



Mayor: Alan Galbraith
Vice Mayor: Peter White
City Council: Sharon Crull
Paul Dohring
Greg Pitts

ST. HELENA CITY COUNCIL
REGULAR MEETING
SEPTEMBER 22, 2015

5:00 PM SPECIAL MEETING - CLOSED SESSION
CITY HALL CONFERENCE ROOM,
1480 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. PUBLIC COMMENTS PERTAINING TO THE CLOSED SESSION

2. CLOSED SESSION

- a. Conference with Labor Negotiators pursuant to Government Code Section 54957.6
City Negotiator: City Manager
Negotiations with St. Helena Employees Association (SHEA)
- b. CONFERENCE WITH LEGAL COUNSEL--EXISTING LITIGATION; Government Code Section 54956.9(d)(1); City of St. Helena v. Upper Valley Disposal Service, Napa County Superior Court No. 26-64875.

3. **OPEN SESSION – COUNCIL WILL RETURN TO OPEN SESSION AND ANNOUNCE ACTIONS TAKEN IF ANY (5:00 P.M.)**
4. **PLEDGE OF ALLEGIANCE**
5. **ROLL CALL**
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. Presentation – Chamber of Commerce Marketing Plan, presented by Chamber President Pam Simpson

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 and proposed approval of a resolution accepting the work and directing the filing of the Notice of Completion for the St. Helena Library HVAC – CIP No. C-62 Project

CEQA Status: Categorically Exempt, Section 15301, Existing Facilities

Lead Staff: Kathy Robinson, Operations Manager
Steven Palmer, PE, Director of Public Works/City Engineer

Recommendation: Adopt

10. Consideration and proposed approval of a resolution approving a budget adjustment increasing the Fiscal Year 2015/2016 Public Works Administration Budget by \$55,203 to fund an existing contract for performance monitoring and reporting for the St. Helena Flood Control Project by Waterways Consulting, Inc.

CEQA Status: Categorically Exempt, Section 15301, Existing Facilities

Lead Staff: Steven Palmer, PE, Director of Public Works/City Engineer

Recommendation: Adopt

11. Consideration and proposed approval of a resolution awarding the Construction Contract for Bell Canyon Reservoir – Install New Frame and Sluice Gate on Water Intake Tower, CIP Project W-84 in the amount of \$87,745 to DRS Marine Inc.; authorize the Director of Public Works to approve change orders not to exceed 10% of the contract amount; and increase the project budget by \$22,000 from Water Enterprise Utility Funds

CEQA Status: Categorically Exempt, Section 15301, Existing Facilities

Lead Staff: Steven Palmer, PE, Director of Public Works/City Engineer

Recommendation: Adopt

12. Consideration and proposed approval of a resolution awarding the Construction Contract for Charter Oak Avenue and Highway 29 Sewer Repair to G.D. Nielson Construction Inc. in the amount of \$308,458; authorize the Director of Public Works to approve change orders not to exceed 10% of the contract amount; and create Capital Improvement Project S-68 with \$36,454.17 from Water Enterprise Utility Funds, and \$352,632.63 from Wastewater Enterprise Utility Funds.

CEQA Status: Categorically Exempt, Section 15301, Existing Facilities

Lead Staff: Steven Palmer, PE, Director of Public Works/City Engineer

Recommendation: Adopt

NEW BUSINESS:

13. Consideration and proposed approval of a Letter of Support for \$1.5 Million Grant Application to California Wildlife Conservation Board's Proposition 1 Stream Flow Enhancement Grant

CEQA Status: Final EIR was approved for the Upper York Creek Dam Removal and Ecosystem Restoration Project on April 28, 2015

Lead Staff: April Mitts, Finance Director
Tracey Perkosky, Grants Manager

Recommendation: Approve

14. Consideration and proposed resolution designating a No Parking Zone along the east side of Main Street, adjacent to 1820, 1830, 1846, 1856, 1862, and 1872 Main Street, as previously approved with the Las Alcobas Hotel project and required by the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Las Alcobas Hotel Project; and accepting an Addendum to the Initial Study/Mitigated Negative Declaration

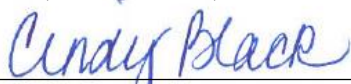
CEQA Status: Mitigated Negative Declaration, adopted on August 24, 2010, and as amended on March 10, 2015, and September 11, 2015

Lead Staff: Steven Palmer, PE, Director of Public Works/City Engineer

Recommendation: Adopt

ADJOURNMENT The next Regular City Council meeting is scheduled for October 13, 2015, 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 September 18, 2015.



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 of September 22, 2015**

Agenda Section: Consent Calendar

Subject: Accepting the Work and Directing the Filing of the Notice of Completion for the St. Helena Library HVAC – CIP No. C-62 Project

CEQA Status: Categorically Exempt, Section 15301, Existing Facilities

**Prepared By: Kathy Robinson, Operations Manager
Steven Palmer, PE, Director of Public Works/City Engineer**

Approved By: Jennifer Phillips, City Manager

BACKGROUND

On June 24, 2012 City Council adopted FY 2012-13 Capital Improvement Program budget of \$500,000 for the complete update of the St. Helena Library HVAC system. On January 8, 2013 City Council authorized Resolution No. 2013-2 approving the plans and specifications, authorizing the bid request, and budget augmentation of \$30,000 for a total amended budget of \$530,000.

On August 8, 2013 the City Council awarded a construction contract to RE Corporation for the St. Helena Library HVAC – CIP No. C-62 Project in the amount of \$503,407, which did not include the additive alternate.

RE Corporation has completed all work required by the contract, and the Project is ready for acceptance and filing of the Notice of Completion (NOC). If no liens have been filed within 35 days of the NOC with the Napa County Recorder, the City will release all retained funds and any additional remaining amount(s) due to RE Corporation.

DISCUSSION

The original contract amount was for \$503,407.00 and the Public Works Director was authorized to approve change orders not to exceed 10% of the contract amount (\$50,340.00). Four change orders were issued for the Contract. Three of them were issued under the 10% contingency authority granted to the Public Works Director. The first was the need to extend the existing concrete pad and construct an equipment enclosure; and the second was discovery of conduit wiring underneath existing unit which needed to be wired to existing system. Both resulted in a change order of \$5,362.00 and \$1,180.00, respectively, for a total amount of \$6,542.00. The City

requested the third change order for minor repairs to 4 heat pump units (HHP1-4) that were not included in the original contract. This was for a time and material (T&M) not to exceed \$20,000.00, and the final amount was invoiced for \$9,934.00.

Change Order #4 was approved by City Council Resolution 2014-51 on July 22, 2014. During June, after meeting with the library director, consulting architects and RE Corporation crew, all agreed that the additive alternate was necessary to install equipment for cooling/heating the Wine Library, resulting in Change Order #4 in the amount of \$63,355.00.

Lastly, during April of 2015 the Library Director and staff chose to not install the air curtain over the main entrance which resulted in a credit of \$955.00.

FISCAL IMPACT

The total construction contract amount including all change orders is \$582,283.00. The Project is funded through the Capital Improvement Project St. Helena Library HVAC, CIP No. C62, utilizing General Funds with total project budget of \$628,945.00.

The Project Expenditure summary is provided in the table below:

Phase	Amount
Bid publishing	\$ 1,063.95
Engineering/Architect	\$ 12,200.00
Construction Management/Inspection	\$ 18,377.14
Original Contract	\$503,407.00
Contract Change Orders	\$ 78,876.00
TOTAL	\$613,924.09

The total Project CIP cost of \$613,924.09 is within the current project budget of \$628,945.00 and there is no need for budget adjustment.

RECOMMENDED ACTION

Approve the attached Resolution to accept the work and direct the filing of the Notice of Completion for St. Helena Library HVAC – CIP No. C-62 Project.

ATTACHMENTS

1. Resolution
2. Notice of Completion

CITY OF ST. HELENA

RESOLUTION NO. 2015-_____

Accepting the Work and Directing the Filing of the Notice of Completion for the St. Helena Library HVAC – CIP No. C-62 Project

RECITALS

- A. On August 8 City Council awarded the St. Helena Library HVAC – CIP No. C-62 Project construction contract to RE Corporation for the base bid of \$503,407.00; and
- B. The Public Works Director approved four additives in the amount of \$36,476.00 and one deductive change orders in the amount \$955.00, totaling \$35,521.00; and
- C. On July 22, 2014, the City Council approved a change order in the amount of \$63,355.00; and
- D. RE Corporation has completed the work in accordance with the contract documents for the project; and
- E. If no liens or claims have been filed within 35 days of filing the Notice of Completion, the retained payment funds and any remaining amount due will be release to RE Corporation.

RESOLUTION

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

- 1. The work performed by RE Corporation under the subject contract is accepted as complete.
- 2. The Public Works Director/City Engineer is authorized to prepare a Notice of Completion and the City Clerk is directed to file a Notice of Completion with the Napa County Recorder.

Approved at a Regular Meeting of the St. Helena City Council on September 22, 2015,
by the following vote:

Mayor Galbraith: _____
Vice Mayor White: _____
Councilmember Crull: _____
Councilmember Dohring: _____
Councilmember Pitts: _____

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Black, City Clerk

Recording Requested By:

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

**Exempt From Recording Fees Per
Government Code Sec. 27383****When Recorded Mail To:**

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

SPACE ABOVE THIS LINE FOR RECORDERS USE ONLY

NOTICE OF COMPLETION**NOTICE IS HEREBY GIVEN THAT:**

1 The undersigned is an owner of an interest of estate in the hereinafter described real property, the nature of which interest or estate is: fee simple.

2 The full name and address of the undersigned owner and of any and all co-owners are:

Name	Street and No.	City	State
City of St Helena	1480 Main Street	St Helena	CA

3 On the 22nd day of September, 2015, there was completed upon the hereinafter described real property a work of improvement as a whole and described as follows: **St. Helena Library HVAC – CIP No. C62 Project.**

4 The name of the original contractor for the work of improvement as a whole was: **RE Corporation.**

5 The real property herein referred to is situated in the City of St Helena, County of Napa, State of California, and described as follows: **St. Helena Public Library.**

6 The street address of the property is: **1492 Library Lane, St. Helena CA, 94574.**

By: _____

Owner's Authorized Agent's Signature – Sign Before Notary

Steven Palmer, Public Works Director/City Engineer



**Report to the City Council
Council Meeting of September 22, 2015**

Agenda Section: Consent Calendar

Subject: Consideration of a Resolution Approving a Budget Adjustment Increasing the Fiscal Year 2015/2016 Public Works Administration Budget by \$55,203 to Fund an Existing Contract for Performance Monitoring and Reporting for the St. Helena Flood Control Project by Waterways Consulting, Inc.

CEQA Status: **Categorically Exempt, Section 15301, Existing Facilities**

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

Approved By: Jennifer Phillips, City Manager

BACKGROUND

The California Department of Fish and Wildlife permit for the Flood Control Project requires 10 years of monitoring by the City to ensure that the environmental restoration of the project is successful.

On June 28, 2011, the City Council approved, by Resolution No. 2011-41, a Professional Services Agreement (Agreement) with Waterways Consulting, Inc. (Waterways) to provide post construction as-built drawings, and performance monitoring and reporting for the St. Helena Flood Control Project. This contract was approved for an amount not to exceed \$327,328.00 over a ten year period. The City is currently in the fifth year of the required 10 year monitoring period and has expended \$217,001.74 to date

Resolution No. 2011-412 and the Agreement with Waterways are included as Attachment 1.

DISCUSSION

Waterways continues to perform the required performance monitoring and reporting for the City per their Agreement. The original budget request paid for the ongoing work from Measure A (Fund 235). However, there are currently no Measure A funds available for this Agreement. In order to continue with the required work, a budget adjustment is necessary.

The monitoring and reporting for Fiscal Year 2015/16 is estimated to be \$55,203. This work will include monitoring and reporting of vegetation, shrimp and habitat, erosion, flood conveyance, and hydraulics.

FISCAL IMPACT

The fiscal impact will be a transfer of \$55,203 from the General Fund Reserves to the Public Works Administration Operating Budget, #101-5000-2130, for Fiscal Year 2015/2016. Future payments will be included in the annual budget document.

RECOMMENDED ACTION

Adopt attached resolution approving a budget adjustment to the Fiscal Year 2015/2016 Public Works Administration budget by \$55,203 to fund an existing contract for performance monitoring and reporting for the St. Helena Flood Control Project by Waterways Consulting, Inc.

ATTACHMENTS

1. Professional Services Agreement and Resolution No. 2011-41
2. Resolution

CITY OF ST. HELENA

RESOLUTION NO. 2011-41

**AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT WITH
WATERWAYS CONSULTING, INC. TO PROVIDE POST
CONSTRUCTION AS-BUILT, AND PERFORMANCE MONITORING
AND REPORTING FOR THE ST. HELENA FLOOD CONTROL
PROJECT**

- A. Resolution 2009-59 on April 14, 2009 approved "Consent to Assignment" to Waterways Consulting Inc. to perform the balance of their City contract with respect to the St. Helena Flood Project; and
- B. The City requires post construction as-built, and performance monitoring and reporting, as required California Department of Fish and Game requires the City of St. Helena to monitor the success of plants and other environmental features at the flood project; and
- C. The City has given the California Department of Fish and Game a letter of credit to assure compliance with that requirement.; and
- D. Waterways Consulting, Inc. has the necessary expertise and current experience with St. Helena Flood Project to provide such services; and
- E. City desires to enter into a professional services agreement with Waterways Consulting, Inc. to the Flood Project with post construction as-built, and performance monitoring and reporting.

RESOLUTION

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

- 1. Agreement for Consultant Services with Waterways Consulting, Inc., is hereby approved.
- 2. The amount is not to exceed \$327,238.00 over a ten year period.

Approved at a Regular Meeting of the St. Helena City Council on June 28, 2011 by the following vote:

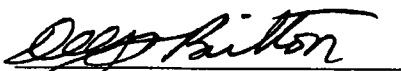
AYES: Councilmembers Crull, White, Nevero, Mayor Britton

NOES: None

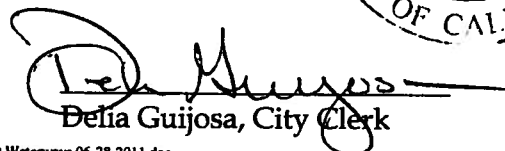
ABSENT: Councilmember Sanchez

APPROVED:

ATTEST:



Delford Britton, Mayor


Delia Guijosa, City Clerk

AGREEMENT FOR CONSULTANT SERVICES

THIS AGREEMENT, made and entered into on June 28, 2011 by and between the City of St. Helena, located in the County of Napa, State of California (City), and **WATERWAYS CONSULTING, INC.** (Consultant).

RECITALS:

A. City desires to employ Consultant to furnish professional services in connection with the project described as **POST CONSTRUCTION AS BUILT, AND PERFORMANCE MONITORING AND REPORTING FOR THE ST. HELENA FLOOD CONTROL PROJECT**.

B. Consultant has represented that Consultant has the necessary expertise, experience, and qualifications to perform the required duties.

NOW, THEREFORE, in consideration of the mutual premises, covenants, and conditions herein contained, the parties agree as follows:

SECTION 1 – BASIC SERVICES

Consultant agrees to perform the services set forth in **Exhibit A, “Scope of Services”** and made part of this Agreement.

SECTION 2 – ADDITIONAL SERVICES

Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to or outside of those set forth in this Agreement or **Exhibit A, “Scope of Services”**, unless such additional services and compensation are authorized in advance and in writing by the City Council or City Manager of the City.

SECTION 3 – TIME FOR COMPLETION

The time for completion of services shall be as identified in **Exhibit A, “Scope of Services”**.

SECTION 4 – COMPENSATION AND METHOD OF PAYMENT

A. Subject to any limitations set forth in this Agreement, City agrees to pay consultant the amount specified in Exhibit B, “Compensation”, attached hereto and made a part hereof. Total compensation shall not exceed **\$327,238.00**, unless additional compensation is approved in accordance with Section 2.

B. Consultant shall furnish to City an original invoice for all work performed and expenses incurred during the preceding month. The invoice shall detail charges by the following categories if applicable: labor (by sub-category), travel, materials, equipment, supplies, subconsultant contracts, and miscellaneous expenses. City shall independently review each



invoice submitted to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. If no charges or expenses are disputed, the invoice shall be approved and City will use its best efforts to cause Consultant to be paid within 30 days of receipt of invoice. If any charges or expenses are disputed by City, the original invoice shall be returned by City to Consultant for correction and resubmission. If the City reasonably determines, in its sole judgment, that the invoiced charges and expenses exceed the value of the services performed to date and that it is probable that the Agreement will not be completed satisfactorily within the contract price, City may retain all or a portion of the invoiced charges and expenses. Within thirty (30) days of satisfactory completion of the project, City shall pay the retained amount, if any, to Consultant.

C. Payment to the Consultant for work performed pursuant to this Agreement shall not be deemed to waive any defects in work performed by Consultant.

SECTION 5 – STANDARD OF PERFORMANCE

Consultant represents and warrants that it has the qualifications, experience and facilities necessary to properly perform the services required under this Agreement in a thorough, competent and professional manner. Consultant shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all services described herein. In meeting its obligations under this Agreement, Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing services similar to those required of Consultant under this Agreement.

SECTION 6 – INSPECTION AND FINAL ACCEPTANCE

City may inspect and accept or reject any of Consultant's work under this Agreement, either during performance or when completed. City shall reject or finally accept Consultant's work within sixty (60) days after submitted to City, unless the parties mutually agree to extend such deadline. City shall reject work by a timely written explanation, otherwise Consultant's work shall be deemed to have been accepted. City's acceptance shall be conclusive as to such work except with respect to latent defects and fraud. Acceptance of any of Consultant's work by City shall not constitute a waiver of any of the provisions of this Agreement including, but not limited to, the sections pertaining to indemnification and insurance.

SECTION 7 – INSURANCE REQUIRED

Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees, as indicated:

- A. Minimum Scope of Insurance. Coverage shall be at least as broad as:
 1. Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).
 2. Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto).



3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

B. Minimum Limits of Insurance. Consultant shall maintain limits no less than:

1. General Liability: \$2,000,000 per occurrence for bodily injury, personal injury and property damage including operations, products and completed operations, as applicable. If Commercial General Liability Insurance or other form with a General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
2. Automobile Liability: \$2,000,000 per accident for bodily injury and property damage.
3. Employer's Liability: \$2,000,000 per accident for bodily injury or disease.

C. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions of \$25,000 or greater must be declared to and approved by the City.

D. Other Insurance Provisions. The commercial general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1. The City, its agent, officers, officials, employees, and volunteers are to be covered as additional insured as respects: liability arising out of work or operations performed by the Consultant or Consultant's subconsultants; or automobile owned, leased, hired or borrowed by the Consultant.
2. For any claims related to Consultant's conduct while performing the work of this project, the Consultant's insurance coverage shall be primary insurance as respects the City, its agents, officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its agents, officers, officials, employees or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.
3. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.
4. Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under Subsection (b) of Section 2782 of the Civil Code.

E. Waiver of Subrogation. The workers compensation policy is to be endorsed with a waiver of subrogation. The insurance company, in its endorsement, agrees to waive all rights of subrogation against the City, its agents, officers, officials, employees and volunteers for losses paid under the terms of this policy which arises from the work performed by the named insured for the City.

F. The Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII, unless otherwise acceptable to the City.

G. Verification of Coverage. Consultant shall furnish the City with original certificates and amendatory endorsements effecting coverage required by this clause. The endorsements



should be on forms provided by the City or on forms that conform to City requirements. All certificates and endorsements are to be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting the coverage required by these specifications at any time.

SECTION 8 – INDEMNIFICATION

A. Consultant shall indemnify and hold harmless City, its agents, officers, officials, employees, and volunteers from any and all claims, demands, suits, loss, damages, injury, and/or liability (including any and all costs and expenses in connection therewith), incurred by reason of any negligent or otherwise wrongful act or omission of Consultant, its officers, agents, employees and subcontractors, or any of them, under or in connection with this Agreement; and Consultant agrees at its own cost, expense and risk to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against City, its agents, officers, officials, employees and volunteers, or any of them, arising out of such negligent or otherwise wrongful act or omission, and to pay and satisfy any resulting judgments.

B. When Consultant under this Agreement is duly licensed under California Business and Professions Code as an architect, landscape architect, professional engineer, or land surveyor (“design professional”), the provisions of this section regarding Consultant’s duty to defend and indemnify apply only to claims that arise out of or relate to the negligence, recklessness, or willful misconduct of the design professional.

C. If any action or proceeding is brought against Indemnitees by reason of any of the matters against which Consultant has agreed to indemnify Indemnitees as provided above, Consultant, upon notice from City, shall defend Indemnitees at Consultant’s expense by counsel acceptable to City, such acceptance not to be unreasonably withheld. Indemnitees need not have first paid for any of the matters to which Indemnitees are entitled to Indemnification in order to be so indemnified. The insurance required to be maintained by Consultant shall ensure Consultant’s obligations under this section, but the limits of such insurance shall not limit the liability of Consultant hereunder. The provisions of this section shall survive the expiration or earlier termination of this Agreement.

D. The provisions of this section do not apply to claims to the extent occurring as a result of the City’s sole negligence or willful acts or misconduct.

SECTION 9 – INDEPENDENT CONTRACTOR STATUS

A. Consultant is and shall at all times remain a wholly independent contractor and not an officer, employee or agent of City. Consultant shall have no authority to bind City in any manner, nor to incur an obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise, unless such authority is expressly conferred under this Agreement or is otherwise expressly conferred in writing by City.

B. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant’s exclusive direction and control. Neither City, nor any



elected or appointed boards, officers, officials, employees or agents of City, shall have control over the conduct of Consultant or any of Consultant's officers, employees or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that Consultant or any of Consultant's officers, employees or agents are in any manner officials, officers, employees or agents of City.

C. Neither Consultant, nor any of Consultant's officers, employees or agents, shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to City's employees. Consultant expressly waives any claim Consultant may have to any such rights.

SECTION 10 – CONFLICTS OF INTEREST

A. Consultant covenants that neither it, nor any officer or principal of its firm, has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of City or which would in any way hinder Consultant's performance of services under this Agreement. Consultant further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent, or subcontractor without the express written consent of the City Manager. Consultant agrees to at all times avoid conflicts with the interests of City in the performance of this Agreement.

B. City understands and acknowledges that Consultant is, as of the date of execution of this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Consultant is aware of any stated position of City relative to such projects. Any future position of City on such projects shall not be considered a conflict of interest for purposes of this section.

SECTION 11 – OWNERSHIP OF DOCUMENTS

A. All original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents prepared, developed or discovered by Consultant in the course of providing any services pursuant to this Agreement shall become the sole property of City and may be used, reused or otherwise disposed of by City without the permission of the Consultant. When requested by City, but no later than three years after project completion, Consultant shall deliver to City all such original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents.

B. All copyrights, patents, trade secrets, or other intellectual property rights associated with any ideas, concepts, techniques, inventions, processes, improvements, developments, works of authorship, or other products developed or created by Consultant during the course of providing services (collectively the "Work Product") shall belong exclusively to City. The Work Product shall be considered a "work made for hire" within the meaning of Title 17 of the United States Code. Without reservation, limitation, or condition, Consultant hereby assigns, at the time of creation of the Work Products, without any requirement of further consideration, exclusively and perpetually, any and all right, title, and interest Consultant may have in the Work Product throughout the world, including without limitation any copyrights, patents, trade secrets, or other



intellectual property rights, all rights of reproduction, all rights to create derivative works, and the right to secure registrations, renewals, reissues, and extensions thereof.

SECTION 12 – CONFIDENTIAL INFORMATION; RELEASE OF INFORMATION

A. All information gained or work product produced by Consultant in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Consultant. Consultant shall not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the City Manager, except as may be required by law.

