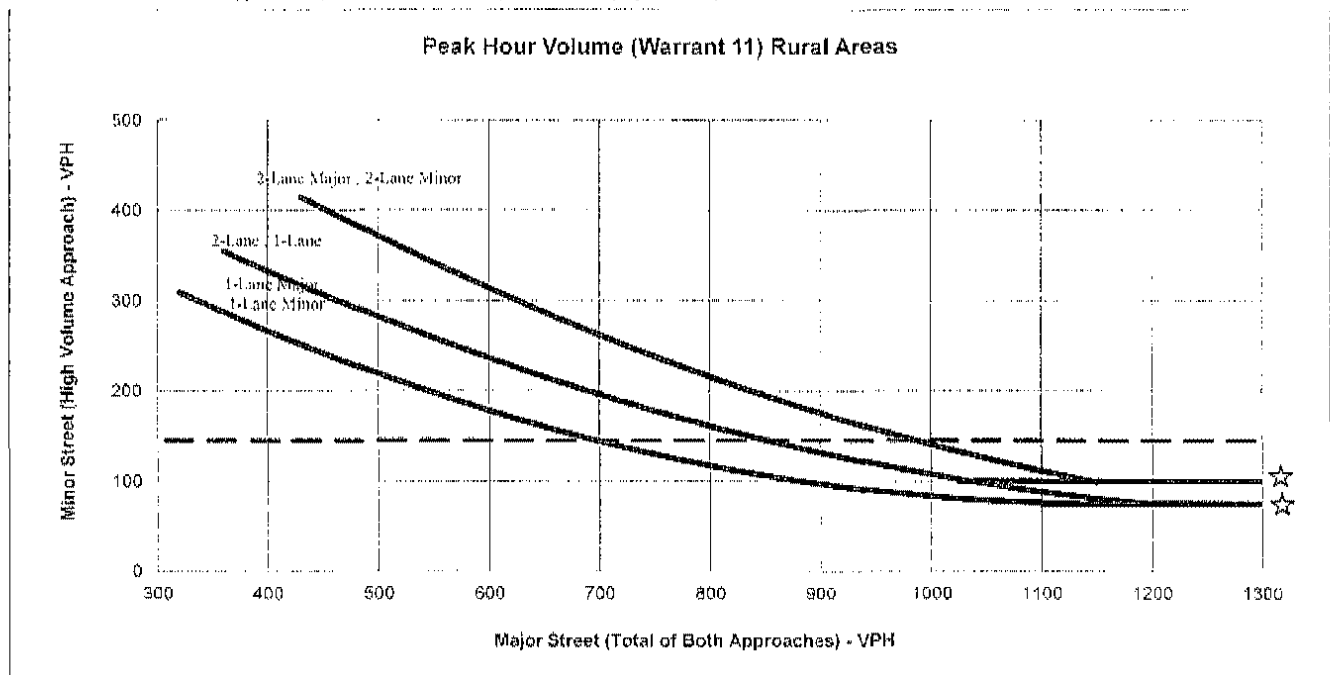
						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	49	67	13	14	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	53	73	14	15	0
Pedestrians					10	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)			262			
pX, platoon unblocked						
vC, conflicting volume	97				143	90
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	97				143	90
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1484				842	960
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	53	87	15			
Volume Left	0	0	15			
Volume Right	0	14	0			
cSH	1484	1700	842			
Volume to Capacity	0.00	0.05	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	9.4			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			17.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Cumulative Year 2030 + Project Conditions
 4: Driveway & Main St. Harvest Saturday Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	1195	1185	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1299	1288	0
Pedestrians	20					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	TWLT					
Median storage (veh)	1					
Upstream signal (ft)				234		
pX, platoon unblocked	0.13					
vC, conflicting volume	2607	1308	1308			
vC1, stage 1 conf vol	1308					
vC2, stage 2 conf vol	1299					
vCu, unblocked vol	13170	1308	1308			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	3	192	520			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	0	0	1299	1288		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.00	0.00	0.76	0.76		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			66.2%	ICU Level of Service		C
Analysis Period (min)			15			

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
370	280				
400	270	460	297	430	410
500	215	500	290	500	380
600	185	600	230	600	310
700	140	700	198	700	265
800	115	800	170	800	210
900	99	900	125	900	180
1000	85	1000	105	1000	140
1100	75	1100	90	1100	110
1200	75	1200	75	1150	100
1300	75	1300	75	1300	100

* Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation

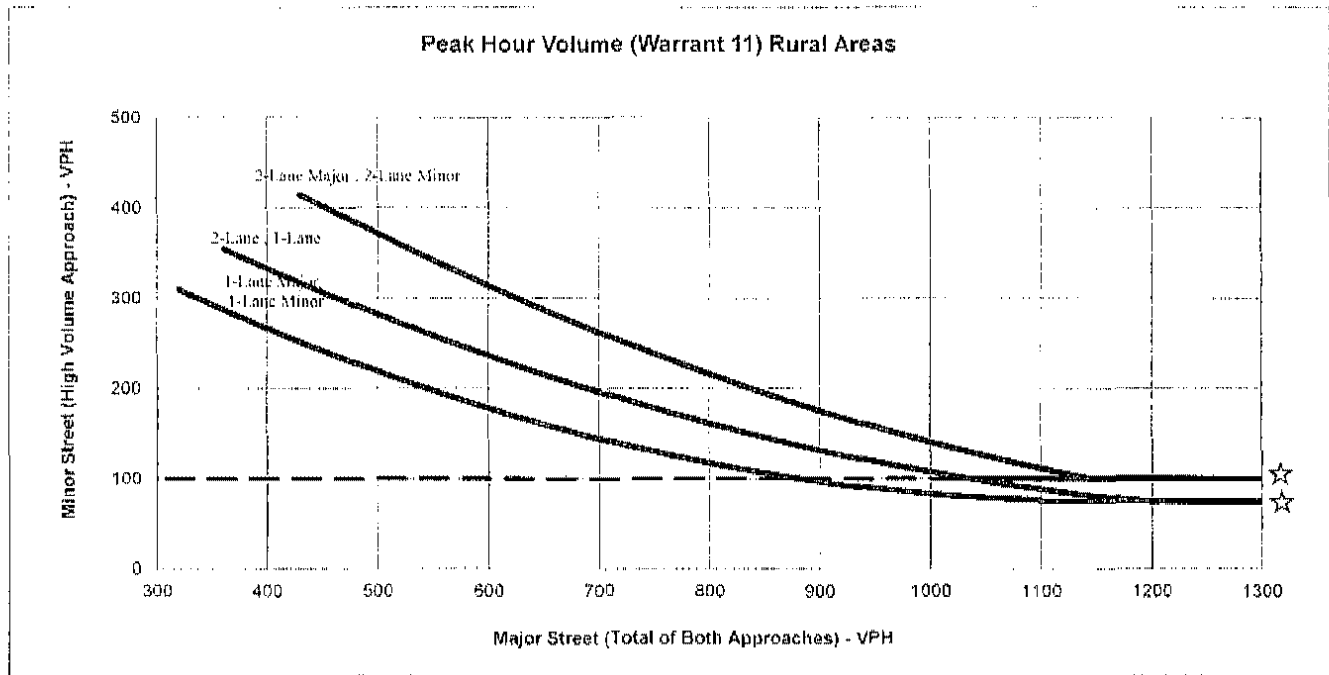


☆ NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET
APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER
THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Intersection: Main Street / Grayson Avenue
Scenario: Existing AM Peak Hour Conditions
Minor St. Volume: 145
Major St. Volume: 1855
Warrant Met?: Yes

Both 1 Lane Approaches		2 or more Lane and One Lane Approaches		Both 2 or more Lane Approaches	
Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach	Major Street Total of Both Approaches	Minor Street High Volume Approach
370	280				
400	270	460	297	430	410
500	215	500	290	500	380
600	185	600	230	600	310
700	140	700	198	700	265
800	115	800	170	800	210
900	98	900	125	900	180
1000	85	1000	105	1000	140
1100	75	1100	90	1100	110
1200	75	1200	75	1150	100
1300	75	1300	75	1300	100

* Note: Values in Table are approximate, actual curves based upon 2nd order polynomial equation



NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Intersection: Main Street / Grayson Avenue
Scenario: Existing PM Peak Hour Conditions
Minor St. Volume: 100
Major St. Volume: 1930
Warrant Met?: Yes



THEORETICAL WATER USE REPORT

FOR THE **DAVIES VINEYARD**

LOCATED AT

555 MAIN STREET
ST. HELENA, CA 94574

COUNTY: NAPA

SEPTEMBER 26, 2013

PREPARED FOR REVIEW BY:
CITY OF ST. HELENA DEPARTMENT OF PUBLIC WORKS
1480 MAIN STREET
ST. HELENA, CA 94574





TABLE OF CONTENTS

TABLE OF CONTENTS	I
I. BACKGROUND & INTRODUCTION	- 1 -
II. WATER-USE ANALYSIS	- 2 -
III. CONCLUSION	- 4 -



I. BACKGROUND & INTRODUCTION

The City of Saint Helena's current definition of 'Safe Water Yield' has forced the city to require all new development within the city be water-neutral. This means the post-construction water use of a property must be less than or equal to the pre-construction water use. This report discusses the existing and proposed internal water demand for the property, with a focus on water reduction measures.

Davies Vineyard is applying to the City of St. Helena for a Use Permit Modification to increase wine production capacity and daily visitation. The winery is currently approved for the following uses:

- *Production Capacity:* 20,000 Gallons Wine / Year
- *Employees:* 4 full-time, 10 during harvest (~30 days), 17 for bottling (2 days/year)
- *Daily Visitors (Tours/Tastings):* 0/day
- *Food and Wine Pairing Events:* 0/Month
- *Large Events:* 0/Year

Davies Vineyard is proposing to revise their marketing plan to increase their production capacity, number of staff, and visitation as follows:

- *Production Capacity:* 75,000 Gallons Wine / Year
- *Employees:* 15 full-time, 30 total during harvest (~30 days), 30 total during bottling (4 days/year)
- *Daily Visitors:* 160/day
- *Quarterly Events:* 4/year with up to 200 guests
- *Wine Club & Release Events:* 6/year with up to 200 guests
- *Monthly Events:* 12/year with up to 50 guests
- *Weekly Events:* 48/year (4/month) with up to 24 guests
- *Auction Related Events:* 2/year with up to 125 guests

This water analysis will examine the existing municipal water use of the property, and will compare the results with the anticipated municipal water use from the proposed winery. If the anticipated water use increases from the existing usage, water reduction measure will be provided to ensure the winery will utilize less water from the City of St. Helena Municipal Water System than with the previous use.



II. WATER-USE ANALYSIS

A. Baseline Water Use

The current use permit for the winery was approved on May 15th, 2012. For this permit, a water use application was prepared by this office in order to prove water neutrality for the project. The water usage report identified the baseline water usage for the property to be 455 gallons per day from the property's previous use. This use was the Epps Chevrolet-Pontiac-Oldsmobile, Inc. (Epps), an auto dealership which had been in business for 23 years. For details of the derivation of the 455 gallons per day baseline, please reference the 'Theoretical Water Use Report' prepared by this office and dated April 04, 2012.

B. Proposed Water Demand

The proposed marketing plan, as mentioned in the introduction of this report, proposes to increase the wine production capacity and accommodate wine tastings and marketing events at the winery. Wineries typically use water for two purposes, domestic water uses and production (process) water uses. Domestic water is used for human consumption and use, such as in sinks, toilets, and drinking fountains. Process water is used in the production of wine for such tasks as barrel soaking, tank spraying, and general cleaning.

While the winery does not currently yield a well on the property, the owners obtained a well permit from the City of St. Helena and will drill the new well prior to construction of this project and prior to utilizing the property for any proposed uses.

The water from this well shall be used for the process water in the winery as well as for on-site irrigation. Therefore, the only proposed use of water from the City of St. Helena's Municipal Water System is for domestic water. For the purpose of this report, the domestic water use in the winery will be broken-down into three categories:

- 1.) Daily Visitation Water Consumption
- 2.) Employee Water Consumption
- 3.) Marketing Event Water Consumption

See the sections below for an analysis of each component of the estimated domestic water usage.

Daily Visitation Water Consumption

With the proposed Use Permit Modification, the winery proposes to serve a maximum of 160 wine tasting visitors per day. By installing low-flow and water-efficient faucets and appliances in the winery, the winery is able to minimize the expected water use per visitor. The following are the proposed water efficient measures proposed with the improvements to the winery:

- Installation of high efficiency toilets – 1.28 gallons per flush
- Installation of Low-Flow Faucets – 1.5 gallons per minute
- Installation of high efficiency dishwasher – 0.8 gallons per cycle (16 glasses per cycle)

Utilizing the above-noted retrofits in the proposed winery, the daily and annual water demands derived from the daily visitation is able to be estimated as follows:



WINE TASTING VISITATION PROPOSED WATER USAGE

	Quantity	Water Use	Daily Use	Duration	Occupants	Glasses per Load	Total Daily Water Use	Total Annual Water Use	
								Gallons	Acre-Feet
Wine Tasting Facility (High Efficiency)	1	0.8 gal	1		160	16 glasses	8 gal	2,880 gal	0.01 af
High Efficiency Toilet	1	1.28 gal	1		160		204.8 gal	73,728 gal	0.23 af
Lavatory Sink	1	1.5 gal	1	0.3 min	160		60 gal	21,600 gal	0.07 af
Total							Average Daily Water Usage per Year: 269.1 Gal	98,208 gal	0.30 af

With low-flow retrofitting of the toilets, the lavatory faucets, and the installation of a high-efficiency dishwasher in lieu of hand washing dishes, the daily water flow is able to be limited to **269.1 gallons per day**.

Employee Water Consumption

The winery proposes to have 15 full time employees with an additional 15 temporary employees on-site for approximately 34 days per year for harvest and bottling purposes. Assuming the winery is closed 5 days of the year, the full-time employees are expected to be on-site 328 days per year, and the additional 15

Utilizing the low-flow toilets and faucets mentioned above, the following daily and annual water usage is able to be estimated as noted:

PROPOSED EMPLOYEE DAILY WATER USE (TOILETS)

	Flush Volume	Daily Use	Occupants	Days On-Site per Year	Gallons		Acre Feet
					Average Daily	Total Annual	Annual
Full-Time Employees	1.28 gal	3	15	360	57.6	20,736	0.06
Temporary Employees	1.28 gal	3	15	34	57.6	1,958	0.01
Total					Average Daily Water Usage per Year: 62.2 Gal	22,694	0.07

PROPOSED EMPLOYEE DAILY WATER USE (FAUCETS)

	Average Flow	Duration	Daily Use	Occupants	Days On-Site per Year	Gallons		Acre Feet
						Average Daily	Total Annual	Annual
Full-Time Employees	1.5 gpm	0.25 min	3	15	360	16.9	6,075	0.02
Temporary Employees	1.5 gpm	0.25 min	3	15	34	16.9	574	0.00
Total						Average Daily Water Usage per Year: 18.2 Gal	6,649	0.02

Combining and annualizing the employee water consumption from toilet and faucet use provides an estimated 80.4 gallons per day.



Marketing Plan Water Consumption

The proposed winery improvements include a winery kitchen, which is purposed for preparing and serving food only during winery events. No food will be prepared for daily visitation. According to the current St. Helena Water Policy, the water usage for meal preparation is able to be estimated using the Napa County Department of Health Regulations for Design, Construction and Installation of Alternative Sewage Treatment Systems. These regulations specify 5 gallons of water usage per meal served, along with an additional 8 gallons of water per person.

As each guest attending a winery marketing event may be served food, a total of 13 gallons of water per guests is used for this report. This estimation is conservative as it does not take into account the proposed water conservation measures of the proposed winery improvements. However, there is no clear method for deriving this number into its component base parts, and therefore is used in this analysis.

See below for an analysis of the anticipated water usage for the proposed marketing events:

PROPOSED MARKETING EVENT WATER USAGE

	Water Usage Per	Guests	Days On-Site per	Gallons		Acre Feet
	Guest			Average Daily	Total Annual	Annual
Quarterly Events	13 gal	200	4	2,600	10,400	0.03
Wine Club & Release Events	13 gal	200	6	2,600	15,600	0.05
Monthly Events	13 gal	50	12	650	7,800	0.02
Weekly Events	13 gal	24	48	312	14,976	0.05
Auction Related Events	13 gal	125	2	1,625	3,250	0.01
Total	<i>Average Daily Water Usage per Year:</i>			92.6 Gal	33,800	0.10

Annualizing the water usage of the proposed marketing events derives an estimated daily water usage of **92.6 gallons per day**.

Combined Estimated Water Consumption

The proposed water usage is estimated using a combination of the daily visitation usage, the employee usage, and the marketing event usage. The total estimated water use with the proposed improvements is **442.1 gallons per day**.

III. CONCLUSION

The proposed improvements and uses for the winery are not expected to increase the water use on the property sourced from the City of St. Helena Municipal Water System. The baseline water use allotted to the winery from the City municipal water system is **455 gallons per day**. The winery anticipates using a maximum of **442 gallons per day** for their domestic use. As such, the post-construction water use will be less than the pre-construction water use, and the project meets the water neutral requirement of the City of Saint Helena.



SEPTIC FEASIBILITY REPORT

FOR THE

**DAVIES VINEYARD
USE PERMIT MODIFICATION**

PROJECT LOCATED AT

555 MAIN STREET
SAINT HELENA, CA 94574

County: NAPA
APN: 009-180-017

INITIAL SUBMITTAL: SEPTEMBER 27, 2013
2ND SUBMITTAL: APRIL 17, 2014

PREPARED FOR REVIEW BY:

CITY OF SAINT HELENA PUBLIC WORKS
1480 MAIN STREET
SAINT HELENA, CA 94574



TABLE OF CONTENTS

I.	Introduction	3
II.	Existing Wastewater Flows and Treatment Systems	4
	A. Wastewater Generation	4
	B. Existing Domestic Wastewater Treatment System	5
	C. Existing Process Wastewater Treatment System	5
III.	Treatment Options for Increased Wastewater Flow	6
	A. Domestic Wastewater	6
	B. Process Wastewater	7
IV.	Conclusion	12



I. INTRODUCTION

Davies Vineyard is applying to the City of St. Helena for a Use Permit Modification to increase wine production capacity and daily visitation. This report has been prepared to evaluate the feasibility of treating and disposing the increased wastewater flows for both domestic and process wastewater.

Davies Vineyard is currently approved for the following uses that contribute to the wastewater flows on-site:

- *Production Capacity:* 20,000 Gallons Wine / Year
- *Employees:* 4 full-time, 10 during harvest (~30 days), 17 for bottling (2 days/year)
- *Daily Visitors (Tours/Tastings):* 0/day
- *Food and Wine Pairing Events:* 0/Month
- *Large Events:* 0/Year

Davies Vineyard wishes to revise their marketing plan to increase their production capacity, number of staff, and visitation as follows:

- *Production Capacity:* 75,000 Gallons Wine / Year
- *Employees:* 15 full-time, 30 total during harvest (~30 days), 30 total during bottling (4 days/year)
- *Daily Visitors:* 160/day
- *Quarterly Events:* 4/year with up to 200 guests
- *Wine Club & Release Events:* 6/year with up to 200 guests
- *Monthly Events:* 12/year with up to 50 guests
- *Weekly Events:* 48/year (4/month) with up to 24 guests
- *Auction Related Events:* 2/year with up to 125 guests

The existing system features separate treatment methods for the domestic and process wastewater. The domestic wastewater is plumbed to a lift station tank at the northeastern corner of the existing building. The domestic wastewater is then pumped into to the City of St. Helena sewer system by connecting to a sewer main located in Grayson Avenue.

The process wastewater system uses a holding tank to store process wastewater prior to being hauled off-site to a treatment plant. The system was approved by Napa County Environmental Management under permit numbers E12-00376 and E12-00455 in the summer of 2012. The following sections give a brief description of the existing systems, design flows, capacity, and any upgrades necessary to accommodate additional loading to each system.



II. EXISTING WASTEWATER FLOWS AND TREATMENT SYSTEMS

A. Wastewater Generation

Domestic Wastewater

The domestic wastewater (DW) generated at the Davies Vineyard is dependent on the daily number of employees at the winery. The currently approved marketing plan, presented in the introduction of this report, determines the maximum number of permanent and temporary employees that the winery needs to functionally operate. In terms of wastewater generation, the maximum number of people directly correlates to the peak daily wastewater flow rate. Based on the existing marketing plan and Napa County Regulations¹, the table below provides estimates for the daily and annual DW design flows.

Employee

Full-Time: 4 x 15 gpd = 60 gpd x 328 days/yr = 19,680 gpy
Harvest: 17 x 15 gpd = 255 gpd x 2 days/yr = 510 gpy
Bottling: 10 x 15 gpd = 150 gpd x 30 days/yr = 4,500 gpy

Peak Daily Flow: **255 gpd**
Total Annual Flow: **24,690 gpy**

Process Wastewater

The process wastewater (PW) generated at the Davies Vineyard varies throughout the winemaking year. A typical winemaking year begins with harvest preparation and harvest. These events occur during the months of August, September, and October. The harvest season typically generates both the largest volume and maximum strength of process wastewater. Two methods are currently used to determine both the annual and daily peak process wastewater flows generated from a winery.

The Napa County Method is used to estimate the peak wastewater flow that could occur in one day during harvest. This method uses two base assumptions: the amount of process wastewater generated annually is only distributed during harvest period, and a multiplication factor of 1.5 is used for process waste generation.

The Industry Method estimates the annual wastewater generation, then distributes a percentage of that flow to each month based on the seasonal behaviors of winemaking. The daily peak flow is then estimated by dividing the volume of wastewater generated during the peak month by the number of days in the month. The Industry Method generally produces a more realistic estimate of wastewater flows. Delta Consulting and Engineering analyzed and compared both methods to determine the volume of process wastewater produced. The Napa County Method resulted in a higher peak daily flow, and was used for design purposes. The result of each method is shown below.

Napa County Method

(1.5 x 20,000 gallons wine) / 30 days crush = **1,000 gallons / day**

¹ Napa County Regulations for Design, Construction, and Installation of Alternative Sewage Treatment Systems, Appendix 1, Table 4, 2006.



Industry Method

Average Daily Flow: 329 gallons / day

Peak Daily Flow (Harvest): 640 gallons / day

B. Existing Domestic Wastewater Treatment System

There is no on-site treatment of domestic wastewater at the Davies Vineyard. The property is serviced by St. Helena's Municipal Wastewater Treatment system. All domestic wastewater plumbing features drain to a lift station tank on the northwest corner of the existing building. The lift station pumps the raw wastewater around the existing building to the southwest corner of the property, and into the sanitary sewer main located in Grayson Avenue. The flow chart below details the steps for domestic wastewater disposal at the Davies Vineyard.

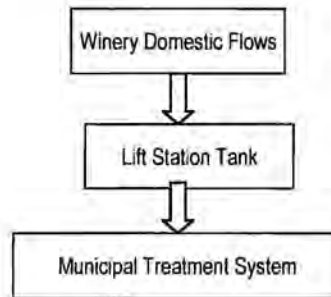


Figure 1: Existing Domestic Wastewater Treatment System Schematic

C. Existing Process Wastewater Treatment System

The winery currently uses a Hold & Haul system to dispose of all process wastewater generated on-site. The system is designed to store raw process wastewater in a sub-surface holding tank prior to disposal by an approved off-hauling company. The company will travel to the site, empty the tank of all its contents, and transport the process wastewater to an approved disposal facility.

At the winery, process wastewater is collected through trench drains in the building and a drop inlet in the pomace bin storage pad outside the building. The process wastewater flows via gravity to one 8,000 gallon fiberglass tank. The tank is fitted with a float system that will notify the winery employees when the tank has reached 70% of its storage capacity. At this time, employees contact the wastewater hauler, who then comes to the site to remove the raw process wastewater.

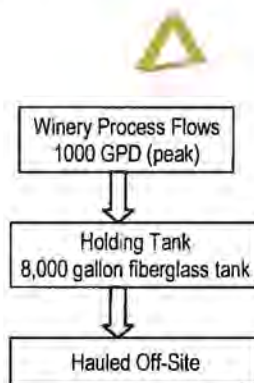


Figure 2: Existing Process Wastewater Treatment System Schematic

III. TREATMENT OPTIONS FOR INCREASED WASTEWATER FLOW

A. Domestic Wastewater

The increase in (DW) generated at the Davies Vineyard is dependent on the proposed daily number of employees, visitors, and marketing event guests at the winery. The proposed marketing plan, presented in the introduction of this report, details the maximum number of guests the winery wishes to serve in one day, as well as the maximum number of permanent and temporary employees that the winery needs to functionally operate. In terms of wastewater generation, this gives the maximum number of people that will be contributing to the daily peak wastewater flow rate.

The average and peak domestic wastewater generation is directly correlated to the water use of the winery for domestic purposes. An analysis of the proposed domestic water use has been completed in the Theoretical Water Use Report prepared by this office and dated September 26, 2013. Based on this report, the average daily water use / wastewater generation is 442 gallons per day. The peak daily water use / wastewater generation is 2,680 gallons per day and occurs during a quarterly marketing event with 200 marketing event guests and 30 employees on site. In summary

Daily Average Flow:	422 gallons/day
Peak Daily Flow:	2,680 gallons/day

Due to the proposed site plan, the domestic wastewater disposal system will need to be reconfigured. The existing force main that connects to the city sewer system will remain in use, but the tank size will be increased and the layout revised. The following section discusses the new underground tank configuration on-site. Traffic rated tanks will be used for all tanks that will be installed in traffic prone areas. The tank sizes shown below assume the design flow rates from the proposed marketing plan.

Municipal Treatment System

1,000 Gallon Lift Station Tank with Duplex Pumps – Production Facility & Grayson Building:

Lift station tanks will be used to pump domestic wastewater to the municipal treatment system. Due to site constraints, both buildings cannot be plumbed to a single lift station tank. The existing lift station tank will be removed to allow for the construction of new site features. If the tank is in poor condition, it will be replaced with a new 1,000 gallon tank. The lift station tank to serve the Grayson Building will be located near the tank farm area used for the treatment and disposal of process wastewater. The new location for the lift station tanks can be seen in Appendix 2 and on sheet UP3.0 of the Use Permit Plans submitted with this



report. The lift station tanks will be fitted with a solids handling duplex pump system designed to discharge raw sewage. The pump system will be demand dose, and controlled by a float system with an alarm to alert the site operators of a pump failure. The force main from the proposed lift station tanks will be connected to the existing force main that runs through the existing site and into the municipal sewer system.

1,000 Gallon Grease Interceptor Tank – Grayson Building:

A winery kitchen will be installed in the Grayson Building. Prior to discharge to the city sewer system, kitchen wastewater must pass through a grease interceptor tank to reduce fats, oils, and grease. Grease interceptor tanks must be sized based on the maximum meals prepared per hour, gallons of wastewater generated per meal, the required amount of retention time in the tank, and a storage factor.

$$\text{Volume} = (60 \text{ Meals / Hour}) \times (5 \text{ Gallons / Meal}) \times (2.5 \text{ Hours Storage Time}) \times (1)$$

$$\text{Volume} = 750 \text{ Gallons Minimum}$$

The required minimum storage volume will be met for this project. A grease interceptor tank will be installed according to City of St. Helena regulations prior to the lift station tank at the Grayson Building. The location of the tank can be seen on sheet UP3.0 of the Use Permit Plans submitted with this report.

B. Process Wastewater

The increase in (PW) generated at the Davies Vineyard is dependent on the proposed annual production of wine. The marketing plan, presented in the introduction of this report, indicates that the winery would like to increase its annual production from 20,000 gallons to 75,000 gallons. Based on the proposed marketing plan and Napa County Regulations, Delta Consulting & Engineering developed the following estimates for PW design flows:

Napa County Method

$$(1.5 \times 75,000 \text{ gallons wine}) / 60 \text{ days crush} = \underline{\underline{1,875 \text{ gallons / day}}}$$

Industry Method

Average Daily Flow (Non-Harvest): 1,438 gallons / day

Peak Daily Flow (During Harvest): 2,980 gallons / day

When considering the peak daily flow during harvest, the Industry Method governs, and results in a design flow of 2,980 gallons / day. The design steps to obtain the daily flow rates using the Industry Method can be seen in Appendix 1.

Process Wastewater Treatment

The existing wastewater treatment system is not adequate to handle the proposed peak flow rate of 2,980 gallons per day. The winery will be required to upgrade from the existing hold and haul wastewater system to a new treatment system at the time the winery decides to increase wine production beyond 20,000 gallons per year.

The Davies Vineyard is proposing to pre-treat the wastewater effluent prior to releasing the effluent into the



City of St. Helena Municipal Wastewater System. In order to release the effluent into the City wastewater system, the effluent will need to be treated on-site to meet the following effluent concentration criteria:

- Removal of Solids
- pH > 6
- BOD between 150mg/L and 400mg/L
- TSS between 150mg/L and 400mg/L

The winery proposes to meet these criteria by utilizing on-site secondary pre-treatment for production effluent. Two examples of on-site pre-treatment systems able to meet the City's requirements are presented below. While there are only two engineered pre-treatment options presented in this report, there are a number of engineered pre-treatment systems from other manufacturers the Davies Vineyard could install on-site to meet the City's influent standards for the Municipal Wastewater System.

1.) Primary On-Site Treatment

No matter the secondary treatment equipment selected for the Davies Vineyard wastewater effluent, the following primary treatment system is required to be installed / implemented on the property:

4,000 Gallon Primary Settling Tank System

For process wastewater, the primary settling system does not provide a significant reduction in BOD₅. Because of the high organic content the wastewater, dissolved oxygen is rapidly depleted, resulting in anaerobic conditions. This leads to unsatisfactory odors and a disruption of the bacteria population that consumes and reduces the organic content in the wastewater. A primary settling system that provides too many days of storage is inefficient for the treatment of BOD₅ in process wastewater. As such, the primary settling tank is sized to provide 1.3 days of storage during peak loading conditions. A 5% reduction BOD₅ is expected through the primary settling system.

The main purpose of the primary settling tank will be the reduction of TSS. In addition to the 1.3 days of storage provided, the tank will be fitted with an effluent filter designed to screen solids larger than 1/32". A reduction of 50% in TSS is expected through this stage of treatment. This assumption is based on standard solids reductions through primary settling tanks.

Nutrient Addition and pH Balance

In order to optimize the treatment process, nutrients and chemicals must be added to the process wastewater. Ideally, chemicals required to improve the treatment process will be added between the primary settling and aeration tanks. For this treatment system, the addition of chemicals will be accomplished by pumping a slurry mix into the pipeline between the primary settling and aeration tank. The addition of chemicals at the winery will either be administered by a contracted septic maintenance consultant, or with the Orenco ChemFEED basin. Both are satisfactory to maintaining pH and nutrients at optimal levels for the biological treatment of wastewater.

8,000 Gallon Aeration Tank

The aeration tank is a critical part of the treatment process. It supplies dissolved oxygen to the wastewater and supports the bacteria population that consumes organic matter. The aeration tank must be sized to provide adequate hydraulic retention time for biological activity to take place (8-24 hours). The amount of oxygen supplied must be determined by the BOD₅ reduction expected in this stage of treatment.