B. Consultant, its officers, employees, agents or subcontractors, shall not, without prior written authorization from the City Manager or unless requested by the City Attorney of City, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered “voluntary” provided consultant gives City notice of such court order or subpoena.

C. If Consultant, or any officer, employee, agent or subcontractor of Consultant, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Consultant for any damages, costs and fees, including attorneys fees, caused by or incurred as a result of Consultant’s conduct.

D. Consultant shall promptly notify City should Consultant, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed thereunder. City retains the right, but has no obligation, to represent Consultant or be present at any deposition, hearing or similar proceeding. Consultant agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Consultant. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite such response.

SECTION 13 – SUSPENSION OF WORK

City may, at any time, by ten (10) days written notice suspend further performance by Consultant. All suspensions shall extend the time schedule for performance in a mutually satisfactory manner and Consultant shall be paid for services performed and reimbursable expenses incurred prior to the suspension date.

SECTION 14 – COMPLIANCE WITH LAW

Consultant shall keep itself informed of and comply with all applicable federal, state and local laws, statutes, codes, ordinances, regulations and rules in effect during the term of this Agreement. Consultant shall obtain any and all licenses, permits and authorizations necessary to perform the services set forth in this Agreement. Neither City, nor any elected or appointed



boards, officers, officials, employees or agents of City, shall be liable, at law or in equity, as a result of any failure of Consultant to comply with this section.

SECTION 15 – COMPLIANCE WITH CIVIL RIGHTS

During the performance of this contract, Consultant agrees as follows:

A. Equal Employment Opportunity. In connection with the execution of this Agreement, Consultant shall not discriminate against any employee or applicant for employment because of race, religion, color, ancestry, age, sexual orientation, physical handicap, medical condition, marital status, sex, or national origin. Such actions shall include, but not be limited to, the following: employment, promotion, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rate of pay or other forms of compensation; and selection for training including apprenticeship.

B. Nondiscrimination Civil Rights Act of 1964. Consultant will comply with all federal regulations relative to nondiscrimination to federally-assisted programs.

C. Solicitations for Subcontractors including Procurement of Materials and Equipment. In all solicitations, either by competitive bidding or negotiations, made by Consultant for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor, supplier, or lessor shall be notified by Consultant of Consultant's obligations under this Agreement and the regulations relative to nondiscrimination.

SECTION 16 – RECORDS

A. Records of Consultant's direct labor costs, payroll costs, and reimbursable expenses pertaining to this project covered by this Agreement will be kept on a generally recognized accounting basis and made available to City if and when required for a period of up to 3 years from the date of Consultant's final invoice.

B. Consultant's records and design calculations will be available for examination and audit if and as required. The cost of any reproductions shall be paid by City.

SECTION 17 – COOPERATION BY CITY

All public information, data, reports, records, and maps as are existing and available to City as public records, and which are necessary for carrying out the work as outlined in the Exhibit A, "Scope of Services", shall be furnished to Consultant in every reasonable way to facilitate, without undue delay, the work to be performed under this Agreement.

SECTION 18 – NOTICES

All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, or sent by facsimile or first class mail, addressed as follows:



To City: City Manager
1480 Main Street
St. Helena, California 94574

To Consultant: Waterways Consulting, Inc.
403B Swift Street
Santa Cruz, CA 95060

Notice shall be deemed effective on the date personally delivered or transmitted by facsimile, or, if mailed, three (3) days after deposit in the custody of the U.S. Postal Service.

SECTION 19 – TERMINATION

A. City may terminate this Agreement, with or without cause, at any time by giving ten (10) days written notice of termination to Consultant. If such notice is given, Consultant shall cease immediately all work in progress.

B. If either Consultant or City fail to perform any material obligation under this Agreement, then, in addition to any other remedies, either Consultant, or City may terminate this Agreement immediately upon written notice.

C. Upon termination of this Agreement by either Consultant or City, all property belonging to City which is in Consultant's possession shall be delivered to City. Consultant shall furnish to City a final invoice for work performed and expenses incurred by Consultant, prepared as set forth in this Agreement.

SECTION 20 – ATTORNEY FEES

If litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding shall be entitled to an award of reasonable attorneys' fees, costs and expenses, in addition to any other relief to which it may be entitled. In addition, any legal fees, costs and expenses incurred to enforce the provisions of this Agreement shall be reimbursed to the prevailing party.

SECTION 21 – ENTIRE AGREEMENT

This Agreement, including the attached Exhibits, is the entire, complete, final and exclusive expression of the parties with respect to the matters addressed therein and supersedes all other agreements or understandings, whether oral or written, or entered into between Consultant and City prior to the execution of this Agreement. No statements, representations or other agreements, whether oral or written, made by any party which are not embodied herein shall be valid and binding unless in writing duly executed by the parties or their authorized representatives.



SECTION 22 – SUCCESSORS AND ASSIGNS

This Agreement shall be binding on the heirs, executors, administrators, successors and assigns of the parties. However, this Agreement shall not be assigned by Consultant without written consent of the City.

SECTION 23 – CONTINUITY OF PERSONNEL

Consultant shall make every reasonable effort to maintain the stability and continuity of Consultant's staff assigned to perform the services required under this Agreement. Consultant shall notify City of any changes in Consultant's staff assigned to perform the services required under this Agreement, prior to any such performance.

SECTION 24 – DEFAULT

In the event that Consultant is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Consultant for any work performed after the date of default and may terminate this Agreement immediately by written notice to Consultant.

SECTION 25 – WAIVER

Waiver by any party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any work or services by Consultant shall not constitute a waiver of any of the provisions of this Agreement.

SECTION 26 – LAW TO GOVERN; VENUE

This Agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Napa. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Northern District of California, in San Francisco.

SECTION 27 – SEVERABILITY

If any term, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

SECTION 28 – SPECIAL PROVISIONS



This Agreement is subject to the following special provisions: none.

IN WITNESS WHEREOF, the parties hereto have accepted, made, and executed this Agreement upon the terms, conditions, and provisions above stated, the day and year first above written.

Consultant:

By: [Signature] 7/21/11
Name: MATT WELD
Title: Principal Engineer

City: [Signature]
By: [Signature]
Name: Karen Scalabrini
Title: Interim City Manager

APPROVED AS TO FORM:

[Signature]
John Truxaw
City Attorney 8-10-11
Date: _____



Exhibit A. "Scope of Services"



Ecological Restoration Design - Civil Engineering - Natural Resource Management

August 3, 2011

City of St. Helena
Attn: City Manager
1480 Main St.
St. Helena, CA 94574

Exhibit A: Scope of Services, Job No. 03-385B

RE: St. Helena Flood Control Project, Post Construction Asbuilt and Performance Monitoring and Reporting

Dear Ms. Scalabrini,

Thank you for interest in our services. Per your request, we have prepared the following proposal to provide post construction monitoring and reporting services in support of the above referenced project. Please review the following Scope of Services and attached Budget (Exhibit B). If the scope and budget meet your approval, we wish to amend our current contract with the City to authorize this work.

PROJECT UNDERSTANDING

The goal of our involvement will be to complete the biological, flood conveyance and mitigation performance monitoring requirements outlined in the project permit documents. We have reviewed the documents with city staff and other design team members and summarized these requirements in attached Table A. Our proposed scope and budget is based on Table A, and further summarized below. The currently proposed scope addresses post construction compliance reporting, baseline monitoring, and year one monitoring requirements. Based on discussions with the City, certain tasks provide cost savings by assuming that assistance would be provided by City Staff. These assumptions are listed in the individual task descriptions.

Post Construction Compliance Reporting

Task 1 – Photo points and as-built mapping of restoration features

Waterways will perform field operations necessary to establish, monument, and map 21 permanent photo-points. Waterways will survey as-built grades and constructed limits of the low flow channel and California Freshwater Shrimp (CFS) habitat features, including shoreline, and bank protection areas. City staff shall perform the task of survey rodman for all required mapping. Work does not include asbuilt mapping of levees, floodwalls, detention basin, or other flood control features not specifically listed above.



Task 2 – Post Construction Compliance Report and As-built Mapping Product

Waterways shall prepare detailed maps and a written report describing the asbuilt conditions of the habitat features. The report shall be prepared for submittal to the resource agencies in fulfillment of the applicable requirements outlined in Table A.

Baseline Monitoring

Task 3 – Hydraulic modeling and Reporting

Waterways shall establish, monument, and perform topographic mapping of 20 permanent cross sections along the Napa River. The sections shall be surveyed to determine hydraulic modeling parameters necessary for ongoing modeling, including the past winter's high water marks, vegetation type and density, geometry, and substrate composition. City staff shall perform the task of survey rodman for all required mapping.

The cross section data will be used to update the design HEC RAS model for the project area and serve as a basis for determination of whether the project is meeting hydraulic performance criteria.

Results shall be compiled into a hydraulic memorandum for submittal to the permitting agencies.

Year One Performance Monitoring

Task 4 – Spring Vegetation Monitoring and Reporting

Waterways and Central Coast Wilds (CCW) shall conduct spring visual vegetation inspection, map areas of poor performance, and prepare written recommendations for necessary remedial actions. The mapping shall be performed by gps, with photo-documentation for inclusion in the year one monitoring report.

Task 5 – Fall Vegetation Monitoring and Reporting

Waterways and CCW shall perform a fall vegetation survey, consisting of 7 detailed vegetation transects to record species and composition (using 1m x 1m quadrant at 5 meter spacing) and the re-mapping of areas of continued poor performance. Our budget for this task assumes that City staff would prepare and place numbered tags at all trees, measure and record tree heights & survival, count willow pole survival, and provide this information to Waterways in Excel format for inclusion in our draft and final reports.

Task 6 – California Freshwater Shrimp (CFS) & Habitat Monitoring

CFS monitoring shall be performed by Dennis Halligan of Stillwater Sciences, under subcontract with Waterways. Stillwater shall evaluate shrimp habitat structures and perform surveys to determine presence. Stillwater shall develop a written report of their findings for incorporation in the final year one report (task 8). Please note that presence of shrimp is NOT a requisite for meeting the success criteria.



Task 7 – Erosion and Stormwater Swale Monitoring

Waterways shall survey, map, and document areas of erosion within the constructed project features, including the shoreline, terrace, and swale. Remedial actions shall be recommended in the final year one report.

Task 8 – Draft and Final Year One Monitoring Report

Waterways shall compile survey results and findings into a draft year one monitoring report. The report shall document all field data collected and summarize the project's status with regard to meeting the established success criteria. The report shall also provide a list of recommended remedial actions.

The City's comments on the draft report shall be incorporated into a final report for submittal to the regulatory agencies.

Task 9 – Meetings and Coordination

The task 9 budget covers time spent in coordinating the work, client and team correspondence, and project related administrative responsibilities. Our budget assumes two meetings in St. Helena. The first meeting would be held to review the findings in the draft report. The second meeting would be with agency representatives to discuss the final report and any recommendations.

PROPOSED COST

All work shall be performed on a time and materials basis, not to exceed \$327,238.00. Refer to attached Exhibit B for a detailed breakdown of our anticipated costs.

ADDITIONAL SERVICES

Waterways shall be available for additional services on a time and materials basis, at our prevailing rates. Additional services are defined as those that are not specifically identified under the scope of proposed services or those that are required as a result of unforeseen circumstances that arise during the permitting process.

We look forward to working with you on this interesting project. If you have any questions, please contact Matt Weld at 831-421-9291.

Sincerely,

Matt Weld, R.C.E.

CA License No. 62235

NV License No. 15367

OR License No. 78668PE



STANDARD PROVISIONS

1. Waterways shall not be held responsible for the accuracy of existing mapping or data collection performed by others and made available by the Client. If existing products made available by others are found to be inaccurate or incomplete, during the process of our work, our budget, scope, and/or schedule shall be adjusted to account for unexpected expenses or delays incurred as a result of these deficiencies.
2. Client is aware that differences may exist between the electronic files delivered and the printed hard copy construction documents. In the event of a conflict between the signed construction documents prepared by Waterways and electronic files, the signed and stamped or sealed hard copy construction documents shall govern.
3. All permitting shall be handled by the Client. Waterways shall be available for permitting assistance on a time and materials basis, at the firm's prevailing hourly rates. If permitting agencies request submittal of design reports, detailed hydraulic modeling or calculations, beyond what is deemed by the Waterways to be necessary to complete the design, this work shall be considered extra, unless specifically outlined in the scope of services.
4. Photocopy and plotting costs are included in the proposed Waterways' price for preliminary and final drawings and specifications in the number of copies shown in the scope of work. The costs of reproduction of publicly distributed draft and final copies shall be a vendor charge, which will be billed directly to the Client. Therefore, this cost is not reflected in the proposed Waterways' price. This approach will be more cost effective for the Client, as it will reduce the Waterways' administrative costs.
5. If Waterways, pursuant to this agreement, produces drawings, specifications, or other documents and/or performs field services, and such drawings, specifications, or other documents and/or field services are required by any governmental agency, and such governmental agency changes its ordinances, codes, policies, procedures or requirements after the date of this agreement, any additional office or field services thereby required shall be paid for by Client as extra services.
6. Waterways shall not be held responsible for the performance of other project team members contracted directly by the Client. Waterways' fees shall not be withheld as a result of unacceptable performance on the part of others.
7. If the scope of services includes Waterways' assistance in applying for governmental permits or approvals, Waterways' assistance shall not constitute a representation, warranty or guarantee that such permits or approvals will be acted upon favorably by any governmental agency.
8. Waterways makes no representations concerning soils or geological conditions unless specifically included in writing in this agreement, or by amendments to this agreement, and shall not be responsible for any liability that may arise out of performing or failure



to perform soils or geological surveys, subsurface soils or geological tests, or general soils or geological testing.

9. Client acknowledges that the design services performed pursuant to this agreement are based upon field and other conditions existing at the time these services were performed. Client further acknowledges that field and other conditions may change by the time project construction occurs and clarification, adjustments, modifications and other changes shall be paid for by Client as extra services in accordance with the agreement.
10. Waterways shall have no responsibility for the discovery, presence, handling, removal or disposal of hazardous or toxic materials or substances in any form at Project sites, including but not limited to, asbestos, asbestos products or polychlorinated biphenyl (PCB) except for such hazardous or toxic materials or substances introduced on to the project site by Waterways or any damage or injuries resulting from Waterways' negligence.
11. When hazardous or toxic materials or substances are known, assumed or suspected to exist at a site, Client shall take appropriate precautions to protect health and safety of Waterways' personnel, to comply with applicable laws and regulations, and to follow procedures that Client deems prudent to minimize physical risks to employees and the public. Client shall inform Waterways of any hazardous or toxic materials or substances known by Client to exist at a Project site on which Waterways is providing services.
12. If during the performance of Services on a project, Waterways discovers the existence of unanticipated toxic or hazardous materials or substances which are unsafe and present a risk to Waterways personnel, Waterways may, and without liability therefore, suspend further Services on the project and shall notify Client of Waterways' decision and the reason for suspension of Services.
13. If the scope of services to be provided by Waterways pursuant to the terms of this agreement includes construction observation services, Waterways is not responsible for: continuous inspection or supervision, construction means and methods, project site safety, or contractor's failure to perform. Waterways is not authorized to stop the work of the Contractor.
14. Use of Work Product. Client agrees not to use or permit any other person to use final maps, exhibits, legal descriptions, surveys, or other work product ("Work Product") prepared by Consultant, which Work Product is not final and which is not signed, and stamped or sealed by Consultant. Client agrees that Consultant is not responsible for any such use of non-final Work Product and waives any right to claim liability against Consultant therefore. Client further agrees that final Work Product is for the sole use of Client for the specific purpose described in this Agreement. Such final Work Product may not be altered or reproduced in any way nor used on any other project or for any other purposes than as specifically authorized by Consultant in writing prior to any such use, alteration, or reproduction.

Exhibit B - Proposed Costs



City of St. Helena Comprehensive Flood Control Project- Draft Post-Construction Adaptive Management Monitoring Budget

ACTIVITIES	Principal	Senior Engineer	Associate Engineer/ Ecologist	Survey Crew (2 people)	Administration	Total Hours	Labor Costs	Direct Costs (includes lab fees, travel, per diem, GPS, report reprints, equipment, shipping, etc.)	Mark-up on direct expenses (10%)	Stillmaster Services (Biologists)	Central Coast Wildlife (Native Plant Expert)	Mark-up on subconsultants (10%)	Total Costs
	\$ 150	\$ 120	\$ 95	\$ 220	\$ 55								
Post-Construction Compliance Reporting													
Establish 21 permanent photo points and survey finished grades of new channel, seasonal wetland mitigation area, and CFS enhancement features.	2		8	32		42	\$ 8,100	\$ 2,700	\$ 270				\$ 11,070
Prepare as-built plan and post-construction completion reports for multiple agencies	6	24	16			46	\$ 5,300						\$ 5,300
Site Visit with CDFG and USFWS staff	8					8	\$ 1,200						\$ 1,200
													Subtotal
													\$ 17,570
Baseline Monitoring													
Flood Conveyance Monitoring: Survey 20 cross-sections and high water marks of prior winter's peak flow	2		4	48		54	\$ 11,240	\$ 3,150	\$ 315				\$ 14,705
Hydraulic modeling and roughness calculations	4	16	32			52	\$ 5,560						\$ 5,560
Baseline Report (internal report- not to agencies)	8	32	32		3	75	\$ 8,245	\$ 300	\$ 30				\$ 8,575
													Subtotal
													\$ 20,840
Year 1													
Fall vegetation Monitoring (survey 7 vegetation transects, map areas of poor performance, and record tree and willow pole survival and measure tree heights)	2	20	24			46	\$ 4,980	\$ 2,200	\$ 220		\$ 2,400	\$ 240	\$ 10,040
Conduct spring visual vegetation inspection, map areas of poor performance, and prepare remedial recommendations	2	12	16			30	\$ 3,250	\$ 900	\$ 90		\$ 1,200	\$ 120	\$ 5,520
California Freshwater Shrimp and Habitat Monitoring	3		3			6	\$ 735			\$ 4,250		\$ 425	\$ 5,410
Erosion & Stormwater Swale Monitoring	3	4	3			10	\$ 1,215						\$ 1,215
Draft Report	8	40	24			72	\$ 8,280	\$ 300	\$ 30				\$ 8,610
Final Report	2	16	8			26	\$ 2,980	\$ 300	\$ 30				\$ 3,310
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
													Subtotal Year 1
													\$ 36,960
Year 2													
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
California Freshwater Shrimp and Habitat Monitoring			6			6	\$ 570			\$ 4,420		\$ 442	\$ 5,412
Erosion & Stormwater Swale Monitoring		4	4			8	\$ 860						\$ 860
Draft Report	4	16	24			44	\$ 4,800	\$ 300	\$ 30				\$ 5,130
Final Report	4	8	12			24	\$ 2,700	\$ 300	\$ 30				\$ 3,030
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
													Subtotal Year 2
													\$ 28,597
Year 3													
Flood Conveyance Monitoring			8	38		46	\$ 9,120	\$ 2,500	\$ 250				\$ 11,870
Hydraulic modeling and roughness calculations	4	6	16			26	\$ 2,840						\$ 2,840
Vegetation Monitoring (Includes Spring and Fall visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
California Freshwater Shrimp and Habitat Monitoring			6			6	\$ 570			\$ 4,600		\$ 460	\$ 5,630
Erosion & Stormwater Swale Monitoring		4	4			8	\$ 860						\$ 860
Draft Report	4	16	24			44	\$ 4,800	\$ 300	\$ 30				\$ 5,130
Final Report	4	8	12			24	\$ 2,700	\$ 300	\$ 30				\$ 3,030
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
													Subtotal Year 3
													\$ 48,405
Year 4													
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
California Freshwater Shrimp and Habitat Monitoring			6			6	\$ 570			\$ 4,780		\$ 478	\$ 5,828
Erosion & Stormwater Swale Monitoring		4	4			8	\$ 860						\$ 860
Draft Report	4	16	24			44	\$ 4,800	\$ 300	\$ 30				\$ 5,130
Final Report	4	8	12			24	\$ 2,700	\$ 300	\$ 30				\$ 3,030
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
													Subtotal Year 4
													\$ 32,933
Year 5													
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
California Freshwater Shrimp and Habitat Monitoring			6			6	\$ 570			\$ 4,975		\$ 498	\$ 6,043
Erosion & Stormwater Swale Monitoring		4	4			8	\$ 860						\$ 860
Draft Report	4	16	24			44	\$ 4,800	\$ 300	\$ 30				\$ 5,130
Final Report	4	8	12			24	\$ 2,700	\$ 300	\$ 30				\$ 3,030
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
													Subtotal Year 5
													\$ 33,148
Year 6													
Flood Conveyance Monitoring			8	38		46	\$ 9,120	\$ 2,500	\$ 250				\$ 11,870
Hydraulic modeling and roughness calculations	4	6	16			26	\$ 2,840						\$ 2,840
Draft Report	2	16	24			42	\$ 4,500	\$ 300	\$ 30				\$ 4,830
Final Report	2	8	8		3	21	\$ 2,185	\$ 300	\$ 30				\$ 2,515
													Subtotal Year 6
													\$ 22,055
Year 7													
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
Draft Report	2	8	12			22	\$ 2,400	\$ 300	\$ 30				\$ 2,730
Final Report	2	4	4		3	13	\$ 1,325	\$ 300	\$ 30				\$ 1,655
													Subtotal Year 7
													\$ 19,665
Year 9													
Flood Conveyance Monitoring			8	38		46	\$ 9,120	\$ 2,500	\$ 250				\$ 11,870
Hydraulic modeling and roughness calculations	4	6	16			26	\$ 2,840						\$ 2,840
Draft Report	2	16	24			42	\$ 4,500	\$ 300	\$ 30				\$ 4,830
Final Report	2	8	8		3	21	\$ 2,185	\$ 300	\$ 30				\$ 2,515
													Subtotal Year 9
													\$ 22,055
Year 10													
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
Final Report	8	24	24		2	58	\$ 6,470	\$ 500	\$ 50				\$ 7,020
													Subtotal Year 10
													\$ 22,300
Additional Flood Conveyance Monitoring and reporting if 5-yr event or greater occurs in Years other than 3, 6 or 9	4	6	24	38		72	\$ 11,960	\$ 2,500	\$ 250				\$ 14,710
Total Monitoring Costs (years 1-10)													\$ 327,238

Notes:

- Budget assumes that one additional flood conveyance monitoring will be required during the first 10 years of monitoring
- Shrimp habitat monitoring will need to be conducted once every 5 years after success criteria have been satisfied. This monitoring is not included in the Budget as it will occur after Year 10

Exhibit B - Proposed Costs



City of St. Helena Comprehensive Flood Control Project- Draft Post-Construction Adaptive Management Monitoring Budget

ACTIVITIES	Principal	Senior Engineer	Associate Engineer/ Ecologist	Survey Crew (2 people)	Administration	Total Hours	Labor Costs	Direct Costs (Includes lab fees, travel, parking, GPS, report reprints, equipment shipping, etc.)	Mark-up on direct expenses (10%)	Soilwater Science (Biologist)	Central Coast Wildlife (Wildlife Mgmt Expert)	Mark-up on subconsultants (10%)	Total Costs
Post-Construction Compliance Reporting	\$ 150	\$ 120	\$ 95	\$ 220	\$ 55								
Establish 21 permanent photo points and survey finished grades of new channel, seasonal wetland mitigation area, and CFS enhancement features	2		8	32		42	\$ 8,100	\$ 2,700	\$ 270				\$ 11,070
Prepare as-built plan and post-construction completion reports for multiple agencies	6	24	16			46	\$ 5,300						\$ 5,300
Site Visit with CDFG and USFWS staff	8					8	\$ 1,200						\$ 1,200
Baseline Monitoring													Subtotal \$ 17,570
Flood Conveyance Monitoring: Survey 20 cross-sections and high water marks of prior winter's peak flow	2		4	48		54	\$ 11,240	\$ 3,150	\$ 315				\$ 14,705
Hydraulic modeling and roughness calculations	4	16	32			52	\$ 5,560						\$ 5,560
Baseline Report (internal report- not to agencies)	8	32	32		3	75	\$ 8,245	\$ 300	\$ 30				\$ 8,575
Year 1													Subtotal \$ 28,840
Fall vegetation Monitoring (survey 7 vegetation transects, map areas of poor performance, and record tree and willow pole survival and measure tree heights)	2	20	24			46	\$ 4,980	\$ 2,200	\$ 220		\$ 2,400	\$ 240	\$ 10,040
Conduct spring visual vegetation inspection, map areas of poor performance, and prepare remedial recommendations	2	12	16			30	\$ 3,260	\$ 900	\$ 90		\$ 1,200	\$ 120	\$ 5,570
California Freshwater Shrimp and Habitat Monitoring	3		3			6	\$ 735			\$ 4,250		\$ 425	\$ 5,410
Erosion & Stormwater Swale Monitoring	3	4	3			10	\$ 1,215						\$ 1,215
Draft Report	8	40	24			72	\$ 8,280	\$ 300	\$ 30				\$ 8,610
Final Report	2	16	8			26	\$ 2,980	\$ 300	\$ 30				\$ 3,310
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
Year 2													Subtotal Year 1 \$ 36,960
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
California Freshwater Shrimp and Habitat Monitoring			6			6	\$ 570			\$ 4,420		\$ 442	\$ 5,412
Erosion & Stormwater Swale Monitoring		4	4			8	\$ 860						\$ 860
Draft Report	4	16	24			44	\$ 4,800	\$ 300	\$ 30				\$ 5,130
Final Report	4	8	12			24	\$ 2,700	\$ 300	\$ 30				\$ 3,030
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
Year 3													Subtotal Year 2 \$ 28,597
Flood Conveyance Monitoring			8	38		46	\$ 9,120	\$ 2,500	\$ 250				\$ 11,870
Hydraulic modeling and roughness calculations	4	6	16			26	\$ 2,840						\$ 2,840
Vegetation Monitoring (Includes Spring and Fall visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
California Freshwater Shrimp and Habitat Monitoring			6			6	\$ 570			\$ 4,600		\$ 460	\$ 5,630
Erosion & Stormwater Swale Monitoring		4	4			8	\$ 860						\$ 860
Draft Report	4	16	24			44	\$ 4,800	\$ 300	\$ 30				\$ 5,130
Final Report	4	8	12			24	\$ 2,700	\$ 300	\$ 30				\$ 3,030
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
Year 4													Subtotal Year 3 \$ 48,405
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
California Freshwater Shrimp and Habitat Monitoring			6			6	\$ 570			\$ 4,780		\$ 478	\$ 5,828
Erosion & Stormwater Swale Monitoring		4	4			8	\$ 860						\$ 860
Draft Report	4	16	24			44	\$ 4,800	\$ 300	\$ 30				\$ 5,130
Final Report	4	8	12			24	\$ 2,700	\$ 300	\$ 30				\$ 3,030
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
Year 5													Subtotal Year 4 \$ 32,933
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
California Freshwater Shrimp and Habitat Monitoring			6			6	\$ 570			\$ 4,975		\$ 498	\$ 6,043
Erosion & Stormwater Swale Monitoring		4	4			8	\$ 860						\$ 860
Draft Report	4	16	24			44	\$ 4,800	\$ 300	\$ 30				\$ 5,130
Final Report	4	8	12			24	\$ 2,700	\$ 300	\$ 30				\$ 3,030
Meetings and Coordination	8	12			3	23	\$ 2,805						\$ 2,805
Year 6													Subtotal Year 5 \$ 33,148
Flood Conveyance Monitoring			8	38		46	\$ 9,120	\$ 2,500	\$ 250				\$ 11,870
Hydraulic modeling and roughness calculations	4	6	16			26	\$ 2,840						\$ 2,840
Draft Report	2	16	24			42	\$ 4,500	\$ 300	\$ 30				\$ 4,830
Final Report	2	8	8		3	21	\$ 2,185	\$ 300	\$ 30				\$ 2,515
Year 7													Subtotal Year 6 \$ 22,055
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
Draft Report	2	8	12			22	\$ 2,400	\$ 300	\$ 30				\$ 2,730
Final Report	2	4	4		3	13	\$ 1,325	\$ 300	\$ 30				\$ 1,655
Year 9													Subtotal Year 7 \$ 19,665
Flood Conveyance Monitoring			8	38		46	\$ 9,120	\$ 2,500	\$ 250				\$ 11,870
Hydraulic modeling and roughness calculations	4	6	16			26	\$ 2,840						\$ 2,840
Draft Report	2	16	24			42	\$ 4,500	\$ 300	\$ 30				\$ 4,830
Final Report	2	8	8		3	21	\$ 2,185	\$ 300	\$ 30				\$ 2,515
Year 10													Subtotal Year 9 \$ 22,055
Vegetation Monitoring (Includes spring visual inspections and preparation of remedial recommendations)	4	32	40			76	\$ 8,240	\$ 2,800	\$ 280		\$ 3,600	\$ 360	\$ 15,280
Final Report	8	24	24		2	58	\$ 6,470	\$ 500	\$ 50				\$ 7,020
Additional Flood Conveyance Monitoring and reporting if 5-yr event or greater occurs in Years other than 3, 5 or 9	4	6	24	38		72	\$ 11,960	\$ 2,500	\$ 250				\$ 14,710
Total Monitoring Costs (years 1-10)													\$ 327,238

Notes:

- Budget assumes that one additional flood conveyance monitoring will be required during the first 10 years of monitoring
- Shrimp habitat monitoring will need to be conducted once every 5 years after success criteria have been satisfied. This monitoring is not included in the Budget as it will occur after Year 10

CITY OF ST. HELENA

RESOLUTION NO. _____

**INCREASING THE FISCAL YEAR 2015/2016 PUBLIC WORKS
ADMINISTRATION OPERATING BUDGET BY \$55,203 FROM THE
GENERAL FUND RESERVE TO FUND PERFORMANCE MONITORING
AND REPORTING FOR THE ST HELENA FLOOD CONTROL
PROJECT BY WATERWAYS CONSULTING, INC.**

RECITALS

- A. Resolution 2009-59 on April 14, 2009 approved "Consent to Assignment" to Waterways Consulting, Inc. to perform the balance of their City agreement with respect to the St Helena Flood Project; and
- B. The City requires post construction performance monitoring and reporting, as required by the California Department of Fish and Wildlife; and
- C. Resolution No. 2011-41 on June 28, 2011 approved a Professional Services Agreement with Waterways Consulting, Inc., in the amount of \$327,238 over a 10 year period; and
- D. The scope of work, cost, and term of the agreement with Waterways Consulting, Inc. are not yet complete; and
- E. The work planned to occur under this agreement during calendar year 2015 and the first half of calendar year 2016 is estimated to be valued at \$55,203; and
- F. The costs for the agreement with Waterways Consulting, Inc. were not included in the Fiscal Year 2014/2015 or 2015/2016 budgets.

RESOLUTION

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

- 1. The Public Works Administration Operating Budget for Fiscal Year 205/2016 is increased by \$55,203 from the General Fund Reserves

Approved at a Regular Meeting of the St. Helena City Council on the 22nd of September, 2015 by the following vote:

Mayor Galbraith: _____

Vice Mayor White: _____

Councilmember Crull: _____

Councilmember Dohring: _____

Councilmember Pitts: _____

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Black, City Clerk

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**Report to the City Council
Council Meeting of September 22, 2015**

Agenda Section: Consent Calendar

Subject: Award Construction Contract for Bell Canyon Reservoir – Install New Frame and Sluice Gate on Water Intake Tower, CIP Project W-84 in the amount of \$87,745 to DRS Marine Inc.; authorize the Director of Public Works to approve change orders not to exceed 10% of the contract amount; and increase the project budget by \$22,000 from Water Enterprise Utility Funds

CEQA Status: **Categorically Exempt, Section 15301, Existing Facilities**

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

Approved By: **Jennifer Phillips, City Manager**

BACKGROUND

In a December 2011 during routine inspection by the State Water Resources Control Board (SWRCB), Drinking Water Division, the City was directed to develop a plan and schedule to replace the mid-level valve on the Bell Canyon Reservoir intake tower.

In October of 2012, North Coast Divers, Inc. was contracted to conduct an inspection dive to video document the condition of the damaged intake gate and make recommendations based on those findings. The inspection revealed that the sluice gate and control rod had suffered damage and/or corrosion to a degree that complete replacement of the entire assembly was required.

In April 2013, the dive crew removed the damaged sluice gate from the Bell Canyon Intake Tower, and the opening was sealed with a temporary cofferdam. The sluice gate frame, slide, and control rod was recovered to the surface and custody transferred to the City.

On March 10, 2015, the City Council, by resolution authorized a professional service agreement with COWI North America, Inc. for Plans, Specifications and estimate for the Bell Canyon Reservoir Sluice Gate Replacement.

On September 22, 2015 the City Council authorized Adoption of Resolution Approving the Plans, Specifications; and Authorizing the Bid Request for Bell Canyon Reservoir –

Install New Frame and Sluice Gate on Water Intake Tower, CIP Project W-84 and made findings that the project is categorically exempt from the California Environmental Quality Act.

DISCUSSION

Contract Documents were sent to the following builders exchanges on August 5, 2015:

- Construction Billboard (eBidboard)
- McGraw-Hill Construction Dodge
- North Coast Builders Exchange
- Marin Builders Association
- Solano-Napa Builders Exchange
- Contra Costa Builders Exchange

The City Clerk received 2 bids on Wednesday September 9, 2015 as follows:

Contractor Name	Bid Amount
DRS Marine, Inc. of Vallejo CA	\$87,745.00
Gregory Equipment of Redding CA	\$98,611.00

DRS Marine's bid was 32.5% below the Engineers Estimate of \$130,000.

DRS Marine, Inc. Holds a valid Class A General Engineering Contractor's License in the State of California, with no enforcement actions listed. Their license expires on April 30, 2017. DRS Marine, Inc. has the lowest responsible, responsive bid.

FISCAL IMPACT

The estimated Project expenditure summary is provided in the table below.

Description	Budget	Projected
Preliminary engineering and design	\$ 98,179	\$ 98,179
Construction management/inspection	\$ 10,000	\$ 25,480
Construction Contract	\$ 81,800	\$ 87,745
Contingency (10%)	\$ 8,200	\$ 8,775
Total	\$ 198,179	\$ 220,179

A budget augmentation was anticipated when Council authorized the bid request for this project on September 22, 2015. An increase of \$22,000 in the Fiscal Year 2015/2016 budget is needed in order to complete the project. The project is currently funded by \$77,000 from water bonds and \$121,179 from Water Enterprise Utility Funds. A

transfer of \$22,000 from Water Enterprise Utility Fund to the Water Capital Fund is required. This will reduce the Estimated Water Unrestricted Net Position @ 6/30/16 from \$1,347,222 (28%) to \$1,325,222 (27%).

RECOMMENDED ACTION

Adopt attached resolution authorizing the City Manager to execute a construction contract DRS Marine, Inc. in the amount of \$87,745.00 for the Bell Canyon Reservoir – Install New Frame and Sluice Gate on Water Intake Tower, CIP Project W-84; authorizing the Director of Public Works to approve change orders not to exceed 10% of the contract amount; and increasing the project budget by \$22,000 from the Unrestricted Net Position of the Water Enterprise Utility Fund.

ATTACHMENTS

1. Resolution

CITY OF ST. HELENA

RESOLUTION NO. _____

**AWARD CONSTRUCTION CONTRACT FOR BELL CANYON RESERVOIR –
INSTALL NEW FRAME AND SLUICE GATE ON WATER INTAKE TOWER, CIP
PROJECT W – 84 IN THE AMOUNT OF \$87,745 TO DRS MARINE, INC.;
AUTHORIZE THE PUBLIC WORKS DIRECTOR TO APPROVE CHANGE ORDERS
NOT TO EXCEED 10% OF THE CONTRACT AMOUNT; AND INCREASE THE
PROJECT BUDGET BY \$22,000 FROM THE WATER ENTERPRISE UTILITY FUND**

RECITALS

- A. On September 22, 2015 the City Council authorized Adoption of Resolution Approving the Plans, Specifications; and Authorizing the Bid Request for Bell Canyon Reservoir – Install New Frame and Sluice Gate on Water Intake Tower, CIP Project W-84 and made findings that the project is categorically exempt from the California Environmental Quality Act;; and
- B. Pursuant to St. Helena Municipal Code Chapter 3.04; Article 3 Public Works Projects; Section 3.04.220 on August 5, 2015, a notice inviting bids was posted and mailed to contractors inviting bids for the Bell Canyon Reservoir – Install New Frame and Sluice Gate on Water Intake Tower, CIP Project W-84; and
- C. Two bids were received and evaluated by the Director of Public Works; and
- D. The lowest responsive and responsible bidder for the Project was DRS Marine, Inc.

RESOLUTION

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

- 1. A contract with DRS Marine, Inc. in the amount of \$87,745.00 for Bell Canyon Reservoir – Install New Frame and Sluice Gate on Water Intake Tower, CIP Project W-84 is approved and the City Manager is authorized to sign the contract.
- 2. The Director of Public Works is authorized to approve change orders not to exceed 10% of the contract amount.
- 3. The Fiscal Year 2015/2016 budget for CIP Project W-84 is increased by \$22,000, from the Unrestricted Net Position of the Water Enterprise Utility Fund.

Approved at a Regular Meeting of the St. Helena City Council on September 22, 2015 by the following vote:

Mayor Galbraith:	_____
Vice Mayor White:	_____
Councilmember Crull:	_____
Councilmember Dohring:	_____
Councilmember Pitts:	_____

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Black, City Clerk



**Report to the City Council
Council Meeting of September 22, 2015**

Agenda Section: Consent Calendar

Subject: Award Construction Contract for Charter Oak Avenue and Highway 29 Sewer Repair to G.D. Nielson Construction Inc. in the amount of \$308,458; authorize the Director of Public Works to approve change orders not to exceed 10% of the contract amount; and create Capital Improvement Project S-68 with \$36,454.17 from Water Enterprise Utility Funds, and \$352,632.63 from Wastewater Enterprise Utility Funds.

CEQA Status: **Categorically Exempt, Section 15301, Existing Facilities**

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

Approved By: **Jennifer Phillips, City Manager**

BACKGROUND

This contract will replace failing sewer main on State Route 29 (Main Street) at Charter Oak Avenue in advance of the Caltrans' State Route 29 channelization and overlay project.

Although small in size, this project is complicated and difficult to build. The project will take place within heavy traffic on State Route 29 (Main Street); will require that the sewer main be installed by jack and bore method under the Napa Valley Wine Train Railroad, a six inch high pressure gas transmission line, and a bank of telephone conduits. In addition, it is important that the project be completed before Caltrans mobilizes to this location with their channelization and overlay project.

This project includes the replacement of a fifty year old two inch galvanized water service with a two inch copper service enclosed in a four inch steel casing across Hwy. 29 just on the north side of Charter Oak Avenue. This portion of the project will be funded from Water Enterprise Utility Funds.

On July 28, 2015 the City Council authorized Adoption of Resolution Approving the Plans, Specifications; and Authorizing the Bid Request for Charter Oak Avenue and Highway 29 Sewer Repair and made findings that the project is categorically exempt from the California Environmental Quality Act, pursuant to CEQA Guidelines section 15301, Existing Facilities Class 1 which exempts the operation, repair, maintenance, and permitting of existing facilities involving negligible or no expansion of use including publically owned utilities used to provide sewerage services.

DISCUSSION

Contract Documents were sent to the following builders exchanges on July 24, 2015:

- Construction Billboard (eBidboard)
- McGraw-Hill Construction Dodge
- North Coast Builders Exchange
- Marin Builders Association
- Solano-Napa Builders Exchange
- Contra Costa Builders Exchange

The City Clerk received 3 bids on Wednesday August 26, 2015 as follows:

Contractor Name	Bid Amount
G.D. Nielson Construction, Inc. of Napa	\$308,458.00
Argonaut Constructors of Santa Rosa	\$313,060.00
Ghilotti Bros. ,Inc. of san Rafael	317,308.00

A detailed bid tabulation is included as Attachment 1.

G.D. Nielson Construction, Inc. has the lowest responsible, responsive bid; and holds a valid Class A General Contractor's License in the State of California, with no enforcement actions listed. Their license expires on September 30, 2016.

G.D. Nielson's bid was 123% above the Engineers Estimate of \$138,170.00. The following bid items stood out as being higher than expected:

- Mobilization is more than 10% of the total contract items.
- Sewer manhole, 8" PVC sewer main, and water service

Staff believes G.D. Nielson's bid was more expensive than expected for the following reasons:

- Bidding late in the construction season and contractors being extremely busy.
- Smaller size project, not getting the economy of scale for larger quantities.
- A portion of the project is in Caltrans right of way and the contractors anticipate increased coordination with Caltrans Encroachment Permit inspection.

It is possible that rejecting all bids and rebidding the Project in the early spring would result in lower pricing. Staff is not recommending this approach because this sewer

main has deteriorated to an extent that it is subject to collapsing within both the Napa Valley Wine Train and the Caltrans right of ways. Failure of this sewer main on an emergency basis would be more expensive to repair, cause disruption to both the motoring public and the Wine Train, and may result in a sanitary sewer overflow which would subject the City to fines from the Regional Water Quality Control Board.

Staff believes that it is prudent to move forward with this project realizing the City may be able to get a less expensive bid should the project be bid at a later date.

This Project was not contemplated during budget preparation and is not currently included in the 2015-2020 Capital Improvement Plan. Preliminary engineering and design has been funded through CIP S-16, Misc Maintenance Projects. In order to complete the Project, a new project needs to be created in the CIP and funded in this year's budget. The new Project will be CIP S-68, Charter Oak Avenue and Highway 29 Sewer Repair.

FISCAL IMPACT

The estimated Project expenditure summary is provided in the table below.

Description	Budget
Construction management/inspection	\$ 49,783.00
Construction Contract	\$ 308,458.00
Contingency (10%)	\$ 30,845.80
Total	\$ 389,086.80

A budget augmentation was anticipated when Council authorized the bid request for this project on July 18, 2015. An increase of \$389,086.80 in the Fiscal Year 2015/2016 budget is needed in order to complete the project. The project is proposed to be funded by \$36,454.17 from Water Enterprise Utility Funds, and \$352,632.63 from Wastewater Enterprise Utility Funds. A transfer of \$36,454.17 from Water Enterprise Utility Fund to the Water Capital Fund is required. This will reduce the Estimated Water Unrestricted Net Position @ 6/30/16 from \$1,347,222 (28%) to \$1,310,767 (27%). Additionally, a transfer of \$352,632.63 from Wastewater Enterprise Utility Fund to the Wastewater Capital Fund is required. This will reduce the Estimated Wastewater Unrestricted Net Position @ 6/30/16 from \$651,053 (34%) to \$298,420 (16%).

RECOMMENDED ACTION

Adopt attached resolution authorizing the City Manager to execute a construction contract with G.D. Nielson, Inc. in the amount of \$308,458.00 for the Charter Oak Avenue and Highway 29 Sewer Repair, CIP S-68; authorizing the Director of Public Works to approve change orders not to exceed 10% of the contract amount; creating CIP S-68, Charter Oak Avenue and Highway 29 Sewer Repair; and transferring \$352,632.63 from Wastewater Enterprise Utility Fund to the Wastewater Capital Fund,

and \$36,454.17 from Water Enterprise Utility Fund to the Water Capital Fund to fund the Project.

ALTERNATIVE OPTION

Direct Staff to reject all bids and rebid the Project in the early 2016 in order to obtain lower prices.

ATTACHMENTS

1. Bid Tabulation
2. Resolution

City of St. Helena

Bid Tabulation
Charter Oak Ave @ Hwy 29 Sewer Repair Project
Bid Opening: August 26, 2015 2:00 p.m.

				Engineer's Estimate			G D Nielson			Argonaut			Ghilotti Bros.		
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total	Unit Cost	Item Total	Unit Cost	Item Total	Unit Cost	Item Total	Unit Cost	Item Total		
1	Traffic Control	1	L.S.	\$15,000.00	\$15,000.00	\$55,125.00	\$55,125.00	\$10,000.00	\$10,000.00	\$22,500.00	\$22,500.00	\$22,500.00	\$22,500.00		
2	Abandon Existing Sewer Main	1	L.S.	\$5,000.00	\$5,000.00	\$7,354.50	\$7,354.50	\$2,600.00	\$2,600.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00		
3	8" Sewer Main - PVC	177	L.F.	\$100.00	\$17,700.00	\$187.00	\$33,099.00	\$350.00	\$61,950.00	\$600.00	\$106,200.00	\$106,200.00	\$106,200.00		
4	Sewer Manhole 48"	1	Each	\$6,000.00	\$6,000.00	\$21,790.00	\$21,790.00	\$25,000.00	\$25,000.00	\$12,000.00	\$12,000.00	\$12,000.00	\$12,000.00		
5	Trench Shoring & Bracing	1	L.S.	\$10,000.00	\$10,000.00	\$15,765.00	\$15,765.00	\$11,500.00	\$11,500.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00		
6	Asphalt Concrete Trench Paving	20	Tons	\$200.00	\$4,000.00	\$865.00	\$17,300.00	\$750.00	\$15,000.00	\$800.00	\$16,000.00	\$16,000.00	\$16,000.00		
7	Minor Concrete - 12" Trench Backfill	385	S.F.	\$20.00	\$7,700.00	\$9.90	\$3,811.50	\$15.00	\$5,775.00	\$30.00	\$11,550.00	\$11,550.00	\$11,550.00		
8	Minor Concrete - Curb and Gutter	17	L.F.	\$50.00	\$850.00	\$174.00	\$2,958.00	\$75.00	\$1,275.00	\$130.00	\$2,210.00	\$2,210.00	\$2,210.00		
9	Minor Concrete - Sidewalk	66	S.F.	\$20.00	\$1,320.00	\$50.00	\$3,300.00	\$60.00	\$3,960.00	\$28.00	\$1,848.00	\$1,848.00	\$1,848.00		
10	2" Water Service	1	L.S.	\$4,000.00	\$4,000.00	\$19,200.00	\$19,200.00	\$35,000.00	\$35,000.00	\$18,000.00	\$18,000.00	\$18,000.00	\$18,000.00		
11	Bore & Jack	60	L.F.	\$1,000.00	\$60,000.00	\$1,600.00	\$96,000.00	\$1,850.00	\$111,000.00	\$1,200.00	\$72,000.00	\$72,000.00	\$72,000.00		
12	Mobilization	1	L.S.	\$6,600.00	\$6,600.00	\$32,755.00	\$32,755.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00		
				Total Cost			\$308,458.00			\$313,060.00			\$317,308.00		

CITY OF ST. HELENA

RESOLUTION NO. _____

AWARD CONSTRUCTION CONTRACT FOR CHARTER OAK AVENUE AND HIGHWAY 29 SEWER REPAIR TO G.D. NIELSON CONSTRUCTION INC. IN THE AMOUNT OF \$308,458; AUTHORIZE THE DIRECTOR OF PUBLIC WORKS TO APPROVE CHANGE ORDERS NOT TO EXCEED 10% OF THE CONTRACT AMOUNT; CREATE CAPITAL IMPROVEMENT PROJECT S-68; AND TRANSFER \$352,632.63 FROM WASTEWATER ENTERPRISE UTILITY FUND TO THE WASTEWATER CAPITAL FUND, AND \$36,454.17 FROM WATER ENTERPRISE UTILITY FUND TO WATER CAPITAL FUND TO FUND THE PROJECT

RECITALS

- A. On July 28, 2015 the City Council authorized Adoption of Resolution Approving the Plans, Specifications; and Authorizing the Bid Request for Charter Oak Avenue and Highway 29 Sewer Repair and made findings that the project is categorically exempt from the California Environmental Quality Act; and
- B. Pursuant to St. Helena Municipal Code Chapter 3.04; Article 3 Public Works Projects; Section 3.04.220 on June 23, 2015, a notice inviting bids was posted and mailed to contractors inviting bids for the Charter Oak Avenue and Highway 29 Sewer Repair Project; and
- C. Three bids were received and evaluated by the Director of Public Works; and
- D. The lowest responsive and responsible bidder for the Project was G.D. Nielson Construction Inc., of Napa CA.