With this option, the existing 8,000 gallon holding tank will be converted to the aeration tank. It will provide a hydraulic retention time of approximately 2.5 days at peak loading conditions. The BOD5 influent concentration is expected to be 4,750 mg/L at peak loading conditions. The amount of oxygen supplied will be sized to reduce the BOD5 concentration in the wastewater to 400 mg/L. Because most aerators give their oxygen supply in pounds of oxygen per day (lbs O₂ / day), the desired reduction in BOD5 must be converted from a concentration to lbs O₂ / day in order to select the appropriate aerator configuration. The conversion is shown below:

$$\begin{aligned}\text{BOD5 (lbs/day)} &= (\text{Daily Flow MGD}) \times (\text{BOD5 Concentration mg/L}) \times (\text{Conversion Constant 8.34 lbs/gal}) \\ \text{BOD5 (lbs/day)} &= (0.00298 \text{ MGD}) \times (4,750 - 400 \text{ mg/L}) \times (8.34 \text{ lbs/gal}) \\ \text{BOD5 (lbs/day)} &= \mathbf{108 \text{ lbs/day}}\end{aligned}$$

From the calculation shown above, the bacteria will require 108 lbs O₂ / day in order to consume the organic matter in the wastewater. The aerator configuration must be carefully selected to ensure that treatment goals are reached. For this project, the aerators to be used are from the VBT series, manufactured by The Advanced Aeration Group, LLC. Two aerators are required to provide the 108 lbs O₂ / day needed to support the treatment system. One VBT600 and one VBT300 will be installed in each riser of the 8,000 gallon tank to distribute oxygen throughout the tank. According to manufacturer's specifications, the VBT600 produces 608 lbs O₂ / day and the VBT300 produces 132 lbs O₂ / day. However, this is not the amount of oxygen transferred to the wastewater. Orenco Systems, Inc. has produced documentation that details design guidelines for the amount of oxygen transferred to wastewater by the VBT aerators. According to Orenco design guidelines, the VBT600 will transfer 96 lbs O₂ / day, and the VBT300 will transfer 21 lbs O₂ / day to the wastewater. This results in a total of 117 lbs O₂ / day that will be transferred to the wastewater. Although this is greater than what is required, no additional reduction in BOD5 concentration will be taken.

It is assumed that there will be no reduction of TSS in the aeration tank.

A summary of the estimated wastewater strength characteristics after the aeration tank is shown below:

BOD5 = **400 mg/L**
TSS = **250 mg/L**

Wastewater from the aeration tank will either flow via gravity, or be pumped to the next stage of the treatment system.

2.) Secondary On-Site Treatment

In order to consistently reduce the effluent levels of the process wastewater to meet the City of St. Helena Municipal Wastewater System acceptance limits, Davies Vineyards is proposing on-site secondary treatment. The following are two examples of engineered secondary wastewater treatment systems which will meet the effluent requirements.

2a.) Orenco Systems Secondary Treatment System

Using the second stage of treatment outlined in this section, the effluent constituents will consistently be reduced to within the City of St. Helena requirements. The system, with the Orenco Systems Advantex AX-Max filtration unit, will reduce the BOD5 and TSS levels entering the Municipal Wastewater System to the following levels:



BOD5 = 40 mg/L

TSS = 20 mg/L

An overview of the wastewater system flowchart for this system is located in **Appendix 2** of this report. Design Criteria for the Advantex AX-MAX unit can be found in **Appendix 3**. The following provides detailed information on the system components and functions within this system:

4,000 Gallon Secondary Settling Tank

Secondary settling is an important part of a treatment system post-aeration. The aerators in the aeration tank will keep solids suspended in solution because of the air bubbles that are forced through the wastewater. Typically, secondary settling basins are sized to provide 1-2 days of hydraulic retention time. Installation of a 4,000 gallon tank for secondary settling after the 8,000 gallon aeration tank will provide approximately 1.3 days of hydraulic retention time. There will be no baffle, and the tank will be fitted with an effluent filter sized to screen solids larger than 1/64" in diameter. The secondary settling tank is expected to reduce the TSS by 20% through gravitational settling and filter screening. The settling tank is also expected to provide a 10% reduction in BOD5, as biological processes will continue to take place in the tank.

Advantex AX-Max Filtration

The Advantex AX-MAX filtration tank, manufactured by Orenco, is a 3-part tank designed to filter and discharge the treated effluent. It features a re-circulation chamber to blend wastewater that enters the tank with wastewater that has gone through filtration, a textile filter for biological treatment, and a dosing chamber to disperse treated effluent from the tank. Properly sized Orenco Advantex units can reduce up to 90% of the BOD₅ and TSS present in wastewater. The AX-MAX 125 unit is proposed for this option, and provides 125 square feet of textile filter area for treatment.

To maximize the treatment process and prevent fouling in the filter, Orenco recommends that a peak daily load of 0.08 pounds of BOD5 per square foot of filter area per day (lbs/sqft/day) should not be exceeded. In order to calculate the expected load to the filter, the daily flow rate and influent wastewater concentration must be known. Because the AX-MAX 125 unit would be added after the aeration system, the expected treated effluent concentrations from that system will be used.

As noted in the Primary Treatment section, it is estimated that the BOD5 level in the effluent after the aeration tank will be 400 mg/L. The conversion to pounds of BOD5 is estimated using the equation described in the aeration tank section above.

$$\text{BOD5 (lbs/day)} = (0.00298 \text{ MGD}) \times (400 \text{ mg/L}) \times (8.34 \text{ lbs/gal})$$

$$\text{BOD5 (lbs/day)} = \mathbf{9.94 \text{ lbs/day}}$$

$$\text{Filter Loading (lbs/sqft/day)} = (9.94 \text{ BOD5 lbs/day}) / (125 \text{ sqft})$$

$$\text{Filter Loading (lbs/sqft/day)} = \mathbf{0.079 \text{ lbs BOD5/sqft/day}}$$

For this system, the AX-MAX 125 is capable of treating the process wastewater after it has passed through the aeration system. It is assumed that the system will provide a 90% reduction in BOD5 and TSS under normal operating conditions. As noted above, the BOD5 is estimated to be reduced to 40mg/L and the TSS reduced to 20mg/L.

The AX-MAX tank features a duplex pumping system that will be used to discharge directly from the treatment tank to the city sewer system.



2b.) Lyve Winery Wastewater Systems Secondary Treatment System

The Lyve Winery Wastewater Systems, Inc. (Lyve Systems) is an on-site aerobic activated sludge unit (ASU) able to treat the process wastewater derived from the winery. Lyve Systems sizes their ASU based on the maximum daily peak flow requirements and the estimated BOD5 concentration entering the unit. As noted in this report, the maximum daily peak flow 2,980 gallons, and the estimated BOD5 concentration (post-aeration) is 400mg/L.

The design parameters for this project have been reviewed by Lyve System, and the L-20 treatment unit has been selected as the most applicable treatment unit for Davies Vineyard winery. See **Appendix 5** for the Lyve system design for this project.

An ASU uses an aerobic biological treatment process that allows bacteria to consume harmful organic matter present in wastewater. The process is described as aerobic because oxygen is required to support bacteria in the system. The ASU will also recycle wastewater throughout the system in order to promote a healthy bacteria population for the aerobic digestion of harmful organic matter. The Lyve System ASU process consists of the following:



The first stage of treatment in the Lyve unit provides aeration, pH balance, nutrient supply, and mixing of the combined effluent in a 20,000 gallon above ground equalization (EQ) tank system. The EQ system is used to promote the growth of bacteria that will consume and reduce harmful organic matter and provide a consistently uniform wastewater stream for efficient treatment. After pre-treatment in the EQ system, the wastewater will be pumped to a selector zone where it is mixed with recycled wastewater known as return activated sludge (RAS).

The purpose of the selector zone is to improve the efficiency of the biological treatment process by supplying the incoming wastewater with a robust population of bacteria that consume organic matter. Coarse bubble diffusers will pump air into this zone to ensure thorough mixing of the RAS and the incoming wastewater. The combined stream then flows through the main aeration chamber, where bacteria utilize the organic constituents of the wastewater for cell growth and multiplication. The stream then flows via gravity into a clarification chamber where the bacteria and other solids settle out of the treated wastewater.

After separation, the sludge that settles to the bottom of the clarification chamber will either be pumped back to the selector zone, or pumped to a sludge digestion chamber. Sludge that is pumped to the digestion chamber has a high concentration of bacteria and organics, and must be periodically removed and hauled off-site to an approved Publicly Owned Treatment Works (POTW). Treated wastewater that flows out of the clarification chamber marks the end of the ASU. In order to ensure treatment goals are met, a media filter will be installed after the clarification chamber to polish the effluent and complete the secondary treatment process.

This system is designed for a discharge loading of less than 50 mg/L BOD and TSS, significantly less than the City of St. Helena Municipal Wastewater System acceptance limits. For an overview of the system flowchart, see **Appendix 4**.



IV. CONCLUSION

The increase in production and wine tasting visitation at the Davies Vineyard is suitable for the parcel with respect to wastewater treatment and disposal. The effluent from the winery includes domestic and process wastewater, individual waste streams with significantly difference contaminant loads. The contaminant loads for the domestic wastewater stream is within the acceptable influent limits set by the City of St. Helena and will be pumped into the City of St. Helena Municipal Wastewater System.

The process wastewater contaminate load from the winery is anticipated to be greater than the acceptance limits from the City of St. Helena. As such, on-site primary and secondary treatment is required to consistently reduce the contaminant load to within acceptable influent limits for the Municipal Wastewater System. Following the recommendations detailed in this report, Davies Vineyard winery will be able to treat the winery process wastewater on-site to levels significantly lower than the maximum acceptance levels prior to final discharge into the City of St. Helena Municipal Wastewater System.



IX. APPENDIX

- 1 Process Wastewater Generation Calculations
- 2 Orenco Systems On-Site Treatment Flowchart
- 3 Orenco Systems Advantex AX-MAX Design Criteria
- 4 Lyve Winery Wastewater Systems Treatment Flowchart
- 5 Lyve Winery Wastewater Systems Treatment Solution Documentation



**APPENDIX 1:
PROCESS WASTEWATER GENERATION CALCULATIONS**



Wastewater Flow Generation

Process Wastewater

Winery Production (WP) = 31,545 cases/year
75,096 gallons (2.4 gallons/case)

Harvest Period: Estimated Peak Process Flows (County Method)*

Number of Crush Days = 60
Process Wastewater (Harvest Period) = 1,875 gpd

Estimated theoretical total PEAK PW generated during Harvest period = 112,500 gallons PW generated during harvest

*Napa County Environmental Management Method for determining peak daily flow

Non-Harvest (Industry Method-Remainder of Wine Making Year outside of Harvest Period)

Estimated Gallons of Process Water Generated per Gallon of Wine Produced = 7 gallons water/gallon of wine produced
Gallons of Process Water Generated Per Year = 525,000 gallons/year
MG of Process Water Generated Per Year = 0.525 MG/year
Process Wastewater (Non-Harvest) = 412,500 gallons/year
Remaining Days of Year Outside Crush Period = 305 days
Estimated Process Daily (non-crush) Flows = 1,352 gpd

Process Waste Production Summary

Crush Period Flows = 112,500 Gallons/year
Non-Harvest Flows = 412,500 Gallons/year
Total Estimated PW Flows = 525,000 Gallons per year
Annual Basis, Average Daily PW Flows = 1,438 gpd

Process Flow Design for Peak Flow

Month	Daymo	Estimated % of PW	Monthly PW Flow (gallons)	Average Daily PW Flow (gallons)	Month
Jan	31	7%	36,750	1,185	Jan
Feb	28	6%	31,500	1,130	Feb
Mar	31	8%	42,000	1,350	Mar
Apr	30	7%	36,750	1,220	Apr
May	31	6%	31,500	1,020	May
Jun	30	6%	31,500	1,050	Jun
Jul	31	6%	31,500	1,020	Jul
Aug	31	11%	57,750	1,860	Aug
Sep	30	17%	89,250	2,975	Sep
Oct	31	13%	68,250	2,200	Oct
Nov	30	7%	36,750	1,230	Nov
Dec	31	6%	31,500	1,020	Dec
TOTAL		100%	525,000		

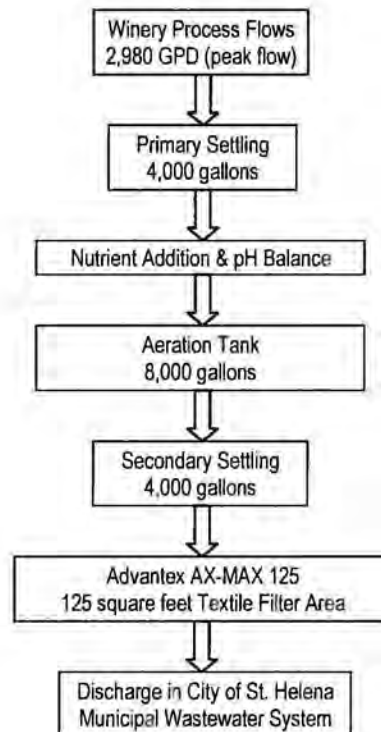
Peak Average Daily Flow = 2,980 gpd
Sep



APPENDIX 2:
ORENCO SYSTEMS ON-SITE TREATMENT FLOWCHART



ORENCO SYSTEMS ON-SITE TREATMENT FLOWCHART





**APPENDIX 3:
ORENCO SYSTEM ADVANTEX AX-MAX DESIGN CRITERIA**

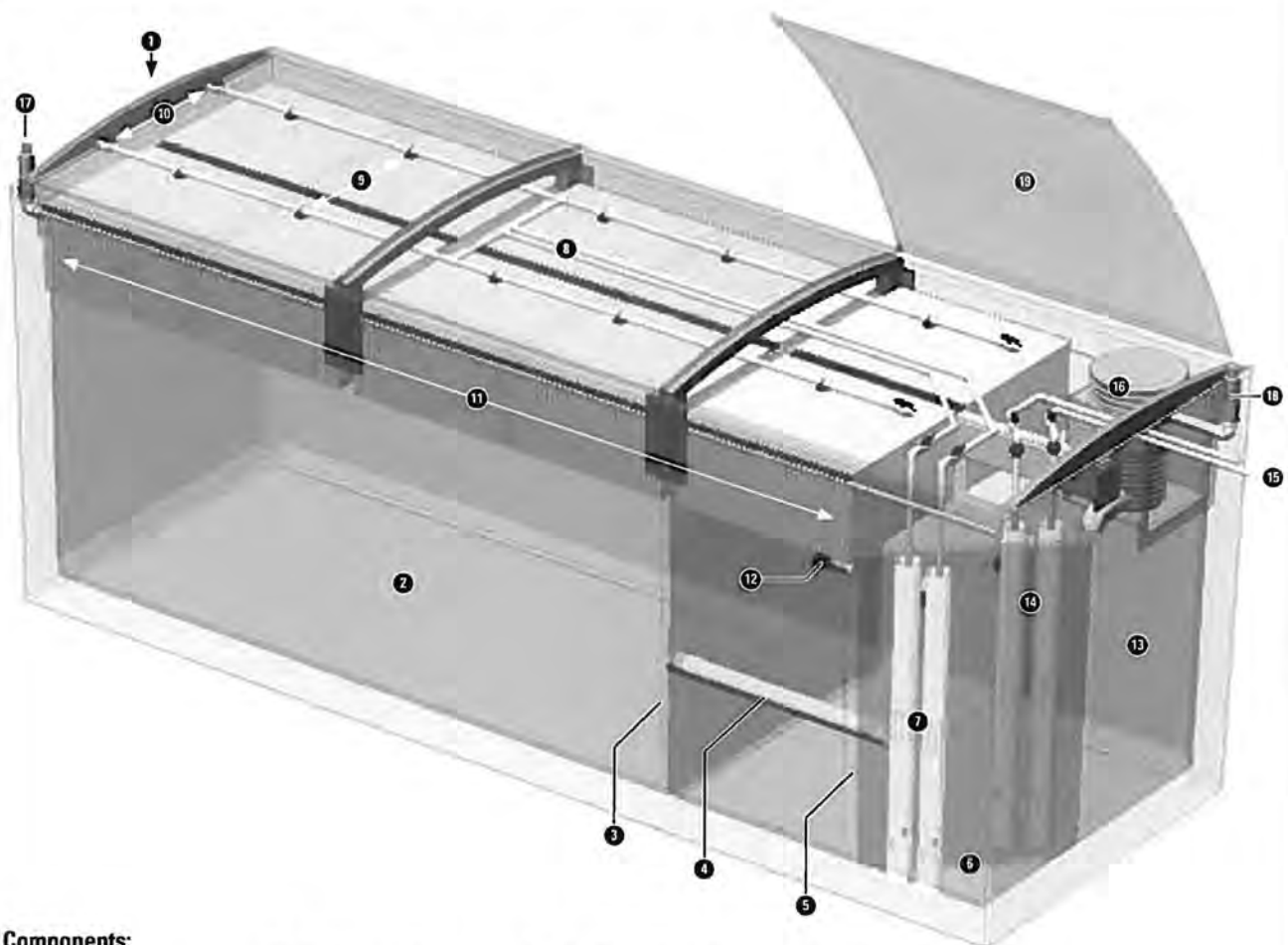
AdvanTex® Design Criteria

For Residential, Commercial, Municipal, and Mobile Applications: AX-Max Models

Standard System Description

The AdvanTex AX-Max® Treatment System is a multiple-pass, packed-bed, aerobic wastewater treatment technology specifically designed and engineered for long-term processing of domestic-strength wastewater to "better than secondary" treatment standards. It features the same outstanding textile filter performance as AdvanTex multi-pod configurations, but in a fully pre-engineered, complete package. Because it has a streamlined system configuration and few components, the AX-Max requires little operation and maintenance. AX-Max systems are ideally suited for most municipal applications or residential developments. Figure 1 shows an optional layout of an AX-Max configured as an advanced secondary treatment facility (primary treatment and dispersal not shown).

Figure 1. AdvanTex AX-MAX125-21 Treatment Unit, cutaway view (other sizes available)



Components:

- | | | | |
|------------------------------|---------------------------|-------------------------------|------------------------|
| 1 Inlet, not shown | 6 Recirc-pump chamber | 11 AdvanTex textile media | 16 Vent fan assembly |
| 2 Recirc-blend chamber | 7 Recirc pumping assembly | 12 Recirc-return valve | 17 Air inlet |
| 3 Tank baffle | 8 Distribution manifold | 13 Recirc-filtrate chamber | 18 Air outlet |
| 4 Recirc-transfer line | 9 Spray nozzles | 14 Discharge pumping assembly | 19 Hinged lid, typical |
| 5 Recirc-pump chamber baffle | 10 Lateral ball valves | 15 Outlet, discharge | |

AdvanTex AX-Max Design Criteria

Specifications and Typical Operation Summary

- Domestic-strength flows up to 1 MGD (3,700 m³/day) capacity
- Re-use capable
- Low level nutrient capability
- Power requirements: 15 hp per 0.1 M gpd (11 kW/378 m³/day)
- Electrical consumption: 1-2 kWh/1000 gpd (1-2 kWh/3.8 m³/day)
- Average hydraulic loading rate: 25 gpd/ft² (1,019 Lpd/m²)
- Peak hydraulic loading rate: 50 gpd/ft² (2,038 Lpd/m²)
- Average organic loading rate: 0.04 lbs BOD/ft² · day (0.20 kg BOD/m² · day)
- Average nitrogen loading rate: 0.017 lbs N/ft² · day (0.08 kg N/m² · day)
- Recirc-blend ratio: 4:1
- Dosing ("ON") times: 60 to 90 seconds
- Rest ("OFF") times: 2 to 120 minutes

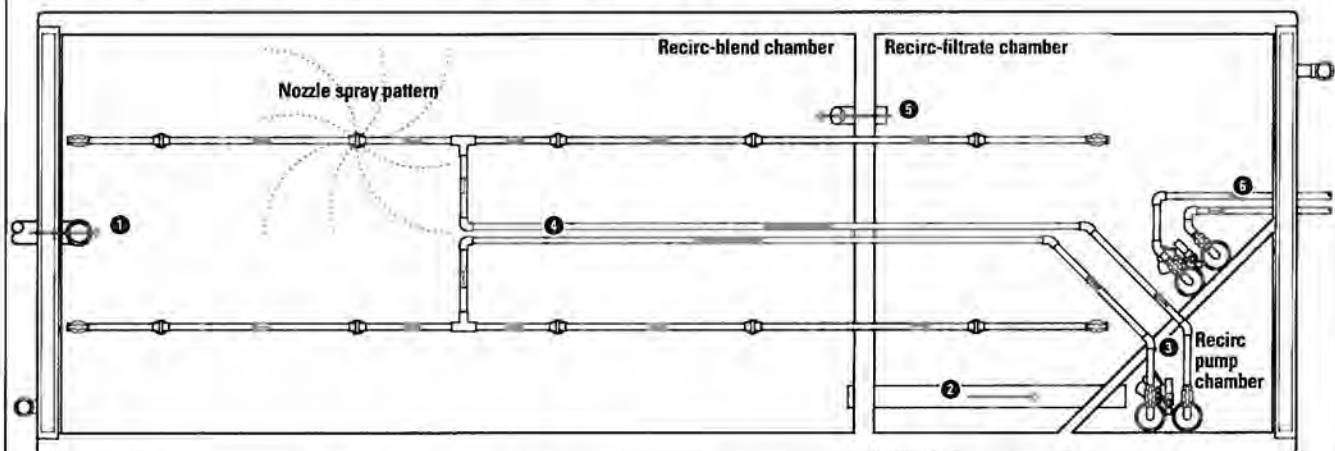
Treatment Process: Standard

AdvanTex AX-Max systems are typically integrated into multi-stage treatment facilities incorporating sludge and scum segregation, anaerobic digestion, and flow equalization; filtration and aerobic digestion; and disinfection and final discharge for dispersal or reuse.

During the anaerobic treatment stage, organic matter segregates into sludge and scum layers, which undergo digestion by typical anaerobic processes. This stage is capable removing more than 60% of suspended solids and organic strength. In many cases, the AX-Max is preceded by an effluent sewer, but it can be configured to receive domestic wastewater from other collection systems as well.

During the aerobic treatment stage, Orenco's proven AdvanTex treatment process provides oxidation and digestion for both organic and nutrient reduction. Incoming effluent from the primary treatment chamber enters the recirc-blend chamber where the influent is blended and diluted with filtrate from the AdvanTex system before being dosed onto the AdvanTex filter by the recirc pumps. The recirculation pumps transport the effluent to a distribution manifold above the AdvanTex filter. Effluent percolates down through the textile media, where organic and inorganic matter is treated by naturally occurring heterotrophic & autotrophic microorganisms that populate the filter. The microbial population of the filter will vary in density and type, based on the strength of waste applied to the filter. Typically, no outside chemicals are necessary for effluent and solids reduction, though systems requiring ammonia reduction may need alkalinity adjustments. The flow of filtered effluent

Figure 2. Typical Flow Pattern, AdvanTex AX-MAX Treatment Unit (AX-MAX125-21 shown)



Flow path:

- 1 Filtered effluent from collection system enters recirc-blend chamber.
- 2 Effluent from the recirc-blend chamber flows through the recirc-transfer line into the recirc-pump chamber.
- 3 Recirc pumps energize spray nozzles in the manifold.
- 4 Effluent percolates through media (not shown) and is split between the recirc-blend and recirc-filtrate chambers.
- 5 Recirc-return valve allows one-way flow from recirc-filtrate chamber during low-use periods.
- 6 Recirc-filtrate chamber provides tertiary treatment (where required) and storage before dispersal.

is mechanically divided between the recirc-blend chamber and the recirc-filtrate chamber via a tank baffle; the liquid levels within the recirc-blend chamber and the recirc-filtrate chamber are controlled by the recirc-return valve. During extended periods of low forward flow, 100% of the treated effluent is returned to the recirc-blend chamber. A final pass section of the AdvanTex treatment system provides the final polishing of the effluent prior to entering the recirc-filtrate chamber.

During the final stage, several treatment, disinfection, and discharge options are available. Post-aeration, post-nitrate reduction, tertiary filtration, disinfection, and/or final discharge storage are all possible uses of the final dosing chamber. The dispersal method can be designed for batch or continuous flow, with gravity or pump discharge options available. AX-Max units can be buried at grade, set above-grade and bermed, or set above grade and left unbermed. An example of the typical flow pattern for a standard AX-Max application is shown in Figure 2.

System Requirements: Recommended Primary Treatment

Primary treatment for the AX-Max must be capable of meeting the requirements listed in Table 1. The primary stage of the AX-Max should incorporate a Biotube® effluent filter, which prevents solids greater than 1/8-inch (3-mm) from passing through to the second stage. Although pre-processing of effluent is not usually required, some applications may benefit from pre-treatment, screening, and trash compacting using packaged sewage receiving stations.

Table 1. Typical Commercial AdvanTex Influent Wastewater Strength*

Characteristic	Average (mg/L) [†]	Weekly Peak (mg/L)	Rarely Exceed (mg/L)
BOD ₅	150	250	500
TSS	40	75	150
TKN	65	75	150
G&O	20	25	30
pH	7	6.5 to 7.5	6 to 9
Alkalinity	250-100 (desired) [‡]	—	—

* Wastewater strength characteristics (primary treated) entering the recirc-blend chamber of an AdvanTex AX-Max Treatment System are considered "typical strength" when they fall within the expected ranges shown above.

† Commercial systems will occasionally vary in strength based upon changes in flow characteristics or ownership. As the average influent strength approaches 80% of the weekly peak levels, consideration must be given to providing supplemental pre-treatment, additional treatment units, or process oversight.

‡ Wastewater alkalinity should rarely drop below these levels if nitrogen reduction is necessary.

Retention times of several days are built into the primary treatment system to provide the best possible settling and digestion, with sufficient solids retention time to ensure that long-term biosolids digestion and reduction are maximized, with minimal energy cost. Reductions in cBOD₅ and TSS are typically between 50-90% through the first stage of treatment.

Alternative primary treatment devices may be appropriate for flows over 20,000 gpd (75,708 Lpd) or for higher-strength applications. For higher-strength applications, a pre-treatment aeration device can be added to aid in BOD removal prior to secondary treatment. Contact Orenco to discuss alternative options for primary treatment.

System Requirements: Typical Wastewater Strength

The strength of wastewater influent to the AX-Max is expected to remain within typical limits as shown in Table 1. For higher waste strength applications, consult Orenco or an authorized AdvanTex Dealer. If the collection system is something other than an effluent sewer, then a primary treatment system will need to be incorporated into the treatment facility design. The AX-Max can be designed to enhance other processes as well, such as stressed package plants, membranes, advanced nutrient removal, or wetlands.

System Requirements: Recirculation-Blend Tankage

Effluent from the primary treatment chamber discharges to the recirc-blend chamber, where it blends with the filtrate recirculating back to the recirc-blend chamber. The filtrate dilutes the primary concentrations by the rate at which the recirculation-blend ratio (R_b) is set. The recirc-blend chamber is typically sized to equal the actual average flow (Q_a). A larger chamber may be recommended based on the expected organic or peak design hydraulic loads, enhanced nitrogen reduction, or to accommodate special surge capacities or operator response capabilities.

AdvanTex AX-Max Design Criteria

System Design Loading Rates: Standard

Multi-pass systems, such as the AX-Max, are capable of sustaining greater loading capacities than single-pass systems because hydraulic, biological, and chemical surges are blended and diluted with a portion of the aerobically treated filtrate. The continual recirculation and intermittent dosing to the media ensures a moist environment and stable diet for the biota. The critical factors in controlling the environment are the recirculation ratio and time-controlled dosing.

Orenco's suggested design loading rates are based on typical per capita flow rates and average influent strength characteristics as listed in Table 1. The AX-Max Treatment System's packed bed media is configured in the same manner as our ANSI/NSF Standard 40 Class I treatment units. Figure 3 shows ANSI/NSF testing results for average performance at the 95% confidence level.

The base nominal AdvanTex hydraulic loading rate (HLR) is 25 gpd/ft² (1,019 Lpd/m²) with a base organic loading rate (OLR) of 0.04 lbs BOD/ft² · day (0.20 kg BOD/m² · day). At these loading rates, "actual" design criteria targets a 5/5 mg/L BOD₅/TSS effluent quality in the discharge effluent. Effluent quality may be projected at a 95% confidence level relative to the HLR. Peak HLR's of 50 gpd/ft² (2,037 Lpd/m²) or peak OLR's of 0.08 lbs BOD/ft² · day (0.40 kg BOD/m² · day) can be handled for short periods of time with little effect on performance. Higher loading rates may be applicable relative to higher discharge limits or sufficient operating documentation, but normally should be limited to 50 gpd/ft² (2,037 Lpd/m²) or lower at the typical average characteristics presented in Table 1. A thorough evaluation of all of the typical wastewater characteristics will guide design limits. High oil and grease concentrations may require some pretreatment to ensure maintenance frequencies are not excessive. Hydraulic capacities for standard AX-Max models are provided in Table 2.

Table 2. Standard Hydraulic Capacities*: For Domestic Strength Wastewater

Model	Average Hydraulic Capacity, gpd (Lpd)	Peak Hydraulic Capacity gpd (Lpd)
AX-MAX075-14	1,875 (7,100)	3,750 (14,200)
AX-MAX100-14	2,500 (9,460)	5,000 (18,930)
AX-MAX125-21	3,125 (11,830)	6,250 (23,660)
AX-MAX150-21	3,750 (14,200)	7,500 (28,390)
AX-MAX175-28	4,375 (16,560)	8,750 (33,120)
AX-MAX200-28	5,000 (18,930)	10,000 (37,850)
AX-MAX225-35	5,625 (21,290)	11,250 (42,590)
AX-MAX250-35	6,250 (23,660)	12,500 (47,320)
AX-MAX275-42	6,875 (25,840)	13,750 (52,050)
AX-MAX300-42	7,500 (28,390)	15,000 (56,780)

*Capacities are based on domestic-strength waste and targeted treatment levels indicated in the text above (5/5 BOD₅/TSS). For less restrictive treatment requirements or commercial-strength applications, contact Orenco.

System Design Loading Rates: Nitrogen Reduction

Nitrogen is a nutrient, and is essential to plant and microbial development and growth. In most wastewater, however, there is more nitrogen than can be assimilated into cell tissue. The removal of excess nitrogen is accomplished in two conversion steps, nitrification and denitrification. In the first step (nitrification), ammonia (NH₃-N) is oxidized biologically to nitrate (Nitrite NO₂-N and then NO₃-N). In the second step (denitrification), nitrate (NO₃-N) is reduced to nitrogen gas (Typically N₂), which is released harmlessly to the atmosphere. Total nitrogen (TN) is the sum of organic and ammonia nitrogen, nitrate nitrogen, and nitrite nitrogen:

$$TN = ON + (NH_3-N) + (NO_2-N) + (NO_3-N)$$

or

$$TN = TKN-N + (NO_2-N) + (NO_3-N)$$

Nitrogen removal (or "nitrification/denitrification") is a biochemical process in which ammonia is oxidized to nitrate (nitrification) (2NH₃ converts to 2NO₃ + 2H₂O) and then nitrate is reduced through bacterial action (denitrification) (10NO₃ converts to 5N₂+3H₂O+10OH) to nitrogen gas.

Total nitrogen reduction in the standard configuration will typically exceed 60 percent (with no special or supplemental process features). Using an alternative configuration, total nitrogen reduction can exceed 80 percent, depending on wastewater strength and other characteristics such as BOD₅, grease and oils, pH, tankage (HRT), temperature, and alkalinity concentrations.