RESOLUTION

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

- 1. A contract with G.D. Nielson Construction Inc. in the amount of \$308,458.00 for Charter Oak Avenue and Highway 29 Sewer Repair is approved and the City Manager is authorized to sign the contract.
- 2. The Director of Public Works is authorized to approve change orders not to exceed 10% of the contract amount.
- 3. Capital Improvement Project S-68, Charter Oaks Avenue at Highway 29 Sewer Repair is created.
- 4. The Fiscal Year 2015/2016 budget for CIP Project S-68 is increased by \$389,086.80, the source of funding to be \$352,632.63 of Unrestricted Net Position of the Wastewater Enterprise Utility Fund, and \$36,454.17 from the Unrestricted Net Position of the Water Enterprise Utility Fund.

Approved at a Regular Meeting of the St. Helena City Council on September 22, 2015
by the following vote:

Mayor Galbraith: _____

Vice Mayor White: _____

Councilmember Crull: _____

Councilmember Dohring: _____

Councilmember Pitts: _____

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Black, City Clerk

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Report to the City Council
Council Meeting of September 22, 2015

Agenda Section: New Business

Subject: Approve Letter of Support for \$1.5 Million Grant Application to California Wildlife Conservation Board's Proposition 1 Stream Flow Enhancement Grant

CEQA Status: Final EIR was approved for the Upper York Creek Dam Removal and Ecosystem Restoration Project on April 28, 2015

**Prepared By: April Mitts, Finance Director
Tracey Perkosky, Grants Manager**

Approved By: Jennifer Phillips, City Manager

BACKGROUND

The Upper York Creek Dam (UYCD) Removal and Ecosystem Restoration Project will modify the upper dam to allow for fish passage and habitat connectivity by providing access to 1.5 miles of spawning and rearing habitat for steelhead trout and habitat connectivity for both anadromous and resident fish and other aquatic and riparian species. The project will reduce the potential for future downstream habitat degradation and fish kills by preventing potentially detrimental sediment releases during summer low-flow conditions that have caused fish and aquatic organism kills in the past. It will also provide a permanent solution to prevent short-term aquatic habitat impairment associated with possible dam breach/failure. Lastly, the project will restore approximately 3 acres of degraded riparian and aquatic habitat with the existing UYCD area. Restoration of natural sediment transport processes will occur through the project site, with potential habitat improvements occurring in downstream reaches of York Creek and the Napa River. Disturbed areas in the project site will be revegetated with a palette of multistory native plants to provide diverse habitats for aquatic, riparian and terrestrial species.

The project plans are currently 65% complete and by the end of the calendar year, staff will be requesting permits and comments from impacted agencies such as the National Oceanic and Atmospheric Association (NOAA), California Department of Fish and Wildlife, Army Corps of Engineers, etc. Any requested changes from the permits will bring the plans to 100% complete. Once ground breaking begins, the project is expected to take one year to complete. The City has budgeted \$330,000 for design and environmental documents. The construction and post project monitoring is estimated to cost \$6.488 million of which \$1.78 million in grants has been awarded for the project.

The City has \$3 million in bond funds allocated for the remainder of this project, leaving a shortfall of \$1.5 million. If awarded, this grant will cover the shortfall and permit the project to move forward.

DISCUSSION

Proposition 1 which authorized \$7.545 billion in water bonds was passed by California voters in November 2014. Of this amount, the Legislature can authorize up to \$200 million for grants made by the California Wildlife Conservation Board (WCB) for projects that enhance stream flows. In this first grant cycle, there is \$38 million available with no maximum funding amount or match requirement for projects that change the amount, timing or quality of the water flowing downstream, or a portion of a stream to benefit fish and wildlife. Applications, such as the City's, that leverage other funds will receive additional points.

If awarded, this grant will be used to for the construction and construction management of the project such as the dam removal, York Creek channelization and ecosystem restoration. The WCB may award a full grant request or opt to fund a portion of an application. Should the full \$1.5 million be awarded, this will cover the entire project shortfall. Award decisions are anticipated in late Spring 2016.

FISCAL IMPACT

There is no fiscal impact associated with the approval of this letter of support.

RECOMMENDED ACTION

Approve the letter of support for the Proposition 1 Stream Flow Enhancement grant for the Upper York Creek Dam Removal and Ecosystem Restoration Project.

ATTACHMENTS

Letter of Support



City of St. Helena

*"We will conduct city affairs on behalf of our citizens
using an open and creative process."*

1480 Main Street
St. Helena, Ca 94574
Phone: (707) 967-2792
Fax: (707) 963-7748
www.sthelenacity.com

September 22, 2015

California Wildlife Conservation Board
Attn: Proposition 1 California Stream Flow Enhancement Program Proposal
1416 9th Street, Suite 1266
Sacramento, CA 95814

Dear Sir or Madam:

The Upper York Creek Dam Removal and Ecosystem Restoration (UYCDR) project is a top priority for the City of Saint Helena. The City Council is pleased to lend our support to both this grant application and the Upper York Creek Dam Removal and Ecosystem Restoration Project!

Upper York Creek Dam was constructed in 1900 and acquired by the City in 1922. It is now out of service and is preventing access to upstream spawning and rearing habitat for the threatened Central California Coast (CCC) steelhead and from needed natural sediment flow to Lower York Creek and the Napa River. The UYCDR project will modify the upper dam, by cutting a 23 foot wide notch in the earthen dam, to allow for fish passage and habitat connectivity by providing access to 1.5 miles of spawning and rearing habitat for CCC steelhead and habitat connectivity for both anadromous and resident fish and other aquatic and riparian species. It will restore unimpeded flow to York Creek which has been prohibited for the past 115 years.

The UYCDR will reduce the potential for future downstream habitat degradation and fish kills by preventing potentially detrimental sediment releases during summer low-flow conditions that have caused fish and aquatic organism kills in the past. It will also provide a permanent solution to prevent short-term aquatic habitat impairment associated with possible dam breach/failure.

Lastly, the project will restore approximately 3 acres of degraded riparian and aquatic habitat with the existing UYCD area. Restoration of natural sediment transport processes will occur through the project site, with potential habitat improvements occurring in downstream reaches of York Creek and the Napa River. Disturbed areas in the project site will be revegetated over 4,000 trees and plants with a palette of multistory native plants to provide diverse habitats for aquatic, riparian and terrestrial species.

The UYCDR is very important to the City and its completion has been a long standing goal for ecosystem restoration and assistance for the threatened CCC steelhead. If awarded, this grant will fill the funding gap for the project and prevent loss of two other grant awards. The City is also contributing \$3 million to the design, permit, construction and post-construction monitoring of this project.

We look forward to your favorable reply to the UYCDR grant application.

Sincerely,

Alan Galbraith
Mayor

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**Report to the City Council
Council Meeting of September 22, 2015**

Agenda Section: New Business

Subject: Adopt a Resolution Designating a No Parking Zone along the east side of Main Street, Adjacent to 1820, 1830, 1846, 1856, 1862, and 1872 Main Street, as Previously Approved with the Las Alcobas Hotel project and required by the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Las Alcobas Hotel Project; and accepting an Addendum to the Initial Study/Mitigated Negative Declaration

CEQA Status: **Mitigated Negative Declaration, adopted on August 24, 2010, and as amended on March 10, 2015, and September 11, 2015**

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

Approved By: **Jennifer Phillips, City Manager**

BACKGROUND

On August 24, 2010, the City Council adopted a Negative Declaration and Mitigation Monitoring and Reporting Program for the Las Alcobas Hotel Project (formerly Grandview Inn), located at 1915 Main Street. Included in the Project description was the installation of a left turn lane into the Project site from northbound Main Street (Highway 29), and establishing a no parking zone along Main Street south of Pratt Avenue.

The Project is currently under construction and the developer is finalizing the improvement plans and permits for work within Caltrans right of way on Main Street (Highway 29). The current improvement plans, which meet Caltrans requirements and standards, show that due to the width of the existing roadway, installation of the left turn pocket will eliminate street parking in front of six (6) single family residences on Main Street (Highway 20). The affected residences are 1820, 1830, 1846, 1856, 1862, and 1872 Main Street.

A Location Map is included as Attachment 1, and the Main Street Improvement Plans are included as Attachment 2.

DISCUSSION

The left turn lane requires the elimination of street parking in this area. The elimination of the street parking was included in the Project description in the Initial Study for the

Negative Declaration, and was contemplated during the Project approval. In order to implement this required Project component, the City Municipal Code Section 10.16.010, requires a resolution of the City Council to designate the no parking zone.

All of the affected properties have driveways with on-site parking and garages at the rear of the house, which exceed the City Municipal Code requirement of two parking spaces per dwelling unit.

Public Works staff sent out notices to the affected property owners on August 24, 2015, and September 17, 2015, and received written responses from four entities which own five of the six properties. The responses are included in Attachment 3, and three of them object to the loss of street parking. One of the responses supports the removal of the street parking. One additional response to the project also indicates support for the proposed turn lane design, however this is not from an adjacent resident.

The adoption of this resolution will establish an approximately 350 foot long no parking zone on Main Street, and allow installation of the required northbound left turn lane into the Las Alcobas Hotel Project.

An alternative alignment which shifts the northbound left turn lane to the west, and eliminates parking on the opposite (west) side of the street has been evaluated. That alternative is shown in Attachment 4. The alternative was determined to be infeasible because it would require changes to the southbound left turn lane onto Pratt Avenue and is not consistent with the Caltrans standard for turn lane design. The modifications to the southbound left turn pocket would require lengthening the turn pocket, and widening Main Street to the north of the Project. This widening would require modifying the existing bridge over York Creek, modifying the driveway to Beringer Vineyards, and impact two elm trees within the Tunnel of Trees.

ENVIRONMENTAL

The current Initial Study/ Mitigated Negative Declaration was adopted on August 24, 2010, and amended on March 10, 2015. Clarifying informational changes related to the left turn lane, no parking zone, and sewer improvements have been made to the previously adopted Mitigated Negative Declaration through the attached Addendum to this Mitigated Negative Declaration (Attachment 6), dated September 11, 2015. The two studies related to this Addendum, a Biological and Wetland Evaluation dated July 26, 2015, and a Traffic Impact Report dated May 29, 2015; are included as Attachments 7 and 8, respectively. This Addendum is intended to provide supplemental and clarifying information only. No new impacts or mitigations were identified through the supplemental analysis, and all previously required Mitigation Measures are still in place and required. These Mitigation Measures are included in Attachment 9. An addendum to this document is the most appropriate mechanism to incorporate this supplemental and clarifying information per Section 15073.5, 15162 and 15164 of the California

Environmental Quality Act (CEQA). Per CEQA, these changes are purely informational as no new impacts or mitigation measures have been identified and therefore re-adoption of the Mitigated Negative Declaration or the (informational) Addendum is not required.

FISCAL IMPACT

The painting of the red curb will be funded by the developer of the Project. The City will be responsible for periodic re-painting and maintenance of the red curb

RECOMMENDED ACTION

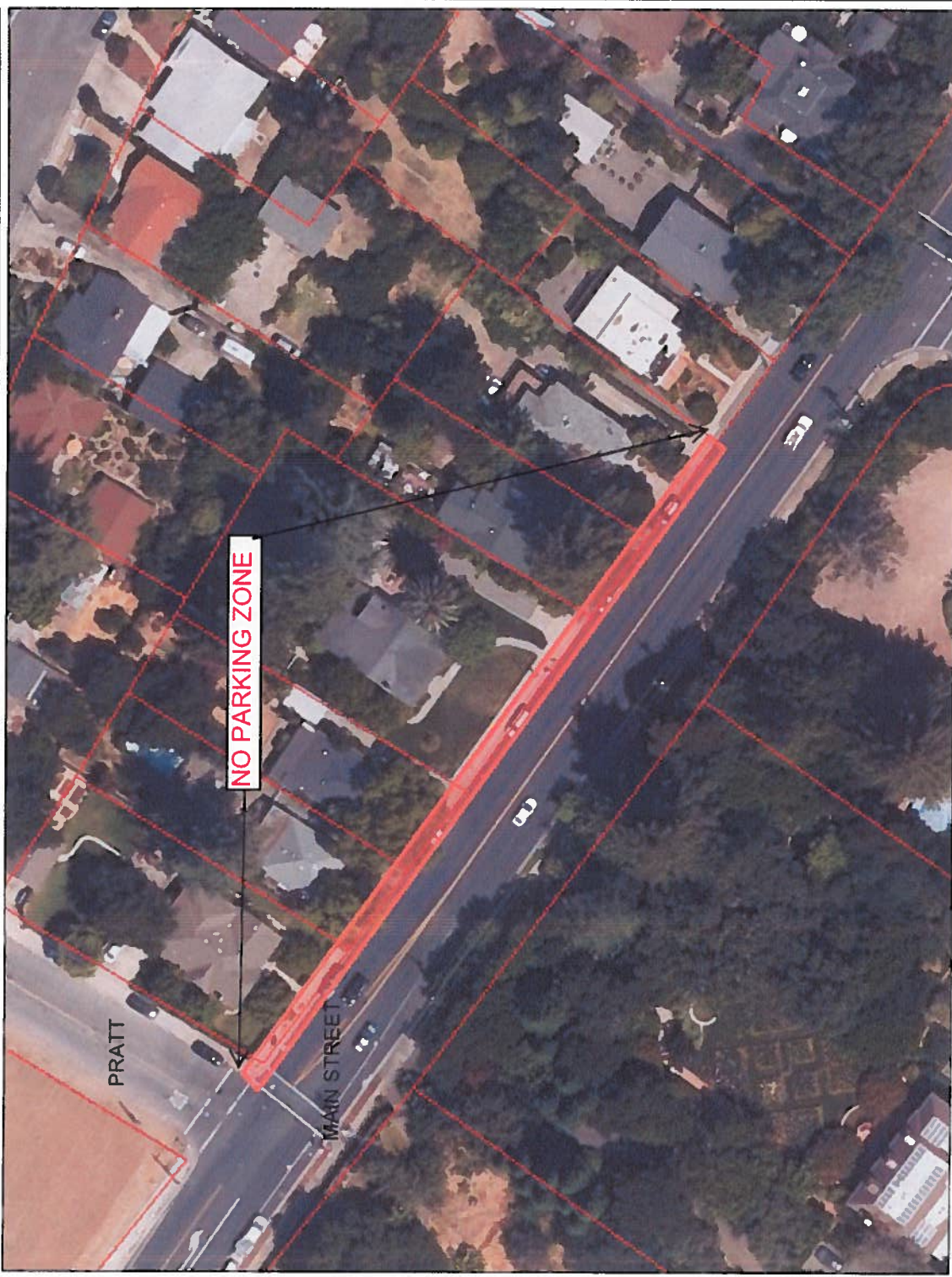
Adopt a Resolution Designating a No Parking Zone along the east side of Main Street, Adjacent to 1820, 1830, 1846, 1856, 1862, and 1872 Main Street, as Previously Approved and Required by the Negative Declaration and Mitigation Monitoring and Reporting Program for the Las Alcobas Hotel Project; and accept an Addendum to the Initial Study/Mitigated Negative Declaration.

ATTACHMENTS

1. Location Map
2. Main Street Improvement Plans
3. Resident Letters
4. Alternative Alignment
5. Resolution
6. Addendum to the Adopted Mitigated Negative Declaration
7. Biologic and Wetland Evaluation prepared by Marcus Bole & Associates, June 26, 2015
8. Updated Traffic Report prepared by Crane Transportation Group, May 29, 2015
9. Mitigation Monitoring and Reporting Plan



PROPOSED NO PARKING ZONE



- Legend**
- Parcels
 - County Boundary

Disclaimer: This map was prepared for informational purposes only.
No liability is assumed for the accuracy of the data delineated hereon.

This map was printed on 8/21/2015



Notes

DATE	COUNTY	ROUTE	PROJECT POST	SHEET NO.	TOTAL SHEETS
04	NAPA	SR 28	20-25-20-29	CS	5

REGISTERED CIVIL ENGINEER
1/6/15

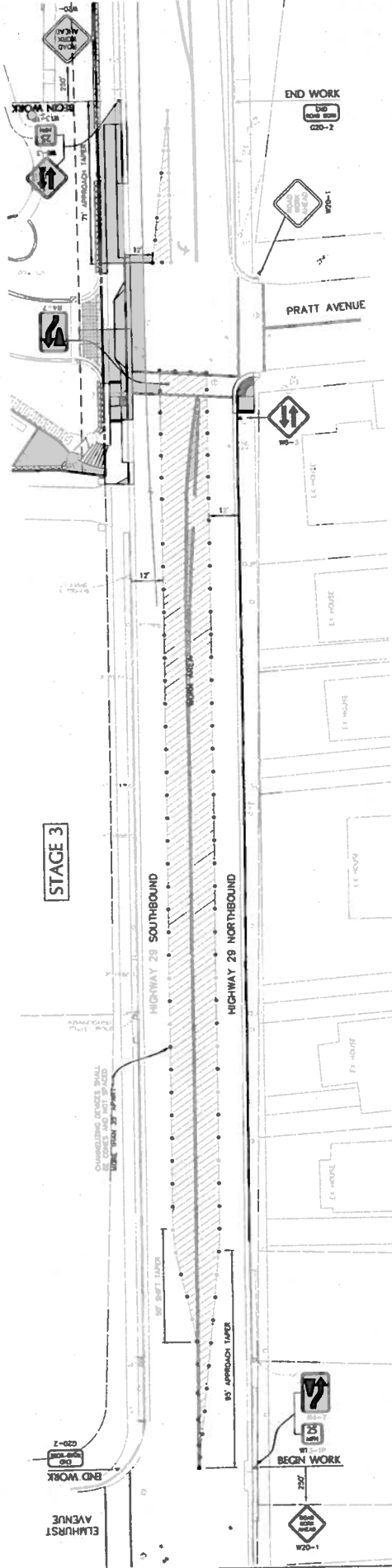
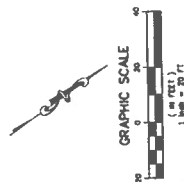
PLANS APPROVAL DATE
1/6/15

The State of California or its officers or agents
shall not be held responsible for the accuracy or
completeness of this plan.

STAGE 1 INCLUDES REMOVING AND REPLACING DOMESTIC
WATER CONNECTION, FIRE WATER CONNECTION, AND SEWER
CONNECTIONS. ALSO INCLUDES REMOVING AND REPLACING
SEWERAL CUBES & OUTLET CUBES ALONG AND OVERHEADS ALONG
THE WEST SIDE OF HIGHWAY 28. ALSO INCLUDES REMOVING AND
REPLACING NEW 100' CROSSWALK AND INSTALLING NEW 100'
LANE STRIPING ON WEST SIDE OF HIGHWAY 28.

STAGE 2
INCLUDES REMOVING AND REPLACING CUBES ON
EAST SIDE OF HIGHWAY 28. ALSO INCLUDES REMOVING AND
REPLACING NEW 100' CROSSWALK AND INSTALLING NEW 100'
LANE STRIPING ON EAST SIDE OF HIGHWAY 28.

STAGE 3
INCLUDES REMOVING EXISTING STRIPING AS SPECIFIED
ON PLANS AND INSTALLING NEW STRIPING FOR LEFT TURN LANE AND
CROSSWALK.



THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)
OF LICENSE AS SPECIFIED IN THE "NOTICE TO CONTRACTORS".

CONTRACTOR: J. J. SPENCER
PROJECT: LAS ALCOBAS HOTEL, STATE HIGHWAY 28
PHASING AND TRAFFIC HANDLING PLAN

DATE: 1/6/15
PROJECT NO.: 20-25-20-29
SHEET NO.: CS 5

FILE # 4113047 0/DESIGN/PLAN/TRANS/CS - Proposed Traffic

DATE: JANUARY 6, 2015

PRELIMINARY - NOT FOR CONSTRUCTION

From: Brad Mills [mainstreetnapa@sbcglobal.net]
Sent: Tuesday, August 25, 2015 1:04 PM
To: Steve Palmer
Subject: New No Parking Zone on Main Street

Hello Steven

I did receive your letter about no parking along Main St. (1862 Main St is the property we manage)

I am the property manager for Michael & Ingrid Hunt. (they live out of the area)

I am unable to attend the Sept 8th meeting. However I just wanted to say we 100% oppose taking away our parking.

Where are our guests/visitors suppose to park?

Why can a hotel project take away our parking? Do they have more rights than us?

We have always been able to park in front of our property & this would be a HUGE problem for us.

Thank you for your consideration.

Sincerely

Brad Mills

PS Can you please tell me exactly where the Sept 8th meeting will be at (address) and time of the meeting? We may send representative to the meeting.

Taking away our parking does decrease our real value & should not be allowed.

Bradley T Mills Owner/Broker CA BRE#01186250 Main Street Management

<http://mainstreetnapa.com> (707) 252-2022

From: Shannon Kuleto [winehistory@gmail.com]
Sent: Tuesday, August 25, 2015 12:36 PM
To: Steve Palmer
Subject: Proposed Main St no-parking zone. Please move to west side.

Dear Steve,

Thanks for the neighbor notice that the City Council will be considering the plan to use the east side of Hwy 29 south of Pratt to create the left turn pocket for Los Alcobas.

Could you please tell me why the plan takes away MUCH-NEEDED street parking for the EAST side several residences (including mine) rather than taking the almost never-used street parking area on the WEST side?

Even if this means realigning the center stripe of 29 to curve west, I see that as a good thing, including traffic calming of speeders emerging either south thru the elm tunnel or north (drivers often speed up to 50 or more after they pass thru the light at Madrona/Fulton.

The police also use this stretch very often to safely pull over vehicles as they leave town.

I hope also you take advantage of this re-alignment to better post --and enforce-- speed limits through the elm tunnel and between Madrona and Pratt. The views here are so lovely that even well-meaning drivers miss the inadequate speed postings.

Please let me know about what issues might prevent the realignment placing the no park zone on WEST rather than taking away the needed parking for the EAST side. I would like to propose this alternative to the council and the public thru the Star and would like to know what reasons there might be for not using the much-more-sensible WEST side.

Thank you,
Shannon

Shannon Kuleto
winehistory@gmail.com
707. 963.0913 (direct)
707. 225.2210 (cell)

From: bob@marshallrealty.com
Sent: Tuesday, August 25, 2015 3:21 PM
To: Steve Palmer
Subject: RE: No Parking on Main Street

Steve

Thank you for talking to me today.

I would like to go on record that we are opposed to the proposed no parking zone as shown on the map you sent today.

Some of my concerns are:

- Were other options addressed?
- The proposed zone affects 6 properties and 5 driveways, the west side of Main would only be 1 of each.
- The map does not show the proposed turning lane.
- How far off the sidewalk will the flow of traffic be traveling?
- Was this issue addressed at the time of approval of the new hotel.
- If this action diminishes the value of our property, will we be compensated?