The first phase of nitrification (conversion of ammonia to nitrite) liberates hydrogen ions into the solution, which lowers the pH levels, causing the influent alkalinity to be consumed. Consequently, nitrification can be inhibited if the natural buffering capacity (alkalinity) is too low. On a theoretical basis, 7.14 mg/L of alkalinity as calcium carbonate (CaCO₃) is needed to nitrify 1 mg/L of NH₄⁺.

For nitrogen-sensitive areas requiring greater than 99% ammonia reduction or 65% total nitrogen reduction, the recirc-blend chamber may be sized greater than the actual average flow. Pre-aeration tanks, pre-anoxic tanks, post-anoxic reactors, chemical feed devices, post-aeration devices, and/or post-anoxic treatment devices may also be necessary depending on specific limits. The typical hydraulic loading rate may need adjustment if the expected influent organic load is higher than domestic strength or the incoming ammonia levels are above 75 mg/L. For more information on nitrogen reduction, contact Orenco.

Recirculation-Blend Ratios and Timer Settings

The Recirculation Ratio (R_b) is defined as the ratio of the daily flow returned (Q_r) to the recirc-chamber to blend with the daily inflow (influent or forward) wastewater flow (Q_i) as shown in the following expression:

$$R_b = Q_r / Q_i$$

$$Q_r = R_b \times Q_i$$

where:

R_b is the recirculation (recirc-blend) ratio.

Q_r is the daily flow returned to the recirc-blend chamber, in gpd or Lpd.

Q_i is the daily inflow (or forward flow), in gpd or Lpd.

Typical operating recirculation-blend ratios will vary between 2:1 to 6:1, and the system's "OFF" time varies as a function of the recirc-blend ratio. AdvanTex AX-Max controls are initially set to a 4:1 recirc-blend ratio, and initial timer settings are established based on the expected average daily flow, influent organic, total nitrogen, pH, and alkalinity levels. If or when flows vary significantly, the control panel features automatically adjust the timer settings based on predetermined parameters.

The function of the R_b is as critical to process management for multiple-pass attached-growth packed bed filter systems as return sludge, waste sludge, and air management are to suspended-growth processes. Proper management of the R_b assures aeration and wetting needs, but most importantly it establishes equilibrium with respect to the desired endogenous respiration rate by maintaining food-to-microorganism (F/M) ratios relative to influent hydraulic and biological loads. The recirculation ratio is well documented in textbooks and design manuals.

It's important to understand that there are both high and low R_b limits to watch for. Higher ratios may be preferred to prevent odor problems, but generally should not exceed 6 or 7; ratios of 2 or 3 – with normal strength influent – are typically sufficient for controlling odors and providing treatment.

A high R_b can have many adverse effects on the biology, chemistry, and performance of a system. It can deplete the base alkalinity concentration sufficiently to cause the pH to fall below acceptable levels. The ecosystem then becomes especially suited for filamentous microbes, which tend to cluster and overpopulate on the pump screens, accelerating the system's cleaning needs. In addition, a high R_b doesn't allow sufficient time for filtrate dissolved oxygen (DO) levels to deplete within the recirc-blend chamber. Dissolved oxygen depletion is necessary for effective denitrification. So a high R_b can inhibit denitrification and cause greater nitrate concentrations to pass through the system. Not only can a high R_b increase maintenance demands and degrade effluent quality, it also consumes more energy than necessary. A high R_b can cause process degradation, regardless of the growth process (suspended or attached) when not properly controlled.

An excessively low R_b can have adverse effects as well. A low R_b may not provide sufficient aeration for organic or nutrient demand, causing insufficient treatment. In addition, low R_b can lead to anaerobic conditions that lead to odor control issues.

AdvanTex AX-Max Design Criteria

Dosing Frequency

Dosing frequency (DF) is typically reported as the number of doses or dosing events per day (dpd), but more specifically represents the time span between doses (typically measured in minutes) or, in control terminology, cycle time (CT). There are two components to the dosing frequency: "ON" dosing time and the "OFF" resting time, as shown in the following expression:

$$CT = DF = T_d + T_r$$

and also:

$$dpd = Q_f / T_d Q_d$$

$$dpd = (R_b + 1) Q_f / T_d Q_d$$

$$R_b = (1440 T_d Q_d - 1) / Q_f (T_r + T_d)$$

where:

CT is the dose cycle time in minutes

DF is the dose frequency time in min/dose (or 1440 min per day / doses per day)

dpd is the number of doses per day

T_d is the dose time in minutes ("ON")

T_r is the rest time in minutes ("OFF")

Q_f is the total flow through the recirculation tank ($Q_i + Q_r$), in gpd or Lpd

Q_d is the dosing rate to the filter, in gpm (5-6 gpm, or 60 Lps, per nozzle)

The dosing frequency is related to the R_b as well as to particular features of the media, such as its texture, void ratio, water-holding capacity etc. Considerable academic work has been done to establish relative dosing frequencies for various media. It's well established that small frequent doses improve filter performance. Increasing the dosing frequency (number of occurrences over a given time period) reduces the volume of wastewater applied per dose and increases coliform removal.

The dosing time is the "ON" time span. The dosing time is related to the application dose rate, in gpm/ft² or Lpd/m², and the water holding capacity (WHC) of the filter media. Critical factors include keeping the applied dose to a fraction of the water holding capacity of the media and within the typical R_b limits based on influent flows, food values, and other constituents. Standard "ON" times are 1 to 1.5 minutes.

The resting time is the "OFF" time span. The resting time is primarily dependent on the recirculation ratio, "ON" time, and the influent flows. Being the dependent variable, the resting time is typically determined as shown in the following expression:

$$T_r = DF - T_d$$

or

$$T_r = [1440 T_d Q_d / (R_b + 1) Q_f] - T_d$$

The critical issue with the resting period is that it not be excessively long. One dose per 90 to 120 minutes is typically sufficient for maintaining wetting of the biomass during low flow periods. By adjusting the R_b , the dilution and blend concentrations within the recirc-blend chamber can be balanced, as shown by the following expression.

$$Q_i S_i + Q_r S_r = Q_{r+i} S_b$$

$$Q_i S_i + Q_f R_b S_b = (R_b + 1) Q_i S_b$$

or

$$S_i + R_b S_b = (R_b + 1) S_b$$

where

Q_{r+i} is the daily filter hydraulic load, in gpd or Lpd

or

$$Q_{r+i} = Q_i - (R_b + 1) Q_i$$

where:

Q_i is the daily flow returned to the recirc-blend chamber, in gpd or Lpd

S_i is the inflow substrate concentration, in mg/L

S_b is the filtrate substrate concentration, in mg/L

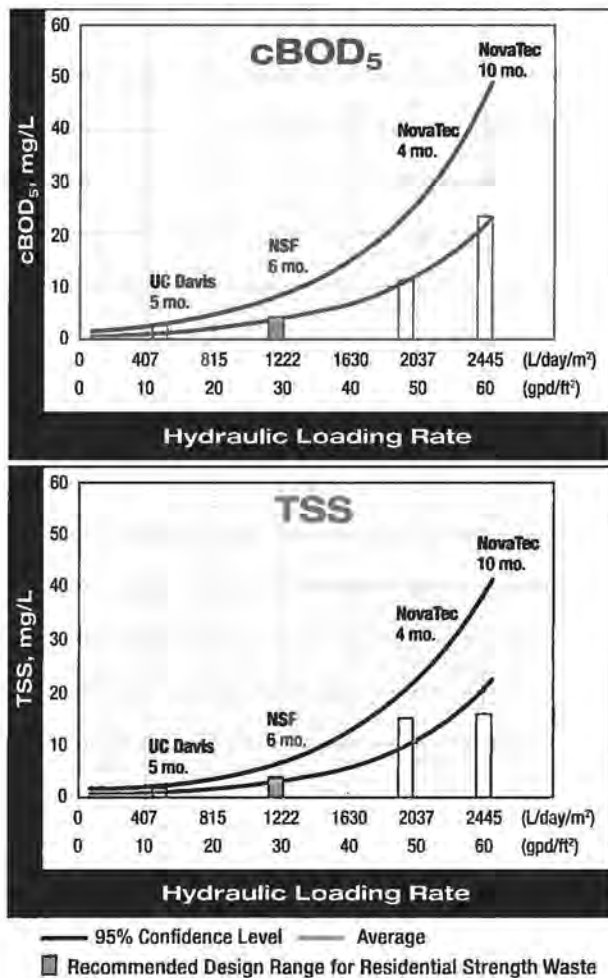
S_b is the blended substrate concentration, in mg/L

By varying R_b within the limits of the application's wastewater characteristics, optimization of the HRT and substrate concentrations within the recirc-blend chamber can be accomplished. Biological respiration rates tend to adjust according to the available food and oxygen. Therefore, to ensure the best performance and sustain the most efficient and effective working environment, the substrate equations (above and below) are used to establish programmed timer settings to maintain an R_b within an acceptable range. The recirc-blend chamber's blended substrate concentration may be determined directly by the following expression:

$$S_b = (S_i + R_b S_o) / (R_b + 1)$$

The dose frequency and recirculation ratio are directly related to and dependent on each other, but only one at a time can be the independent variable. Typical design practice calls for maintaining a recirc-ratio within a bandwidth making it (the recirc-ratio) the controlling or independent variable, thus leaving the dosing frequency as the dependent variable. Within the expression for the dosing frequency are the dosing period and resting period. The dosing period (T_d) is governed by the characteristics in the make-up of the media and must be kept within a narrowly limited range. The resting period (T_r) has the greatest flexibility and is, therefore, the most desirable choice for the dependent variable.

Figure 3.
Effluent Quality vs. Hydraulic Loading Rates*
(ANSI/NSF Standard 40 and Other Third Party Testing Results)



* Influent concentrations of 162 mg/L BOD₅ and 291 mg/L TSS, with peak influent concentrations of 550 mg/L BOD₅ and 1600 mg/L TSS.

System Performance and Typical Effluent Quality

AdvanTex Treatment Systems are capable of processing typical domestic strength wastewater (see Table 1) to "better than second-ary treatment standards." With additional components they can meet more advanced treatment levels with little additional operation and maintenance. Standard systems achieve ≤ 10 mg/L cBOD₅ and ≤ 10 mg/L TSS. In addition, total nitrogen reduction will typically exceed 60% with 98% $\pm$ nitrification, provided there are adequate concentrations of alkalinity and liquid temperatures levels are greater than 45° F (7.2° C). When influent alkalinity is limited or greater nitrogen reduction is required, an alkalinity feed unit can be incorporated.

Performance is a function of the expected typical loads with periodic weekly peaks. Effluent quality is dependent on a number of factors, including influent characteristics and loading rates. Third party ANSI/ NSF 40 testing results are shown in Figure 3. The results demonstrate that low-to-moderate loading rates can produce cBOD₅ and TSS of < 5 mg/L, and TN of < 20 mg/L. Higher loading rates produce cBOD₅ and TSS in the range of 15-25 mg/L.

Reuse

After advanced treatment, effluent is usually clear and odorless, but it still contains pathogens at levels that can cause illness if ingested. At this point, it can be reused in applications where people will be unlikely to come into contact with it. For example, it can be used for subsurface drip irrigation of landscape vegetation. Here, the nutrients remaining in the effluent are put to use by plants and other soil organisms. Using treated effluent for irrigation saves potable water for other purposes.

However, many reuse applications, such as toilet flushing and industrial process water, require a higher level of purity. For these applications, the effluent will typically undergo tertiary treatment. This can include the use of fine mesh filter processes, such as polishing sand filters; multi-media filtration; micro-, ultra- or nano-filtration through membranes; reverse osmosis; or cloth/disc filters, in addition to chemical or ultraviolet disinfection.

AdvanTex AX-Max Design Criteria

AdvanTex AX-Max Control System

The method in which the effluent is loaded onto the AdvanTex filter is critical to the successful performance of the AX-Max Treatment System. Over the past three decades, timer-controlled applications have proven to play an essential role in optimizing the performance of both fixed and suspended growth biological systems. A timer-controlled pump in the recirc-blend chamber periodically doses effluent to a distribution system on top of the AdvanTex filter media. Each time the filter is dosed, effluent slowly percolates through the filter media and is treated by naturally-occurring microorganisms that populate the filter. During periods of high flow, a timer override float will temporarily adjust the timer settings to process the additional flow. The controller can also be programmed to change to an energy economy mode during extended periods of low inflow.

A telemetry-based panel — which can be connected to a land line, cellular service, internet, or satellite service — controls all equipment. Remote telemetry control panels are an integral part of all commercial AdvanTex Treatment System equipment packages. The remote telemetry feature provides real-time operator monitoring and control over system components, as well as data collection of key operational parameters and events. If additional equipment for pretreatment, tertiary treatment, or disinfection are required, the controls for each component can easily be incorporated into the telemetry control panel. This also allows the manufacturer to contact the panel directly to assist the operator in system evaluation and troubleshooting or to manually override operations. Remote telemetry control panels also provide additional alarm functions to automatically page the operator in the event that trend data indicate potential problem conditions (e.g. high flows). Orenco control panels can also integrate into existing SCADA systems.

Surge Volume

AX-Max tankage design is consistent with that of other packed bed filters. Flow equalization should be designed into the primary tankage with controlled (metered) feed to the recirc-blend chamber. If surging needs to be done in the recirc-blend chamber, then sizing and timer controls will be programmed to optimize performance and surge capacity. Churches, schools, destination resorts, dining establishments, and assembly halls are typical applications where weekly surge control practices provide optimum filter sizing.

Pumping Equipment

The integrated treatment package includes one or more Orenco pump packages. Typically, duplex pumps are used to energize the distribution manifold and are specified for redundancy in each of the textile treatment channels. This can be accomplished with a single pump per channel in larger flow applications. Pump models will vary based on number of units, flow path, and system configuration.

Venting Equipment

AX-Max Treatment Systems typically come with an incorporated active vent system. With the active vent system, air changes occur at least once every 2 hours. The active vent system comes standard with an activated charcoal filter for increased odor reduction. One ventilation assembly is required per four AX-Max units.

Sludge Handling Equipment

AdvanTex systems can be equipped with a sludge removal pump that can be activated manually if sludge needs to be purged from the primary chamber. Primary chamber sizing is roughly one-three days HRT based on actual flow, influent characteristics, and pre-treatment devices; sludge purging may be required. Sludge is typically about 1-5% solids and may require dewatering and lime treatment prior to land application. Solids removal devices may be placed prior to the primary chamber to reduce overall chamber sizes. Solids removal devices will, however, require regular maintenance and/or disposal of solids cake on a regular frequency.

Supplemental Process Equipment

Additional processes can be included in the design of an AX-Max, such as sewage headworks, primary treatment, septage handling, solids handling, pH/alkalinity adjustment, carbon feed, pre- or post-aeration, disinfection, advanced nitrogen removal, phosphorus removal, turbidity removal, disinfection, and dispersal.

Climate Considerations and System Enclosures

AX-Max systems are designed to withstand climates ranging from temperatures of -60° F (-51°C) to 125° F (52° C). Units are constructed with 4-inch-thick foam cells providing an estimated insulation value of R-26 (US) or R-5 (SI). AX-Max systems are also available with an optional build-on control module, to provide a climate-controlled environment for easy operation and maintenance.

Alternatively, the AX-Max can be enclosed in a building for maximum privacy, efficiency, and climate control. AX-Max systems are compatible with a variety of enclosure types. Typical construction materials for the enclosure include a combination of concrete, fiberglass, steel and wood.

Energy Consumption

Orenco's AX-Max systems and their components are designed in a manner that allows for highly cost-effective operation for the life of the system. Unlike most other aerobic treatment systems, AdvanTex has low energy consumption due to the intermittent use of low horsepower, high-head turbine pumps and a small ventilation fan. With lower power costs and lifecycle costs than many of the available alternatives, AX-Max is an ideal option for "green" projects. For information on obtaining LEED credits, please visit our website at www.orenco.com.

Sample power consumption for 50,000 gpd (peak design flow) AX-Max system with an average flow of 25,000 gpd:

Assumptions:

Four sets of ¾-hp duplex pumps, each operating at 15% of available hours annually

Pump "ON" time of 1 min, Pump "OFF" time of 6 min. $1/(6 + 1) = 15\%$ (230 V, 10.1 A, 1-Phase)

One 1.4-A (115 V) ventilation fan operating at 100% of available hours annually

Energy cost of 0.10 \$/kWh (USD)

Energy cost, pumps:

$$[4 \times (230 \text{ V} \times 10.1 \text{ A}) \times 15\%] / 1000 = 1.380 \text{ kWh/h}$$

$$1.380 \text{ kWh/h} \times 8760 \text{ hr/year} \times 0.10 \text{ \$/kWh} = \$1209 \text{ (USD), annually}$$

Energy cost, ventilation fan:

$$[1 \times (115 \text{ V} \times 1.4 \text{ A}) \times 100\%] / 1000 = 0.161 \text{ kWh/h}$$

$$0.161 \text{ kWh/h} \times 8760 \text{ hr/year} \times 0.10 \text{ \$/kWh} = \$141 \text{ (USD) annually}$$

Energy cost, control panel:

$$[1 \times (115 \text{ V} \times .3 \text{ A}) \times 100\%] / 1000 = 0.0345 \text{ kWh/h}$$

$$0.0345 \text{ kWh/h} \times 8760 \text{ hr/year} \times 0.10 \text{ \$/kWh} = \$30 \text{ (USD) annually}$$

Total costs:

$$\text{Total kWh/h} = 1.58 \text{ kWh/h}$$

$$\text{Total kWh/d} = 37.81 \text{ kWh/d}$$

$$\text{Total kWh/year} = 13,801.4 \text{ kWh/year}$$

$$\text{Total estimated annual energy cost} = \$1209 + \$141 + \$30 = \$1380 \text{ (USD), annually}$$

In some cases, efficiencies may allow for the reduction of recirculation ratios, resulting in even lower energy consumption, as well as process configuration that would reduce overall electrical equipment and power consumption. This includes the operation of surge pumps, recirculation pumps, ventilation system components, pump controls, and discharge pumps.

For custom applications, AdvanTex Treatment Systems can be designed to operate on photovoltaic (PV) systems. Power sources incorporating diesel, gasoline, or battery generators can also be custom-designed into an AX-Max system configuration. Call Orenco for more details.

Sustainability

Decentralized package treatment plants and their manufacturers are not all alike. Orenco has always been committed to the long term performance and low operating cost of its treatment systems; our engineers know that design integrity and product support matter. Orenco AX-Max Treatment Systems meet the requirements of sustainability by protecting the "triple bottom line" of social, environmental, and financial benefits. For these reasons, AdvanTex is consistently chosen by developers and municipalities looking for wastewater technology that supports their sustainability goals.

AdvanTex AX-Max Design Criteria

Operation and Maintenance

The AX-Max has a streamlined system configuration designed to achieve high effluent quality and low power consumption, with minimal maintenance requirements and low life-cycle costs. O&M activities include effluent sampling for performance data collection, as well as scheduled cleaning of effluent filters, laterals, and spray nozzles. In units equipped with dry-chemical feed units, regular loading of the feed hopper is necessary. For units equipped with UV disinfection, the UV bulbs require yearly replacement. Recirculation chambers typically have minimal sludge accumulations and rarely require pumping.

Operationally, the module's flexible and easily serviceable features make AX-Max units an ideal, efficient, and effective solution for all wastewater treatment applications with typical domestic waste characteristics. The AX-Max dependably produces high-quality effluent with no need for full-time staffing. And its controls and telemetry features give service providers the opportunity to provide remote operational oversight as necessary.

To assist in reliability and ease of maintenance, AX-Max systems are built with rugged, dependable parts and components, designed to work together for long service lives. The replacement cycle for liquid level switches is typically five years. The replacement cycle for Orenco high-head effluent pumps and various small components in the control panel is typically 20 years. Orenco's high-head effluent pumps can be rebuilt in the field with simple tools and the pump motors are easily replaced.

In addition, Orenco has a dedicated, experienced Asset Management division to support wastewater assets in the field.

Education

Orenco provides AdvanTex Design programs for designers, engineers, and regulators. Orenco also provides regular installation and O&M trainings for contractors, operators, and users. Check with Orenco's training department for information on upcoming courses. Training for end users can help ensure influent characteristics, chemical use, and operating practices are properly managed and maintained through an understanding of how microbial toxic thresholds can retard or inhibit performance in wastewater processes.

References and Performance Data

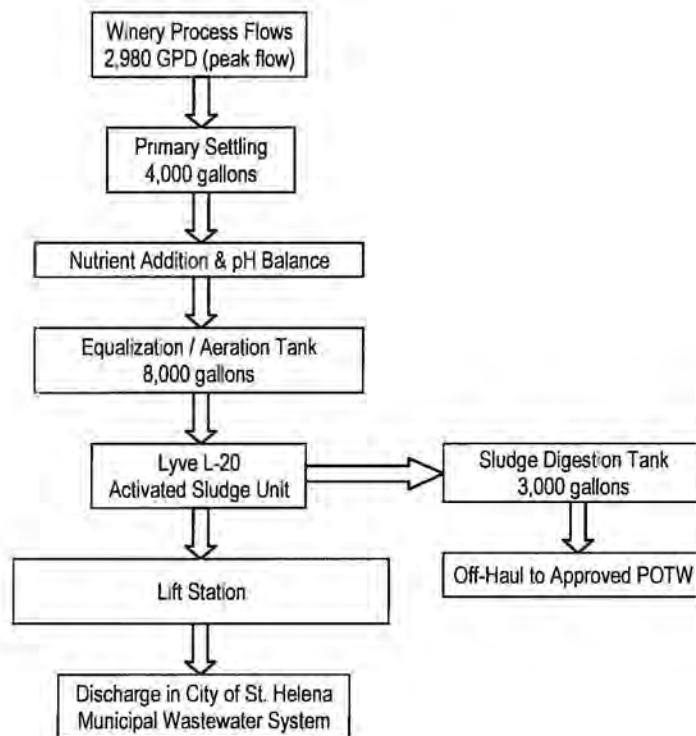
Since 1981, Orenco has been involved in thousands of commercial and community wastewater systems, providing education, design assistance, equipment, installation oversight, and operational support. References of system owners, engineers, and operators are available from Orenco. In addition, project tours are often available through the local regulatory jurisdiction or an Orenco equipment distributor. Call Orenco at 800-348-9843 or +1-541-459-4449 for more information about references or tours.



**APPENDIX 4:
LYVE WINERY WASTEWATER SYSTEMS TREATMENT FLOWCHART**



LYVE WINERY WASTEWATER SYSTEMS TREATMENT FLOWCHART





APPENDIX 5:
LYVE WINERY WASTEWATER SYSTEMS TREATMENT SOLUTION DOCUMENTATION



Winery Wastewater Treatment Solution for

J. Davies Winery
555 Main Street, St. Helena. CA

*Helping Bring Environmental Sustainability
To Your Vineyard!*

Date 12/9/2012

Table of Contents

SYSTEM FEATURES AND BENEFITS	2
EXECUTIVE SUMMARY.....	3
DESIGN PARAMETERS.....	3
LYVE WINERY WASTEWATER SYSTEMS	4

Features and Benefits of the Lyve L20

- Processes 3000 Gallons of 6,000 BOD Wastewater per Day
- Treated Wastewater to be Discharged to sewer or surface drip irrigation
- Computer/Touch Screen Controlled System Functions
- Live Video Camera Monitoring of System Operation by Lyve Technicians
- Exceptionally Small Footprint (15' x 8')
- Proven Technology, Simple Installation and Energy Efficient Operation
- Plug and Play System - No Third Party Support Required (chemicals only)
- 20 Hour per day System Monitoring by Lyve Personnel (Internet Based)
- One Full Year Parts Warrantee (servicing by Lyve personnel when possible)
- On-going Training and Support via Telephone and Internet
- Nature of the Treated Wastewater will Exceed Regulatory Requirements
- Requires Minimal Attention on a Daily Basis (typically less than 10 minutes)

Executive Summary

This document includes pricing on **Lyve Systems, Inc (LSI)** Winery Wastewater System and the relevant details pertaining to the supply thereof to J. Davies Winery. We are excited about the opportunity to present J. Davies Winery our state of the art system in winery wastewater treatment.

The goal of this proposal is to provide J. Davies Winery with a solution that allows the winery to utilize and discharge its process wastewater in accordance with the Local Regulations.

Winery wastewater is quite variant in nature because of the seasonality of the business. We realize this seasonality can present a challenge to a busy winery operator and owner. Therefore, a good understanding of what causes the variants, whether it is flow or contaminant level, is critical for success. In addition to the influent issues that strain a solution, it is important to understand what options and constraints exist on the effluent side, such as reuse and recycle options and the corresponding level of treatment necessary.

The operational limitations that a winery has must be well understood. A superior treatment system requiring 24 hour a day manual observations would not be practical for most operations.

With our unique understanding of winery wastewater we have developed an industry specific solution for wineries. A solution that is simple to operate, maintain, and install, is operated with smart web based monitoring and control, small in its footprint and affordable in its total capital and operational costs.

Design Parameters:

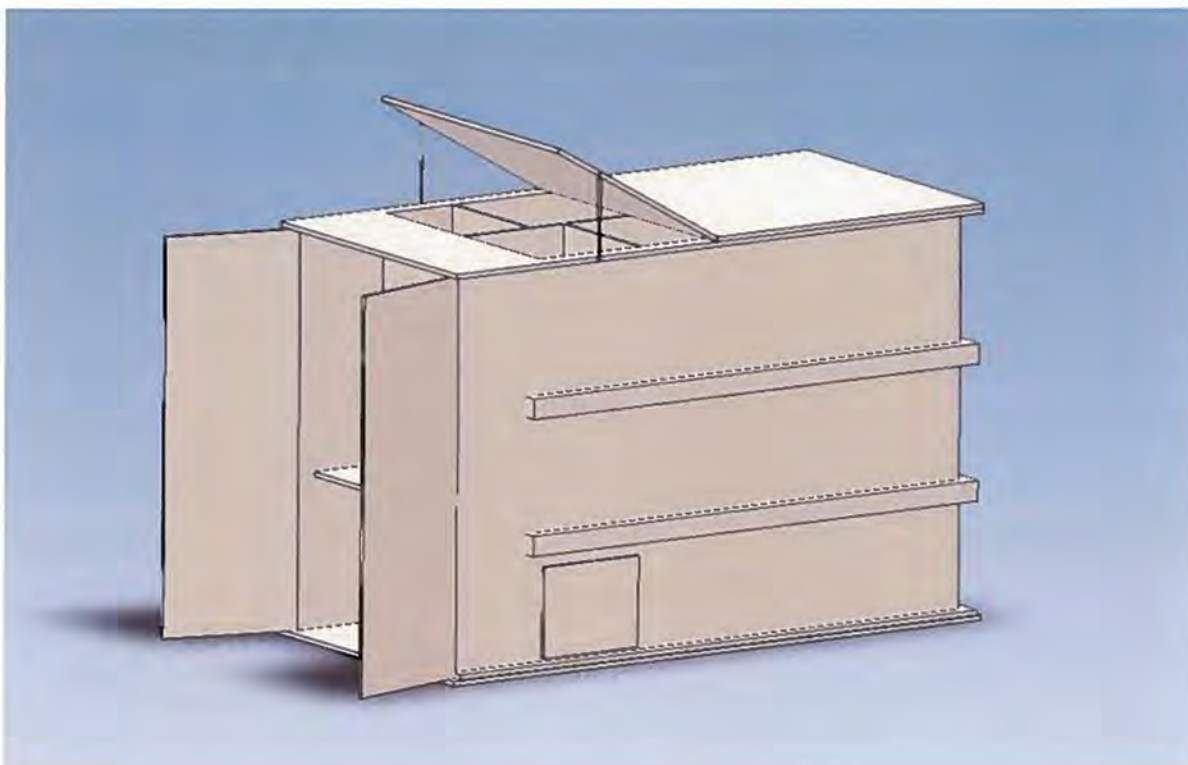
Since BOD and TSS levels are not known, we are assuming the waste streams will reflect those of typical winery wastewater. This assumes 6,000 BOD as a maximum daily average contaminant load at a maximum design flow of 3000 gallons per day.

The system is designed for a discharge loading of < 50 mg/l of BOD and TSS which is suitable for landscape irrigation.

This will also allow J. Davies Winery to discharge to sewer within the City of St Helena discharge limits of 250mg/l BOD, 250mg/l TSS and >6pH.

Lyve Winery Wastewater Systems

Schematic of the L20 System.



Note: Stock drawings are used in the preparation of this proposal and, as such, Lyve reserves the right to change the actual system design if it is deemed appropriate for the specific system installation.

Process Description

The aerobic activated sludge system consists of influent mixing in a selector zone, an aeration zone, a clarifier, and sludge recirculation. In the system, the incoming wastewater and return sludge streams are mixed in the selector zone. The combined stream then flows to the aeration zones where bacteria utilize the organic constituents of the wastewater for cell growth and multiplication. This stream then flows into the clarifier zone where the bacteria and other solids are separated from the purified water. The water overflows the clarifier and is discharged. The solids that settle to the bottom of the clarifier are pumped back to the selector zone. Excess solids are periodically wasted to the digester zone of the treatment system. When required, an organic polymer is used to improve clarifier performance. In all, it is a continuous process involving the introduction, uptake and breakdown of BOD (organic carbon), the growth and decay of micro-organisms, and the separation of the resulting bio-mass or suspended solids from the waste stream.

Lyve Aerobic Treatment System

The Lyve system must be supported on a concrete slab foundation to provide continuous support across the base of the Lyve System. It is the responsibility of J. Davies Winery to supply the foundation suitable to resist overturning movements and ensure the sub-grade conditions are suitable to support the structure. The Lyve L20 system is constructed from polypropylene for its guaranteed long life and non-corrosive qualities.

The plant will utilize an aeration basin providing 4000 gallons of biological treatment capacity. Included in the volume of the aeration basin is a 100 gallon biological selector zone that will improve the efficiency of the biological treatment process and the settling characteristics of the sludge. Two stainless steel, coarse bubble diffusers will provide air to this zone to ensure thorough mixing of the returned sludge and incoming wastewater.

The system will incorporate an enclosure housing all pumping, aeration and control equipment. Total external dimensions of the Lyve System will be 15' long x 8' wide x 10'6" high.

100 cu ft/min of air will be supplied by a 5 horsepower positive displacement blower. The blower motor will be 3,500 rpm, 480 volts, and 60 hertz. A blower failure alarm will alert plant personnel to the loss of air to the treatment system. The blower will be housed in a sound absorbing cabinet, limiting sound pressures to 65dba at 6 feet from the sound source.

The aeration basin will have fine bubble, floor cover diffusers to provide oxygen for biological degradation of the wastewater BOD and to mix the contents of the aeration basin. Flex-Air Magnum EPDM rubber diffusers with an integral triple check valve design prevent entry of liquid/solids into the piping. The system will utilize a step feed of the system influent to evenly distribute oxygen demand across the basin. This will prevent formation of localized areas of low dissolved oxygen concentration in the aeration basin.

A control panel will be provided with a variable frequency drive and controls for the blower, pH monitoring and correction system, foam control, influent pumping and other ancillary equipment. The variable speed drive will be controlled by a Hach SC200 Dissolved oxygen transmitter programmed to provide oxygen for biological respiration and mixing on demand.

A touch screen computer fitted to the control panel will provide full onsite and remote control of all of the operating functions of the system.

A remote controlled video camera allows Lyve technicians to visually observe the aeration basin and clarifier and assist with system management and process changes as required.

The treatment system will use a conventional clarifier to separate the mixed liquor suspended solids from the treated water. The clarifier will have an overflow rate of 2.0 gallons per minute.

Mixed liquor will be pumped to the clarifier from the end of the aeration basin into a 1.5 sq ft stilling well in the center of the clarifier.

Settled sludge will be removed from the clarifier for either return to the selector zone or for transfer to the solids dewatering system. An airlift pump will be used to return sludge to the selector zone or wasted to the sludge digester. Airlift control of sludge return and waste flow will be by adjustment of the airflow control valves. There is a 2" scum line that returns any accumulating floating material on the clarifier surface, to the equalization tank.

The effluent will be discharged and gravitate directly to a storage tank prior to discharge to irrigation or to the City Sewer.

Power Requirements

The total peak load power requirement of the system is 480 V, 20amps

Equalization Tank. (existing 8000 gallon tank)

In order to assure adequate mixing in the EQ tank, a separate air diffusion system will be installed. Air to the EQ tank will be supplied from the 5 hp Blower.

Adequate mixing prevents the contents from becoming septic, thus avoiding the production of pungent hydrogen sulphide gases produced from the sulphates associated with the wastewater. Should the wastewater be held without adequate mixing or aeration, settleable solids will form an anaerobic sludge in the tank and the resulting septicity would disadvantage the secondary treatment system.

The Lyve pH adjustment system will circulate and further mix the contents of the tank and automatically adjust the contents to a pH range of between 6.8 and 7.2pH. A stainless steel pump will circulate the contents of the EQ tank past the pH probe.

The Lyve system uses a Hach pH analyzer/controller and a Stenner chemical dosing pump. The pH system is an integral part of the Lyve system and is part of the turn-key configuration of the plant. The manifold design of the pH circulation system creates a 10feet/second liquid velocity over the pH probe, thus reducing slime build-up over the probe tip. A simple union insertion coupling allows easy removal of the probe for periodic cleaning and calibration.

We have designed the pH system to use magnesium hydroxide for pH neutralization as required. Should some other base material be preferred we can supply the necessary injection equipment required.

Generally, the pH of the raw wastewater tends to be acidic by nature. However, occasionally due to caustic washing, extreme alkaline conditions can occur. The Lyve system can cope with pH levels up to pH 9 for short periods. On occasions, should the pH exceed this level and/or maintain such high levels for a prolonged period, the equalization tank could be adjusted manually using citric or some other acid based compound. Should high alkalinity be an ongoing issue, the pH analyzer has the facility to operate a second metering pump for the injection of an acid based compound.

The pH circulation pump will also pump the wastewater from the EQ tank to the aeration basin. Flow control to the system will utilize a 24VDC motorized, three way valve and the operating depth will be controlled using a pressure transducer. The Lyve Equa-Flow splitter box will ensure a constant flow rate into the secondary system regardless of the pumping dynamics. The pressure transducer will monitor the EQ tank levels and provide alarm functions in the event of a high level situation

Sludge Digestion

The excess sludge from the activated sludge system is wasted to the aerobic digester. A 3000 gal plastic tank (supplied) is required for sludge digestion and storage.

As the outside supply of substrate (food) is limited, micro-organisms are forced to utilize their own food reserve in the cell for survival. When this occurs, the micro-organisms are described as undergoing the endogenous metabolism phase. The food reserve and the cell tissue are aerobically oxidized to carbon dioxide, water, ammonia and other mineral compounds. Ammonia from this oxidation is subsequently oxidized to nitrate as the digestion proceeds. Approximately 75 to 80% of the cell tissue can actually be oxidized. The remaining 20 to 25% of the cell tissue is composed of inert components and complex organic compounds which are hardly biodegradable.

Periodically the supernatant forming above the digested sludge is decanted back into the aeration basin for reprocessing. Thickened sludge will need to be hauled off as required.



St. Helena High School

Home of the Saints

Benjamin L. Scinto,
Principal

Gregory N. Feters,
Vice Principal

1401 Grayson Ave. St. Helena, CA 94574. (P) 707-967-2740, (F) 707-9672735

To: Planning Commission
Fr: Benjamin L. Scinto, Principal
Re: Davies Vineyards Winery at 55 Main Street
Date: 22 May 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I believe this winery will compliment many of the aesthetic and physical changes concurrently happening at SHHS. Having been in conversation with Mr. Davies, not only will this winery pay tribute to St. Helena's agricultural and winemaking heritage, but it will provide various opportunities for and partnerships with SHHS teachers and students within the Viticulture program. The proximity could not be more ideal.

Although in the initial stages, Mr. Davies has already reached out to me and our Agricultural teachers to solicit how he and Davies Vineyards can best support students' academic endeavors, as well as monetarily through local grant project applications. We foresee a lasting relationship with Davies Vineyards Winery, assuming they are provided the use permit.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Benjamin L. Scinto,
Principal

Tom Redmon
1620 Sylvaner Avenue
St. Helena, CA 94574

May 22, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,



Tom Redmon

May 27, 2014

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

Dear Planning Commission:

I am writing to express support for the Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I believe a winery of this scale is appropriate on Highway 29, enhancing revenues for the City in a manner consistent with our agricultural and winemaking heritage, and providing an aesthetically pleasing entrance to the southern gateway to St. Helena.

The Davies family has been a good member of our community since 1965. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Connie Marie Fahrion,
(Owner - 1290 Grayson Street)
1120 N. 17th Street
Nederland, TX 77627

May 21, 2014

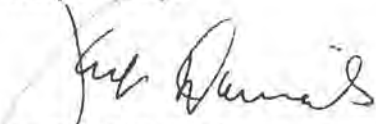
Planning Commission
City of St. Helena
1480 Main Street
St. Helena, CA 94574

Dear Planning Commissioner's,

The Davies family, who have been long standing and outstanding members of our community since 1965, have submitted an application for a winery use permit at 555 Main Street in St. Helena. Since I have lived in the Napa Valley for 40 years, and have a business (Wilson Daniels) at 1201 Dowdell Lane, I feel that the land use is compatible with the agriculture and winemaking heritage and will enhance the southern corridor of St. Helena. Our business is located close to the proposed site and I have no objection to a use permit being granted for that address. To the contrary, it will be an asset to the southern corridor and further enhance City revenue.

Thank you for the opportunity to express my feelings regarding this project and please know that it has my full support.

Respectfully,



JACK DANIELS
President/Founder

LETTERS REGARDING DAVIES WINERY EXPANSION

LETTERS AGAINST THE EXPANSION:

ONE

On Tuesday, August 26, 2014 9:46 PM, Nancy Anderson <fansynancy@aol.com> wrote:

Dear Ms.Monnette:

Thank you for making parents of Saint Helena High School students aware of Davies Winery's plan to expand their operation to include the sale of alcohol so close to school grounds. I would like to state my objection to active wine sales and winery events so close to a school in our community. While the wine industry is crucial to the economy in Saint Helena, the best interest of our students must come first. We have students walking and driving on Grayson Road and their safety should not be compromised by visitors who may be under the influence of alcohol. Furthermore, this is already a very busy intersection and a winery at this location will make it even busier. There are many new drivers on the road at this spot and I believe it is a risky place to be on the road without the addition of a winery expansion. I wish Davies Winery success, but I must say that a location only 25 yards from a school is far too close for comfort. I know that the Planning Commission will put the welfare of the children of Saint Helena first as they most often do and I thank you all for your dedication in making Saint Helena safe.

Sincerely,

Nancy Anderson

TWO

To

Me

Today at 8:19 AM

I am ok with it being in the packet and with my name on it.

I would like to add that after giving this more thought, my biggest concern with this proposal is the drinking and driving factor and that guests to the tasting facility would then get in a car, turn on to Grayson and perhaps not be fully cognizant of student activity going on. The entrance/exit to their facility should be on 29, not Grayson.

Granted, students walk on 29 as well but Grayson has more parked cars and trees that may obscure a tourist's view in a area not remotely familiar to them.

I can assure you that should ANY incident occur in which a student is injured or worse. It will be the catalyst for turning this whole thing into a ugly and possibly tragic mess.

*Thank you Bobbi,
Lisa*

Victor – the following messages were sent to me via Sue, as explained below:

Hi Bobbi,
I sent your first email to the senior parents and have been forwarding their comments. I had asked them to send it to you directly but I think that request got lost in the letter. I will continue to forward their comments to you. Thank you for bringing this to our attention. Great conversations have come from this. I also agree I want our community to send out the right message that everything has a place and time. Let's keep the tasting rooms and school children in their own space. Being such a wine orientated region we sometimes forget that there is a line to draw. We need to show responsibility with alcohol.
thank you,
Sue LaBelle

On Thursday, August 28, 2014 9:09 AM, Bobbi Monnette <matildabologne@yahoo.com> wrote:
Sue,

Thanks again for your interest and input. Everyone's opinion is precious and valuable, pro or con.

bobbi monnette
Planning Commissioner

THREE

Hi Sue and Dennis, I am adamantly opposed to the Davies Winery request. First of all we don't want to tempt students to get drunk anytime. but particularly during school. Second, many of the students drive. Frankly, I'm not crazy about A&W being so close to the High School, but that's another matter.
Sincerely, Janet Sapadin

FOUR

Well I think it is a bad idea. Schools have always been protected by industries that are not compatible with school zones and even though it is wine, it is still alcohol. Not to mention the increased risk from added cars mixed with drinking and wandering students.

Glenn

FIVE

Thanks for sharing, Sue. I think putting a winery sales/tasting room within 25 yards of a high school is just a bad idea. How many students would actually try to enter a tasting room is questionable; however, putting it right in their faces sends the wrong message as we're trying to discourage our underage kids from drinking. Not to mention the people who might be tasting and getting into their cars, while our students are walking to and from school.

Please put me down as a resounding "no" on this issue! This valley is filled with tasting rooms. Let's protect our children to the extent we can, and put them ahead of one more commercial endeavor.

Thanks, Kirsten

Great is the enemy of the good; maybe I don't have to hit the ball out of the park every day.

SIX

Hi Sue,

Is it on Main Street or Grayson? My only concern would be traffic. Its is horrific as is in the immediate area I would hate to add to it for safety reasons.

Thanks.

Lisa

SEVEN

Hi Sue and Dennis, I am adamantly opposed to the Davies Winery request. First of all we don't want to tempt students to get drunk anytime, but particularly during school. Second, many of the students drive. Frankly, I'm not crazy about A&W being so close to the High School, but that's another matter.

Sincerely, Janet Sapadin

To
Sue LaBelle & Dennis Van Keuren
Sep 8 at 11:53 AM
Sue,

Is it okay with you and the others in this e-mail conversation, if I share these letters with the Planning Director for him to include them in the packet for the Sept. 16th Planning Commission Meeting?

If they are in the packet, they will be part of the public record. If people are not comfortable with having their names attached to their e-mails, would they be comfortable if the e-mails were submitted without names?

Thanks,

Bobbi Monnette
Planning Commissioners

Sue LaBelle & Dennis Van Keuren
To
Me
Sep 8 at 2:05 PM
Submit all with names. Thank you, Sue

LETTERS IN SUPPORT – I THINK YOU HAVE MOST OF THESE:

ONE

On Friday, July 11, 2014 10:35 AM, "Wenzel, Robin" <Robin.Wenzel@bankofthewest.com> wrote:

Dear Planning Commission:

Please accept this email as our support for the proposed Davies Vineyard Winery located on Highway 29 at 555 Main Street in St. Helena. We have reviewed the proposed improvements and permit application and we feel that the size and scope of the production, daily visitors and ability to host certain events on-site are appropriate for the area. We have already been impressed with the improvements made to the property since it was a car dealership. The new owners and winery use are a much better fit to the area and compliment the agriculture community in our beautiful Napa Valley.

We cannot think of better stewards to care for and develop the property than the Davies family under the leadership of Hugh Davies and his remarkable team at the winery. The Davies have been an iconic family in the Napa Valley since the 1960's with a thoughtful eye towards community and preservation of our rich history of winemaking. A visit to their Calistoga property takes you back to the early days of winemaking with the beautiful caves and historic buildings. One also sees a thriving business with a strong and favorable reputation in the wine industry.

As a fellow business in St. Helena, we care greatly for our town and the image we present. We feel that a significant amount of due diligence has been performed on the Main Street property and we are excited to see the requested changes take effect. We thank you for your consideration of the Davies Vineyards Winery.

Best,
Robin Wenzel
V.P. & Senior Relationship Manager
Bank of the West

TWO

Tracey Skupny
To
Me brianr@cityofsthelena.org gracek@cityofsthelena.org matthewh@cityofsthelena.org
sparker@cityofsthelena.org

This message contains blocked images.

To the Planning Commissioners,

We respectfully submit our letter in **support** of the Davies Vineyards Winery.

Thank you for your hard work on this great project.

Tracey and John Skupny

THREE

On Friday, June 20, 2014 4:43 PM, Samantha Smith <samantha@orinswift.com> wrote:

Hello Planning Commission,
Attached is a letter of support from Dave Phinney for the Davies Vineyards Winery. If you have any problems opening the attached signed letter by Dave please let me know. Thank you so much for taking the time to read over his support.
Cheers,
Samantha

Samantha Smith
Orin Swift Cellars
P: 707-967-9179
E: Samantha@orinswift.com

FOUR

18 June 2014

Dear Planning Commission:

I am writing to express my enthusiastic support for the proposed Davies Vineyards Winery at 555 Main Street (Highway 29) in St. Helena. I have reviewed the proposal and fully support its components and urge the Commission to do so as well. A winery of this scale is appropriate on Highway 29 and we believe that it will be a compliment to the southern entry to St. Helena. This kind of land use not only enhances revenues for the City in a manner consistent with our agricultural and winemaking heritage, but it will also help create an aesthetically pleasing southern entry to our City.

The Davies family has been a strong member of our community since 1965. I have, personally, known the Davies family since moving here in 2001 and I believe they have the City's best interest at heart. They have done a fine job of establishing a successful winery, Schramsberg, while also maintaining the historic and natural integrity of their vineyard property in the hills north of St. Helena. At the same time, the family has worked hard to promote agricultural zoning and sustainable land stewardship in the Napa Valley. I am very assured that the establishment of their namesake red wine facility, Davies Vineyards Winery, in St. Helena will be a great addition to our town.

Thank you for this opportunity to provide comment on this proposal. I truly hope that you will approve a use permit for the Davies Vineyards Winery.

Sincerely,

Michael G. Earls

FIVE

Rodney Friedrich

To

Me Brian Russel Grace Kistner Matt Heil Sarah Parker

CC

Hugh Davies

May 30

Dear Planning Commission,

I am writing in support of the Davies Vineyards Winery at 555 Main Street, St. Helena.

This property adjoins my Restaurant property (641 Main Street) and we look forward to having this project and the proposed improvements as our neighbor.

I urge you to approve this project,

Sincerely,

Rodney Friedrich

SIX

I understand from Lisa Pelosi that you are looking for input on a possible license expansion for Schramsberg. As a parent of a high school student, I would not object to the license. I don't think

there would be any threat of minors being served at this reputable establishment. Thanks so much for reaching out to the community.

Erin Przybylinski

SEVEN

Me brianr@cityofsthelena.org gracek@cityofsthelena.org matthewh@cityofsthelena.org
sparker@cityofsthelena.org

CC

Hugh Davies

Jun 9

Dear Members of the St. Helena Planning Commission:

Please find attached a letter I mailed today in support of the Davies Vineyards Winery Project at 555 Main Street in St. Helena.

At the request of Hugh Davies, I am sending copies to each of you electronically.

I would be happy to provide further support if requested.

Very truly yours,

Bill Phelps

Joseph Phelps Vineyards

EIGHT

Krisi Raymond June 6, 2014

Me Brian Russel Grace Kistner Matt Heil Sarah Parker

CC

hdavies@schramsberg.com

Jun 6

Dear Commissioners,

Please see the attached letter in support of the Davies Vineyards Winery project at 555 Main Street in St. Helena.

Many thanks for all that you do!

Krisi (THE ATTACHMENT WOULDN'T COPY)

NINE

I have no problem with a tasting room by the high school. We live in Napa Valley there are tasting rooms everywhere. I am sure the kids aren't going to be hanging out there trying to bum wine off of people!

Thanks for sharing.

Laura

Victor Carniglia

From: Bobbi Monnette <matildabologne@yahoo.com>
Sent: Wednesday, September 10, 2014 10:44 PM
To: Victor Carniglia
Subject: DAVIES WINERY LETTER OF SUPPORT

Victor,

I received this e-mail today:

Dear Bobbi:

I received an email that you are interested in feedback on the proposed J. Davies project that is being considered for their space on south Main street in St. Helena. I know you wanted to know what parents of SHHS students might think about the project – good or bad or indifferent.

As a little background, I am a parent of two current SHHS students, one in 9th grade and the other in 11th grade (one other child of ours recently graduated from SHHS and is attending college in Arizona). I am also a local business owner (Napa Soap Company), that is also fairly close to the proposed project. Finally, as even more context, I am also a former wine business employee as are many students parents in the high school.

Both my wife Sheila and I are fully supportive of the J. Davies project and know based on our knowledge of the Davies family and their history of stewardship in the Napa Valley that they will improve upon the current space and develop a business that will cater to both tourist and locals alike as well as work within the constraints of the City of St. Helena. I am not at all concerned about the proximity of the property to the high school - no more concerned than I am concerned about the vineyards across the street to the East or West or the Chateau Potelle building or Wilson Daniels or Salvestrin Winery (which are all basically adjacent to the high school). No concerns at all about this winery developing this space as a functional winery with tasting room services.

If you have any questions on my perspective by all means email me or call me directly.

Many thanks.

**Davies Winery Project
Mitigation Monitoring and Reporting Program**

September 2014

Attachment 5

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Monitoring Schedule	Verification
Air Quality. All grading and construction equipment shall be shut down when not in use to ensure the project's contribution to maintaining existing ambient air quality within the vicinity of the project site and to avoid unnecessarily exposing people in the area to odors and fumes associated with such equipment.	Project Developer	Planning Department	During project construction	
Air Quality. Grading and excavation activities shall not occur during windy periods to avoid unnecessary exportation of dust and similar materials that can degrade air quality.	Project Developer	Planning & Building Department	During project construction	
Air Quality. Exposed soil surfaces shall be sprinkled with non-potable water to retard dust and disturbed areas shall be fully landscaped upon completion of the project.	Project Developer	Planning & Building Department	During project construction	
Air Quality. Any demolition materials and solid waste including broken asphalt and concrete, soils stockpiles, steel, wood and metal scraps materials, domestic waste, and similar materials shall be properly managed to prevent the accumulation of dust or similar materials that can degrade air quality. The site shall be cleaned daily and such materials shall be properly placed in dumpsters or removed from the project site and placed in a licensed landfill facility.	Project Developer	Planning & Building Department	During project construction	
Air Quality. Grinding asphalt on the site, if applicable, shall be conducted in a manner that avoids	Project Developer	Planning & Building Department	During project construction	

Mitigation Measure **Implementing Responsibility** **Monitoring Responsibility** **Monitoring Schedule** **Verification**

degrading the ambient air quality in the area.				
Air Quality. The collection of materials, such as construction debris and loose dirt, within the public right-of-way adjacent to the site shall be prohibited.	Project Developer	Planning & Building Department	During project construction	
Air Quality. For the importing of materials for clean fill to the site, trucks shall maintain adequate freeboard and their materials shall be covered to minimize release of materials into the air or on public rights-of-way.	Project Developer	Planning & Building Department	During project construction	
Air Quality. To the extent practicable, reusable materials shall be recycled on site (examples: asphalt/concrete paving/etc.).	Project Developer	Planning & Building Department	During project construction	
Biological Resources. Any mature trees to be removed for project construction shall be replaced at a 2:1 ratio with native drought-tolerant species. Replacement trees, if any, shall be clearly delineated on the final project landscape plan.	Project Developer	Planning Department	Prior to issuance of a grading or building permit, whichever is first	
Cultural Resources. In the event that previously unknown paleontological artifacts, human remains or archeological resources are unearthed during excavation or grading, all work within 50 feet of the discovery area shall be immediately halted pursuant to	Project Developer	Planning Department	During project construction	

City of St. Helena
Mitigation Monitoring and Reporting Program
Crocker & Starr Winery Project

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Monitoring Schedule	Verification
--------------------	-----------------------------	---------------------------	---------------------	--------------

CEQA Guidelines 15064.5 (5)(e) and (f) and barricades installed surrounding the area until a qualified archeologist approved by the City is consulted to evaluate the material or object. The consultant shall determine appropriate avoidance measures to lessen the impacts in accordance with State and Federal guidelines. The developer shall comply with all recommendations of the qualified archeologist prior to commencing work in the discovery area and shall be responsible for all costs associated with these activities. In the event human remains are found, the St. Helena Police Department, County Coroner and Native American Tribal Commission shall be contacted immediately. This wording shall be included on grading and construction plans.				
Geology & Soils. Temporary erosion control measures, as approved by the City of St. Helena shall be placed adjacent to graded areas or stockpiled material.	Project Developer	Planning & Building Department	During project construction	
Geology & Soils. Unless otherwise approved by the City, the project applicant shall ensure that grading or excavation activities shall be limited to the period between April 15 and October 15. No such grading or excavation shall be performed except in accordance with the approved plan and schedule. Modifications to the construction time frame may be imposed/ approved by the City based on weather and site conditions.	Project Developer	Planning & Building Department	During project construction	

City of St. Helena

Mitigation Monitoring and Reporting Program
Crocker & Starr Winery Project

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Monitoring Schedule	Verification
Hydrology & Water Quality. Prior to the issuance of a building permit, the applicant shall submit a Groundwater Reduction Plan to the St. Helena Public Works Department demonstrating specific methods to result in a 10% reduction in peak groundwater use from the Industry Standard Method of calculating winery process water. The Plan shall include annual monitoring and reporting to the City to ensure that the amount of groundwater is minimized into the future. The City shall be reimbursed for all costs to review the annual report.	Project Developer	Public Works Department	Prior to issuance of a building permit	
Hydrology & Water Quality. The applicant shall ensure that no construction materials (e.g., concrete, paint, sediment) are conveyed into the storm drain system. The developer shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials entering into the storm water drainage system.	Project Developer	Public Works Department	During project construction	
Hydrology & Water Quality. All materials that could cause water pollution (i.e., motor oil, fuels, paints, etc.) shall be stored and used in a manner that will not cause any pollution. All discarded material and any accidental spills shall be removed and disposed of at an approved disposal site. All spills shall be brought to the attention of the Public Works Department.	Project Developer	Public Works Department	During project construction	
Hydrology & Water Quality. All	Project Developer	Public Works	During project	

City of St. Helena
Mitigation Monitoring and Reporting Program
Crocker & Starr Winery Project

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Monitoring Schedule	Verification
construction activities shall be performed in a manner that minimizes, to the maximum extent practicable, any pollutants entering directly or indirectly the storm water system or waters of the State. The applicant shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials into the storm water drainage system.		Department	construction	
Hydrology & Water Quality. The applicant shall meet the requirements of the City of St. Helena's construction and post-construction standards and comply with all applicable State and Federal laws.	Project Developer	Public Works Department	During project construction	
Hydrology & Water Quality. The applicant shall mark all new drain inlets with permanent markings, which state "No Dumping—Flows to River." This work shall be shown on improvement plans.	Project Developer	Public Works Department	During project construction	
Hydrology & Water Quality. Demolition materials and solid waste, including broken asphalt and concrete, soils stockpiles, steel, wood and metal scraps, domestic waste, and similar materials, shall be properly managed to prevent the accumulation of dust or similar materials that can degrade water quality. The site shall be cleaned daily and such materials shall be properly placed in dumpsters or removed from the project site and placed in a licensed landfill facility.	Project Developer	Building & Planning Departments	During project construction	

City of St. Helena

Mitigation Monitoring and Reporting Program
Crocker & Starr Winery Project

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Monitoring Schedule	Verification
Hydrology & Water Quality. The collection of materials, such as construction debris and dirt, within the public right-of-ways adjacent to the site shall be prohibited.	Project Developer	Building & Planning Departments	During project construction	
Hydrology & Water Quality. Drainage shall be designed as required by adopted City standards and shall not impede any natural existing drainage from or substantially change drainage to adjacent parcels.	Project Developer	Public Works Department	During project construction	
Hydrology & Water Quality. Prior to the issuance of a Certificate of Occupancy for the winery building, the applicant shall secure all necessary permits and approvals from the Napa County Planning, Building and Environmental Services department for the on-site septic system and the septic system shall be fully operational to the satisfaction of the St. Helena Public Works Department.	Project Developer	Napa Co. Planning, Building & Environmental Services Department	Prior to issuance of a Certificate of Occupancy for the winery building	
Noise. construction activities shall be limited to between the hours of 8:00 a.m. to 5:00 p.m. Monday through Saturday. Delivery of equipment and removal of debris associated with the project 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	Project Developer	Building & Planning Departments	During project construction	

City of St. Helena

Mitigation Monitoring and Reporting Program
Crocker & Starr Winery Project

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Monitoring Schedule	Verification
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. These restrictions shall be included on construction plans and specifications.				
Noise. Construction equipment must have state-of-the-art muffler systems required by current law. Muffler systems shall be properly maintained.	Project Developer	Building & Planning Departments	During project construction	
Noise. Noisy stationary construction equipment, such as compressors, shall be placed away from developed areas off-site and/or provided with acoustical shielding.	Project Developer	Building & Planning Departments	During project construction	
Noise. Grading and construction equipment shall be shut down when not in use.	Project Developer	Building & Planning Departments	During project construction	
Transportation & Traffic. Prior to issuance of a Certificate of Occupancy for the winery building, the applicant shall prepare a Parking Management Plan to the St. Helena Public Works Department. The Plan shall identify specific methods for providing off-street parking that would significantly preclude parking on adjacent properties. The Plan shall include, but not be limited to, of-site parking lots with written permission from the owners to use these sites, directional signs, an operator for any valet parking and/or shuttle service and monitoring of the effectiveness of the Plan. The Plan shall be updated if	Project Developer	Planning Department	Prior to issuance of a Certificate of Occupancy for the winery building	

City of St. Helena

Mitigation Monitoring and Reporting Program
Crocker & Starr Winery Project

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Monitoring Schedule	Verification
one or more off-site owners withdraw permission to park on their lot(s). Issuance of the Certificate of Occupancy shall not be granted until the Parking Management Plan is approved by the City.				



Report to the City Council

Council Meeting October 28, 2014

Agenda Section: **Public Hearing**

Subject: Request by Brad Oldenbrook for approval of a parcel map to subdivide an existing 14.13 acre parcel into two parcels, one parcel consisting of 13.63 acres in area and the second parcel consisting of 0.5 acres. The 14.13 acre site is located on Fulton Lane approximately ½ mile northeast of the existing rail line. (APN# 009-050-001)

CEQA Status: Categorically exempt pursuant to Section 15315, Class 15, Minor Land Divisions.

Prepared By: **Victor Carniglia, Interim Planning Director**

Approved By:  **Jennifer Phillips, City Manager**

BACKGROUND

This item was heard by the Planning Commission on October 7, 2014. While the Municipal Code gives the Planning Commission the authority to approve Parcel Maps, the City Attorney has directed that given the consistency issue between the General Plan and Zoning Ordinance over the one half acre minimum lot size for subdivisions in the A-20 zone versus the 5 acre minimum for a parcel with a septic field, the Planning Commission action on this item should be structured as a recommendation to City Council. At the Planning Commission meeting on October 7, 2014, the Planning Commission recommended that the City Council approve the project described below.

PROJECT DESCRIPTION

Overview of Proposal: The applicant is requesting to subdivide an existing 14.13 acre parcel into two parcels, one of which is proposed to be 0.5 acres in size (Parcel #2) and the other parcel is larger at 13.63 acres (Parcel #1). The smaller 0.5 acre Parcel #2 is located along Fulton Avenue, with the larger 13.63 lot Parcel #1 being the remainder of the property.

The site is General Planned and Zoned for Agricultural use and is located outside the City's Urban Limit Line. Surrounding land uses are primarily agricultural and contain single family homes on large lots and extensive vineyards. The zoning for the property is A-20.

At this point in time, it should be noted that the applicant is not proposing specific building plans for the homes that would occupy the two parcels. Given the size and setting of the two parcels, the applicant expects the future owners of the properties will want to design their own custom

homes and therefore does not want to predetermine what the size and design of the homes will be. Conditions have been added to the resolution that explicitly require any future house plans submitted to be reviewed and approved by the Planning Commission as part of a public hearing process in which all neighbors will be notified. Any such future home designs will need to meet all the required zoning setbacks, floor area ratios (FAR's), height restrictions, etc., of the applicable zone. The same condition also specifies that the architecture and design of the homes will be compatible with the surrounding area and will be located and designed to avoid privacy impacts on surrounding properties.

Site Description: The site is currently vacant and does not contain any active agricultural uses. Site topography slopes gently downhill to the southeast, with the northern portion of the property along Fulton Avenue approximately 10 feet higher than the lower southwest corner of the site. No wells are located on the property. A substantial portion of the larger 13.63 acre parcel is located within flood zones, which are denoted on the map as FEMA Flood Plain Zone AE and Zone X. A condition has been added specifying that no development will be allowed within Flood Zone AE, which is the 100 year flood zone. Flood Zone X is a 500 year flood zone.

ANALYSIS

General Plan and Zoning Consistency: As previously mentioned the property has a General Plan designation of Agricultural and a Zoning Designation of A-20. Both the City's 1993 General Plan and A-20 Zoning Designation allow flexibility concerning the lot sizes and number of lots that can be created within the Agricultural Designation. This flexibility was put in place when the City in the early 1990s increased the minimum parcel size in the City's Agricultural areas from 5 acre minimum to a 20 acre minimum. The City's General Plan and A-20 zoning allow a parcel existing prior to October 1, 1993, to be subdivided based on a maximum density of one unit for every five (5) acres of parcel area. Since the existing parcel is 14.13 acres in size, a maximum of two (2) parcels can be created counting the existing parcel, and rounding down any fractions. The General Plan and A-20 Zoning further require that any new such parcel created shall not exceed a maximum of one half (0.5) acres in size. The reason for this is to maximize the size of the remaining parcel so that the larger remaining parcel can be viably used for agricultural purposes. The proposed parcel map meets the requirements of both the General Plan and the A-20 Agricultural Zoning.

Aside from the question of the parcel size meeting General Plan and Zoning requirements, another relevant factor involving parcel size is how the proposed parcels compare with the size of existing lot sizes in the area, particularly the smaller ½ acre parcel. Generally speaking, the proposed parcel map is consistent with the existing lotting pattern in the area, as the parcels along Fulton lane tend to be smaller with the larger (most of them 10 plus acres) parcels extending off of Fulton Lane, similar to the proposed parcel map. While the one-half acre Parcel #2 is somewhat smaller than the majority of the existing parcels currently fronting Fulton Lane, which range from one-half acre to 2 acres, Parcel #2 is as small as it is due, as just mentioned, to the City's restrictions limiting new parcels to a maximum of one-half acre in size, and not the applicant's desire to minimize parcel size.

Infrastructure:

Road/Trail Access: The site has vehicular access from Fulton Lane. Fulton Lane adjacent to the project site is a rural standard road. A condition has been added requiring the project to fund

their fair share of any future improvements to Fulton Lane when and if the road is improved, along with frontage improvements. Both properties have over 100 lineal feet of frontage on Fulton Lane. An existing public bike and pedestrian trail runs along the southern boundary of the site that connects to Adams Street.