I will do my best to attend the meeting on the September 8. Can you please let me know what the times are and send me a copy of the staff report and agenda.
Please forward this to all Council Members and make part of staff report.

Thank you for your time

Bob Marshall
1846 & 1856 Main St
bob@marshallrealty.com
650-867-2709

On 2015-08-25 13:53, Steve Palmer wrote:

From: Steve Palmer
Sent: Tuesday, August 25, 2015 1:53 PM
To: 'bob@marshallrealty.com'
Subject: No Parking on Main Street

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

Office: 707-968-2624
Mobile: 707-312-0259

From: Matt Wilson [matt@soutirage.com]
Sent: Thursday, September 03, 2015 11:39 AM
To: Steve Palmer
Cc: Ashley, my beautiful wife
Subject: No parking 1872 Main St
Attachments: image1.JPG; ATT00001.txt; image2.JPG; ATT00002.txt; image3.JPG; ATT00003.txt; image4.JPG; ATT00004.txt

Dear Steven,

Thank you very much for the letter of August 24th regarding the proposed no parking zone in front of 1872 Main Street.

We are in favor of the no parking zone as it will make it safer as well for people turning from Pratt onto Main. There are currently a large number of near-misses on a daily basis due to visibility being obscured by parked cars.

However one thing we also would like very much to avoid is having Pratt Avenue around our house becoming a parking lot for guests and visitors of Las Alcobas. Currently their construction crew uses both sides of the road to park every day, which is both messy and invasive. We would not want this to continue if for example vehicles were valeted and parked across the street.

We'd like to propose an additional no parking zone the length of our property on Pratt, on both sides of the road. We have a young daughter and we'd feel much safer walking along the street without constantly having to be vigilant because of all the parked cars.

I have attached some pictures below to demonstrate the current situation:

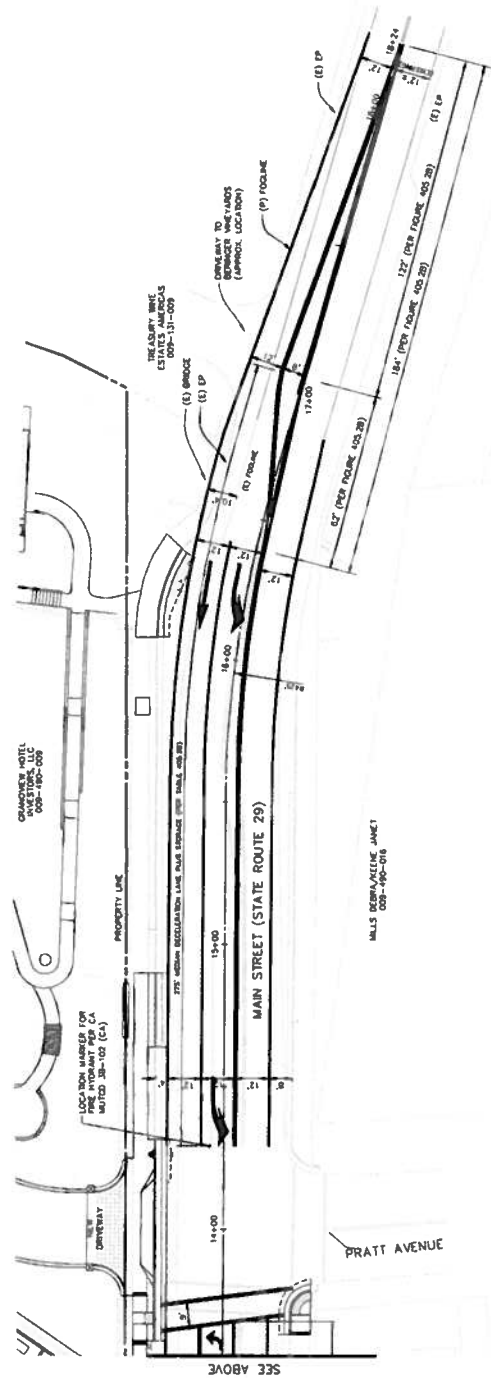
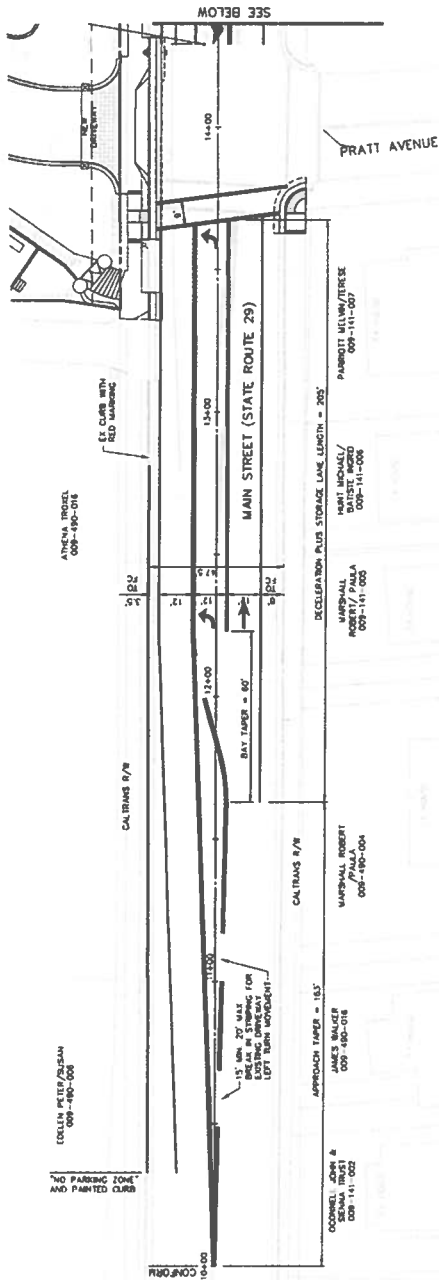
POST	COUNTY	ROUTE	PROJECT POST	SHEET	ROUTE
04	NADA	SR 29	29-25-29-29	C3	5

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: 12.31.2016

The State of California or its officers or agents shall not be held responsible for the accuracy or completeness of this plan sheet.

DESCRIPTION	REVISION
1. REVISIONS TO THE PLAN SHEET	1. REVISIONS TO THE PLAN SHEET
2. REVISIONS TO THE PLAN SHEET	2. REVISIONS TO THE PLAN SHEET
3. REVISIONS TO THE PLAN SHEET	3. REVISIONS TO THE PLAN SHEET



APPROVED	DATE	BY
APPROVED	12.31.2016	REGISTERED CIVIL ENGINEER



THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO CONTRACTORS"

Item No. 14
 LAS ALCOBAS HOTEL, STATE HIGHWAY 29
 LAYOUT, PAVEMENT DELINEATION AND SIGN PLAN

PROJECT ENGINEER	PROJECT ENGINEER
JEREMY N. SILL	JEREMY N. SILL
CU	CU
EA	EA

DATE	DATE
JULY 16 2015	JULY 16 2015

DATE	DATE
JULY 16 2015	JULY 16 2015

DATE	DATE
JULY 16 2015	JULY 16 2015

DATE	DATE
JULY 16 2015	JULY 16 2015

DATE	DATE
JULY 16 2015	JULY 16 2015

DATE	DATE
JULY 16 2015	JULY 16 2015

CITY OF ST. HELENA

RESOLUTION NO. _____

DESIGNATING A NO PARKING ZONE ALONG THE EAST SIDE OF MAIN STREET, ADJACENT TO 1820, 1830, 1846, 1856, 1862, AND 1872 MAIN STREET, AS PREVIOUSLY APPROVED AND REQUIRED BY THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE LAS ALCOBAS HOTEL PROJECT; AND ACCEPTING AN ADDENDUM TO THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

RECITALS

- A. On August 24, 2010, the City Council adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Las Alcobas Hotel Project (formerly Grandview Inn), located at 1915 Main Street; and
- B. On March 10, 2015, the City Council approved an Addendum to the Mitigated Negative Declaration; and
- C. On September 11, 2015, another Addendum to the Mitigated Negative Declaration was prepared; and
- D. Included in the Project description is the installation of a left turn lane into the Project site from northbound Main Street (Highway 29); and
- E. The Project is currently under construction and the developer is finalizing the improvement plans and permits for work within Caltrans right of way on Main Street; and
- F. Due to the width of the existing roadway installation of the left turn pocket will eliminate street parking in front of six (6) single family residences on Main Street (Highway 20). The affected residences are 1820, 1830, 1846, 1856, 1862, and 1872 Main Street; and
- G. City Municipal Code Section 10.16.010 requires a resolution of the City Council in order to eliminate street parking.

RESOLUTION

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

1. The Mitigated Negative Declaration analyzing the potential environmental impacts of the project continues to adequately analyze and mitigate the potential environmental impacts of the project. The attached Addendum to this Mitigated Negative Declaration is intended to provide supplemental and clarifying information. No new impacts or mitigations were identified through the supplemental analysis and all previously required Mitigation Measures are still in place and required. Therefore is determined that an Addendum to this document is the most appropriate mechanism to incorporate this supplemental and clarifying information per Section 15073.5, 15162 and 15164 of the California Environmental Quality Act (CEQA).

2. A no parking zone is hereby established along the east side of Main Street, from approximately 350 feet south of Pratt Avenue to the intersection of Main Street and Pratt Avenue, encompassing the entire area adjacent to 1820, 1830, 1846, 1856, 1862, and 1872 Main Street.

Approved at a Regular Meeting of the St. Helena City Council on September 22, 2015
by the following vote:

Mayor Galbraith: _____

Vice Mayor White: _____

Councilmember Crull: _____

Councilmember Dohring: _____

Councilmember Pitts: _____

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Black, City Clerk



Las Alcobas Hotel

Initial Study/Mitigated Negative Declaration Addendum

Noah Housh

Planning and Community Improvement Director

September 11, 2015

This document is intended to serve as an addendum to the previous environmental analysis of the Las Alcobas hotel project (attached) which included a Mitigated Negative Declaration (adopted 2010) and a separate addendum completed in February 2015.

City of St. Helena
Planning Department
1480 Main Street, St. Helena, CA 94574
(707) 967-2792



INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME: Los Alcobas Hotel Project

FILE NUMBER: PL14-037

SITE ADDRESS: 1915 Main Street

APN: 009-490-009

GENERAL PLAN: Service Commercial

ZONING: SC:PD:HP--Service Commercial/Planned Development/Historic Preservation

PROPONENT: Presidio Companies
1011 10th St.
Sacramento, CA 95814

CONTACT: Guneet Bajwa, Managing Principal
(707) 429 6000 X 110

PROJECT DESCRIPTION

Overview. This addendum to the California Environmental Quality Act (CEQA) analysis for the Las Alcobas Hotel project is required to incorporate additional Traffic Impact analysis requested by CalTrans, (a responsible agency on the Las Alcobas Hotel project), to provide supplemental analysis on the projects potential impacts as related to the extension of a 6" sewer pipeline and reconstruction of an existing pump station serving the project and to identify and discuss the requirement that a 370 linear foot section of existing street right-of-way be designated as "No Parking" and the adjacent curb be painted red to identify this limitation.

The proposed changes to the approved project, which were not included in the original project description and approved CEQA analysis include:

- The construction of a new 150 foot turn lane adjacent to the project site on Highway 29;
- The installation of 'red-curb' and "No Parking" along 370 liner feet of Highway 29 frontage (east side) across from the project site; and
- The construction of (approximately) 1400 liner feet of a 6" sewer force main within a 10" containment pipe and lift station modifications to provide adequate wastewater infrastructure to serve the project site.

The incorporation of these changes into the project description and CEQA analysis are not identified as "substantial revisions" as defined under section CEQA 15073.5 (b). No new environmental impacts have been identified or are anticipated as a result of the proposed changes and, therefore no new mitigation measures are required. The additional analysis required of these minor changes has been incorporated into the Biological Resources, Traffic/Transportation and Utilities and Services Systems sections below and is identified in the body of the document as underlined text, to differentiate it from the previously conducted analysis.

Background. The Grandview Inn project was approved by the City in May 2006. Approvals included converting the historic single-family dwelling on the site (the Acacia House) and 40 multi-family dwellings into a mixed-use commercial inn and residential project containing 35 guest rooms and 22 studio apartments.

In April, 2010, new owners of the site (Jeff Feeney and Todd White) submitted revised plans for the site that increased the number of lodging rooms to 57 and eliminated the 22 studio dwellings. To meet City housing requirements, the owners agreed to pay an enhanced housing impact fee to the City's Housing Trust Fund.

As part of the resubmitted application, the City Council approved a rezoning of the site from MR: Medium Density Residential to the current Service Commercial: Planned Development: Historic Property (SC:PD:HP) designation and allowed the number of special events attendees to be increased from 60 persons to 97 persons. Project approval included 57 on-site parking spaces.

In February of 2015, plans were submitted to the City to allow minor changes to the previously approved (2010) project. These changes included construction of twelve additional guest rooms added to the Palm Building on the western side of the site, an increase in the height of the Palm Building from two to three stories using the same design as approved. One guest room was also added into the interior of the Acacia House by rearranging interior walls. These changes increased the total number of guest rooms from 57 to 70 rooms. The Palm Building is being constructed within the footprint of an existing building that was located adjacent to York Creek. Finally, the site plan was modified to accommodate thirteen additional parking spaces required by the additional thirteen hotel rooms. These changes were analyzed in an Initial Study and resulted in an addendum to the previous CEQA analysis (attached).

Previous CEQA documents. Two previous Mitigated Negative Declarations and an Addendum analyzing impacts from development on the project site were prepared and adopted by the City to ensure consistency with the California Environmental Quality Act and associated Guidelines, as follows:

- **2006 MND.** City Council Resolution No. 2006-63, adopted on September 14, 2006, adopted a Mitigated Negative Declaration for the Grandview Project.
- **2010 MND.** By adopting City Council Resolution No 2010-88, the St. Helena City Council rescinded the 2006 MND and adopted a new MND for the site that analyzed the new Las Alcobas Hotel project project and included a rezoning of the site to the SC:PD:HP Districts, increased the city-wide maximum cap on lodging rooms from 307 to 329, approved a Use Permit Amendment to eliminate 22 studio units, reduced the amount of on-site parking to 57 and increased the number of attendees for special events.
- **February 17, 2015 Addendum.** In adopting City Council Resolution 2015-24, the St. Helena City Council approved an Addendum to the CEQA analysis to allow an additional 13 hotels rooms and to modify the proposed site plan to incorporate an additional 13 parking spaces to serve these rooms.

Proposed project. Plans have been submitted to the City to add additional elements to the project that was approved by the City in 2010. These changes include:

- The construction of a new 150 foot turn lane adjacent to the project site on Highway 29;
- The installation of 'red-curb' and "No Parking" along 370 liner feet of Highway 29 frontage (east side) across from the project site; and
- The construction of (approximately) 1400 liner feet of a 6" sewer force main within a 10" containment pipe and lift station modifications to provide adequate wastewater infrastructure to serve the project site.

Other portions of the approved project would not significantly change—the main historic building (the Acacia House) is in the process of being restored to serve as the main office with six guest rooms, guest rooms will be located in three free-standing buildings along the north and west perimeters of the project site, a conference room will be constructed in the approximate center of the site, along with a restaurant and associated kitchen. A swimming pool and spa building will also be constructed as previously approved. No other changes are proposed.

Building design features. The site plan and each building are being constructed as approved by the City. The Acacia House is being renovated in a manner consistent with the historic character of the house. The architecture of the twelve Palm Building is consistent with the design and materials being utilized for each of the other the approved buildings on site.

Circulation, access and parking. Vehicular access into and out of the site is provided by one driveway from Main Street (State Route 29). The applicant is in the process of relocating the existing driveway closer to the northern property line to improve sight lines and traffic safety. As mentioned, one informational revision analyzed in this addendum proposes to extend the cueing distance of the turn lane in Highway 29 serving the project site.

The proposed plans show that 73 on-site spaces would be constructed. Parking spaces will include a combination of self-park stalls and valet spaces. Full vehicular paved access would be provided through the site as was analyzed and approved in 2010.

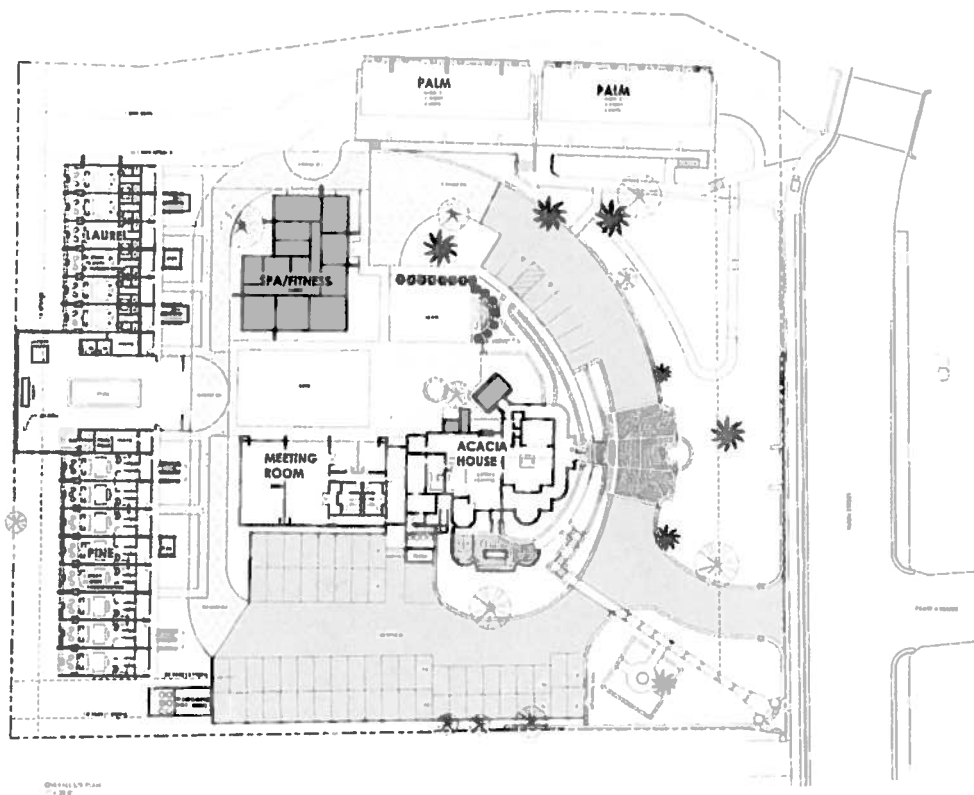
Landscaping. The site will be landscaped as per the approved plans.

Special events. No changes are proposed to the number and maximum capacity of special allowed by the existing Use Permit and associated CEQA analysis approved in 2010.

Utility services. Potable water service and wastewater service would continue to be provided to the project site by the City of St. Helena, although a new 6" sewer line constructed within a 10" containment pipe will be installed to serve the property and an existing lift station will be reconstructed. This replacement was not included in the original CEQA analysis of the project and has been included in this addendum intended to fully identify all elements of the project and supplement the previous analysis. Landscaping on the site would be irrigated by an existing on-site well. In 2008, the property owner and City signed a Water Agreement whereby the City agreed to provide up to 2,082,432 gallons of potable water per year to serve the project.

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 is 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.

Restricted housing component. The project applicant has been required to pay enhanced in-lieu fees to the City's Housing Trust Fund. Approximately \$1,050,000 has been paid to date for in lieu fees.



ENVIRONMENTAL SETTING

The project site contains 3.83 acres of land located on the west side of Main Street (State Route 29) in the northern portion of St. Helena. The street address for the site is 1915 Main Street and the Assessor's Parcel Number is 009-490-009.

The site contains an historic single-family dwelling (the Acacia House) which was constructed in approximately 1907. The current owners of the site are implementing the site development plan approved by the City in 2010. An older building located on the north side of the property has been largely removed, new buildings have been recently framed and other site improvements are being installed.

The project site is bounded on the north by York Creek, which also served as a boundary between the project site and Beringer Winery north of the creek. Other land uses in the vicinity include active vineyards to the west and a large single-family dwelling, known as the Sherwood Estate, to the south. A combination of residential and agricultural lands are located east of the site, on the east side of Main Street.



Las Alcobas Hotel

The project site is located at 1915 Main Street (A.P.N. 009-490-009) in St. Helena, CA. This is also State Highway 29, as the highway runs through the City of St. Helena serving as Main Street while in the City limits. The property was a previously developed site on the northern end of the City of St. Helena.

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 through the implementation of General Plan Goals and Policies.

The project site is designated for Service Commercial uses in the St. Helena General Plan and is zoned as "Service Commercial." These designations provide for service and retail uses, restaurants, lodging, auto service, public and quasi-public and similar uses. Such uses are intended to provide adequate sites for service and retail uses that are auto-oriented with operational characteristics and space needs that are not considered appropriate for the downtown area.

The City has also included a "Planned Development" overlay zoning designation on the site to allow a degree of flexibility in implementing this project. The PD overlay restricts future development to a specific development plan approved on this site. The City has also applied a "Historic Preservation" overlay zoning designation on the property recognizing the preservation and enhancement of the historic Acacia house on the property.

REQUIRED DISCRETIONARY ACTIONS

All discretionary actions associated with project implementation and construction have been approved.

OTHER PUBLIC AGENCY REVIEW

In addition to the required City entitlements, an encroachment permit from CalTrans is required for work within the Main Street (HWY 29) 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)
- Traffic Report by Crane and Associates
- Biologic Assessment from Marcus Bowles

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.

In keeping with the requirements of CEQA, the approved Initial Study is being modified through the Addendum process to provide additional information on the project, which was not included in the original analysis. This information includes modification to the striping of Highway 29/Main Street adjacent to the project site, elimination of approximately ten existing on-street parking spaces along the east side of Highway 29/Main Street across from the project site and the reconstruction of a lift station and extension of a 6" sewer main not previously discussed and analyzed under the adopted CEQA document. The additional analysis required of these minor changes has been incorporated into the Biological Resources, Traffic/Transportation and Utilities and Services Systems sections below and is identified in the body of the document as underlined text, to differentiate it from the previously conducted analysis.

No new impacts or mitigations were identified through this analysis, and therefore consistent with CEQA Section 15073.5, recirculation and/or re adoption of the document is not necessary. The revisions identified in this addendum are

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.

determined to be minor technical changes and do not rise to the level of change identified in Section 15162, which would require preparation of a Subsequent CEQA document.

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."

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agricultural Resources | ☐ Air Quality/GHG |
| ☐ 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.
- ☒ Although the proposed Project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects: a) have been analyzed adequately in an earlier Mitigated Negative Declaration (MND) pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier MND, including revisions or mitigation measures that are imposed on the proposed Project. **An Addendum to the 2010 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.

Noah Housh, Planning and Community Improvement Director
City St. Helena

Date: September 11, 2015

ENVIRONMENTAL CHECKLIST

This Environmental Checklist Form has been provided to assist in the analysis of the environmental issues associated with the project. Changes to the previous addendum adopted for the project (February 2015), are identified through the use of underlined text incorporated into the previously approved addendum document.

In addition, 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 New Impact
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Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New 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>Previous Mitigation Measure:</u> The 2010 MND contained the following mitigation measure pertaining to aesthetics. MM.1: The applicant shall prepare a lighting plan for review and approval of the Planning Commission prior to receipt of a building permit. <u>Discussion:</u> The 2010 MND found that construction of the proposed hotel complex on the site would result in less-than-significant impacts in terms of a substantial adverse impact on a scenic vista, substantial damage to scenic resources within a state scenic highway or significantly degrade the visual character or quality of the site. Much of the proposed project improvements would occur at the back of the site and would not be significantly visible from Main Street. The project frontage would largely remain landscaped in a manner similar to pre-project conditions and the retention and enhancement of the Acacia House as part of the project was identified as a community benefit. The 2010 MND noted that construction of the proposed lodging facility would increase visible light on the site which could be a significant impact. This impact was reduced to a less-than-significant level by adherence to the Mitigation Measure listed above. This measure has been met. <u>Conclusion:</u> There would be no new or more severe significant impacts with respect to the visual character of the project site or significantly degrade the visual character or quality of the site or light and glare impacts than was analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.				
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> The 2010 MND found that approval and construction of the project would have no impact with respect to conversion of prime agricultural lands, conflict with a Williamson Act Contract or forestry resources.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
Conclusion: There would be no new or more severe significant impacts with respect to agricultural resources or forestlands than was analyzed in the 2010 MND and no new analysis is required.				
3. AIR QUALITY & GREENHOUSE GAS EMISSIONS. [Significance criteria established by the BAAQMD may be relied upon to make the following determinations] Would the project:				
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?				✓
Previous Mitigation Measure: The 2010 MND contained the following mitigation measure pertaining to air quality and greenhouse gasses. - MM 1: This measure required that construction and remodeling of the project be done in compliance with the California Green Building Code and other Green building practices that have been adopted by the City at time of building permit issuance. - MM 2: This required hotel management to provide hybrid or electric vehicle shuttle vehicles between the hotel and destinations within a 3-mile radius of the hotel. - MM 3: This mitigation measure required that all grading and construction equipment be shut down when not in use. - MM 4: Grading and excavation operations were prohibited during windy periods. - MM 5: Required that exposed soil services be sprinkled at least twice daily with non-potable water. - MM 6: Mandated that that demolition materials be properly managed to prevent the accumulation of dust that can degrade air quality. - MM 7: Required that reusable materials be recycled to the fullest extent practicable. - MM 8: Prohibited grinding of broken asphalt, concrete, wood or other materials on the site. - MM 9: Prohibited collection of materials, such as construction debris or loose dirt, within the adjacent public right-of-way. - MM 10: This measure required all haul trucks using the site to maintain an adequate freeboard when leaving the site. - MM 11: Required hydroseeding or application of similar soil stabilizer to construction areas that remain inactive for a period of 10 days or more to reduce accumulation of dust. - MM 12: Mandates that the property owner comply with Bay Area Air Quality Management District requirements, City demolition permit requirements and to obtain permits from the BAAQMD.				
Discussion: The 2010 MND noted that demolition of existing buildings on the site, construction and operation of the proposed lodging facility would generally have a less-than-significant impact on the environment in terms of air quality and greenhouse gas emissions. This included possible conflicts with the regional air quality plan, result in contribution of cumulative considerable air pollutants, expose sensitive receptors to substantial pollutant contributions or emit significant odors.				
With adherence to the twelve air quality and greenhouse gas emissions, summarized above, violations of air quality standards were reduced to a less-than-significant level.				
The Bay Area Air Quality management District (BAAQMD) recently (2011) established minimum screening standards for				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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development projects determine, if based on the relatively small size of a project, such projects would not generate significant quantities of air pollutants or greenhouse gasses. These screening standards are shown on Table 3-1 of the District's 2011 California Environmental Quality Act Air Quality Guidelines. The table shows that hotels containing 83 rooms or fewer fall below the District's threshold for emitting potentially significant air pollutants or greenhouse gasses. Since the proposed project would contain up to 70 rooms, the project would not emit significant air pollutants or greenhouse gasses.

The project applicant has complied with or is complying with each of the above measures.

Conclusion:

There would be no new or more severe significant impacts with respect to air quality or greenhouse gas emissions than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous air quality and greenhouse gas emission mitigation measures.

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?				✓

Previous Mitigation Measure: The 2010 MND contained the following mitigation measure pertaining to biological resources.

- MM 1: Modifications to the bank of York Creek required submittal of plans to the City and approval by both the City and the California Department of Fish and Game (now California Department of Fish & Wildlife). If necessary, approval of grading within York Creek by the US Army Corps may be required.
- MM 2: Required approval of a grading and drainage plan by the St. Helena Public Works Department before issuance of a grading permit.
- MM 3: This mitigation measure required the applicant to obtain necessary approvals from the Regional Water Quality Control Board prior to commencement of grading operations.
- MM 4: The applicant shall meet all state and federal requirements related to discharge of stormwater into local creeks.
- MM 5: Required the applicant to incorporate Best Management Practices (BMPs) into the design of the project that are include but are not limited to covering of trash enclosures, proper collection of kitchen grease, providing secondary containment of outdoor stored materials, incorporation of efficient irrigation to minimize overspray, appropriate sweeping of paved surfaces and driveways including cleaning of drainage catch basins.
- MM 6: Mandated that the project developer shall record a long-term maintenance agreement with the City for any structural stormwater devices.
- MM 7: Required the installation of permanent erosion control measures be place on all slopes as well as temporary erosion control until vegetation can be established. Grading on the site is limited to April 15 to October 15.
- MM 8: Mandated that all construction activities that minimizes pollutants entering the public storm drain system or local groundwater. The project developer is required to pay for any testing, cleanup or City costs related to this issue.

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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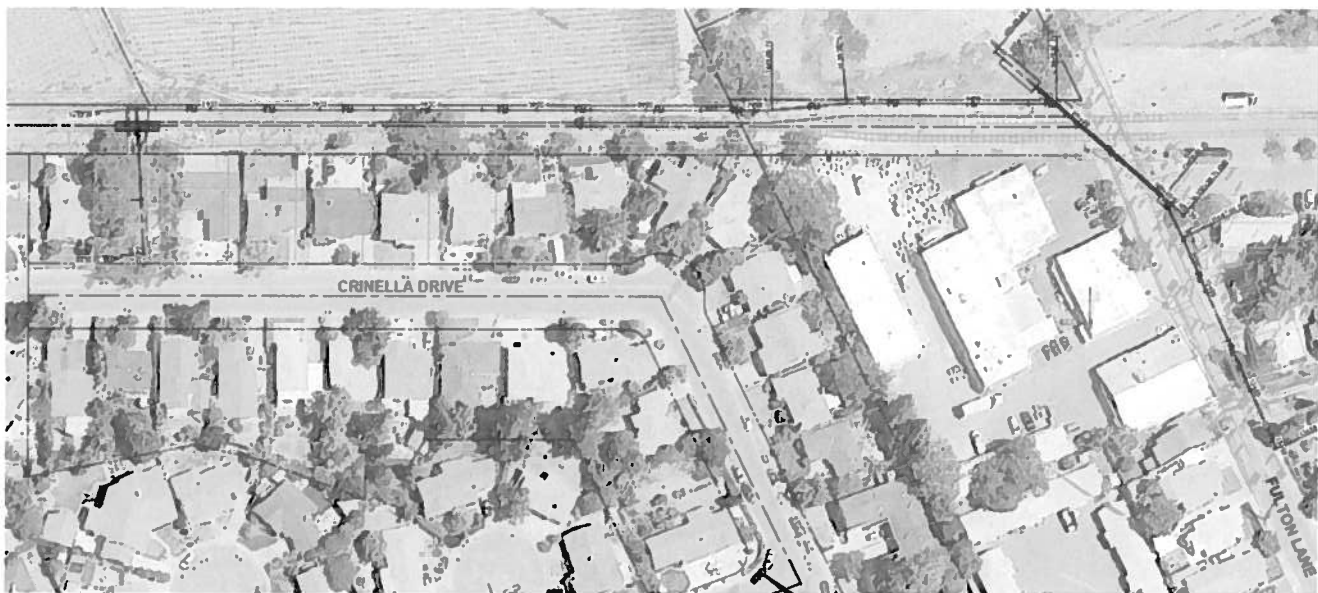
- MM 9: Required that demolition materials and solid waste materials be properly managed to prevent accumulation of dust that can degrade water quality. The site shall be cleaned on a daily basis and materials properly placed in dumpsters for removal.
- MM 10: Required that the retaining wall located between the Palm Building and Laurel Court be eliminated or relocated outside of the bank of York Creek.

Discussion:

Impacts of project construction on candidate, sensitive and other plant and wildlife species, riparian habitat, wetlands and movement of wildlife species through the site was found to be potentially significant in the 2010 MND. Adherence to the mitigation measures identified above reduced biological resource impacts to a less-than-significant level.

The current project has been designed with generally the same building footprint as was approved in 2010. The additional lodging rooms would be constructed in upper floors of approved buildings so that no new undeveloped portions of the site would be disturbed.

The previously adopted Mitigated Negative Declaration and February 2015 Addendum did not include any discussion of the required lift station modifications and the extension of an 6" sewer line within a 10" containment pipe to serve the Las Alcobas project. The approximate location of the sewer line is identified below.



ND:

SITE PLAN

A Biological and Wetland Evaluation was conducted for this element of the project by Marcus H. Bole and Associates (attached) which included analysis for impacts to any special status plant and wildlife species as well as a jurisdictional wetland and riparian habitat evaluation. This analysis did not identify any impacts to any special status or listed plant or animal species. Further, no impacts to jurisdictional wetlands or riparian habitats. Recommendations to include BMPs to address soil erosion and sediment infiltration identified in this report, were previously included as conditions of project approval and are therefore seen as informational and not substantive change or new mitigation and therefore the existing analysis and conclusion is determined to be adequate and appropriate under CEQA.

The applicant has complied or will be complying with all of the 2010 biological resource mitigation measures.

Conclusion:

There would be no new or more severe significant impacts associated with the current project with respect to biological resources than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
5. CULTURAL RESOURCES. Would the project:				
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?				✓
Previous Mitigation Measure: The 2010 MND contained the following mitigation measure pertaining to cultural resources. - MM 1: Required the applicant to comply with the recommendations of the Architectural Resources Group historic resources report dated August 2005 when remodeling the Acacia House. - MM 2: Mandated that work near an archeological resource identified on the site be halted until the resource can be evaluated by a qualified archeologist. Recommendations made by the archeologist shall be followed by the project developer. Discussion: The 2010 MND found a potentially significant impact with respect to a significant change to an historic resource, specifically, the proposed remodeling of the 1907-era Acacia House on the site. A previous project applicant commissioned an report by a qualified architectural historian (Architectural Resources Group-ARG) to prepare a strategy for renovating the Acacia House in a manner that would be consistent with the Secretary of The Interior Standards of Rehabilitation. This report satisfied Mitigation Measure 1 of the 2010 MND. Work is currently proceeding to renovate the house, so that this topic remains less-than-significant. The project site is located adjacent to York Creek, which generally indicates that the site has a moderate to high potential for archeological, Native American or similar cultural resources to be found. The applicant has complied with Mitigation Measure 2 to ensure this impact would be less-than-significant. The applicant has complied or will be complying with all of the 2010 cultural resource mitigation measures. Conclusion: There would be no new or more severe significant impacts associated with the current project with respect to cultural resources than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.				
6. GEOLOGY AND SOILS. Would the project:				
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)?				✓

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
d. Be located on expansive soil, as defined in Table 18-1B of the 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?				✓

Previous Mitigation Measure: The 2010 MND contained the following mitigation measure pertaining to geology and soils.

- MM 1: Recommendations included in the soils and geotechnical investigation submitted with the application shall be incorporated into all design and construction plans. The geotechnical engineer shall sign all improvement plans, assume inspection for work and certify to the City prior to acceptance that the work complies with recommendations.
- MM 2: Required approval of a grading and drainage plan by the St. Helena Public Works Department before issuance of a grading permit.
- MM 3: This mitigation measure required stormwater runoff to be directed to a subsurface or a properly surfaced in-street drainage system to avoid runoff of topsoil and soil erosion.
- MM 4: All construction shall meet Uniform Building Code regulations for seismic safety.
- MM 5: Required installation of permanent erosion control measures on all slopes. Temporary erosion control shall be installed until vegetation can be established on graded slopes.
- MM 6: Unless otherwise allowed by the City, grading shall be limited to the period of April 15 to October 15.

Discussion:

The 2010 MND found that impacts of the project related to seismic activity, landslides and effects of expansive soil were less-than-significant. There were potentially significant impacts with respect to the potential for substantial erosion or loss of topsoil from the site. This impact was reduced to a less-than-significant level with adherence to the mitigation measures listed above.

The current proposal has disturbed approximately the same amount of the site for buildings, parking, driveways, amenities and similar features as allowed in the approved plans. No new or more severe impacts are therefore anticipated with respect to soils or geotechnical impacts.

The applicant has complied or will be complying with all of mitigation measures imposed to reduce soil erosion to a less-than-significant level.

Conclusion:

There would be no new or more severe significant impacts associated with the current project with respect to geological and soil topics than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.

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 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?				✓

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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?				✓
Previous Mitigation Measure: The 2010 MND contained the following mitigation measures related to hazards and hazardous materials. • MM 1: Required City approval of a plan for the storage of hazardous materials on the site, including but not limited to fuel, oil, paints, solvents, fertilizers, etc. The Plan shall include an identification of the types of materials to be stored on the site, their intended use during construction, a schedule for use on the site and the method of storage so as not to be susceptible to water infiltration. • MM 2: Required that, in the event of a hazardous spill, both the City Fire Department and the State Office of Emergency Services shall be contacted. Discussion: The 2010 MND found potentially significant impacts with the storage and use of potentially hazardous materials on the use as part of the construction process. With adherence to the above mitigation measures, this impact was reduced to a less-than-significant level. No impacts were identified with respect to handling hazardous materials near an existing or proposed school, location near a public or private airport or airstrip or the potential for exposure to wildfire. The current proposal includes the same type of land use as the approved project and would use approximate the same types and quantities of construction materials as was previously analyzed. The applicant has complied or will be complying with all mitigation measures imposed to reduce hazardous materials impacts to a less-than-significant level. Conclusion: There would be no new or more severe significant impacts associated with the current project with respect to hazards and hazardous materials than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous hazardous materials mitigation measures.				
8. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
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?				✓
e) Create or contribute runoff water which would exceed the				✓

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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?				✓
Previous Mitigation Measure: The 2010 MND contained the following mitigation measure pertaining to hydrology and water quality. - MM 1: Required the project developer to submit a grading and drainage plan to be approved by the St. Helena Public Works Department. The Plan shall demonstrate that increased stormwater flows from the site will be reduced. - MM 2: The basement of the Palm Building shall be limited to non-residential uses such as laundry, storage, mechanical equipment. No storage is permitted outside of the basement of this building and essential equipment in the basement shall be flood proofed. - MM 3: A Notice of Intent (NOI) shall be filed with appropriate regulatory agencies. - MM 4: Required the developer to ensure that no construction material is conveyed into the local storm drain system. The developer shall pay for any cleanup, testing and City administrative costs resulting from deposition of construction materials in the storm drain system. - MM 5: All materials that could result in water pollution shall be stored and used in a manner that will not cause pollution. Discarded materials shall be properly disposed of in an approved site. - MM 6: Required that all construction activities be performed that minimizes any pollutants entering the storm drainage system or local groundwater. - MM 7: The developer shall comply with all requirements for discharging into a public storm drain system to ensure compliance with the Clean Water Act. A Stormwater Pollution Prevention Plan shall be prepared and implemented as approved by the City's Public Works Department. - MM 8: Mandated that all storm drain inlets be marked with a "No Dumping-Flows to River" permanent sign. - MM 9: Required that the project developer prepare and record a plan to ensure long-term private maintenance of structural stormwater pollution prevention removal devices. Appropriate easements shall be provided and recorded if necessary. - MM 10: Required preparation of a Stormwater Pollution Prevention Plan. - MM 11: Mandated that drainage facilities shall be designed to City standards. - MM 12: Required that demolition materials and solid waste to be properly managed to prevent accumulation of dust or material that could degrade water quality. The site shall be cleaned daily. - MM 13: Prohibited the collection of materials within public rights-of-way including Main Street. - MM 14: Required hydroseeding or application of non-toxic soil stabilizers on construction areas that remain inactive for a period of 10 days or more to reduce dust accumulation. Discussion: The 2010 MND identified potentially significant impacts with respect to violation of water quality standards, substantial alteration of drainage patterns, increases in the rate or amount of surface runoff as a result of constructing the Grandview hotel project. All of these impacts were reduced to a less-than-significant level by adherence to the mitigation measures identified above. Less-than-significant impacts were found with respect to depletion of groundwater resources, placement of housing within a 100-year flood hazard area or risk of seiche, tsunami or mudflows. The current project would include approximately the same amount of impervious surfaces as the approved project so that the rate and amount of stormwater runoff would be approximately the same as the approved project. The Palm Building was recently removed and is proposed to be rebuilt with a non-habitable basement area, as required by Mitigation Measure 2, above. The applicant has complied or will be complying with all other hydrology and water quality mitigation measures.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
Conclusion: There would be no new or more severe significant impacts associated with the current project with respect to hydrology and water quality than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.				
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?				✓
Previous Mitigation Measure: The 2010 MND contained the following mitigation measure pertaining to land use and planning. - MM 1: Required the owner/applicant to pay a housing fee of approximately \$40,000 (the exact amount to be calculated at the time of building permit issuance). t mitigate the housing impact of jobs to be generated by the hotel use.. - MM 2: The project owner/applicant shall make a \$750,000 contribution to the City's Housing Trust Fund prior to issuance of a building permit to mitigate the loss of 22 affordable studio apartments. The preference is that the contribution be earmarked for a non-for-profit housing developer to building affordable housing in the City. - MM 3: Required the owner/applicant to provide relocation assistance for any residence living in the facility prior to start of construction.				
Discussion: The 2010 MND found that construction and operation of the project would have no significant effects on land use, including physical division of a community, conflicts with an applicable land use plan or conflict with a habitat conservation plan. However, construction of the proposed lodging facility would result in potentially significant impacts with respect to the City's stock of housing affordable to lower income households. This impact was mitigated by requiring the project applicant to contribute to the City's Housing Trust Fund to assist in funding off-site affordable housing. The proposed project is very similar to the proposed project, although the number of dwellings would be increased from 57 to 70. The project site remains self-contained and no established communities would be divided. The applicant has not requested any changes to the St. Helena General Plan that would affect a land use plan or policy that provides environmental protection. No Habitat Conservation Plan would be affected with the project. The current project applicant is required to make a financial contribution to the City's Housing Trust Fund as mandated by the previous MND.				
Conclusion: There would be no new or more severe significant impacts associated with the current project with respect to land use than were analyzed in the 2010 MND and no new analysis is required. The project developer will be required to comply with previous mitigation measures contained in the 2010 MND.				
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?				✓
Discussion: 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.				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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Conclusion:

There would be no new or more severe significant impacts associated with the current project with respect to land use than were analyzed in the 2010 MND and no new analysis is 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 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?				✓

Previous Mitigation Measure: The 2010 MND contained the following mitigation measure dealing with noise impacts.

- MM 1: Required the project developer to limit construction to the hours of between 7 am to 6 pm. Exceptions may be granted by the City's Public Works Director.
- MM 2: Construction equipment is required to have state-of-the-art muffler systems that are properly maintained.
- MM 3: Noisy construction stationary equipment shall be placed away from developed areas on and off the project site.
- MM 4: Grading and construction equipment shall be shut down when not in use.

Discussion:

The 2010 MND noted that primary sources of noise on and near the project site included auto and truck traffic on nearby roads. Limited on-site noise was documented, primarily noise from recreational facilities.

Future noise sources were anticipated to include additional on-site traffic and noise generated by on-site special events. These special events would include 12 special events per year with a maximum of 97 attendees at most events, but three special events would allow up to 125 attendees. Noise from special events were found not to be significant since noise increases would be consistent with normal noise within a typical urban area. The 2010 MND found that short-term construction noise would be potentially significant and the mitigation measures listed above were applied to reduce this impact to a less-than-significant level.

The current project would include the same type of development as permitted in 2010, but with an additional 13 lodging units. The proposed small increase would not significantly increase as a result of adding proposed lodging units. The number of special events and attendance at these events would not change from the number currently approved.

The applicant has complied or will be complying with adopted noise mitigation measures.

Conclusion:

There would be no new or more severe significant impacts associated with the current project with respect to noise than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous noise mitigation measures.

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				✓

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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 an historic house which is being renovated. Construction of lodging on the site is underway consistent with approved plans. No housing would be displaced by the proposed project. c. Refer to (b) above.				
<u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to population and housing than was analyzed in the 2010 MND and no new analysis is required.				
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> The 2010 MND documented that adequate fire and police protection was available to serve the proposed project as well as other City services. All buildings would be equipped with fire sprinklers and fitted with smoke detectors, fire extinguishers and exit signs. The applicant will be required to pay impact fees, including school impact fees. Impacts to public services were found to be less-than-significant and no mitigation measures were required. The current project would include the same type of development as permitted in 2010, but with an additional 13 lodging units. The proposed small increase would not significantly increase demand for public services as a result of adding proposed lodging units. Costs to provide additional services associated with the increase in lodging units would be off-set by payment of additional impact fees and long-term tax revenues to the City of St. Helena.				
<u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to public services than were analyzed in the 2010 MND and no new analysis is required.				
14. RECREATION. Would the project:				
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> The 2010 MND concluded that the proposed project would not adversely impact recreational facilities that serve the local				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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population and would not require construction of new or expanded local recreational facilities. The project was noted as having the potential to provide limited special events for the community.

The current project would include the same type of development as permitted in 2010, but with an additional 13 lodging units. The proposed small increase would not increase demand for parks and recreational facilities, the same as noted in 2010.

Conclusion:

There would be no new or more severe significant impacts associated with the current project with respect to recreation than were analyzed in the 2010 MND and no new analysis is required.

15. TRANSPORTATION/TRAFFIC. *Would the project:*

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)?				✓

Previous Mitigation Measures: The 2010 MND contained the following mitigation measure dealing with transportation and traffic impacts.

- MM 1: Required that all required public frontage and street improvements be designed and built in accordance with approval from the California Department of Transportation in cooperation with the St. Helena Public Works Department.
- MM 2: Required the project developer to enter into a deferred improvement agreement with the City to participate in a future for the design and installation of a traffic signal at Pratt Avenue and Main Street, should this improvement be needed in the future.
- MM 3: Required the project developer to implement the recommendations of the 2005 project traffic report prepared by Crane Transportation Group dated November 2003 and Addendum (2005) prior to receipt of a final permit.
- MM 4: Required the project applicant to provide a minimum of 57 on-site parking spaces based on a minimum of 1 space per room.
- MM 5: Required the project applicant to prepare and implement a Traffic Control Plan to deal with on-site construction and truck traffic. This Plan shall be approved prior to issuance of a building or grading permit.

Discussion:

In terms of transportation and traffic, the 2010 document found that operation of the lodging facility would generate approximately 31 peak hour trips on a typical Friday afternoon peak hours and approximately 35 peak hour trips would be generated on weekends. No significant impacts were found in terms of added congestion at the nearby Madrona Avenue and Main Street. The MND stated that the Level of Service was expected to be at least a level "B" with or without the proposed project.

The project included a left-hand turn lane for motorists traveling north-bound into the site which would provide a more efficient movement of vehicles and limit vehicle queuing on Main Street. The project applicant also proposed to consolidate two existing site driveways into a single drive to align with the intersection of main Street and Pratt Avenue. This measure would provide for an orderly intersection and would improve sight-line conditions for motorists exiting the site.