Potable Water: The site has access to City water (there is a 35 foot wide water line easement running through the property). There is no well on the site. Any homes developed on the property will be required to comply with the City's Water Neutrality Program. Since plans for homes are not included as part of this parcel map as explained previously, and a floor plan is needed to prepare a water neutrality analysis, a condition has been added requiring the submittal of a water neutrality report with the design review application for any homes proposed.

Waste Water: The closest City sewer line to the site is located over a half mile away on Fulton Lane near the existing railroad crossing. The site is located outside the Urban Limit Line, and City requirements prohibit the City extending sewer service outside the Urban Limit Line. As a result, both parcels will be required to rely on septic systems. A Septic Feasibility Report dated September 10, 2014 was submitted by the applicant, a copy of which is attached. This report documents that septic systems can be installed and operated to adequately serve both parcels. One point to note is that Parcel #2 (the ½ acre parcel) requires that the septic distribution and leach fields be located off-site on the larger Parcel #1. The attached Septic Feasibility report documents the location of the septic fields on Parcel #1 that will be serving both Parcels 1 and 2. Conditions have been added ensuring the necessary easements are put in place to allow for the ongoing operation and maintenance of Parcel #2's septic fields that are located off-site on Parcel #1. The conditions also ensure the septic facilities are located outside of Flood Zone AE (100 year flood zone) on Parcel #1, at least 50 feet away from neighboring properties and are engineered to avoid any impacts of the new septic fields on both existing wells and existing septic facilities in the surrounding area.

It should be noted that Municipal Code section 16.32.160 provides that "all new subdivisions shall be required to connect to the city's sanitary sewer system, except for the following situations," including single-family residential subdivisions "if approved by the department of environmental health, providing that the minimum parcel size is five acres and the overall density is not greater than one unit per five acres." Here, the septic system for the two parcels will be on the 13.63-acres parcel, which staff believes satisfies the objective of this provision. Moreover, the previously discussed General Plan and Zoning Ordinance provisions require that any new parcel created in the A-20 zone not exceed one half acre in size, which staff believes takes precedence over the five acre minimum set forth in section 16.32.160. This is due in part to the fact that the half acre lot size wording is explicitly supported by the General Plan, which is not the case with the five acre requirement for of section 16.32.160. Thus, staff believes the City Council has discretion to determine that the project is consistent with the General Plan and not prohibited from using a septic system by Municipal Code section 16.32.160.

FISCAL IMPACT

There is no fiscal impact on the City from a minor land division.

RECOMMENDED ACTION

Staff recommends that the City Council:

1. Find that approval of the proposed Parcel Map is exempt from environmental review under Section 15315 of the CEQA Guidelines (Title 14 of the California Code of Regulations)—Class 15 Exemption Minor Land Divisions and direct staff to file a Notice of Exemption.
2. Approve the proposed Parcel Map subject to the conditions of the attached resolution,

ATTACHMENTS

1. Resolution
2. Project Map and Septic Feasibility Report dated September 10, 2014
3. Letters from public concerning this project

CITY OF ST. HELENA
RESOLUTION No. 2014-

Approval of parcel map No. PL14-0389 for Brad Oldenbrook on Fulton Lane approximately ½ mile northeast of the existing rail line (APN# 009-050-001) to subdivide an existing 14.13 acre parcel into two parcels, one parcel consisting of 13.63 acres in area and the second parcel consisting of .5 acres

Recitals

1. Request by **FULTON LANE ESTATES/BRAD OLDENBROOK** for approval of a parcel map to subdivide an existing 14.13 acre parcel into two parcels, one parcel consisting of 13.63 acres in area and the second parcel consisting of .5 acres. The 14.13 acre site is located on Fulton Lane approximately ½ mile northeast of the existing rail line. (APN# 009-050-001)
2. The Planning Commission of the City of St. Helena, State of California, held a duly noticed public hearing on October 7, 2014
3. The City Council of the City of St. Helena, State of California, held a duly noticed public hearing on October 28, 2014.

Resolution

- A. In making the findings in this Resolution, the City Council 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 City Council hereby finds that the project is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15315 of the CEQA Guidelines (Title 14 of the California Code of Federal Regulations)—Class 15, Minor Land Divisions. The City Manager is authorized to file a notice of exemption.
- C. Pursuant to the Subdivision Ordinance, Section 16.16.080 of the City's Municipal Code, the City Council makes the following findings for the approval of a Parcel Map of four or fewer parcels:
 1. *The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable specific plan and other applicable provisions of the code.*
 2. *The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the state Subdivision Map Act and any guidelines promulgated by the City Council.*
- D. The City Council approves the parcel map, 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.

1. The parcel map shall be valid for (2) years from the date of final action and specified by the City's Subdivision Ordinance and State requirements, and a Final Map recorded before this time. 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.
2. These approvals are valid for this parcel map only.
3. All required fees shall be paid prior to recordation of the Final Map.
4. The applicant shall defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.
5. Provided they are in general compliance with this approval, minor modifications may be approved by the Planning Director.
6. Pursuant to St. Helena Municipal Code Section 17.08.110, this approval 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.
7. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The property owners or their designee shall be responsible for meeting with the Building Official, Fire Inspector and or Public Works Department to review compliance with Building Codes, Fire Codes and specific Public Works Standards including fire protection systems and any applicable accessibility standards of Title 24.
8. Property owners shall recognize that there exists a right to farm properties within the district and in the vicinity of the district. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on properties in the district or in the vicinity of the district. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.
9. 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 Conditions

1. Approval of this project shall be subject to the requirements of, and designed and constructed in accordance with the most current version of municipal codes at the time of City Council approval of the subdivision as allowed by the vesting map status and the current version of all current federal, state and county codes governing such improvements at the time of improvement plan submittal.
2. The improvement plans shall include all grading, hardscape, landscape, drainage and utilities as shown on the conditionally approved Vesting Tentative Map package as well as those agreed to in public hearings and those required by the municipal codes in effect based on the vesting status of the map.
3. The developer shall construct all on and offsite improvements in accordance with improvement plans and supporting calculations and documentation that are prepared by a registered Civil Engineer and reviewed and approved by the City of St. Helena Public Works Department. The improvement plans shall include detailed designs for all on and off site utilities, water, sewer, grading, drainage, erosion control and paving. The improvement plans and calculations must be approved by the City Engineer prior to the approval of the Final Map.
4. An encroachment permit shall be required for any work performed in the public right of way.
5. No added drainage from new hardscape, roofs or pool improvements shall be allowed to leave the site; improvement plans shall show how drainage will be treated/infiltrated on site and at the property lines to prevent inundation of neighboring properties. 10-year and 100-year storm event overflow site drainage shall be directed in to an existing storm drain or gutter through City standard under sidewalk drains or infiltration pit where applicable. If needed, a system to detain the post-developed flows shall be designed in accordance with City/County/State standards at the direction of the City Engineer
6. The stormwater plan shall provide a method to address offsite flows to prevent concentration of flows causing the inundation of neighboring properties.
7. Stormwater treatment shall be designed and constructed in accordance with St. Helena Development Manual Stormwater Standards and the State of California standards for the stormwater run-off for 85th percentile storm event.
8. The developer shall underground all on-site utility lines per St. Helena Municipal Code. The cost of undergrounding shall be the responsibility of project developer.

9. Due to the economic and engineering infeasibility of undergrounding regional serving overhead power lines, such existing lines may remain on overhead power poles.
10. That prior to recordation of the Final Map a plan depicting trees to be protected, removed, and replaced and shall be consistent with the State of California's Water Efficient Landscape Ordinance (WELO) and approved by the Planning Director before recordation of the Final Map. The plan shall be coordinated with any civil grading/drainage/improvement plans.
11. All parcels shall be connected to the City of St. Helena municipal water system and installed per City of St. Helena standards.
12. As part of any Design Review application for development on the two parcels, a water neutrality analysis conforming to the City's water neutrality policy shall be submitted and approved by the City. The proposed project shall be water neutral in accordance with the City's water neutral policy. Off-site retrofits will be required. All off-site retrofits shall be complete prior to building occupancy. This requirement shall be noted on the Final Map.
13. The developer shall repair all public improvements that are damage by the construction process in accordance with the City of St. Helena Water/Sewer/Street/Storm Drain/Sidewalk Standards.
14. The developer shall submit the project Final Map as required in St. Helena Municipal Code Section 16.20 for review by the Public Works Department and signature by the County Surveyor. All costs associated with map, plans, easements, outside agency approvals and support documentation preparation shall be the responsibility of the developer and shall be paid prior to the approval of the final map. All improvements shall be complete or be secured as stated in said municipal code Section 16.32.
15. All property lines adjoining public streets shall include a 10-foot Public Utility Easement on the final map.
16. The Owner of the property shall enter into a Maintenance Agreement for the two parcels in a form approved by the City Engineer and City Attorney to provide long-term maintenance of the post construction storm water best management practices. The document shall be recorded simultaneously with the final parcel map or prior to issuance of a building permit, whichever occurs first.
17. Where a City water service exists, the applicant shall install an approved backflow device behind the existing water meter prior to Certificate of Occupancy. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the current requirements of the City of St. Helena's Water

Standards and the California Department of Health Standards. New laterals shall be located perpendicular to the water main and outside any driveway/driveaisle.

18. All parcels shall be connected to the City of St. Helena municipal water system and installed per City of St. Helena standards.
19. The developer shall submit the project Final Map as required in St. Helena Municipal Code Section 16.20 for review by the Public Works Department and signature by the County Surveyor. All costs associated with map, plans, easements, outside agency approvals and support documentation preparation shall be the responsibility of the developer and shall be paid prior to the approval of the final map. All improvements shall be complete or be secured as stated in said municipal code Section 16.32.
20. Prior to the recordation of the Final Map, the developer shall provide an easement and an agreement for operating and maintaining the septic facilities located on Parcel #1 that serve Parcel #2. This easement and agreement shall be reviewed by Public Works and approved by the City Attorney and shall be recorded with the Final Map. The agreement shall run with the properties and shall bind each such parcel and each successive owner thereof. The agreement shall be amendable only by an instrument in writing signed by the City and by the owners of the involved parcels.
21. That no septic facilities serving Parcels #1 and #2 be located within Flood Zone AE (the 100 year flood zone), and such septic facilities shall be located a minimum of 50 feet from neighboring property lines. Prior to the installation of the septic facilities documentation shall be provided to the satisfaction of the City Engineer that the septic facilities serving Parcels #1 and #2 are designed in such a manner to prevent potential impacts on existing septic fields and wells in the immediately surrounding properties. The septic facilities shall be subject to the approval of the County Department of Environmental Health.
22. That no permanent structures be located within the Flood Zone AE (the 100 year Flood Zone) as depicted on the Parcel Map.
23. The developer shall pay for their fair share of improvements to Fulton Lane and shall install frontage improvements as determined by the City Engineer.

Planning Conditions

24. That any homes/structures on the property shall require Design Review and Approval by the Planning Commission prior to the issuance of building permits for such structures. All structures shall meet the requirements of the A-20 Zoning, and shall be designed to be architecturally compatible with existing homes in the area. The homes shall be designed in

such a manner to minimize to the extent practical any privacy impacts on adjacent properties. The landscaping of the parcels as well as all proposed fencing shall be addressed as part of the Design Review process.

25. Requirements in the City General Plan and Zoning Ordinance as of the date of the City Council action on this Tentative Parcel Map of October 28, 2014, expressly prohibit the further subdivision of Parcel #1 (consisting of 13.63 acres) and of Parcel #2 (consisting of .5 acres). Written notification to this effect must be placed on the recorded Final Map for this subdivision, with the wording of this written notification subject to the approval of the Planning Director.

Fire Department Conditions

26. Driveway needs to be 20' hard surface.
27. Provide appropriate fire department staging area for firefighting, clear of vehicles and obstructions.
28. Provide for engine placement to meet 150' for hose extension to reach all sides of the building. If engine placement is 150' or more from street provide appropriate engine turn around.
29. Fire sprinklers shall be installed as required by the Fire Department, as well as any fire hydrants.

Approved at a Regular Meeting of the St. Helena City Council on October 28, 2014 by the following vote:

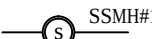
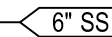
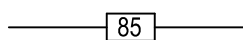
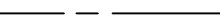
AYES:
NOES:
ABSENT:

APPROVED:

ATTEST:

Ann Nevero, Mayor

Cindy Black, City Clerk

SYMBOL LEGEND			
	UTILITY POLE		SEWER MANHOLE/RISER WITH ID #
	WELL TYPE MONUMENT		STORM DRAIN MANHOLE WITH ID #
	SIGN		WATER VALVE
	WELL		WATER SERVICE & DCV
	STREET LIGHT		FDCPV WITH CHECK VALVE
	TREE		FIRE HYDRANT WITH GATE VALVE
	SANITARY SEWER		CLEANOUT
	GAS LINE		PROPOSED CONTOUR
	WATER LINE		SOLID STORM DRAIN
	EXISTING CONTOUR		PERFORATED STORM DRAIN
	TOPOG BANK GRADEBREAK		GRADE SWALE
	PROPERTY LINE		OVERLAND RELEASE ROUTE
	CENTERLINE		

ABBREVIATIONS					
AB	AGGREGATE BASE	FH	FIRE HYDRANT	PW	PROCESS WASTE
AC	ASPHALT CONCRETE	FIRM	FLOOD INSURANCE RATE MAP	R	RADIUS
AD	AREA DRAIN	FL	FLOW LINE	RC	RELATIVE COMPACTION
ARV	AIR RELEASE VALVE	FM	FORCE MAIN	RT	RIGHT
BC	BEGIN CURVE	FS	FINISH SURFACE	ROW	RIGHT OF WAY
BFE	BANK FLOOD ELEVATION PER FIRM	GR	GRADE BREAK	RWL	RAIN WATER LEADER
BM	BENCHMARK	GL	GUTTER LINE	RCP	REINFORCED CONCRETE PIPE
BO	BLOWOFF	GR	GRAVEL	(S)	SOUTH
BCR	BEGIN CURB RETURN	HP	HIGH POINT	S	SLOPE (FEET/FOOT)
BVC	BEGIN VERTICAL CURVE	IE	INVERT ELEVATION	SAD	SEE ARCHITECTURAL DRAWINGS
BS	BOTTOM OF STAIRS	INST	INSTALL	SD	STORM DRAIN
BSW	BACK OF SIDEWALK	INV	INVERT	SDP	SUBDRAIN PIPE
CB	CATCH BASIN	IP	IRON PIPE	SED	SEE ELECTRICAL DRAWINGS
C&G	CURB AND GUTTER	IBR	IRRIGATION	SLD	SEE LANDSCAPE DRAWINGS
CMU	CONCRETE MASONRY UNIT	JP	JOINT POLE	SLV	SLEEVE
CP	CONCRETE PIPE	LF	LINEAL FEET/FOOT	SMD	SEE MECHANICAL DRAWINGS
C	CENTERLINE	LM	LAMP MOUNT	SPD	SEE PLUMBING DRAWINGS
CO	CLEANOUT	LP	LOW POINT	SS	SANITARY SEWER
COMM	COMMUNICATION	MH	MANHOLE	SSCO	SANITARY SEWER CLEAN OUT
CV	CHECK VALVE	MON	MONUMENT	SSHH	SANITARY SEWER FLUSH HOLE
CW	COLD WATER	N	NORTH	SSMH	SANITARY SEWER MANHOLE
DCV	DOUBLE CHECK VALVE	<N>	NEW	STA	STATION
DG	DECOMPOSED GRANITE	OC	ON CENTER	STD	STANDARD
DIP	DUCTILE IRON PIPE	OG	ORIGINAL GROUND	SW	SEWAGE
DS	DOWNSPILT	OH	OVERHEAD	TC	TOP OF CURB
DW	DRIVEWAY/DOMESTIC WASTE	OHL	OVERHEAD LINE	TTC	TOP FACE OF CURB
DWG	DRAWING	<P>	PROPOSED	TOC	TOP OF CONCRETE
EC	END OF CURVE	PCC	PORTLAND CONCRETE CEMENT	TS	TOP OF STAIRS
(E)	EAST	PD	PRESSURE DISTRIBUTION	TW	TOP OF WALL
<E>	EXISTING	PG&E	PACIFIC GAS AND ELECTRIC	TY	TYPICAL
ECR	END CURB RETURN	PI	POINT OF INTERSECTION	UG	UNDERGROUND
EG	EXISTING GROUND	PV	POST INDICATOR VALVE	VC	VERTICAL CURVE
EGR	EDGE OF GRAVEL	PL	PROPERTY LINE	VG	VALLEY GUTTER
EP	EDGE OF PAVEMENT	PRC	POINT OF REVERSE CURVE	(W)	WEST
EV	END VERTICAL CURVE	PUS	POUNDS PER SQUARE INCH	WM	WATER METER
FC	FACE OF CURB	PUE	PUBLIC UTILITY EASEMENT	WS	WATER SERVICE
PVC	POLYETHYLENE CONNECTION	PVC	POLYVINYL CHLORIDE	WV	WATER VALVE
FG	FINISH GRADE	PVI	POINT OF VERTICAL INTERSECTION		

SURVEY NOTES

1. THE BOUNDARY ON THESE DRAWINGS DOES NOT REPRESENT A PROPERTY LINE SURVEY. PROPERTY LINES SHOWN HEREON ARE BASED ON RECORD DATA, AND MAY NOT REPRESENT THE TRUE POSITIONS OF THE LINES.
2. THE TOPOGRAPHY IS BASED FIELD SURVEYS BY ALBION SURVEYS, INC.
3. DELTA CONSULTING & ENGINEERING ASSUMES NO LIABILITY, REAL OR ALLEGED, REGARDING THE ACCURACY OF THE TOPOGRAPHIC INFORMATION SHOWN ON THESE PLANS.
4. CONTRACTOR SHALL PROTECT EXISTING SURVEY MONUMENTS OR REPLACE THEM AT HIS OWN EXPENSE.

PARCEL SUMMARY

EXISTING	615,503 SF	14.13 ACRES
PROPOSED		
PARCEL 1:	593,723 SF	13.63 ACRES
PARCEL 2:	21,780 SF	0.50 ACRES
TOTAL:	615,503 SF	14.13 ACRES

STATEMENT OF PURPOSE

THE PURPOSE OF THIS PROJECT IS TO SUBDIVIDE AN EXISTING 14.13 ACRE PARCEL INTO 2 INDIVIDUAL PARCELS. THE EXISTING PARCEL IS UNDEVELOPED. PARCEL ONE OF THE SUBDIVIDED LOT WILL REMAIN UNDEVELOPED, WHILE THE PARCELS TWO THROUGH FOUR WILL BE DEVELOPED. THIS VESTING TENTATIVE MAP HAS BEEN CREATED TO ALLOW THE FUTURE CONSTRUCTION OF DRIVEWAY ENTRANCES AND CONNECTIONS TO THE CITY OF ST HELENA WATER SUPPLY FOR PARCELS TWO, THREE, AND FOUR. PARCELS TWO, THREE, AND FOUR WILL EACH HAVE THEIR OWN DRIVEWAY ENTRANCE AND WATER CONNECTION ON THE FRONTAGE WITH FULTON LANE. NO EASEMENTS ARE PROPOSED FOR THIS PROJECT.

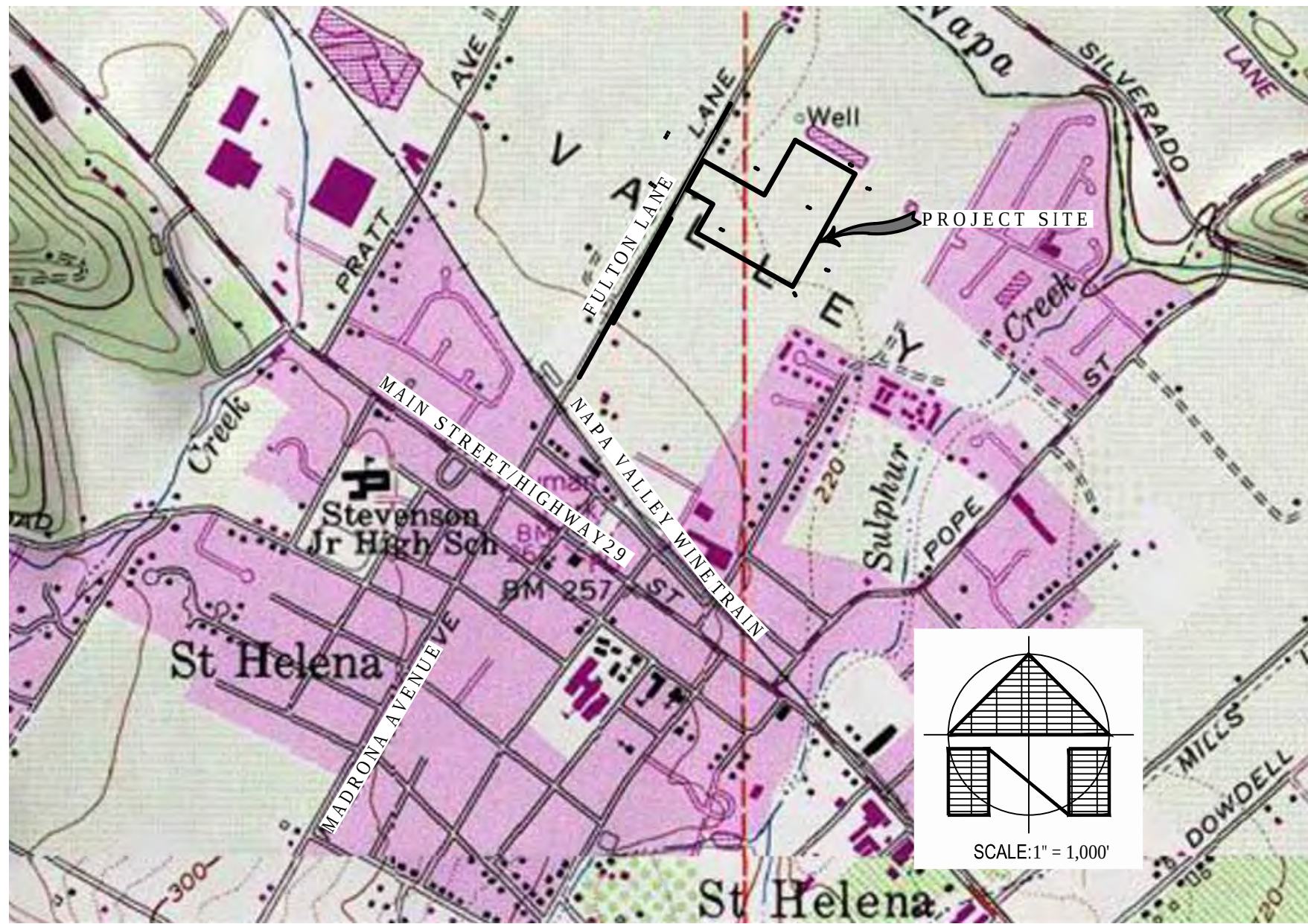
PROJECT INFORMATION

OWNER/SUBDIVIDER:	FULTON LANE ESTATES LLC P.O BOX 603 CORTE MADERA, CA 94976 BRAD OLDENBROOK 415/867-9595
SITE ADDRESS:	601 FULTON LANE ST. HELENA, CA 94574
ASSESSOR PARCEL #	009-050-001
PARCEL SIZE:	14.13 ACRES N
ZONING:	AG, AGRICULTURAL
SURVEYOR:	ALBION SURVEYS INC 1113 HUNT AVENUE ST. HELENA, CA 94574 JOHN WEBB, P.L.S. 707/963-1217
CIVIL ENGINEER:	DELTA CONSULTING & ENGINEERING, INC. 1104 ADAMS STREET, SUITE 203 ST. HELENA, CA 94574 DANE HOIME / ANDREW SIMPSON 707/963-8456

SHEET INDEX

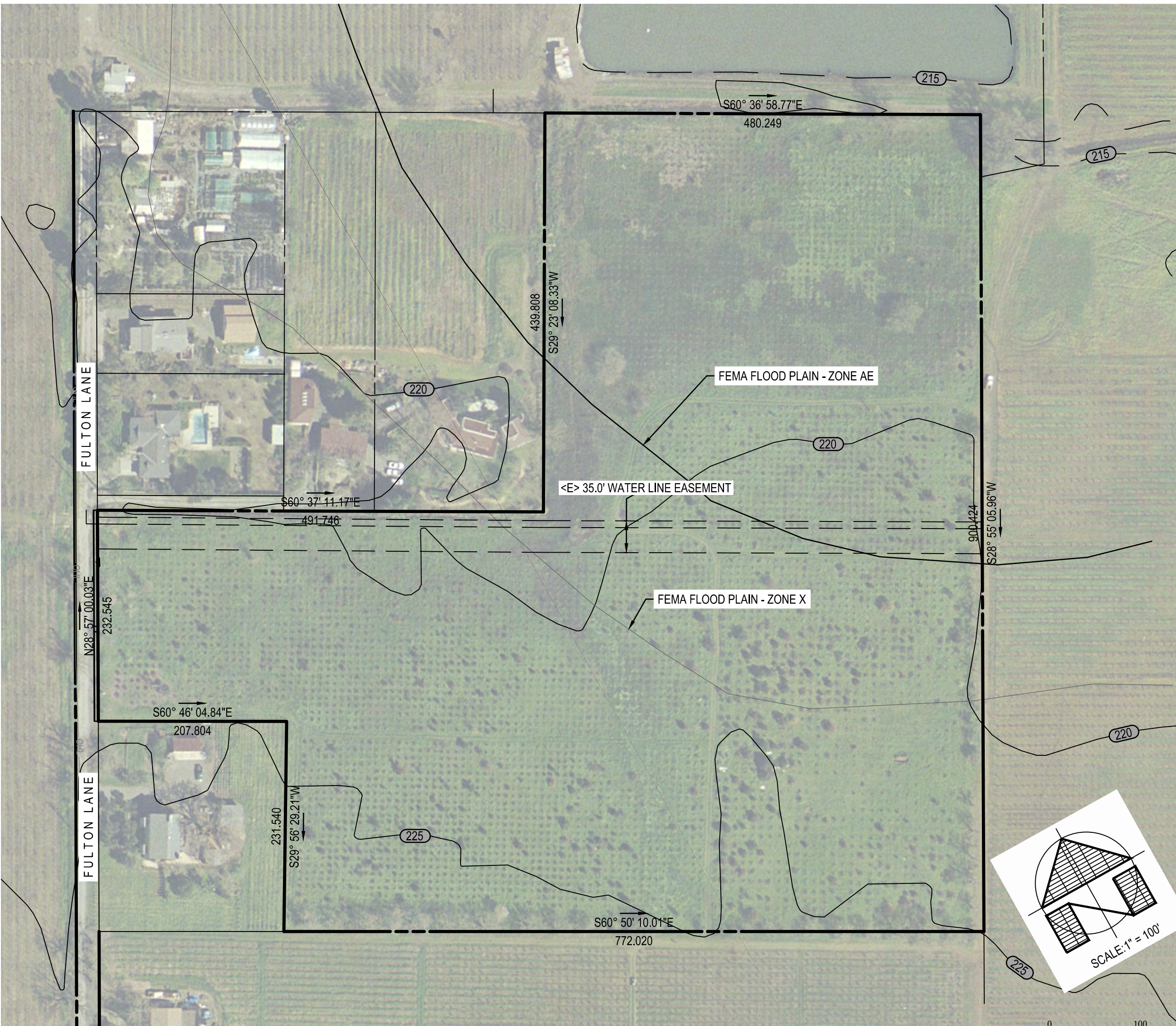
VTM 1.0	COVER SHEET
VTM 2.0	SITE IMPROVEMENTS PLAN

VESTING TENTATIVE PARCEL MAP FOR: FULTON LANE PARCEL MAP APN: 009-050-001 ST. HELENA, CALIFORNIA, 94574



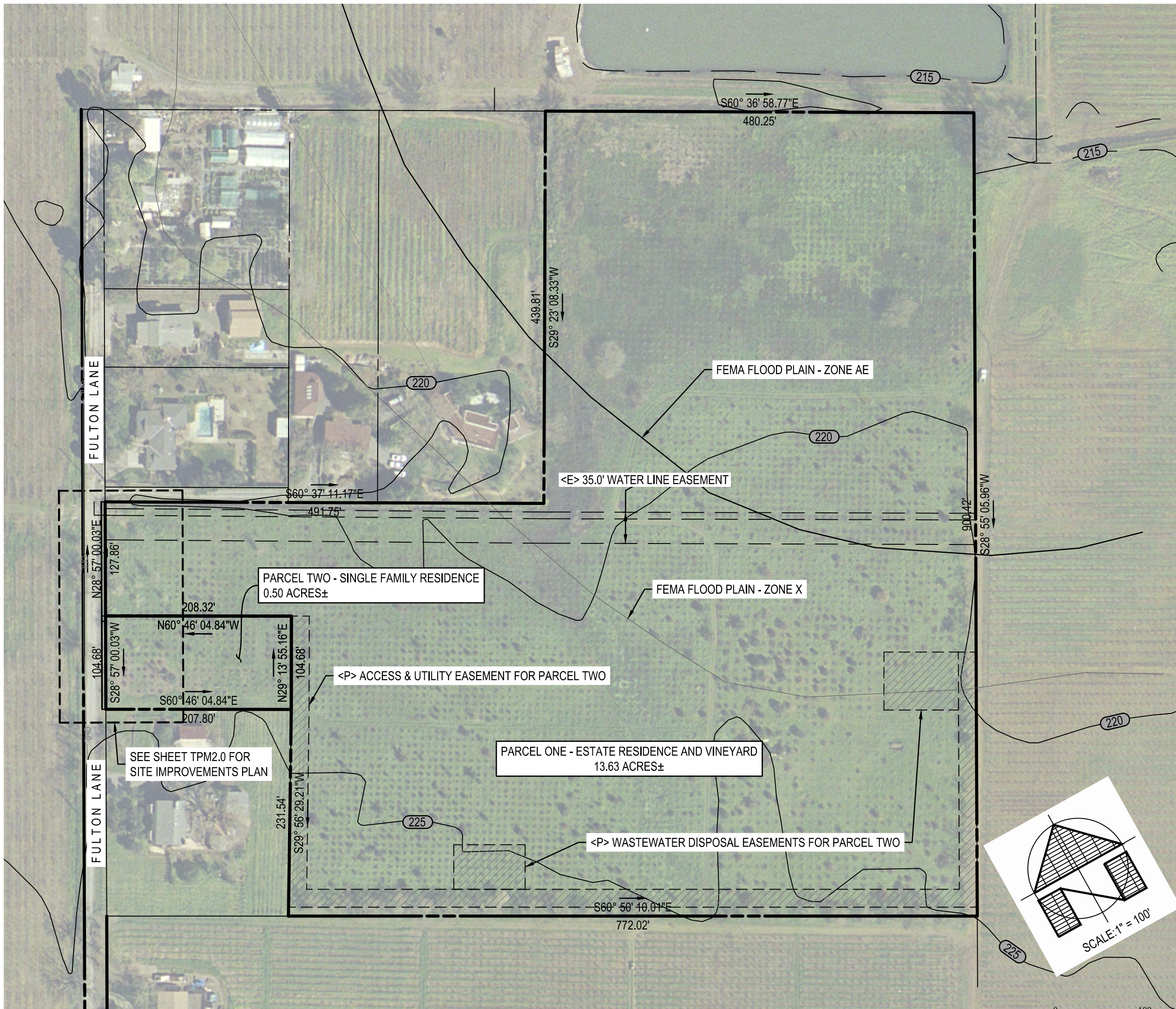
LOCATION MAP

TOPOGRAPHIC MAPPING FROM USGS 7.5' QUADRANGLE MAPS, MAP NAME: ST. HELENA



EXISTING PARCEL CONFIGURATION

TOPOGRAPHIC MAPPING FROM NAPA COUNTY AERIAL CONTOUR DATA 2002 DTM & IMAGERY, TILE K-5
AERIAL IMAGERY FROM NAPA COUNTY 2005 IMAGERY DATA, TILES 6428_1948 & 6422_1948



PROPOSED PARCEL CONFIGURATION

TOPOGRAPHIC MAPPING FROM NAPA COUNTY AERIAL CONTOUR DATA 2002 DTM & IMAGERY, TILE K-5
AERIAL IMAGERY FROM NAPA COUNTY 2005 IMAGERY DATA, TILES 6428_1948 & 6422_1948

REVISIONS

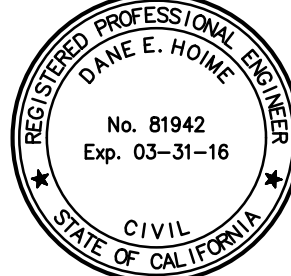
- 09/09/14
- ADDED TOPOGRAPHIC CONTOUR DATA AND AERIAL IMAGERY TO DETAIL THE TOPOGRAPHY 100FT AROUND THE PROPERTY BOUNDARY
 - REDUCED THE PARCEL COUNT FROM FROM (4) TO TWO (2)

VESTING TENTATIVE PARCEL MAP

COVER SHEET

FULTON LANE PARCEL MAP

601 FULTON LANE
ST. HELENA, CA 94574
APN: 009-050-001



DATE: 08/28/14
ISSUE: PERMIT SET
09/09/14 REVISION SET

SHEET:

VTM1.0

DELTA CONSULTING & ENGINEERING
OF ST. HELENA



1104 ADAMS STREET, SUITE 203 - ST. HELENA, CALIFORNIA 94574
707/963-8456 + 707/963-8528 FAX

DELTA CONSULTING & ENGINEERING
OF ST. HELENA



SEPTIC FEASIBILITY REPORT

FOR THE

FULTON LANE SUBDIVISIONS
(VESTING TENTATIVE PARCEL MAP)

PROJECT LOCATED AT

601 FULTON LANE (APPROXIMATE)
SAINT HELENA, CALIFORNIA 94574

COUNTY: NAPA
APN: 009-050-001

SEPTEMBER 10, 2014

PREPARED FOR REVIEW BY:

CITY OF SAINT HELENA &

NAPA COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES
1195 THIRD STREET
NAPA, CA 94559



TABLE OF CONTENTS

I.	INTRODUCTION	3
II.	SITE EVALUATION	3
III.	PROPOSED WASTEWATER TREATMENT SYSTEMS	4
A.	Wastewater Generation	4
B.	Wastewater Treatment System – Parcel Configuration	4
C.	Parcel 1: Proposed Wastewater Treatment System	4
D.	Parcel 2: Proposed Wastewater Treatment System	5
IV.	CONCLUSION	7
V.	APPENDIX	8



I. INTRODUCTION

The owner of parcel 009-050-001 is applying to the City of Saint Helena for a Vesting Tentative Parcel Map to subdivide the current parcel into two smaller parcels. The parcel is undeveloped except for a City of Saint Helena water main that passes through the parcel, as well as storm water drainage features used to carry runoff through the site. At this time, a connection to the city's municipal sewer system is not available in the area of the parcel. Because on-site wastewater treatment must be used for the subdivided parcels, the City of Saint Helena has required that a septic feasibility report be reviewed by Napa County Environmental Services.