Construction traffic associated with the project was deemed to be potentially significant, and the 2010 MND contained a mitigation measure that required the project applicant to prepare and implement a Traffic Control Plan to accommodate

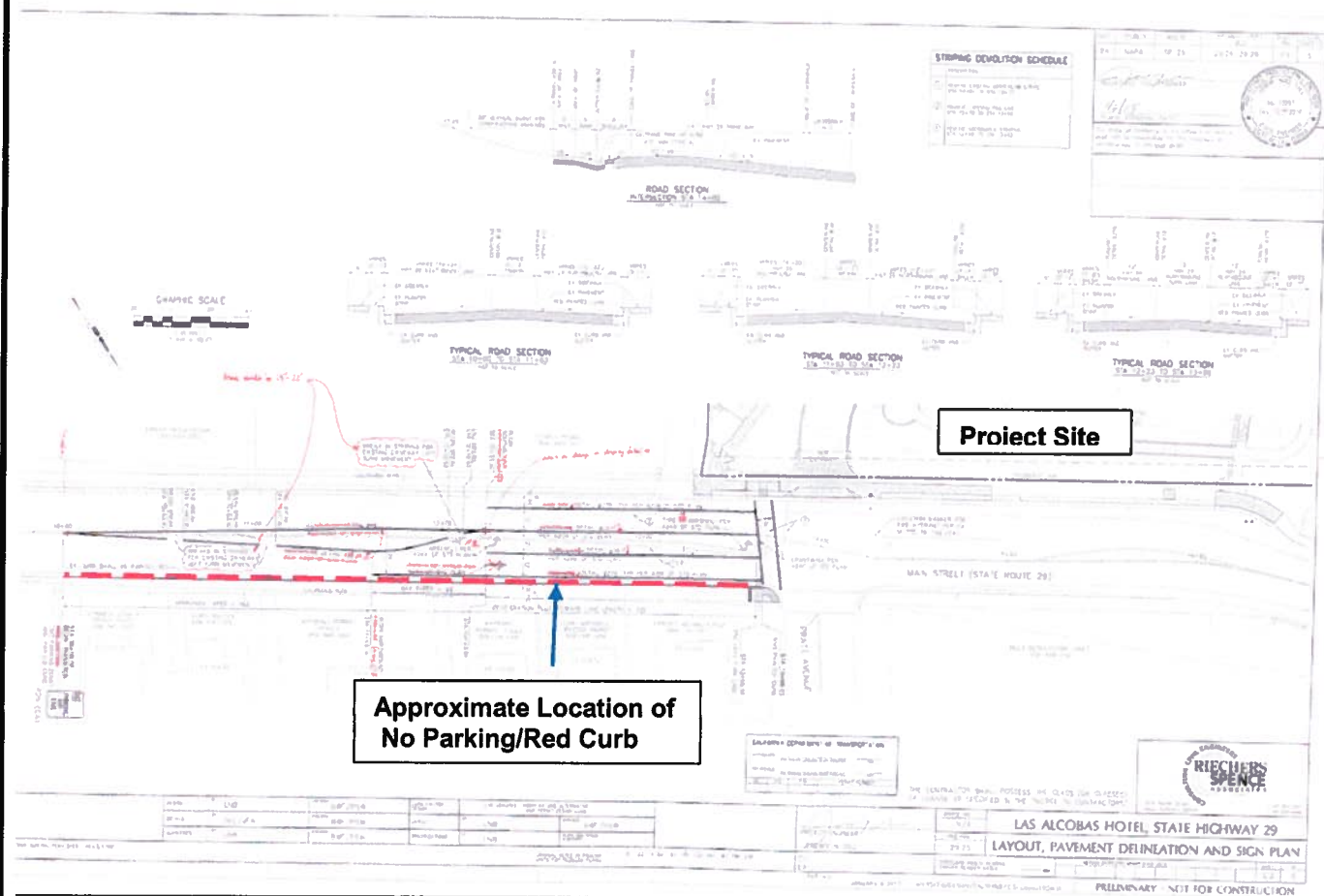
Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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construction vehicles in a manner that would cause the least disruption to local traffic patterns.

The current project would include the same type of development as permitted in 2010, but with an additional 13 lodging units. Based on an industry standard trip rate of 0.49 PM peak hour trips from a hotel room (Institute of Traffic Engineers *Trip Generation*, 9th edition). The current project would generate an estimate 6 new PM peak hour trips from the approved (current) project. The 2012 Hunter project DEIR notes that the operation of the Fulton Lane/Main Street intersection is anticipated to operate at LOS B into the year 2030. Therefore, the addition of 13 rooms to the current project would not result in a significant impact to short-term or cumulative traffic conditions.

The applicant has complied or will be complying with all existing traffic and transportation mitigation measures to ensure that construction impacts and impacts associated with traffic safety would continue to be less-than-significant.

However, in April of 2015 the applicants representative submitted to CalTrans for an encroachment permit to allow the work in the Highway 29/Main Street Right-of-Way (ROW) to be conducted, including curb, gutter and pavement improvements, striping work and utility connections. In response, CalTrans requested additional information be provided including an updated Traffic Impact Study and revised CEQA document implementing the recommendations and findings of the Traffic Report. Further, the comment letter from CalTrans identified several revisions to the Encroachment Plan Set required to be able to approve and issue the requested permit. These included additional information on the striping and proposed improvements (identified below), as well as City Council approval of the No Parking/Red-Curb prohibitions along Highway 29/Main Street.



In response, the applicant had an updated Traffic Impact Report conducted by Crane and Associates, completed May 29, 2015 (attached). The analysis and findings of this document identify that the proposed design of the traffic and circulation infrastructure Serving the project is adequate and will maintain Level of Service (LOS) A for left turn Hwy 29/Main Street left turn movement during all weekday and Saturday peak traffic hours for Existing + project conditions. Further, this analysis finds that an acceptable

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
LOS B will be maintained for left turn Hwy 29/Main Street left turn movement for year 2030 Cumulative + Project conditions.				
Conclusion: There would be no new or more severe significant impacts associated with the current project with respect to traffic and transportation than were analyzed in the 2010 MND. <u>The proposed turn-lane length of 150-feet is adequate to maintain all LOS levels identified and discussed above, even under (potential) future conditions with the Highway 29 and Pratt Avenue intersection being signalized.</u> The current project developer is required to adhere to all previous transportation mitigation measures and the specific CalTrans design criteria for work in the Highway 29/Main Street ROW. The previous traffic impact analysis and mitigation continue to be adequate to mitigate any project specific impacts to less than significant levels.				
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?				✓
Previous Mitigation Measures: The 2010 MND contained the following mitigation measures with respect to Utilities and Service Systems - MM 1: Required that the project developer to ascertain the location of all underground utilities and design underground utilities to avoid disruption these systems. - MM 2: Required that water and energy conservation measures be incorporated into the design of the project in accordance with applicable codes and ordinances. - MM 3: Required that the project be connected to the City's potable water and sanitary sewer systems. The existing on-site well shall be protected from contamination and include installation of a City-approved backflow device - MM 4: Required the project be designed and built in accordance with City standards dealing with conveyance of stormwater. - MM 6: Required the project developer to use a franchised solid waste hauler during project demolition and construction to remove all solid waste. If solid waste is self-hauled, an appropriate landfill must be used. - MM 7: Source separation shall be implemented for wood waste material for recycling. - MM 8: Required the project developer to submit and have approved a source reduction plan that meets City requirements. - MM 9: A recycling and solid waste enclosure shall be provided in accordance with City standards. - MM 10: The project applicant is required to pay all water and sewer impact fees associated with increase in water use or the generation of wastewater. - MM 11: The applicant shall install a new 6-inch diameter force main with a 10-inch containment pipe from the Crinella pump station to the existing sewer system at the intersection of Railroad Avenue and Fulton Lane.				
Discussion: The 2010 MND found that, generally, construction and operation of the hotel project would result in less-than-significant				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
impacts with respect to utilities and service systems. A potentially significant impact was identified with respect to use of potable water. The project applicant proposed to use an on-site water well for irrigation of exterior landscape; however, City potable water would be used for interior water demand. The City approved a Water Agreement with the applicant in 2008 that allows the City of St. Helena to provide up to 2,082,432 gallons of water per year to the approved project. The current applicant will be required to implement on-site water savings as part of the project to ensure that the terms of the Water Agreement are met. A revision to the existing Water Agreement may be requested. <u>In addition, the required re-construction of an existing sewer lift station and installation of new 6" sewer lines to serve the project site are not identified as having any potential for significant impacts. The wastewater treatment plant has adequate capacity for the additional effluent resulting from the proposed project and the re-construction of the existing lift station serving the project site and the extension of the sewer line to convey wastewater from the project were not identified as creating any significant environmental impacts under CEQA.</u> The applicant has complied or will be complying with all existing utility mitigation measures to ensure that construction impacts and these impacts will remain less-than-significant. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to utilities and service systems than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous 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			

Attachments:

1. Traffic Impact Report by Crane Transportation Group (May 29, 2015)
2. Biological and Wetland Evaluation by Marcus Bole & Associates (July 26, 2015)
3. Las Alcobas Hotel Initial Study/Mitigated Negative Declaration 2010
4. Las Alcobas Hotel Mitigation Monitoring and Reporting Plan



Marcus H. Bole & Associates
An Environmental Consulting Firm

July 26, 2015

Presidio Companies
Attn: Mr. Guneet Bajwa
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and

City of St. Helena
Attn: Mr. Noah Housh
Planning Director
Delivered by email
noahh@cityofsthelena.org

**BIOLOGICAL AND WETLAND EVALUATION FOR CRINELLA PUMP STATION
FORCE MAIN PROJECT, CITY OF ST. HELENA, NAPA COUNTY, CALIFORNIA,
MHBA FILE 0726-2015-3390.**

INTRODUCTION

During July of 2015, a Biological and Wetland Evaluation was conducted on a 1,400 foot long by 100 foot wide corridor along the proposed alignment of the Crinella Pump Station Force Main project, City of St. Helena, California (See Attached Figure). The project is located within the City of St. Helena, along portions of Fulton Lane and Rail Road Right of Way, Township 8 North, Range 6 West, U.S. Geological survey (USGS) St. Helena 7.5-minute topographic quadrangle. Particular attention was focused upon the project's potential impact to federal and state special-status plants/wildlife species and wetlands subject to federal or state jurisdiction.

A records search was completed prior to this evaluation of the United States Fish & Wildlife Service's (USFWS) *Federal Endangered and Threatened Species List* (NEPA) and the *California Natural Diversity Database* (CEQA) for the St. Helena 7 ½ minute quadrangle. These documents list plants and wildlife that have Federal, State and California Native Plant Society (CNPS) special status. In accordance with guidance set forth in the United States Army Corps of Engineer's *1987 Wetlands Delineation Manual*, as supplemented by the *Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*, dated December 2006, a wetland/riparian determination was conducted.

FINDINGS

Special Status Plant and Wildlife Species:

Project implementation will not result in alterations (removal) of natural plant or wildlife communities. The proposed Crinella Pump Station Force Main installation will not interfere with the movement of any native resident or migratory fish or wildlife species, or result in impacts to established native resident or migratory wildlife corridors. The project will not affect the use of native wildlife nursery sites. The project will not impact Federal or State Listed Plant/Wildlife species, or Plant/Wildlife Species of Concern.

Jurisdictional Wetland and Riparian Habitats:

Using the methodologies described in the *1987 Wetland Delineation Manual*, as supplemented by the *Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*, dated December 2006, Marcus H. Bole & Associates found no federal or state jurisdictional wetland habitats within the boundaries of the project corridor. Temporary impacts to storm drain patterns will not result in the loss of jurisdictional wetland or riparian habitats.

Recommendations:

- 1) Following excavation and subsequent installation of the pipeline, all soil surfaces should be returned to pre-project elevations, compacted, and stabilized with erosion control devices (straw wattles, jute mat, hydroseed, etc.) in accordance with the Best Management Practices (BMPs) approved for this project.
- 2) If the project alignment changes significantly, follow-on evaluations should be conducted to evaluate potential environmental impacts.

This concludes our biological and wetland evaluation of the Crinella Pump Station Force Main project located within the City of St. Helena. If you have any questions concerning our findings or recommendations, please feel free to contact me directly at: Marcus H. Bole & Associates, Attn: Marcus Bole, 104 Brock Drive, Wheatland, CA 95692, phone 530-633-0117, fax 530-633-0119, email: mbole@aol.com. For a complete copy of the Statement of Qualifications of the staff members conducting this evaluation please visit our website at: mhbole.com.

Respectfully Submitted:



Marcus H. Bole, M.S. Principal
Senior Environmental Scientist
Senior Wetland Biologist

Attachment:

Site Map provided by Cunningham Engineering

TRAFFIC IMPACT REPORT

**LAS ALCOBAS HOTEL
ST. HELENA, CALIFORNIA**

May 29, 2015

Prepared for: Caltrans District 4

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

I. INTRODUCTION

This report has been prepared at the request of Caltrans District 4 to determine the length of the left turn lane required on the northbound State Route 29 approach to the entrance of the Las Alcobas hotel, currently under construction in the City of St. Helena. The hotel entrance will be on the west side of the highway and the fourth leg of the existing Pratt Avenue unsignalized intersection (see **Figure 1**). Evaluation has been conducted for both Existing + Project and Year 2030 General Plan Buildout + Project conditions.

II. SUMMARY OF FINDINGS

1. The maximum required storage length of the proposed left turn lane on the northbound SR 29 approach to the Pratt Avenue/Las Alcobas Hotel entrance intersection would be at least 50 feet and preferably 75 feet. This assumes an unsignalized intersection and peak weekday or weekend traffic conditions for existing or year 2030 cumulative conditions with the Las Alcobas Hotel in operation and 100 percent occupied. The peak storage demand would occur during the weekday AM commute peak hour. Please note that this finding is for storage demand only and does not include any additional length Caltrans may wish to add for deceleration.
2. If the SR 29/Pratt Avenue-Las Alcobas Hotel access intersection is signalized, the 50 to 75 feet of storage in the northbound left turn lane would also be adequate to accommodate the 95th percentile queuing demand.
3. The applicant's civil engineer has prepared a design for the left turn lane with a 150-foot length, which would be more than adequate to accommodate the expected queuing demand.

III. PROPOSED PROJECT

The Las Alcobas hotel will be located on the west side of the State Route 29-128 highway in the northern part of the City of St. Helena. The hotel access driveway will be the fourth leg of the existing Pratt Avenue unsignalized intersection (see **Figure 2**).

The Las Alcobas hotel will have the following features.

- 68 rooms
- Spa for guests only
- 40-seat quality restaurant for guests and the general public
- One special event per month (a wedding, party, etc.). Three events per year can have up to 125 people, with the remaining nine having no more than 100 people.

IV. EXISTING CONDITIONS (WITHOUT PROJECT)

A. ROADWAYS

State Route 29-128 (SR 29) is a two-lane north-south highway in the City of St. Helena. At the Pratt Avenue tee intersection the roadway is 48 feet wide curb to curve. A 75-foot-long left turn lane is provided on the southbound SR 29 approach to Pratt Avenue. Curb, gutter and sidewalk line both sides of the highway at Pratt Avenue

Pratt Avenue is a two-lane collector roadway connecting SR 29 with Silverado Trail. It is about 40 feet wide in the vicinity of SR 29. Pratt Avenue is stop sign controlled on its approach to SR 29 and the westbound approach lane is 20 feet wide, allowing left and right turning vehicles to separate.

B. VOLUMES

Existing weekday AM peak period (7:00-9:00) and PM peak period (3:00-6:00) as well as Saturday afternoon (1:00-6:00 PM) traffic counts were conducted on Thursday, May 21 and Saturday, May 16, 2015 at the SR 29/Pratt Avenue intersection. The peak hours were determined to be 7:45-8:45 AM and 4:00-5:00 PM on the weekday, and 1:15-2:15 on Saturday afternoon. Resultant May peak hour volumes are presented in **Figure 3**.

A seasonal adjustment was then made to factor May counts to September harvest conditions, the peak traffic month of the year. Based upon Caltrans PeMS monthly traffic count information for SR 29 as well as monthly traffic count adjustment factors from the City of Napa, May peak hour counts were increased 3 percent to reflect peak September traffic conditions. Resultant September weekday and Saturday peak hour “without” project volumes are presented in **Figure 4**.

V. GENERAL PLAN BUILDOUT VOLUMES (WITHOUT PROJECT)

Year 2030 peak hour traffic projections for northern St. Helena have already been developed as part of the most recent City General Plan update and then further refined as part of the ongoing Hunter Subdivision EIR. Resultant year 2030 September weekday and Saturday “without” project peak hour volumes are presented in **Figure 5**.

VI. PROJECT TRIP GENERATION & DISTRIBUTION

Weekday and Saturday peak hour trip generation projections for the Las Alcobas hotel have been developed using trip rates from the traffic engineering profession's standard source of trip rate data – *Trip Generation Manual*, 9th Edition, by the Institute of Transportation Engineers, 2012. As shown in **Table 1**, the proposed hotel would be expected to generate 28 inbound and 19 outbound trips during a weekday AM peak hour, 26 inbound and 27 outbound trips during a weekday PM peak hour, and 21 inbound and 21 outbound trips during a Saturday afternoon peak traffic hour. Projections conservatively assume full occupancy of the hotel and that half the restaurant seats are occupied by general public drive-in customers. Also, no passby capture of hotel guests or restaurant patrons has been assumed.

Project trip distribution would be expected to be 50 to 60 percent to/from the south on SR 29. Minor differences would be expected during the various peak hours depending upon the mix of guests and employees (a combination of the two during the weekday peak hours versus primarily guests during the Saturday peak hour). The northbound left turn into the site would always be expected to accommodate 50 to 60 percent of project inbound traffic.

Figure 6 presents both the percent project traffic distribution during all three analysis peak hours as well as the resultant project traffic turn movements, while resultant Existing + Project and Year 2030 Cumulative + Project weekday and Saturday peak hour volumes are presented in **Figures 7 and 8**, respectively.

VII. OPERATION OF THE SR 29-128/PRATT AVENUE/HOTEL DRIVEWAY INTERSECTION

A. LEVEL OF SERVICE

1. Analysis Methodology

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

Signalized Intersections. For signalized intersections, the 2010 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology was utilized. With this methodology, operations are defined by the level of service and average control delay per vehicle (measured in seconds) for the entire intersection. For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay

associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 2** summarizes the relationship between delay and LOS for signalized intersections.

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2010 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay reported for the stop sign controlled approaches or turn movements, although overall delay is also typically reported for intersections along state highways. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 3** summarizes the relationship between delay and LOS for unsignalized intersections.

2. Existing and Year 2030 Cumulative + Project Operation

Table 4 presents weekday AM and PM peak hour as well as Saturday PM peak hour levels of service for the SR 29/Pratt Avenue/project hotel unsignalized intersection for Existing + Project and Cumulative 2030 + Project conditions. As shown for Existing + Project conditions, while the stop sign controlled approaches would be operating with extended delays, the left turn movement on the northbound SR 29 intersection approach would be operating at LOS A during all weekday and Saturday peak traffic hours. Control delay for this movement would be less than 10 seconds each peak hour. For year 2030 Cumulative + Project conditions, the left turn movement on the northbound SR 29 approach to the project entrance would still be operating at LOS A conditions during the weekday AM and PM peak hours, and an acceptable LOS B during the Saturday PM peak hour.

B. SIGNAL WARRANT EVALUATION

1. Analysis Methodology

Traffic signals are used to provide an orderly flow of traffic through an intersection. Many times they are needed to offer side street traffic an opportunity to access a major road where high volumes and/or high vehicle speeds block crossing or turn movements. They do not, however, increase the capacity of an intersection (i.e., increase the overall intersection's ability to accommodate additional vehicles) and, in fact, often slightly reduce the number of total vehicles that can pass through an intersection in a given period of time. Signals can also cause an increase in traffic accidents if installed at inappropriate locations.

There are 9 possible tests for determining whether a traffic signal should be considered for installation. These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the *Manual on Uniform Traffic Control Devices* (MUTCD), Federal Highway Administration, 2012, California Supplement, which has been adopted by the State of California as a replacement for

Caltrans Traffic Manual. Section 4C of the MUTCD provides guidelines, or warrants, which may indicate need for a traffic signal at an unsignalized intersection. As indicated in the MUTCD, satisfaction of one or more warrants does not necessarily require immediate installation of a traffic signal. It is merely an indication that the local jurisdiction should begin monitoring conditions at that location and that a signal may ultimately be required.

Warrant 3, the peak hour volume warrant, is often used as an initial check of signalization needs since peak hour volume data is typically available and this warrant is usually the first one to be met. Warrant 3 is based on a curve and takes only the hour with the highest volume of the day into account. Please see the **Appendix** for the warrant chart. To meet this warrant, a minimum of 100 vehicles per hour must approach the intersection on one of the side streets.

2. Existing and Year 2030 Cumulative + Project Results

Volumes at the SR 29-128/Pratt Avenue/project hotel intersection would not meet urban peak hour warrant #3 criteria for signalization during any of the weekday or Saturday peak traffic hours for Existing + Project or Cumulative 2030 + Project conditions. Please see the warrant chart in the **Appendix**.

C. REQUIRED LENGTH OF NORTHBOUND LEFT TURN

1. Analysis Methodology

The required length of the left turn lane on the northbound SR 29 approach has been determined using formulas contained in an article in *ITE Magazine (Estimation of Maximum Queue Lengths at Unsignalized Intersections)*, by John T. Gard, November, 2001). Formulas are presented in **Table 5** and determine the 95th percentile queue. Results are presented in number of vehicles. For analysis purposes, each vehicle is assumed 25 feet long and all partial vehicle results have been rounded up to the next 25-foot increment.

2. Results – Unsignalized Operation

a. Existing + Project Conditions

Table 6 presents the required storage length of the left turn lane on the northbound SR 29 approach to the Pratt Avenue/Las Alcobas Hotel intersection for Existing + Project conditions. As shown, the required length of the northbound left turn lane would be 50 feet for the weekday AM peak hour and 25 feet for the weekday and Saturday PM peak hours. The AM peak length of 50 feet would control.

b. Year 2030 Cumulative + Project Conditions

Table 7 presents the required storage length of the left turn lane on the northbound SR 29 approach to the Pratt Avenue/Las Alcobas Hotel intersection for year 2030 Cumulative + Project conditions. As shown, the required length of the northbound left turn lane would be the same as for Existing + Project conditions, 50 feet for the weekday AM peak hour and 25 feet for the

weekday and Saturday PM peak hours. The AM peak length of 50 feet would control. While the queuing formula did show greater storage length requirements for 2030 versus existing conditions, when the vehicle length outputs were translated into 25-foot increments per vehicle, the results were still the same for 2030 as for existing conditions.

3. Results – Signalized Operation

Although the SR 29/Pratt Avenue-Las Alcobas Hotel intersection would not meet peak hour signal warrant criteria for Existing + Project or Year 2030 Cumulative + Project conditions during any peak hour, evaluation was also conducted of the 95th percentile storage demand on the northbound left turn lane should the City and/or Caltrans decide to signalize the intersection. Based upon the findings from the intersection level of service software, the maximum theoretical northbound left turn queue demand would be 25 feet during any weekday or weekend peak hour.