The existing parcel is 14.13 acres. According to the Vesting Tentative Parcel Map in **Appendix 1**, the existing parcel will be subdivided as described below:

- Parcel 1 – 13.63 Acres (Estate Residence & Vineyards)
- Parcel 2 – 0.50 Acres (Single Family Residence)

A site evaluation was conducted in January 2014 to evaluate the suitability of soils for on-site wastewater treatment. The site evaluation yielded two areas on the existing parcel suitable for the installation of wastewater dispersal systems. However, both areas are located on Parcel 1 of the proposed subdivision map. Therefore, wastewater from Parcel 2 must be transmitted to Parcel 1 for final disposal. This report has been prepared to determine the feasibility of dispersing the wastewater from each parcel on Parcel 1. Although all domestic wastewater is proposed to be dispersed on Parcel 1, each parcel will have its own independent wastewater treatment system.

II. SITE EVALUATION

A site evaluation approved by Napa County Environmental Services is required to determine if the soils on-site are acceptable for the subsurface dispersal of wastewater. Delta Consulting & Engineering performed a site evaluation (E14-00052) on January 31, 2014 to locate potential areas for wastewater dispersal systems on the owner's parcel. A total of sixteen (16) test pits were excavated in three different areas of the parcel. The site evaluation denoting the test pit locations and soil findings can be found in **Appendix 2** of this report.

Area 1 contains six test pits. Test pits 1-3 are located on the proposed Parcel 4, and test pits 4-6 are located on the proposed Parcel 3. Due to mottling in test pits 1, 4, 5, and 6, the soil in Area 1 is not adequate for a wastewater dispersal field.

Area 2, located on the east side of the proposed Parcel 2, contains test pits 7-12. The soil in these test pits were all classified as Sandy Clay Loam with Moderate, Sub-Blocky structure. The acceptable soil depth in the pits ranged from 24"-34." All test pits are acceptable for a sub-surface drip dispersal system with a wastewater application rate of 0.6 gallons/day/ft².

Area 3, located on the southwest side of the proposed Parcel 2, contains test pits 13-16. The soil in these test pits were all classified as Sandy Clay Loam with Moderate, Sub-Blocky structure. The acceptable soil depth in the pits ranged from 27"-30." All test pits are acceptable for a sub-surface drip dispersal system with a wastewater application rate of 0.6 gallons/day/ft².



III. PROPOSED WASTEWATER TREATMENT SYSTEMS

A. Wastewater Generation

The Vesting Tentative Parcel Map only proposes residential structures as potential sources of wastewater generated on-site. Therefore, only residential domestic wastewater will be accounted for. The amount of domestic wastewater generated is dependent on the number of bedrooms proposed per parcel. The table below shows the proposed use for each proposed parcel. Estimates for domestic wastewater generated per bedroom are based on Napa County Regulations¹.

Proposed Domestic Wastewater Generation			
Parcel #	Bedroom Count	Gallons/Day/Bedroom	Gallons/Day/Parcel
1	5	120	600
2	5	120	600

B. Wastewater Treatment System – Parcel Configuration

Each parcel will have its own independent functioning wastewater treatment and dispersal system. However, all dispersal areas will be located on Parcel 1. Parcel 1 shall grant an access and utility easement to Parcel 2 for the primary and reserve wastewater dispersal areas. Parcel 2 will use a lift station tank to pump wastewater to its respective treatment, dosing tank and dispersal field on Parcel 2. In total, there will be two separate dosing tanks and two separate dispersal areas. Additionally, the reserve area for each system will be located on Parcel 2. Access and utility easements will be granted between the parcels to construct and maintain each wastewater dispersal system. See Appendix 3 for exhibits showing the location of proposed easements.

C. Parcel 1: Proposed Wastewater Treatment System

Based on the available soil depth on-site, a Sub-Surface Drip System is required. In order to install this type of system, the wastewater must be treated to secondary standards before dispersal to the soils on-site. This requires the wastewater to be treated to reduce the Total Suspended Solids (TSS) and 5-Day Biochemical Oxygen Demand (BOD5) to concentrations at or below 30 mg/L. Several pieces of equipment will be needed to achieve these treatment levels. The flow chart below estimates the equipment that will be used to reduce the TSS and BOD5 to acceptable levels for sub-surface dispersal.

¹ Napa County Regulations for Design, Construction, and Installation of Alternative Sewage Treatment Systems, Appendix 1, Table 4, 2006.

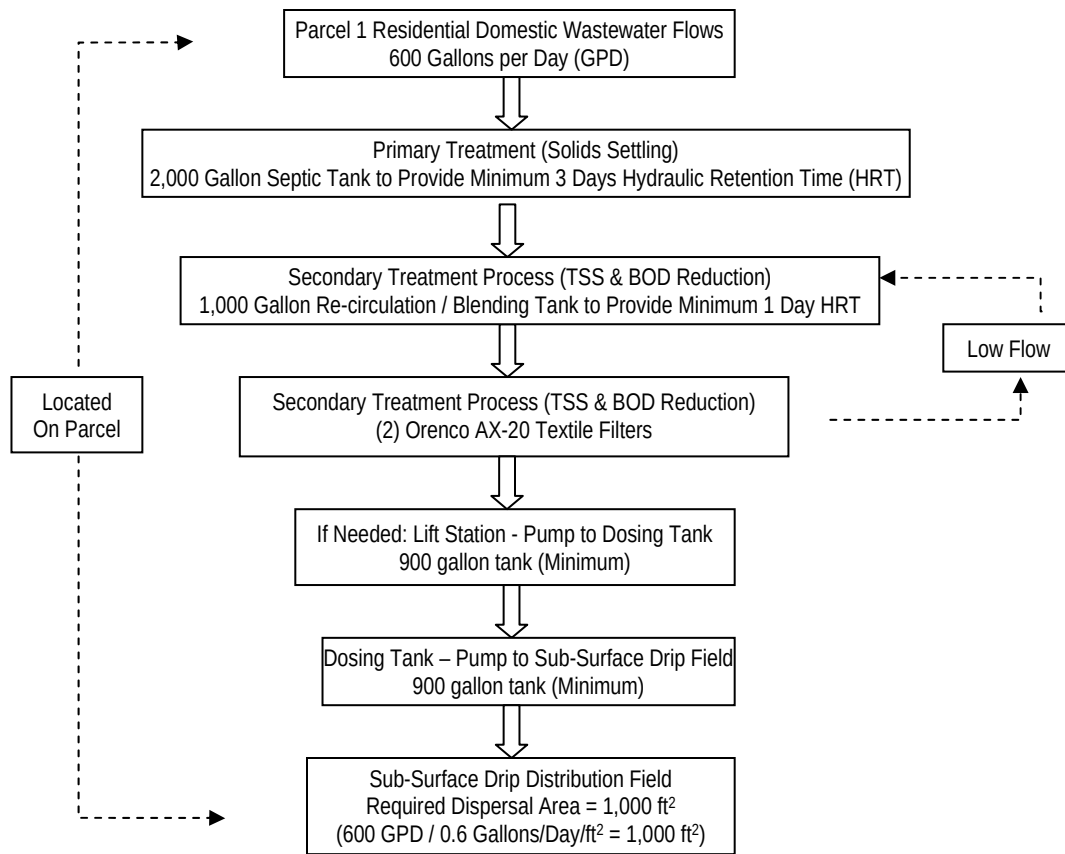


Figure 1: Parcel 1 Wastewater Treatment System Flow Chart

The tanks and treatment equipment locations will be determined once a site plan has been developed for the residential structures on the parcel. The primary sub-surface drip dispersal area will be centered over Test Pit #7 located in Area 2 of the site evaluation report. The 200% reserve area will be located in Area 2 of the site evaluation report. See Appendix 3 for the proposed primary and reserve areas.

D. Parcel 2: Proposed Wastewater Treatment System

Based on the available soil depth on-site, a Sub-Surface Drip System is required. In order to install this type of system, the wastewater must be treated to secondary standards before dispersal to the soils on-site. This requires the wastewater to be treated to reduce the Total Suspended Solids (TSS) and 5-Day Biochemical Oxygen Demand (BOD5) to concentrations at or below 30 mg/L. Several pieces of equipment will be needed to achieve these treatment levels. The flow chart below estimates the equipment per parcel that will be used to reduce the TSS and BOD5 to acceptable levels for sub-surface dispersal.

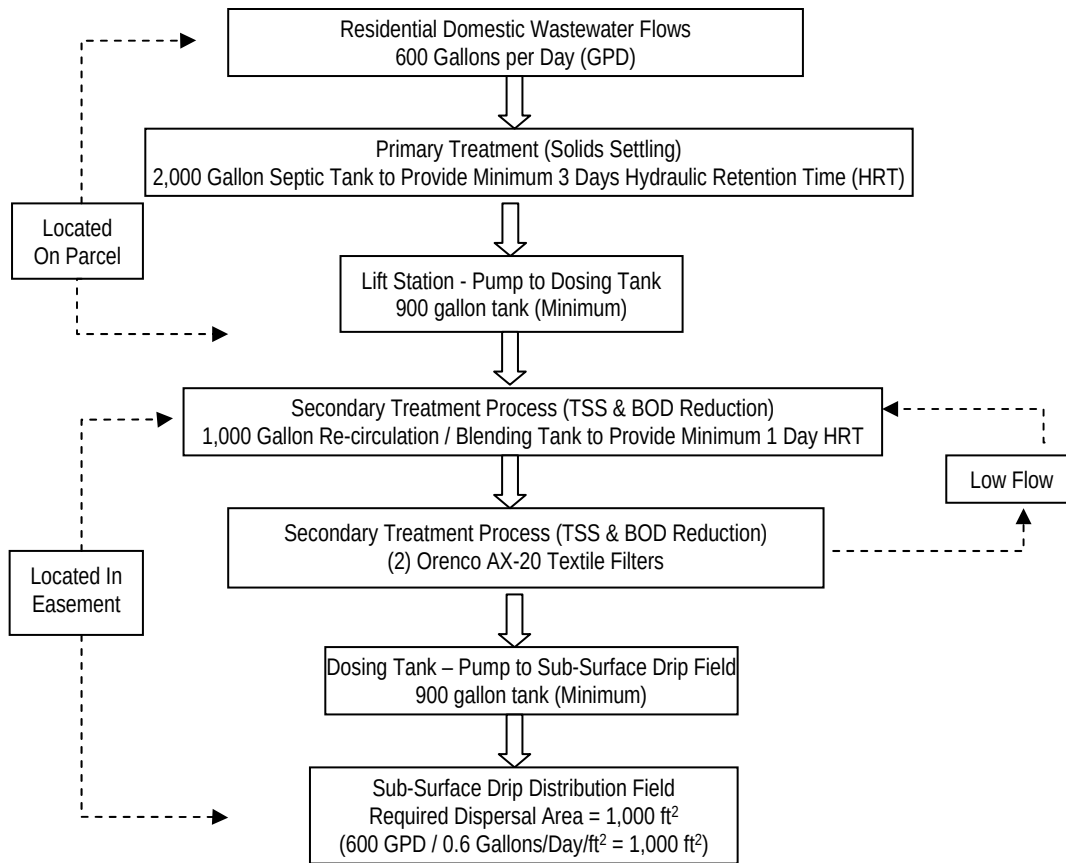


Figure 2: Parcel 2 Wastewater Treatment System Flow Chart

The tanks and treatment equipment locations will be determined once a site plan has been developed for the residential structures on the parcels. The primary sub-surface drip dispersal area will be centered over Test Pits #16 and located in Area 3 of the site evaluation report. The 200% reserve area will be located in Area 2 of the site evaluation report. See Appendix 3 for the proposed primary and reserve areas as well as the proposed extents of their access and utility easements.



IV. CONCLUSION

The owner of parcel 009-050-036 is currently applying to the City of Saint Helena for a Vesting Tentative Parcel Map to subdivide the parcel into two smaller parcels. Currently, a municipal sewer system connection is not available for the parcels. Therefore, domestic wastewater must be treated and disposed of on-site. Because the City of Saint Helena does not regulate on-site wastewater treatment systems, a septic feasibility report must be approved by Napa County Environmental Services prior to the City granting approval of the owners Vesting Tentative Parcel Map.

A site evaluation (E14-00052) for the parcel was conducted by this office in January 2014 and found two areas appropriate for wastewater dispersal using a sub-surface drip system. However, the acceptable dispersal field locations are all on Parcel 1 of the proposed subdivision. Wastewater from Parcel 2 will be pumped to its designated sub-surface drip dispersal system located on Parcel 1. Parcel 2 will require access and utility easements for the construction and maintenance of their systems. Parcel 1 proposes a 5 bedroom residential estate development and vineyards. Parcel 2 proposes a single family residential development with 5 bedrooms.

With the proposed wastewater treatment equipment and dispersal field layouts outlined in this report, the Fulton Lane Subdivisions are capable of treating and dispersing the wastewater generated by the proposed developments on each parcel.



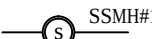
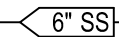
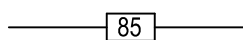
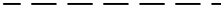
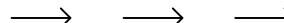
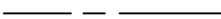
V. APPENDIX

- 1 Vesting Tentative Parcel Map
- 2 Site Evaluation Report
- 3 Wastewater System & Easement Locations

DELTA CONSULTING & ENGINEERING
OF ST. HELENA



APPENDIX 1:
VESTING TENTATIVE PARCEL MAP

SYMBOL LEGEND			
	UTILITY POLE		SEWER MANHOLE/RISER WITH ID #
	WELL TYPE MONUMENT		STORM DRAIN MANHOLE WITH ID #
	SIGN		WATER VALVE
	WELL		WATER SERVICE & DCV
	STREET LIGHT		FDCPV WITH CHECK VALVE
	TREE		FIRE HYDRANT WITH GATE VALVE
	SANITARY SEWER		CLEANOUT
	GAS LINE		PROPOSED CONTOUR
	WATER LINE		SOLID STORM DRAIN
	EXISTING CONTOUR		PERFORATED STORM DRAIN
	TOPOG BANK GRADEBREAK		GRADE SWALE
	PROPERTY LINE		OVERLAND RELEASE ROUTE
	CENTERLINE		

ABBREVIATIONS					
AB	AGGREGATE BASE	FH	FIRE HYDRANT	PW	PROCESS WASTE
AC	ASPHALT CONCRETE	FIRM	FLOOD INSURANCE RATE MAP	R	RADIUS
AD	AREA DRAIN	FL	FLOW LINE	RC	RELATIVE COMPACTION
ARKV	AIR RELEASE VALVE	FM	FORCE MAIN	RT	RIGHT
BC	BEGIN CURVE	FS	FINISH SURFACE	ROW	RIGHT OF WAY
BFE	BANK FLOOD ELEVATION PER FROM	GR	GRADE BREAK	RWL	RAIN WATER LEADER
BM	BENCHMARK	GL	GUTTER LINE	RCP	REINFORCED CONCRETE PIPE
BO	BLOWOFF	GR	GRAVEL	(S)	SOUTH
BCR	BEGIN CURB RETURN	HP	HIGH POINT	S	SLOPE (FEET/FOOT)
BVC	BEGIN VERTICAL CURVE	IE	INVERT ELEVATION	SAD	SEE ARCHITECTURAL DRAWINGS
BS	BOTTOM OF STAIRS	INST	INSTALL	SD	STORM DRAIN
BSW	BACK OF SIDEWALK	INV	INVERT	SDP	SUBDRAIN PIPE
CB	CATCH BASIN	IP	IRON PIPE	SED	SEE ELECTRICAL DRAWINGS
C&G	CURB AND GUTTER	IBR	IRRIGATION	SLD	SEE LANDSCAPE DRAWINGS
CMU	CONCRETE MASONRY UNIT	JP	JOINT POLE	SLV	SLEEVE
CP	CONCRETE PIPE	LF	LINEAL FEET/FOOT	SMD	SEE MECHANICAL DRAWINGS
C	CENTERLINE	LM	LAMP HOLE	SPD	SEE PLUMBING DRAWINGS
CO	CLEANOUT	LP	LOW POINT	SS	SANITARY SEWER
COMM	COMMUNICATION	MH	MANHOLE	SSCO	SANITARY SEWER CLEAN OUT
CV	CHECK VALVE	MON	MONUMENT	SSHH	SANITARY SEWER FLUSH HOLE
CW	COLD WATER	N	NORTH	SSMH	SANITARY SEWER MANHOLE
DCV	DOUBLE CHECK VALVE	<N>	NEW	STA	STATION
DG	DECOMPOSED GRANITE	OC	ON CENTER	STD	STANDARD
DIP	DUCTILE IRON PIPE	OG	ORIGINAL GROUND	SW	SEWALK
DS	DOWNSPILT	OH	OVERHEAD	TC	TOP OF CURB
DW	DRIVEWAY/DOMESTIC WASTE	OHL	OVERHEAD LINE	TTC	TOP FACE OF CURB
DWG	DRAWING	<P>	PROPOSED	TOC	TOP OF CONCRETE
EC	END OF CURVE	PCC	PORTLAND CONCRETE CEMENT	TS	TOP OF STAIRS
(E)	EAST	PD	PRESSURE DISTRIBUTION	TW	TOP OF WALL
<E>	EXISTING	PG&E	PACIFIC GAS AND ELECTRIC	TY	TYPICAL
ECR	END CURB RETURN	PI	POINT OF INTERSECTION	UG	UNDERGROUND
EG	EXISTING GROUND	PV	POST INDICATOR VALVE	VC	VERTICAL CURVE
EGR	EDGE OF GRAVEL	PL	PROPERTY LINE	VG	VALLEY GUTTER
EP	EDGE OF PAVEMENT	PRC	POINT OF REVERSE CURVE	(W)	WEST
EV	END VERTICAL CURVE	PUS	POUNDS PER SQUARE INCH	WM	WATER METER
FC	FACE OF CURB	PUE	PUBLIC UTILITY EASEMENT	WS	WATER SERVICE
PVC	POLYETHYLENE CONNECTION	PVC	POLYVINYL CHLORIDE	WV	WATER VALVE
FG	FINISH GRADE	PVI	POINT OF VERTICAL INTERSECTION		

SURVEY NOTES

1. THE BOUNDARY ON THESE DRAWINGS DOES NOT REPRESENT A PROPERTY LINE SURVEY. PROPERTY LINES SHOWN HEREON ARE BASED ON RECORD DATA, AND MAY NOT REPRESENT THE TRUE POSITIONS OF THE LINES.
2. THE TOPOGRAPHY IS BASED FIELD SURVEYS BY ALBION SURVEYS, INC.
3. DELTA CONSULTING & ENGINEERING ASSUMES NO LIABILITY, REAL OR ALLEGED, REGARDING THE ACCURACY OF THE TOPOGRAPHIC INFORMATION SHOWN ON THESE PLANS.
4. CONTRACTOR SHALL PROTECT EXISTING SURVEY MONUMENTS OR REPLACE THEM AT HIS OWN EXPENSE.

PARCEL SUMMARY

EXISTING	615,503 SF	14.13 ACRES
PROPOSED		
PARCEL 1:	593,723 SF	13.63 ACRES
PARCEL 2:	21,780 SF	0.50 ACRES
TOTAL:	615,503 SF	14.13 ACRES

STATEMENT OF PURPOSE

THE PURPOSE OF THIS PROJECT IS TO SUBDIVIDE AN EXISTING 14.13 ACRE PARCEL INTO 2 INDIVIDUAL PARCELS. THE EXISTING PARCEL IS UNDEVELOPED. PARCEL ONE OF THE SUBDIVIDED LOT WILL REMAIN UNDEVELOPED, WHILE THE PARCELS TWO THROUGH FOUR WILL BE DEVELOPED. THIS VESTING TENTATIVE MAP HAS BEEN CREATED TO ALLOW THE FUTURE CONSTRUCTION OF DRIVEWAY ENTRANCES AND CONNECTIONS TO THE CITY OF ST HELENA WATER SUPPLY FOR PARCELS TWO, THREE, AND FOUR. PARCELS TWO, THREE, AND FOUR WILL EACH HAVE THEIR OWN DRIVEWAY ENTRANCE AND WATER CONNECTION ON THE FRONTAGE WITH FULTON LANE. NO EASEMENTS ARE PROPOSED FOR THIS PROJECT.

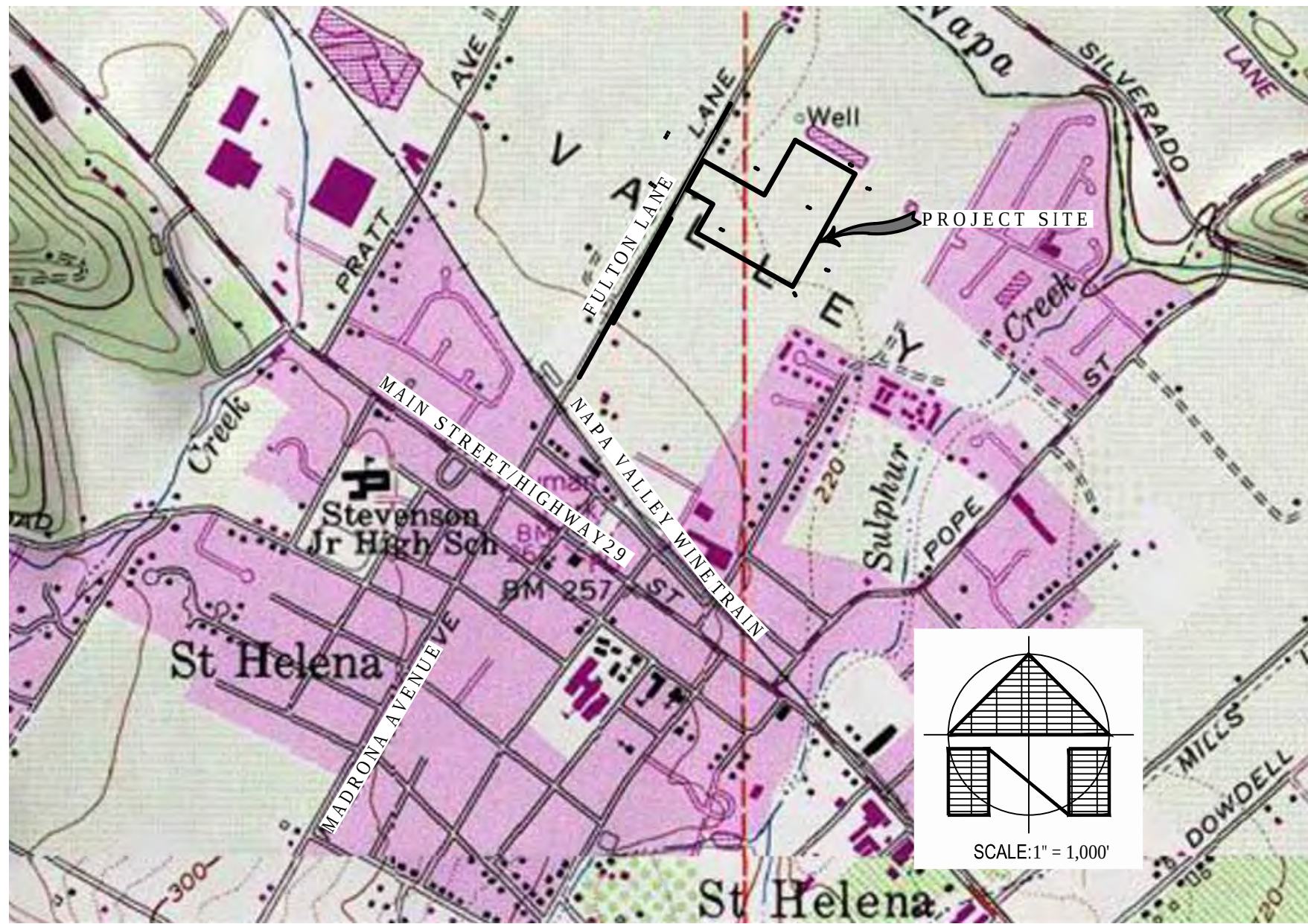
PROJECT INFORMATION

OWNER/SUBDIVIDER:	FULTON LANE ESTATES LLC P.O BOX 603 CORTE MADERA, CA 94976 BRAD OLDENBROOK 415/867-9595
SITE ADDRESS:	601 FULTON LANE ST. HELENA, CA 94574
ASSESSOR PARCEL #	009-050-001
PARCEL SIZE:	14.13 ACRES N
ZONING:	AG, AGRICULTURAL
SURVEYOR:	ALBION SURVEYS INC 1113 HUNT AVENUE ST. HELENA, CA 94574 JOHN WEBB, P.L.S. 707/963-1217
CIVIL ENGINEER:	DELTA CONSULTING & ENGINEERING, INC. 1104 ADAMS STREET, SUITE 203 ST. HELENA, CA 94574 DANE HOIME / ANDREW SIMPSON 707/963-8456

SHEET INDEX

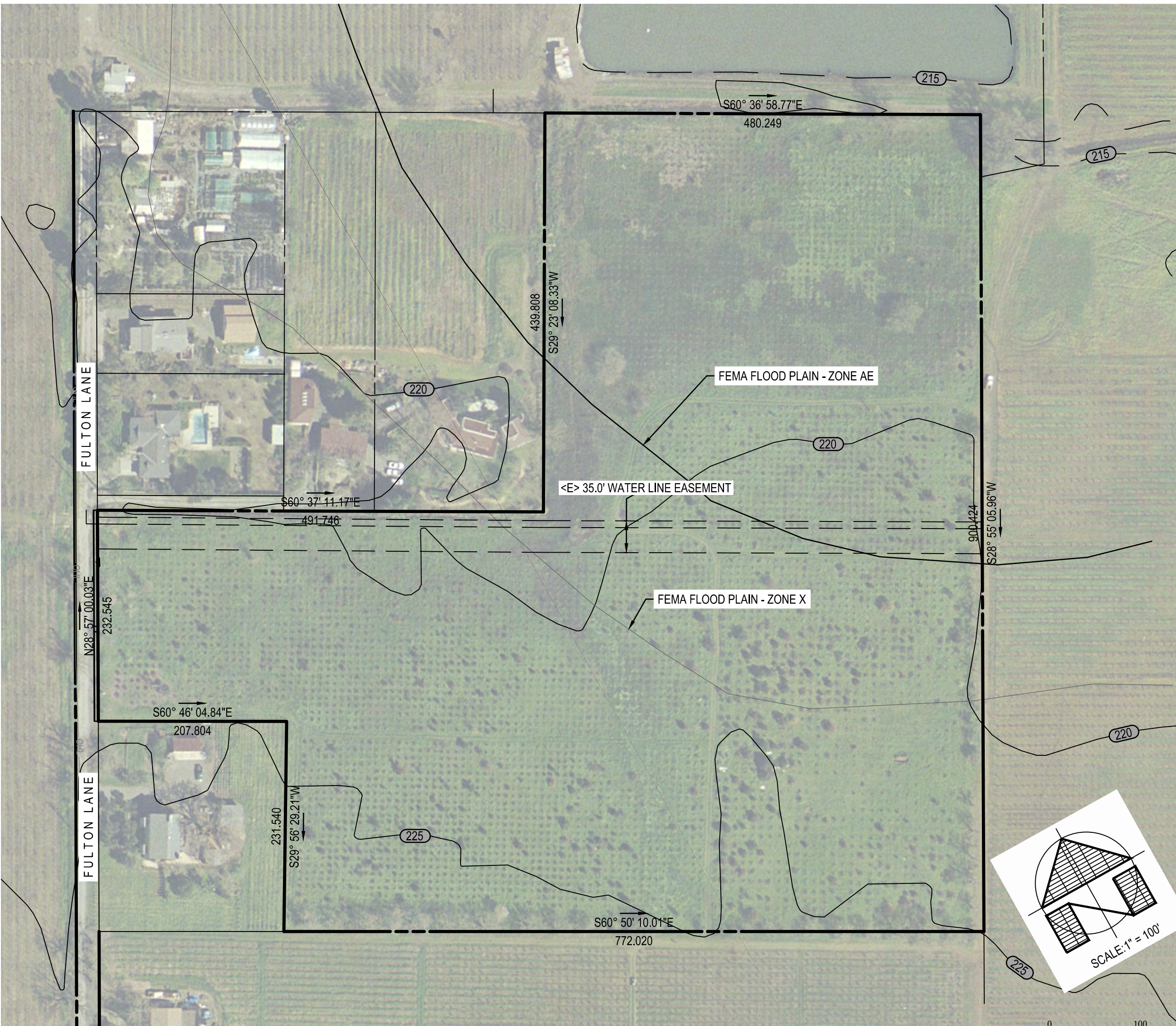
VTM 1.0	COVER SHEET
VTM 2.0	SITE IMPROVEMENTS PLAN

VESTING TENTATIVE PARCEL MAP FOR: FULTON LANE PARCEL MAP APN: 009-050-001 ST. HELENA, CALIFORNIA, 94574



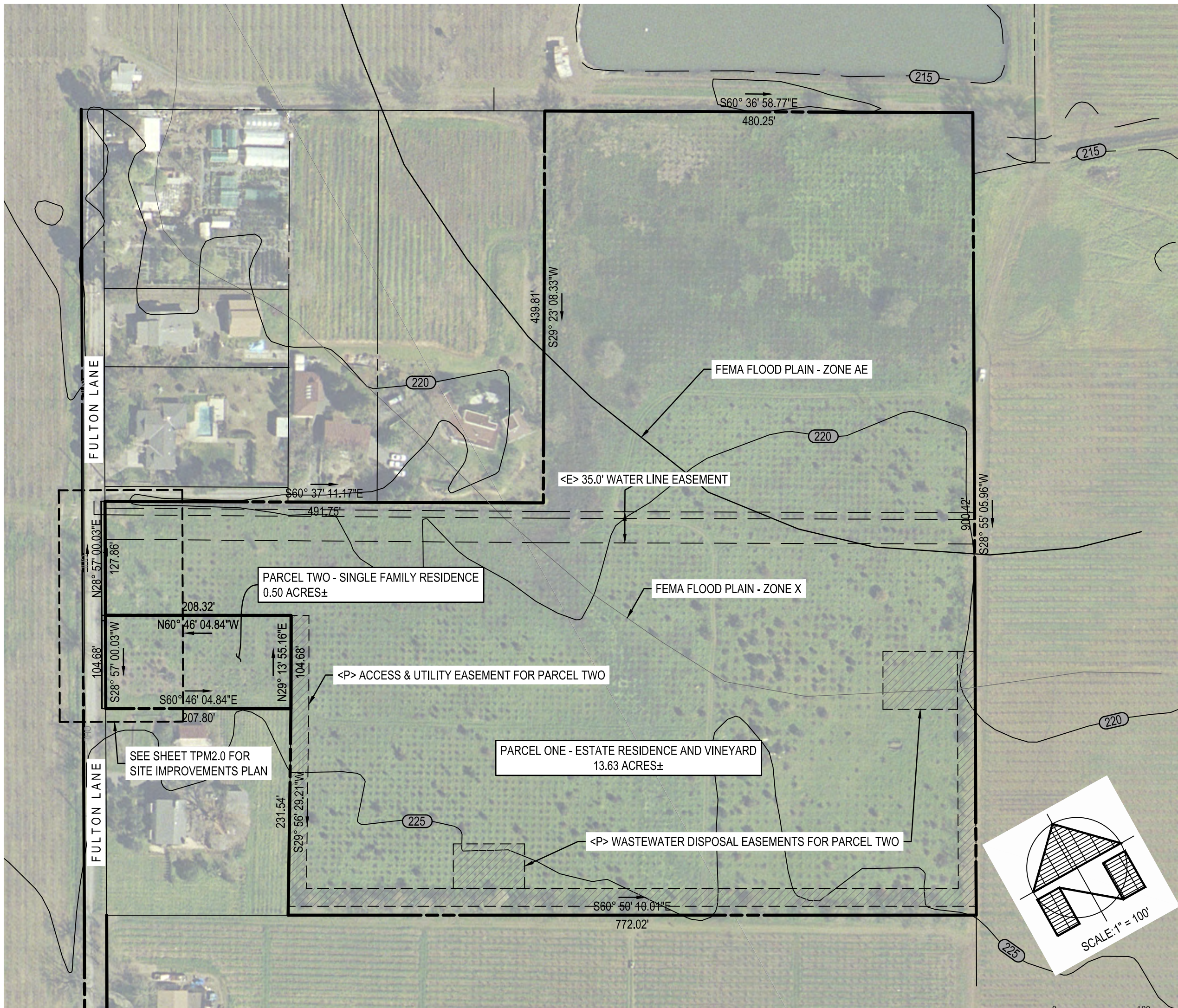
LOCATION MAP

TOPOGRAPHIC MAPPING FROM USGS 7.5' QUADRANGLE MAPS, MAP NAME: ST. HELENA



EXISTING PARCEL CONFIGURATION

TOPOGRAPHIC MAPPING FROM NAPA COUNTY AERIAL CONTOUR DATA 2002 DTM & IMAGERY, TILE K-5
AERIAL IMAGERY FROM NAPA COUNTY 2005 IMAGERY DATA, TILES 6428_1948 & 6422_1948



PROPOSED PARCEL CONFIGURATION

TOPOGRAPHIC MAPPING FROM NAPA COUNTY AERIAL CONTOUR DATA 2002 DTM & IMAGERY, TILE K-5
AERIAL IMAGERY FROM NAPA COUNTY 2005 IMAGERY DATA, TILES 6428_1948 & 6422_1948

REVISIONS

- 09/09/14
- ADDED TOPOGRAPHIC CONTOUR DATA AND AERIAL IMAGERY TO DETAIL THE TOPOGRAPHY 100FT AROUND THE PROPERTY BOUNDARY
 - REDUCED THE PARCEL COUNT FROM FROM (4) TO TWO (2)

VESTING TENTATIVE PARCEL MAP

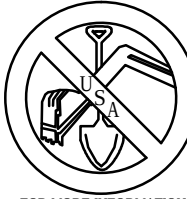
COVER SHEET

FULTON LANE PARCEL MAP

601 FULTON LANE
ST. HELENA, CA 94574
APN: 009-050-001



EVERY PERSON PLANNING TO DO
CALL US AT 1-800-227-2000

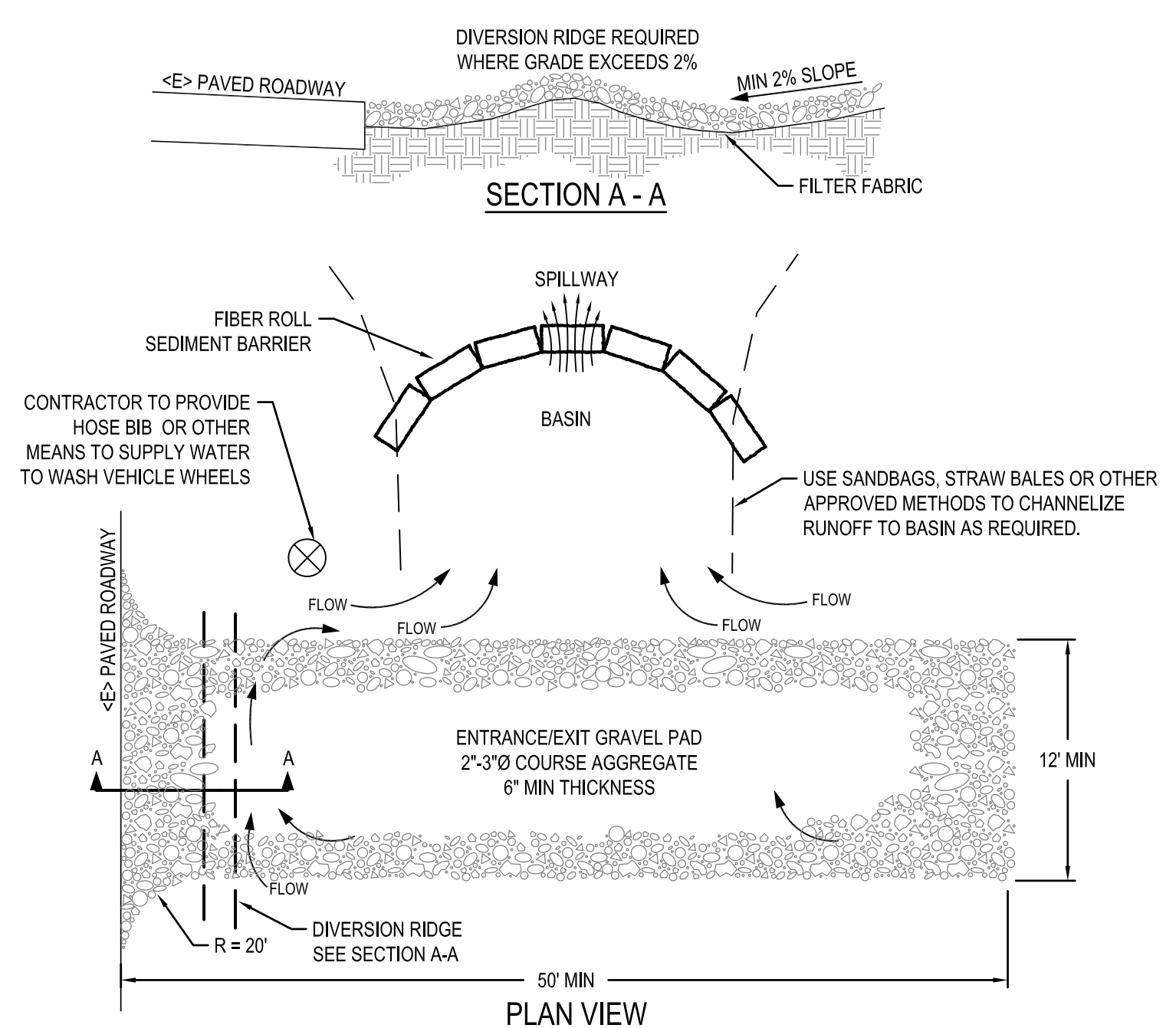


FOR MORE INFORMATION
SEE WWW.DELTACONTECH.COM

DATE:	ISSUE:
08/28/14	PERMIT SET
09/09/14	REVISION SET

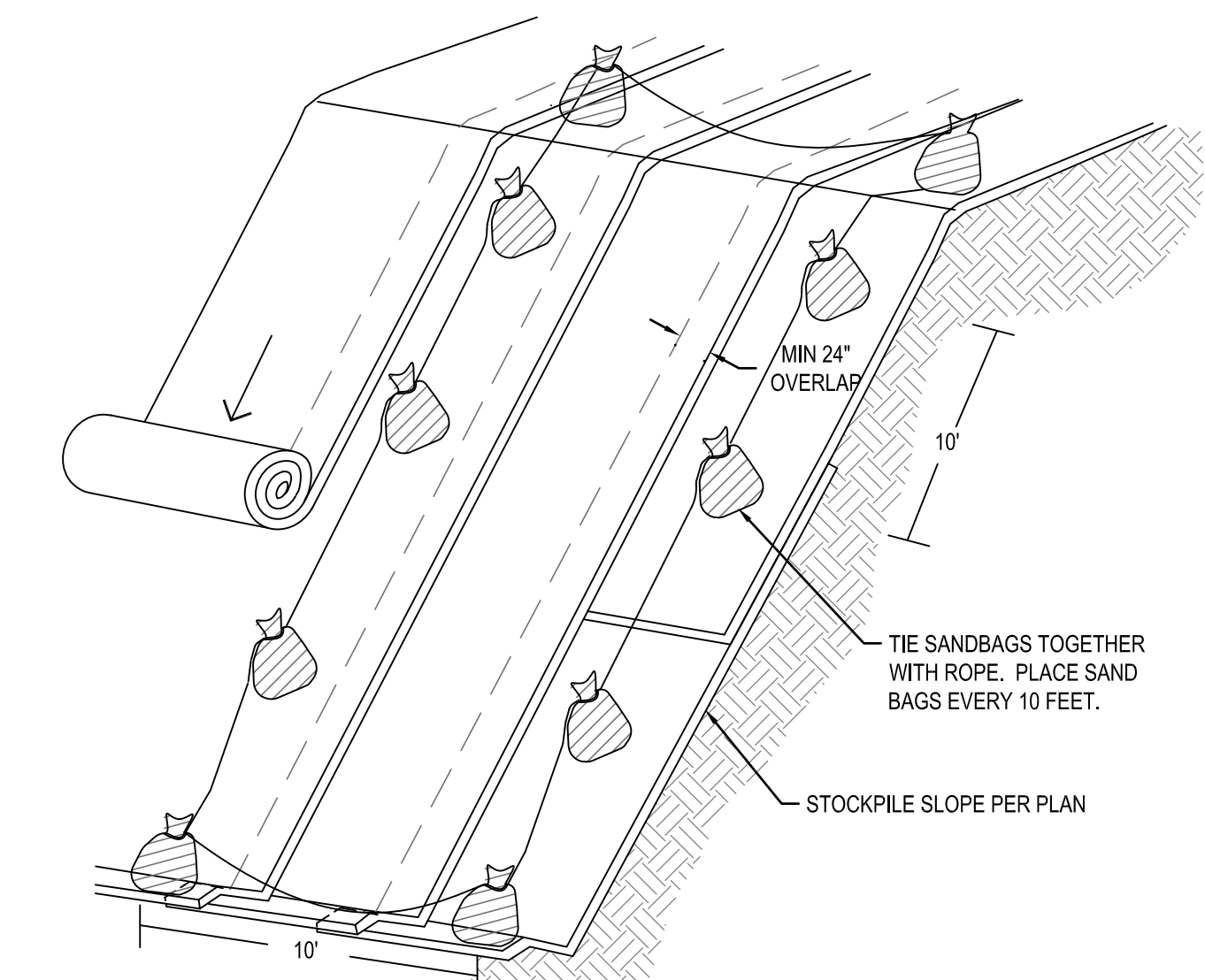
SHEET:

VTM1.0



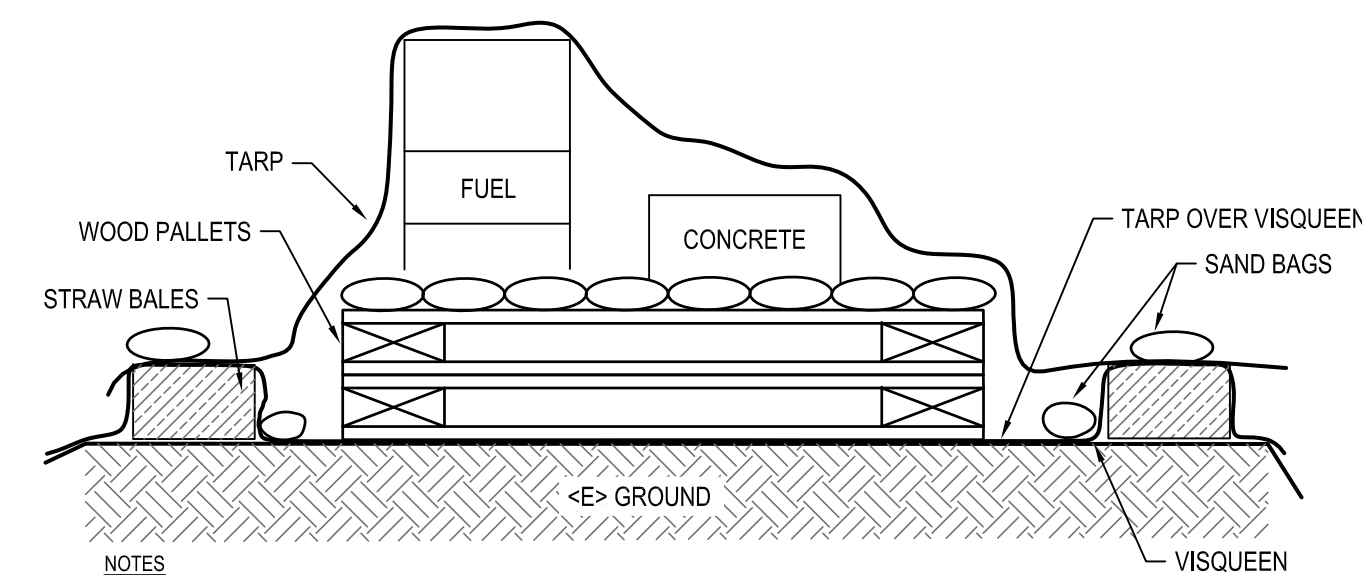
CONSTRUCTION ENTRANCE/EXIT

NOT TO SCALE



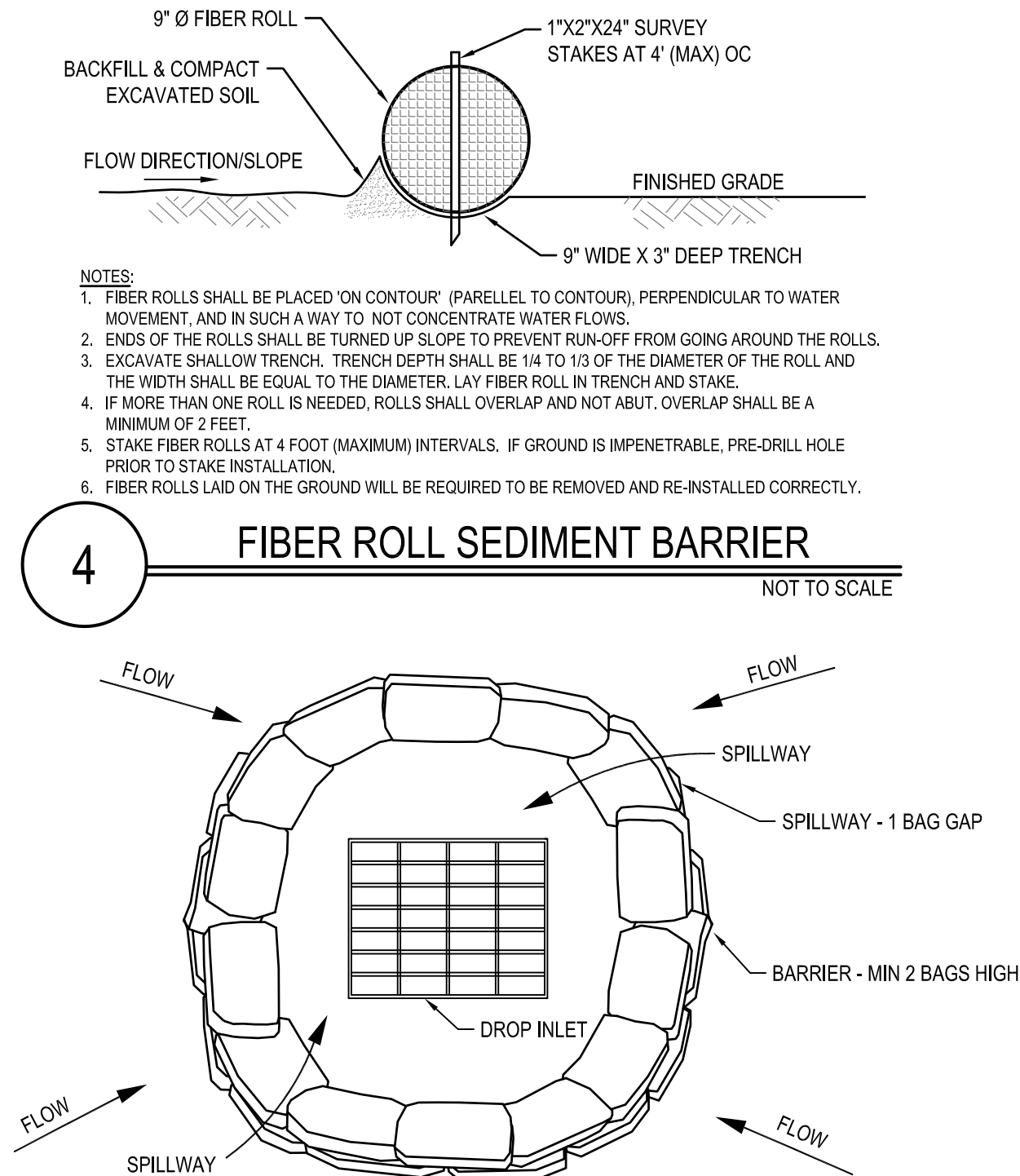
STOCKPILE COVER

NOT TO SCALE



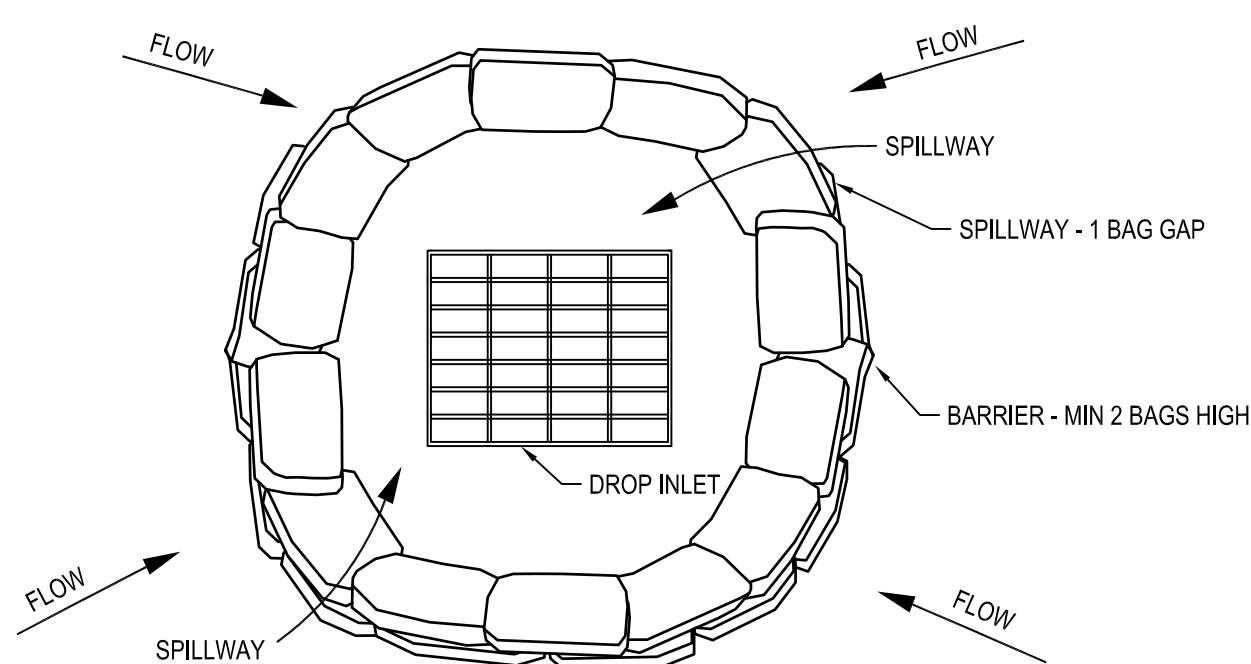
COVERED MATERIAL STORAGE AREA

NOT TO SCALE



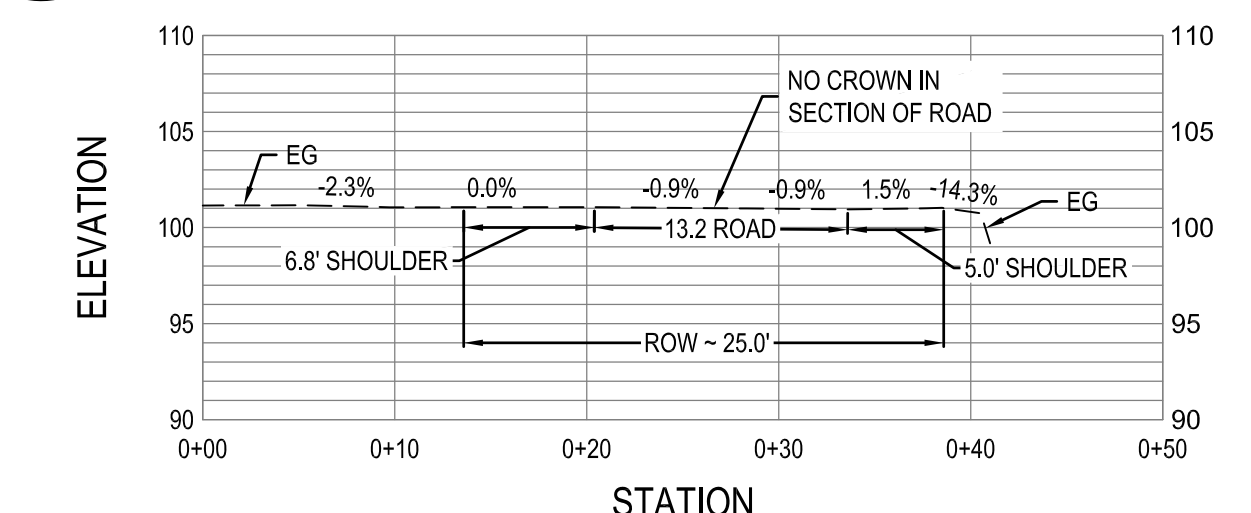
FIBER ROLL SEDIMENT BARRIER

NOT TO SCALE

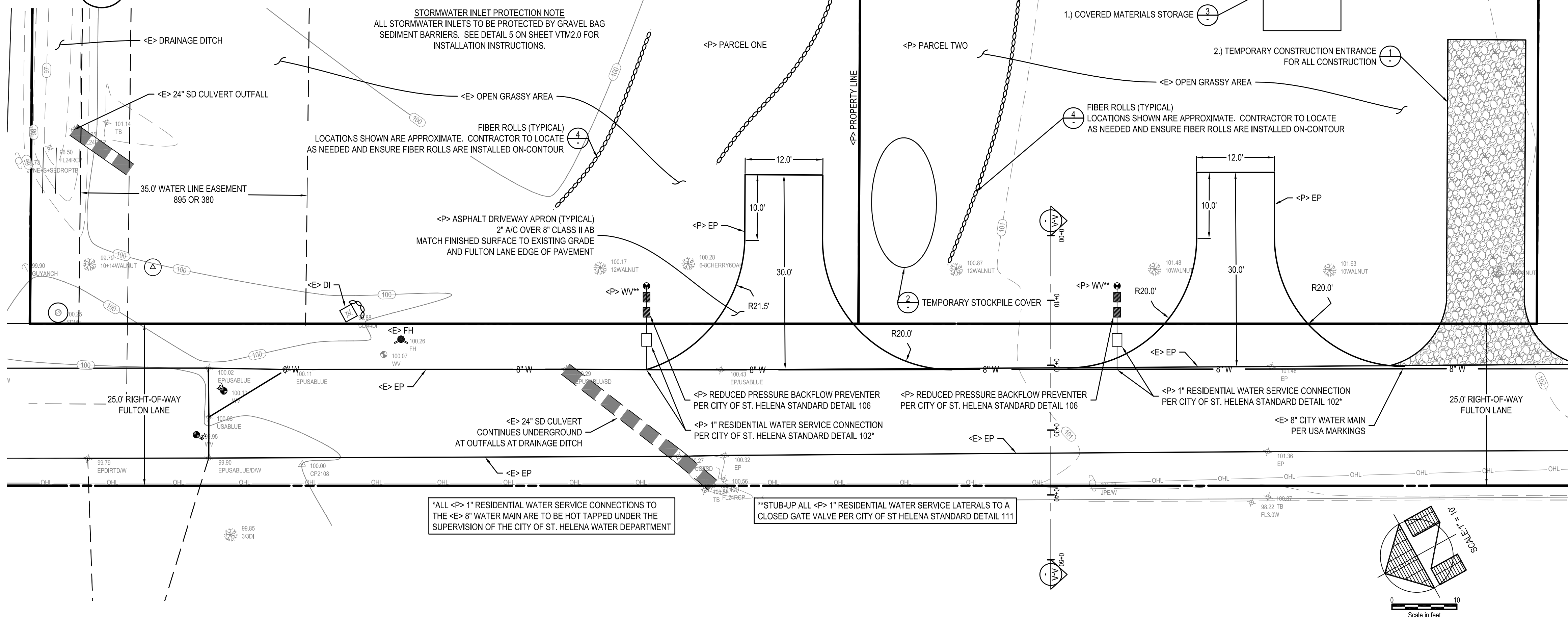


GRAVEL BAG SEDIMENT BARRIER

NOT TO SCALE



FULTON LANE CROSS SECTION



EROSION CONTROL NOTES

ROLLS SHALL NOT BE INSTALLED ON ANY CROSS SLOPES. FIBER ROLLS DO NOT REQUIRE REMOVAL AND CAN BE ABANDONED IN PLACE.

STOCKPILING:
ALL STOCKPILES SHALL BE PLACED A MINIMUM OF 50 FEET FROM ANY WATERCOURSE. STOCKPILES SHALL BE PROTECTED FROM RUN-ON BY THE USE OF TEMPORARY SEDIMENT BARRIERS SUCH AS SILT FENCES, FIBER ROLLS, OR STRAW BALES. SEE PLANS. STOCKPILE SHALL BE COVERED NIGHTLY. SEE DETAIL THIS SHEET FOR INSTALLATION. STOCKPILES THAT SHALL REMAIN OVER A RAINY SEASON SHALL BE SEEDED PER HYDRO SEEDING REQUIREMENTS AND COVERED WITH EROSION CONTROL, BLANKETS. CROP COVER SHALL BE PLANTED PRIOR TO OCTOBER 15. SEE COVER CROP MAINTENANCE NOTES FOR ADDITIONAL REQUIREMENTS.

STRAW MULCH:
SHALL BE SPREAD OVER ALL DISTURBED AND SEEDED AREAS. THE MULCH SHALL BE SPREAD MECHANICALLY OR BY HAND AT A RATE OF 2 TONS/ACRE.

COVERED MATERIAL STORAGE AREA:
ALL CONSTRUCTION MATERIALS INCLUDING, BUT NOT LIMITED TO PLASTER, PETROLEUM PRODUCTS, ASPHALT AND CONCRETE COMPONENTS, HAZARDOUS CHEMICALS, SHALL BE STORED IN A COVERED, CONTAINED AREA, TO PREVENT POLLUTION OF ANY WATERCOURSE. SEE DETAIL 3 THIS SHEET. MATERIAL DATA SAFETY SHEETS SHALL BE AVAILABLE FOR ALL MATERIALS STORED. MATERIALS SHALL BE COVERED AND SECURED NIGHTLY.

CONCRETE WASHOUT:
CONCRETE WASHOUT SHALL BE PROVIDED TO WASH TOOLS AND OTHER ITEMS USED DURING CONSTRUCTION. CONTRACTOR SHALL PROVIDE A PREFABRICATED CONCRETE WASHOUT. HARDENED AND SETTLED CONCRETE SHALL BE DISPOSED OF IN AN APPROVED DISPOSAL FACILITY.

DROP INLET PROTECTORS:
EVERY DI RECEIVING STORMWATER SHALL BE PROTECTED WITH AN INLET BARRIER. SEE DETAIL 5 THIS SHEET (DROP INLET SEDIMENT BARRIER).
STRAW BALES ARE NOT EFFICIENT INLET PROTECTORS. DI INLET PROTECTORS SHALL BE INSPECTED BEFORE AND AFTER EACH STORM EVENT.

SWEEPING:
PUBLIC AND PRIVATE ROADS SHALL BE SWEEPED NIGHTLY TO REMOVE ANY SEDIMENT GENERATING FROM THE PROJECT SITE. SWEEPING IS NOT EFFECTIVE WHEN THE SEDIMENT IS WET OR CAKED. SCRAPE CAKED SOIL PRIOR TO SWEEPING. KICK BROOMS AND SWEEPER ATTACHMENTS SHALL NOT BE USED AS A SWEEPING TOOL. IF THE COLLECTED MATERIAL IS FREE OF DEBRIS AND TRASH CONSIDER INCORPORATING BACK INTO THE PROJECT SITE, OTHERWISE DISPOSE OF IN AN APPROVED LOCATION.

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE:
GRAVEL CONSTRUCTION ENTRANCE SHALL BE LOCATED AS SHOWN ON THESE PLANS OR ANOTHER LOCATION APPROVED BY OWNER AND CONTRACTOR AND ACCORDING TO DETAIL 1 THIS SHEET. HOSE BIB AND HOSE SHALL BE PROVIDED TO CLEAN VEHICLES BEFORE ENTERING THE PUBLIC RIGHT-OF-WAY TO PREVENT THE TRACKING OF MUD AND SEDIMENT ONTO THE PUBLIC RIGHT-OF-WAY. COLLECTED SEDIMENT SHALL BE DISPOSED OF IN AN APPROVED DISPOSAL FACILITY.

CONTRACTOR SHALL COORDINATE THE FOLLOWING INSTALLATION INSPECTIONS:

1. PRE-INSTALLATION MEETING AT SITE.
2. POST-INSTALLATION INSPECTION MEETING AT SITE.
3. SCHEDULE COUNTY INSPECTIONS IN ADDITION TO THESE MEETINGS

CONTRACTOR SHALL LEAD THE FOLLOWING MAINTENANCE RESPONSIBILITIES:

1. REVIEW SWIRP OR SUMP.
2. PROVIDE IRRIGATION (A SIMPLE LAWN SPRINKLER) TO ALL SEEDED AREAS TO PROMOTE SEED GERMINATION PRIOR TO THE BEGINNING OF RAINY SEASON.
3. INSPECT ALL EROSION CONTROL MEASURES PRIOR TO ALL RAIN EVENTS.
4. MAKE NECESSARY REPAIRS OR PROVIDE MAINTENANCE OF ANY SEDIMENT BUILDUP WHICH MAY HAVE ACCUMULATED.
5. INSPECT ALL EROSION CONTROL MEASURES DURING HEAVY STORM EVENTS AND MAKE EMERGENCY REPAIRS OR ADDITIONS WHERE NECESSARY.
6. INSPECT ALL EROSION CONTROL MEASURES AFTER RAIN EVENTS. REPAIRS SHALL BE PROMPTLY PERFORMED.
7. CONTACT DESIGN ENGINEER FOR QUESTIONS OR TO PROVIDE FEEDBACK ON TROUBLE AREAS.

CONTRACTOR IS RESPONSIBLE FOR TRAINING ALL SUBCONTRACTORS ON PROPER STORMWATER MANAGEMENT. NO ADDITIONAL GRADING SHALL COMMENCE WITHOUT PROPER PERMITTING.

DELTA CONSULTING & ENGINEERING
OF ST. HELENA



APPENDIX 2:
SITE EVALUATION REPORT

Please attach an 8.5" x 11" plot map showing the locations of all test pits triangulated from permanent landmarks or known property corners. The map must be drawn to scale and include a North arrow, surrounding geographic and topographic features, direction and % slope, distance to drainages, water bodies, potential areas for flooding, unstable landforms, existing or proposed roads, structures, utilities, domestic water supplies, wells, ponds, existing wastewater treatment systems and facilities.

Permit #: E14-00052

APN: 009-050-001-000

(County Use Only)

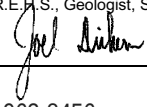
Reviewed by:

Date:

PLEASE PRINT OR TYPE ALL INFORMATION

Property Owner Melvin D Cooke			☐ New Construction ☐ Addition ☐ Remodel ☐ Relocation ☒ Other: WWTS Feasibility		
Property Owner Mailing Address P.O. Box 558			☐ Residential - # of Bedrooms: Design Flow : N/A gpd		
City St. Helena	State CA	Zip 94574	☐ Commercial – Type: Sanitary Waste: N/A gpd Process Waste: N/A gpd		
Site Address/Location 601 Fulton Lane (approximate) St. Helena, CA 94574			☐ Other: Sanitary Waste: N/A gpd Process Waste: N/A gpd		

Evaluation Conducted By:

Company Name Delta Consulting & Engineering		Evaluator's Name Joel Dickerson, P.E.	Signature (Civil Engineer, R.E., P.S., Geologist, Soil Scientist) 
Mailing Address: 1104 Adams Street, Suite 203			Telephone Number 707-963-8456
City St. Helena	State CA	Zip 94574	Date Evaluation Conducted 01/31/2014

Primary Area

Acceptable Soil Depth: 24 in. Test pit #'s: 2,3,7,8,9,13,14

Soil Application Rate (gal. /sq. ft. /day): 0.3 - 0.6

System Type(s) Recommended: Sub-Surface Drip

Slope: <5 %. Distance to nearest water source: >100 ft.

Hydrometer test performed? No ☒ Yes ☐ (attach results)

Bulk Density test performed? No ☒ Yes ☐ (attach results)

Percolation test performed? No ☒ Yes ☐ (attach results)

Groundwater Monitoring Performed? No ☒ Yes ☐ (attach results)

Expansion Area

Acceptable Soil Depth: 24 in. Test pit #'s: 10,11,12,15,16

Soil Application Rate (gal. /sq. ft. /day): 0.3 - 0.6

System Type(s) Recommended: Sub-Surface Drip

Slope: <5 %. Distance to nearest water source: >100 ft.

Hydrometer test performed? No ☒ Yes ☐ (attach results)

Bulk Density test performed? No ☒ Yes ☐ (attach results)

Percolation test performed? No ☒ Yes ☐ (attach results)

Groundwater Monitoring Performed? No ☒ Yes ☐ (attach results)

Site constraints/Recommendations:

The owner would like to identify acceptable test pits/areas for wastewater dispersal in three different portions of the parcel. Area 1 includes pits #1 through #6, and only #2 & #3 are suitable for WWTS dispersal. Area 2 includes pits #7 through #12, and all pits are suitable for WWTS dispersal. Area 3 includes pits #13 through #16, and all pits are suitable for WWTS dispersal. See the attached Site Evaluation Exhibits for more information.

1

Test Pit #

PLEASE PRINT OR TYPE ALL INFORMATION

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-20	G	20	SCL	M-SB	SH	FRB	S	F/F	F/M	N/A
20-64		10	SCL							C/M/D

Test Pit #

2

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-6			TOPSOIL							
6-24	G	35	SCL	W-SB	S	VFRB	SS	F/F	F/M	N/A
24-52		>50	SCL							F/F/D

Test Pit #

3

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-6			TOPSOIL							
6-27	G	25	SCL	W-SB	S	VFRB	SS	F/F	F/F	N/A
27-48		45	SCL							F/M/D

4

Test Pit #

PLEASE PRINT OR TYPE ALL INFORMATION

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-6			TOPSOIL							
6-18	G	30	SCL	W-SB	S	VFRB	SS	F/F	F/F	N/A
18-48		>50	SCL							C/M/D

Test Pit #

5

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-6			TOPSOIL							
6-20	G	35	SCL	W-SB	S	VFRB	SS	F/F	F/F	N/A
20-52		>50	SCL							C/M/D

Test Pit #

6

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-6			TOPSOIL							
6-22	G	30	SCL	W-SB	S	VFRB	SS	F/F	F/F	N/A
22-52		>50	SCL							C/M/D

7

Test Pit #

PLEASE PRINT OR TYPE ALL INFORMATION

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-6			TOPSOIL							
6-27	G	10	SCL	M-SB	SH	VFRB	SS	F/F	F/M	N/A
27-60		>50	SCL							C/F/Ft

Test Pit #

8

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-9			TOPSOIL							
9-30	C	45	SCL	M-SB	SH	VFRB	SS	F/F	F/M	N/A
30-60		>50	SCL							

Test Pit #

9

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-6			TOPSOIL							
6-30	G	10	SCL	M-SB	SH	VFRB	SS	F/F	F/M	N/A
30-62		>50	SCL							C/F/Ft

10

Test Pit #

PLEASE PRINT OR TYPE ALL INFORMATION

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-9			TOPSOIL							
9-27	G	45	SCL	W-SB	SH	VFRB	SS	C/F	C/F	N/A
27-65		>50	SCL							

Test Pit #

11

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-9			TOPSOIL							
9-24	C	30	SCL	M-SB	SH	FRB	SS	F/F	F/M	N/A
24-62		>50	SCL							

Test Pit #

12

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-12			TOPSOIL							
12-34	C	40	SCL	M-SB	SH	VFRB	SS	F/F	F/M	N/A
34-54		40	SCL							F/F/Ft

13

Test Pit #

PLEASE PRINT OR TYPE ALL INFORMATION

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-30	G	<10	SCL	M-SB	S	FRB	SS	F/F	F/F	N/A
30-60		25	SCL							C/M/D

Test Pit #

14

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-30	G	<10	SCL	M-SB	SH	FRB	SS	F/F	F/F	N/A
30-60		<10	SCL							F/M/Ft

Test Pit #

15

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-27	G	10	SCL	M-SB	SH	FRB	SS	F/F	F/F	N/A
27-60		20	SCL							F/F/Ft

16

Test Pit #

PLEASE PRINT OR TYPE ALL INFORMATION

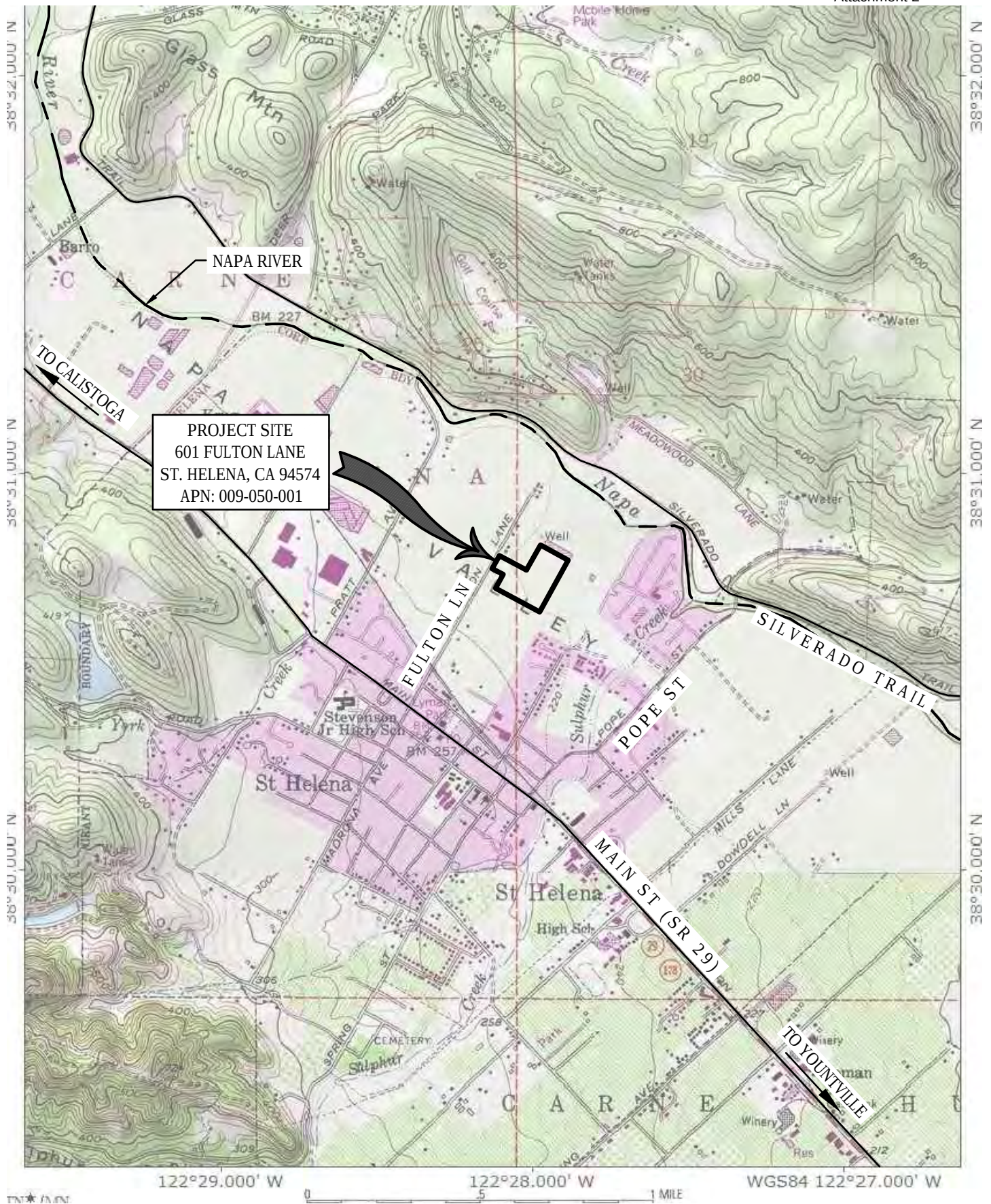
Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			
0-30	G	10	SCL	M-SB	SH	FRB	SS	F/F	F/F	N/A
30-60		20	SCL							F/F/D

Test Pit #

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			

Test Pit #

Horizon Depth (Inches)	Boundary	%Rock	Texture	Structure	Consistence			Pores	Roots	Mottling
					Side Wall	Ped	Wet			



SITE EVALUATION VICINITY MAP

DELTA CONSULTING & ENGINEERING

OF ST. HELENA

1104 ADAMS STREET, SUITE 203 - ST. HELENA, CALIFORNIA 94574

707-963-8456 + 707-963-8528 FAX

DATE: 02/03/14

JOB # N-102

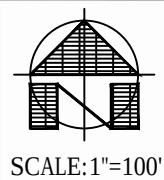
SCALE: 1"=2000'

APN: 009-050-001

SHEET

1
OF

1



DATE:	02/03/14
SCALE:	1"=100'
JOB #:	N-102
APN:	009-050-001

1 OF 4

DELTA CONSULTING & ENGINEERING OF ST. HELENA 1104 ADAMS STREET, SUITE 203 • ST. HELENA, CALIFORNIA 94574 707-963-8456 + 707-963-8528 FAX
SITE EVALUATION OVERALL SITE PLAN ST. HELENA CA



TEST PIT MAP - AREA 1

SITE EVALUATION
TEST PIT MAP - AREA 1
ST. HELENA
CA

DELTA CONSULTING & ENGINEERING
OF ST. HELENA
1104 ADAMS STREET, SUITE 203 - ST. HELENA, CALIFORNIA 94574
707-963-8456 + 707-963-8528 FAX

DATE:	02/03/14
SCALE:	1"=30'
JOB #:	N-102
APN:	009-050-001



TEST PIT MAP - AREA 2

DELTA CONSULTING & ENGINEERING
OF ST. HELENA
1104 ADAMS STREET, SUITE 203 • ST. HELENA, CALIFORNIA 94574
707-963-8456 + 707-963-8528 FAX

DATE: 02/03/14
SCALE: 1"=30'
JOB #: N-102
APN: 009-050-001

SITE EVALUATION
TEST PIT MAP - AREA 2

CA

ST. HELENA



SITE EVALUATION
TEST PIT MAP - AREA 3

CA

ST. HELENA

DELTA CONSULTING & ENGINEERING
OF ST. HELENA
1104 ADAMS STREET, SUITE 203 - ST. HELENA, CALIFORNIA 94574
707-963-8456 + 707-963-8528 FAX

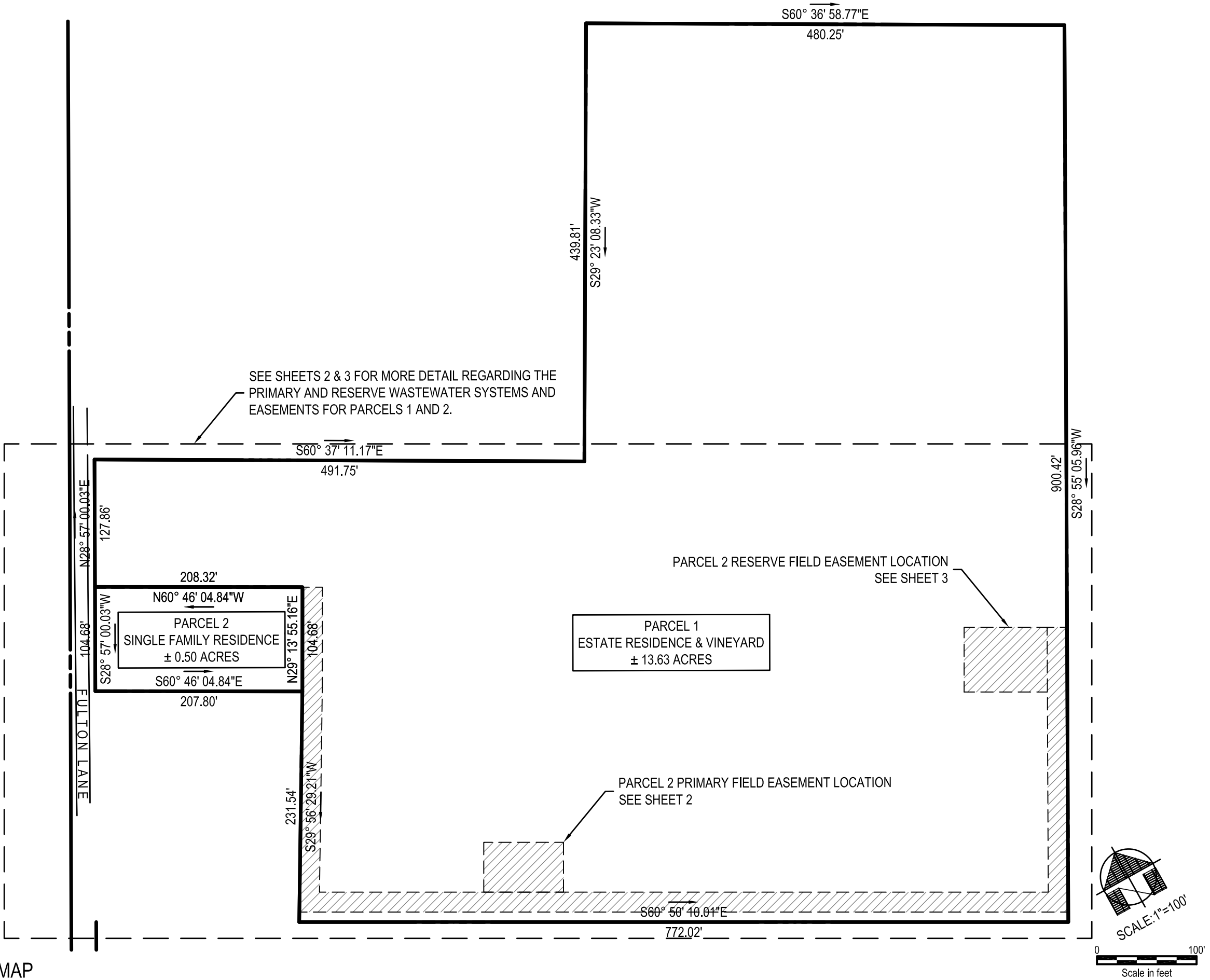
DATE:	02/03/14
SCALE:	1"=30'
JOB #:	N-102
APN:	009-050-001

DELTA CONSULTING & ENGINEERING
OF ST. HELENA



APPENDIX 3:
WASTEWATER SYSTEM & EASEMENT LOCATIONS

SITE MAP

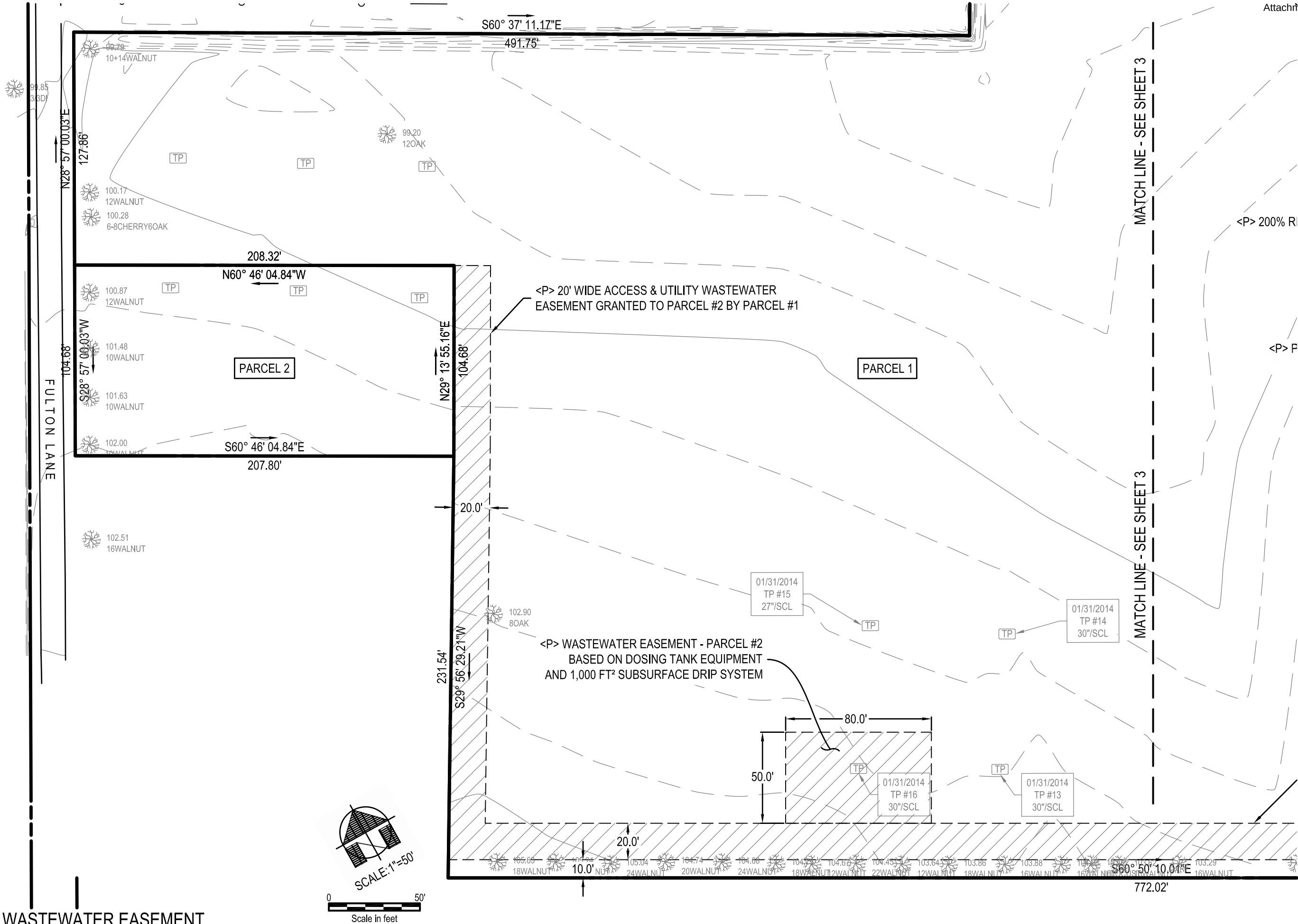


SEPTIC FEASIBILITY
PROPOSED WASTEWATER SITE LAYOUT
SAINT HELENA
CALIFORNIA

DELTA CONSULTING & ENGINEERING
OF ST. HELENA
1104 ADAMS STREET, SUITE 203 - ST. HELENA, CALIFORNIA 94574
707-963-8456 + 707-963-8528 FAX

DATE: 09-09-14
SCALE: 1"=50'
JOB #: N-133
APN: 009-050-001

PROPOSED WASTEWATER EASEMENT



**SEPTIC FEASIBILITY
PROPOSED WASTEWATER SITE LAYOUT**
SAINT HELENA CALIFORNIA

DELTA CONSULTING & ENGINEERING

DELIA CONSULTING & ENGINEERING
OF ST. HELENA
1104 ADAMS STREET, SUITE 203 - ST. HELENA, CALIFORNIA 94574
707-963-8456 + 707-963-8528 FAX

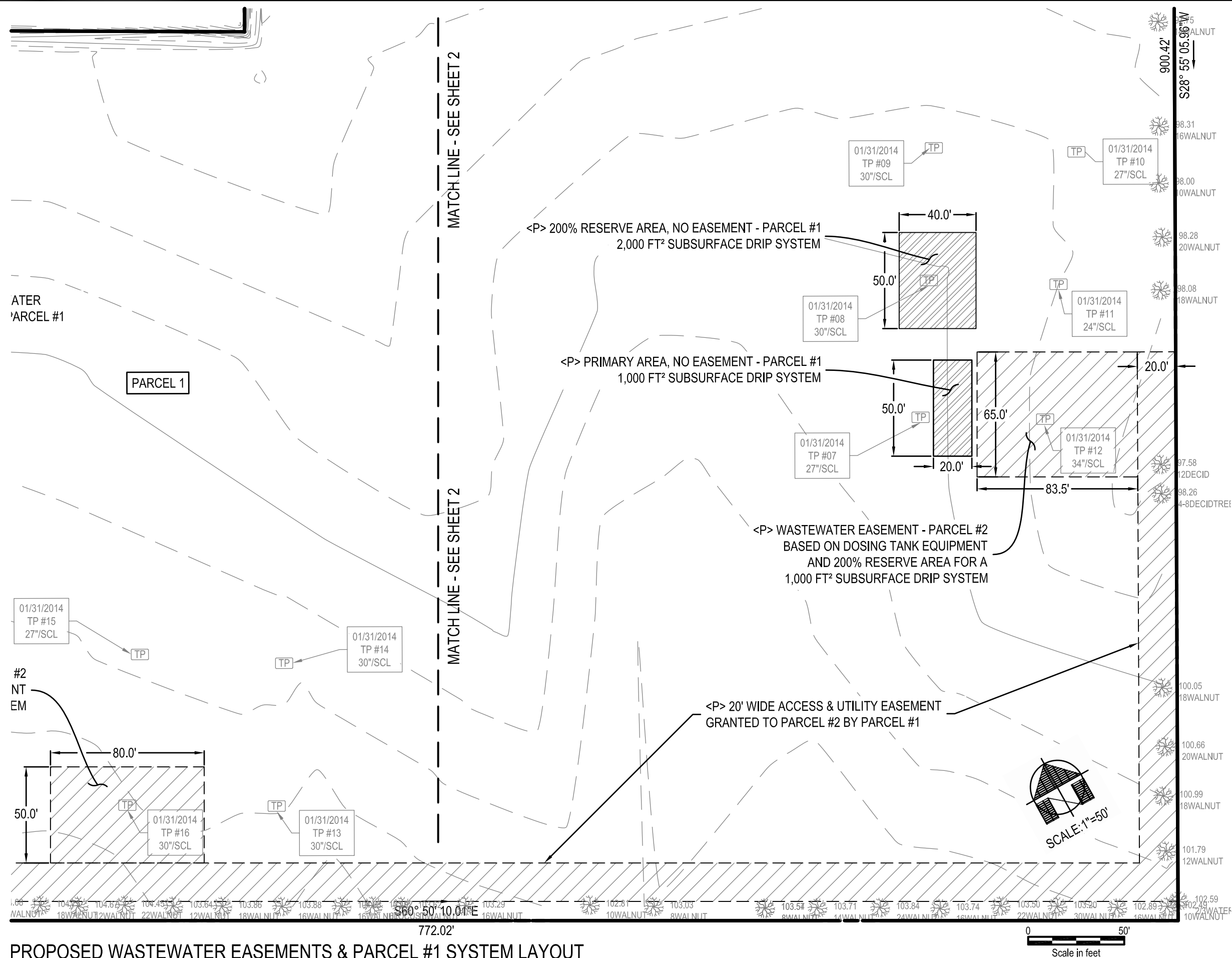
DATE: 09-09-14

DATE: 09-09-14
SCALE: 1"=50'

JOB #: N-133

APN: 009-050-001

3 OF 3



Attachment 3

October 21, 2014

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

Re:PL14-039 Request By Brad Oldenbrook for approval of a parcel map on Fulton Lane.

Dear members of our St. Helena City Council,

Before you for your consideration at the October 28, 2014 meeting is a request by Brad Oldenbrook for a parcel map that would split Parcel number 009-050-001-000 into two parcels of .5 acres and the remaining 13.63 acres.

We, the residents of Fulton Lane, are making the following comments to assist you in making an informed decision regarding this parcel split request.

Under the 1993 General Plan now still in effect, and the current zoning regulations of A-20 outside the urban limit line, this, we believe, would be a permitted parcel split. There are however some real concerns we the residents of Fulton Lane have about this developer's possible intentions in the future. We have met with the applicant and it has become clear that he may, in the future, request changes that could possibly increase the number of legal parcels, or change their size by requesting lot line adjustments that could be designed to circumnavigate the applicable zoning restrictions. This would be a classic "bait and switch" tactic used so often by non-resident developers operating with our great city. The current A-20 zoning code 17.20.060 A.3 clearly states that after the initial split the developer is precluded from additional splits..."a deed restriction shall be placed on the remainder parcel which precludes additional residential use unless consistent with the general plan."

This possible future outcome is exactly what we, the residents of Fulton Lane, elect the members of the City Council to protect us from.

Therefore we, the residents of Fulton Lane, request the following restrictions be placed on any parcel split for the property:

1. Under our current zoning laws of A-20 once this parcel is subdivided into the .5 acre parcel and the remaining 13.63 acres (formerly vineyard property) there would be no further parcel splits allowed. In fact this parcel was already split once in the 1970's. It was a 15 acre parcel. This very issue was a concern of the Planning Commission meeting held on October 7, 2014. The Planning Commission agreed with the residents of Fulton Lane that this restriction placed upon the property would be warranted and proper. We request this restriction be placed upon this proposed parcel split so that no

further development in the future would be allowed on this parcel. Fulton Lane, as you may know, is one of the very last one-lane rural streets remaining in St. Helena. We feel that it is your duty to help us keep this gem intact to the benefit of all St. Helena residents.

2. We, the residents of Fulton Lane, also request that a restriction on this parcel split also preclude a future Winery Permit. Fulton Lane, as a one-lane road, could not support the increase in traffic that a winery would bring to this small lane, even with visitor restrictions. Additionally, this narrow lane has young children and grandchildren that would be placed in danger with any increase in traffic that a winery would attract.

In conclusion, Fulton Lane residents are fully united in this request and in keeping Fulton Lane one of St. Helena's last beautiful one-lane rural streets. Many residents of our city come to our Fulton Lane to walk, bike, exercise their dogs, and enjoy our quiet rural experience. It is your duty, we believe, to help our beautiful city maintain these kinds of spaces and experiences where possible. That was the whole idea of the A-20 Zoning ordinance, and Urban Limit Line, that we have depended upon and considered when purchasing our Fulton Lane properties.

Thank you in advance for helping us keep our great city the wonderful and livable community that we can all be proud of. Your decisions in this matter will help, not just us, but every resident.

Respectfully submitted,

The Residents of Fulton Lane:

David and Kathi Brotemarkle
Ethan Brown and Kirsten Hampton
Ed and Anna Beard
Vincent and Claire Amendola
Michele Amendola
Randle and Mary Lee Johnson
Lou Lavigne and Nancy Rothman
Fulton and Dink Mather
Darrell and Jill Quirici
Andy and Celeste Navone