D. PROPOSED LEFT TURN LANE DESIGN

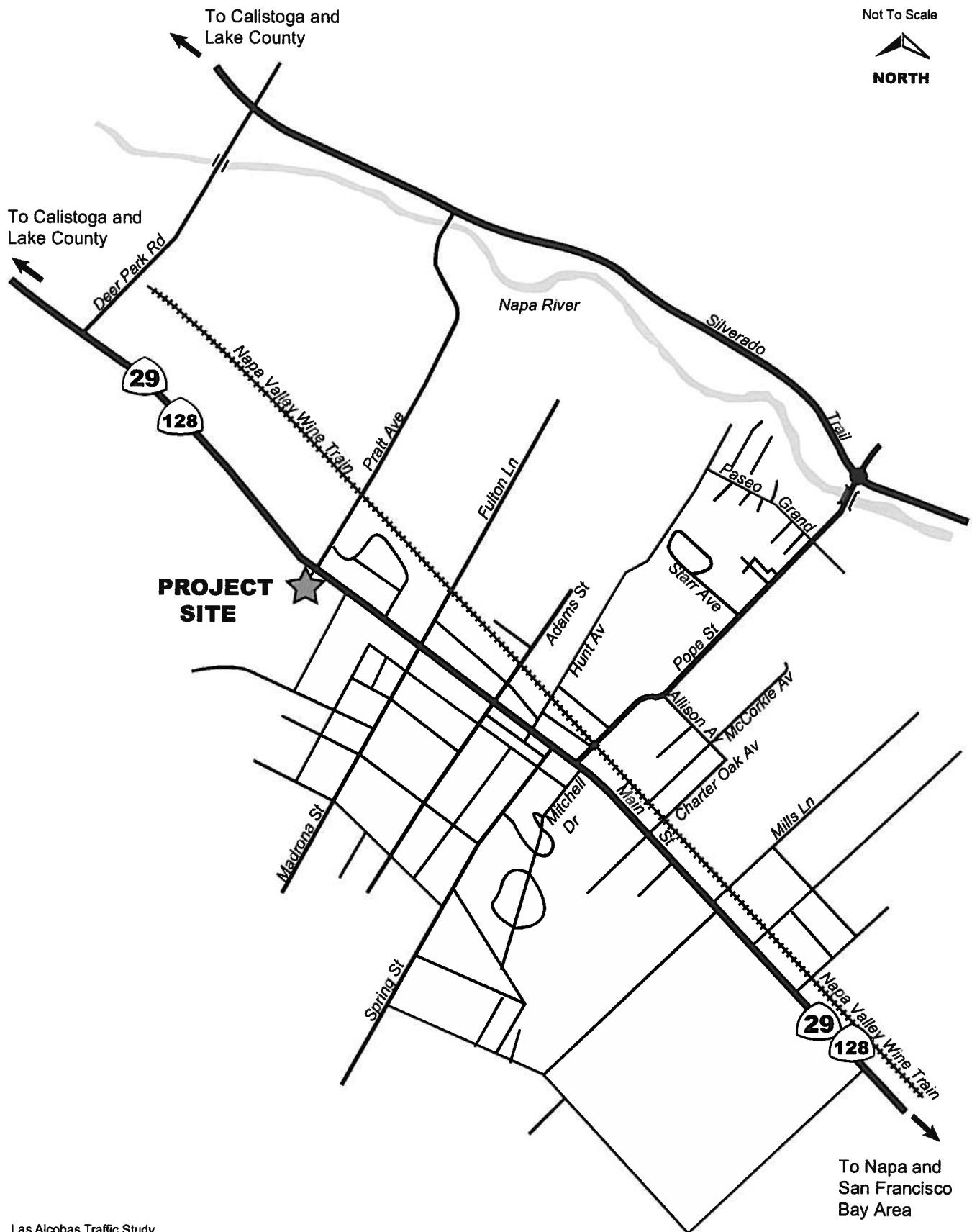
The project applicant's civil engineer, Riechers Spence Associates, has prepared a design¹ for the proposed northbound left turn lane with a length of 150 feet. This length would be more than adequate to accommodate the projected maximum storage demand.

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

¹ January 6, 2015.

Figures

Not To Scale

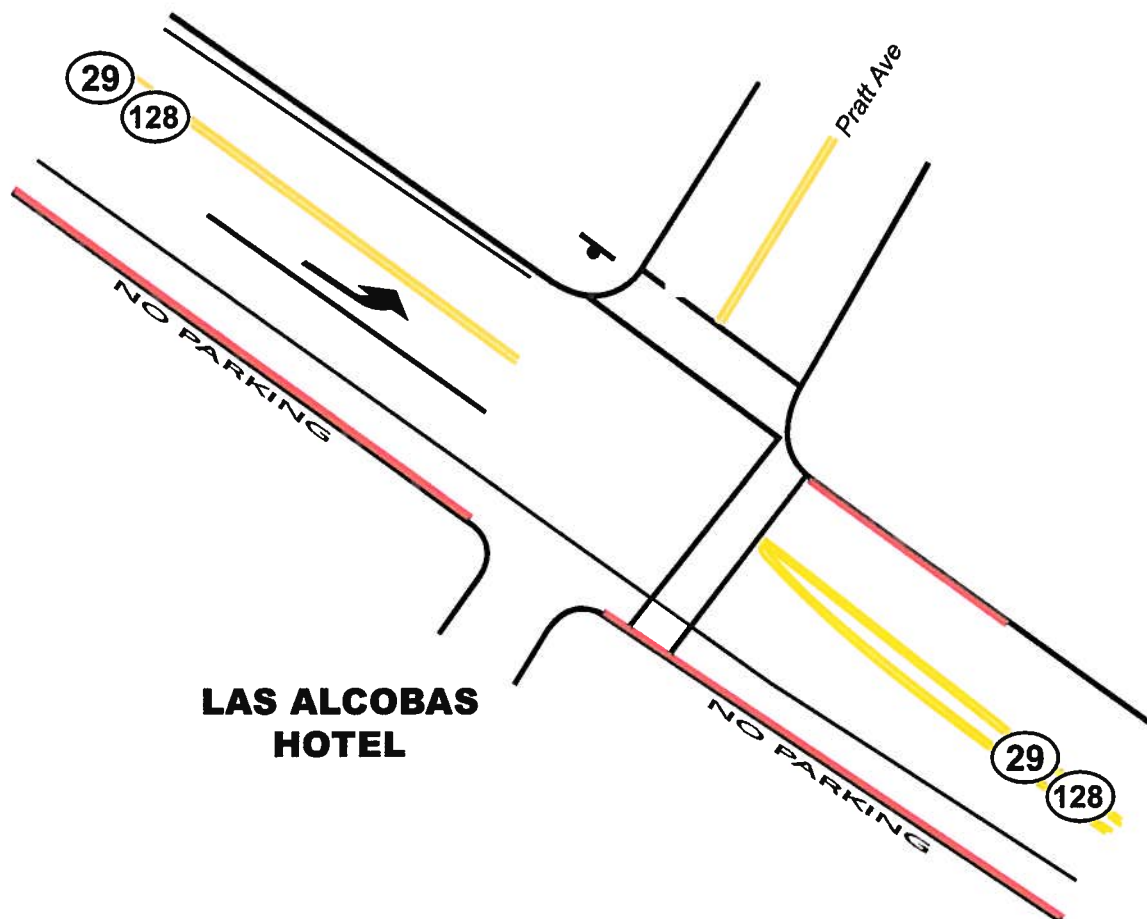


Las Alcobas Traffic Study



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Figure 1
Area Map



Las Alcobas Traffic Study

Figure 2

Lane Geometrics and Intersection Control

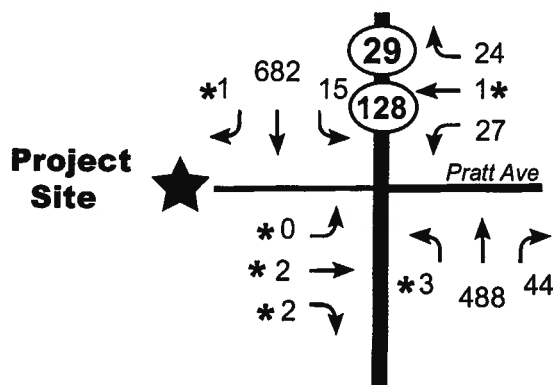


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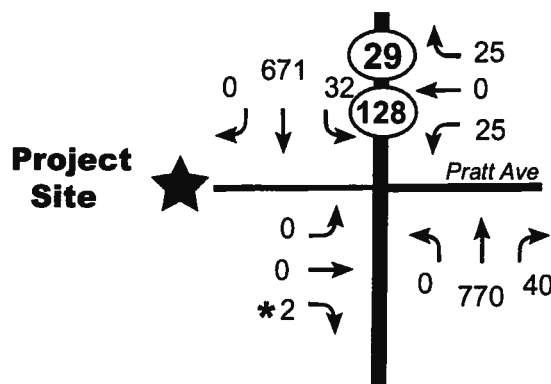


NORTH



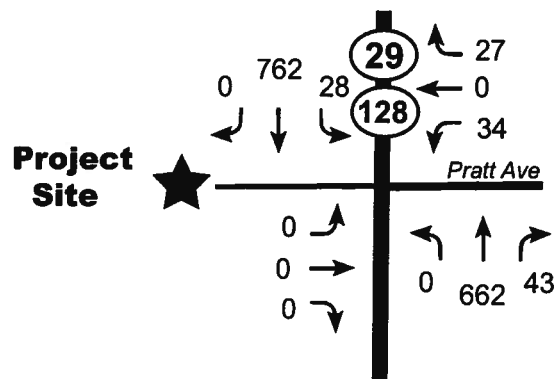
* Vehicles associated with hotel construction - temporary only.

Friday AM Peak Hour (7:45-8:45)



* Vehicles associated with hotel construction - temporary only.

Friday PM Peak Hour (4:00-5:00)



Saturday PM Peak Hour (1:15-2:15)

Las Alcobas Traffic Study

Figure 3

Existing (May 2015) Weekday AM & PM
and Saturday PM Peak Hour Volumes



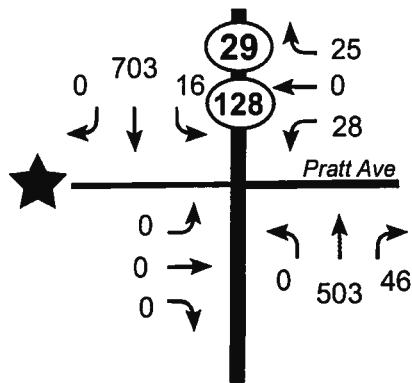
CRANE TRANSPORTATION GROUP

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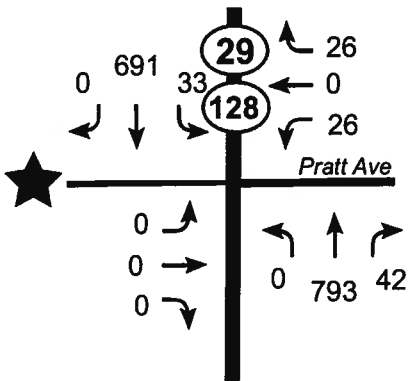
NORTH

Project Site



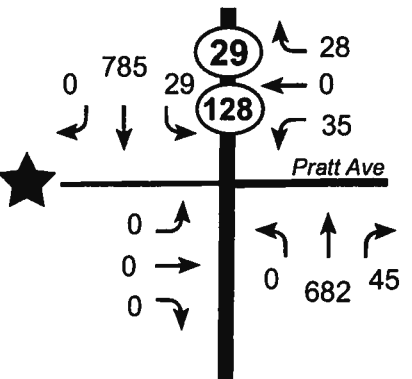
Friday AM Peak Hour (7:45-8:45)

Project Site



Friday PM Peak Hour (4:00-5:00)

Project Site



Saturday PM Peak Hour (1:15-2:15)

Las Alcobas Traffic Study

Figure 4

**Year 2015 Harvest (without Project) Weekday
AM & PM and Saturday PM Peak Hour Volumes**



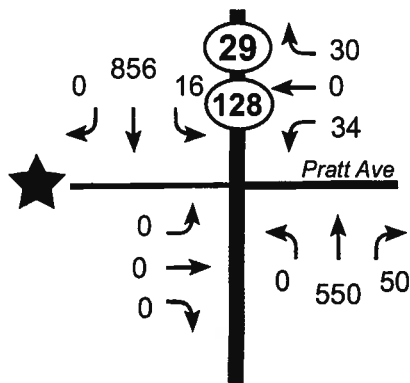
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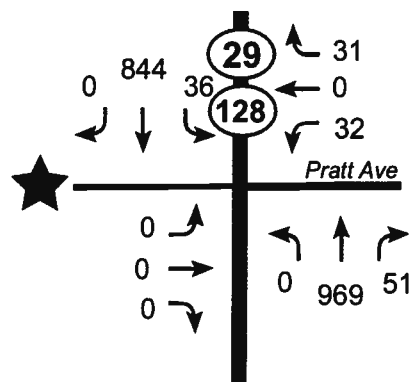
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Project Site



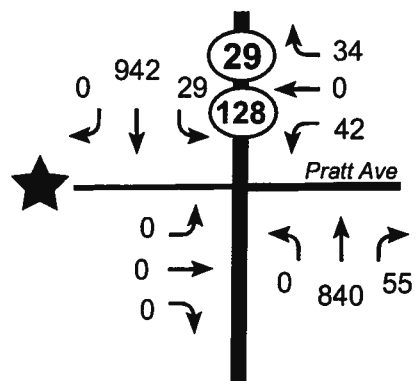
Friday AM Peak Hour (7:45-8:45)

Project Site



Friday PM Peak Hour (4:00-5:00)

Project Site



Saturday PM Peak Hour (1:15-2:15)

Las Alcobas Traffic Study

Figure 5

Year 2030 Harvest (without Project) Weekday
AM & PM and Saturday PM Peak Hour Volumes



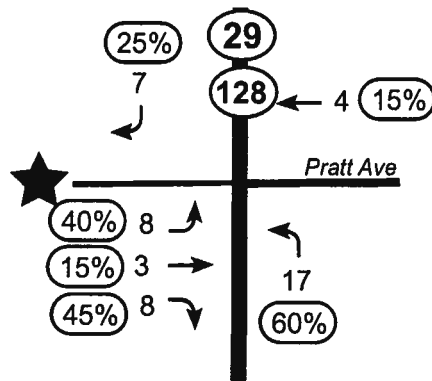
CRANE TRANSPORTATION GROUP

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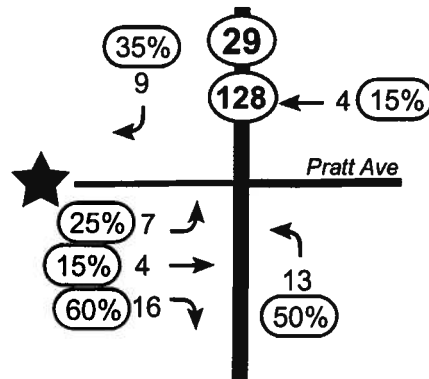
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**Project
Site**



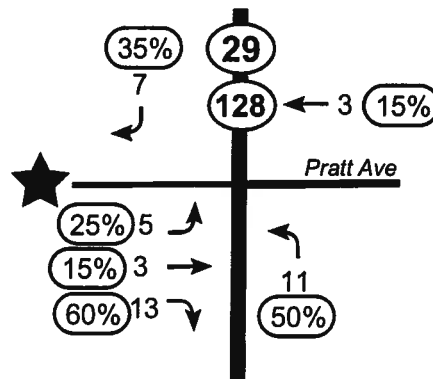
Friday AM Peak Hour (7:45-8:45)

**Project
Site**



Friday PM Peak Hour (4:00-5:00)

**Project
Site**



Saturday PM Peak Hour (1:15-2:15)

Las Alcobas Traffic Study

Figure 6

**Weekday AM & PM and Saturday
PM Peak Hour Project Increment Volumes**



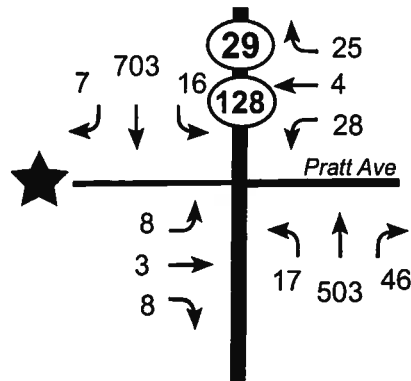
CRANE TRANSPORTATION GROUP

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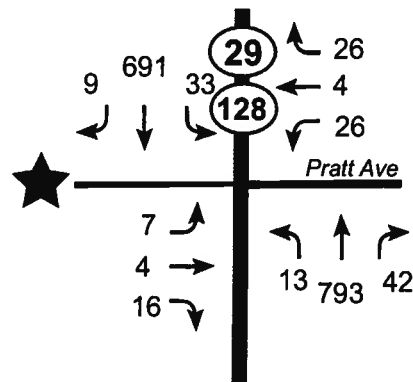
NORTH

Project Site



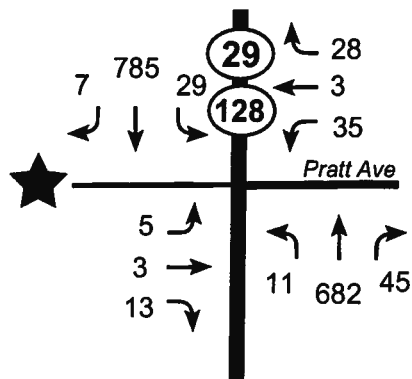
Friday AM Peak Hour (7:45-8:45)

Project Site



Friday PM Peak Hour (4:00-5:00)

Project Site



Saturday PM Peak Hour (1:15-2:15)

Las Alcobas Traffic Study

Figure 7

**Year 2015 Harvest (with Project) Weekday
AM & PM and Saturday PM Peak Hour Volumes**



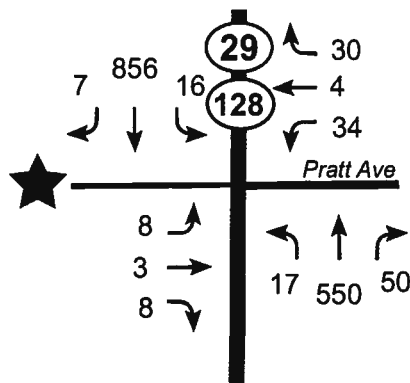
CRANE TRANSPORTATION GROUP

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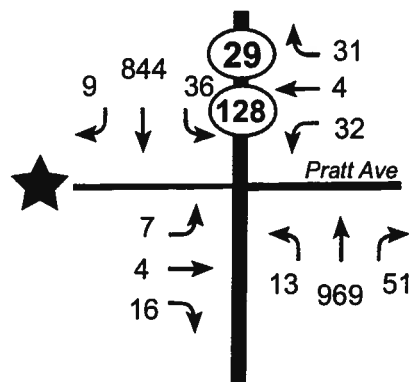
NORTH

Project Site



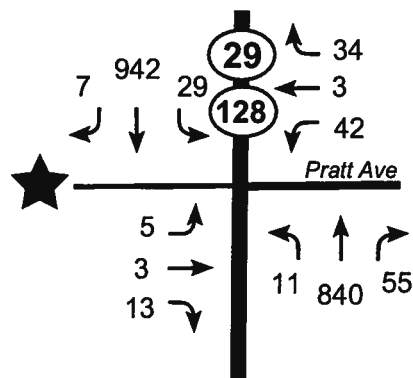
Friday AM Peak Hour (7:45-8:45)

Project Site



Friday PM Peak Hour (4:00-5:00)

Project Site



Saturday PM Peak Hour (1:15-2:15)

Las Alcobas Traffic Study

Figure 8

**Year 2030 Harvest (with Project) Weekday
AM & PM and Saturday PM Peak Hour Volumes**



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Tables

Table 2

SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2000 Highway Capacity Manual (Transportation Research Board).

Table 3

UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	≤ 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

Source: 2000 Highway Capacity Manual (Transportation Research Board).

Table 4

INTERSECTION LEVEL OF SERVICE **SR 29/PRATT AVENUE/LAS ALCOBAS HOTEL DRIVEWAY**

EXISTING + PROJECT

WEEKDAY		SATURDAY
AM PEAK HOUR	PM PEAK HOUR	PM PEAK HOUR
D-34.9/D-29.4/A-9.3 ⁽¹⁾ [A-9.1] ⁽²⁾	F-66.9/E-36.3/A-9.2 ⁽¹⁾ [B-10.4] ⁽²⁾	F-84.8/D-34.3/A-9.6 ⁽¹⁾ [B-10.3] ⁽²⁾

YEAR 2030 CUMULATIVE + PROJECT

WEEKDAY		SATURDAY
AM PEAK HOUR	PM PEAK HOUR	PM PEAK HOUR
F-54.7/E-38.6/A-9.9 ⁽¹⁾ [B-10.6] ⁽²⁾	F-228.5/F-66.2/A-9.7 ⁽¹⁾ [B-16.0] ⁽²⁾	F-279.2/F-54.9/B-10.2 ⁽¹⁾ [B-14.3] ⁽²⁾

- (1) Unsignalized level of service – control delay in seconds: Pratt Avenue stop sign controlled approach/hotel driveway stop sign controlled approach SR 29 northbound left turn.
- (2) [Signalized level of service – control delay in seconds.]

Year 2010 Highway Capacity Manual analysis methodology
Compiled by: Crane Transportation Group

Table 5

EQUATIONS TO DETERMINE 95TH PERCENTILE QUEUES AT UNSIGNALIZED INTERSECTIONS

MOVEMENT	CONDITION	EQUATION
Major street left turn	Approach volume # 100 VPH/PHF**	Max. Queue = $-2.042 + 1.167 \ln(\text{AppVol}) + 0.975 \cdot \text{TS}$
	Approach > 100 VPH/PHF	Max. Queue = $4.252 - 1.23 \cdot \text{Lanes} + 0.07996 \cdot \text{Speed} + 1.412 \cdot \text{TS} - 374.028 / \text{AppVol} + 0.00001144 \cdot \text{AppVol} \cdot \text{ConflVol}$
	Approach volume # 60 VPH/PHF	Max. Queue = $+0.958 + 0.00111 \cdot (\text{AppVol})^2 + 0.000333 \cdot (\text{ConflVol})$
Minor street left turn	Approach volume > 60 VPH/PHF	Max. Queue = $+6.174 - 2.313 \cdot \text{TS} + 0.03307 \cdot \text{Speed} - 1201.644 / \text{ConflVol} + 0.00006549 \cdot (\text{AppVol})^2$
Minor street right turn	Approach volume # 100 VPH/PHF	Max. Queue = $-19.822 + 0.688 \ln(\text{AppVol}) + 1.886 \cdot \text{TS} + 0.369 \cdot (\text{Lane})^2 + 0.00000288 \cdot (\text{ConflVol})^2 + 0.401 \cdot \text{Speed}$
	Approach volume > 100 VPH/PHF	Max. Queue = $-26.23 + 0.132 \cdot \text{Speed} + 0.00000603 \cdot (\text{ConflVol})^2 + 4.909 \ln(\text{AppVol})$
Minor street shared left/through/right	All conditions	Max. Queue = $-12.916 + 3.225 \ln(\text{AppVol}) + 0.00569 \cdot (\text{ConflVol for LTs \& THs}) - 0.000177 \cdot (\text{ConflVol for RTs}) - 2.109 \cdot (\text{RT}\%) - 3.157 \cdot \text{TS}$

* VPH = vehicles per hour

** PHF = peak-hour factor

The independent variables included in the regression equations are defined as follows:

- AppVol = hourly traffic volume divided by peak-hour factor (PHF) for subject movement.
- ConflVol = hourly traffic volume divided by PHF that conflicts with subject movement (refer to the *Highway Capacity Manual* to identify movements that conflict with subject approach).
- TS = a dummy variable with a value of 1% if a traffic signal is located on the major street within one-quarter mile of the subject intersection and 0 otherwise.
- Lanes = number of through lanes occupied by conflicting traffic.
- Speed = posted speed limit on major street (in miles per hour).
- $\text{RT \%}$ = percentage of vehicles on shared left/through/right minor street approach that turn right.

Estimation of Maximum Queue Lengths at Unsignalized Intersections, by John T. Garo, ITE Journal, November 2001.

CTG

Table 6

**REQUIRED VEHICLE STORAGE LENGTH LEFT TURN LANE
ON NORTHBOUND SR 29 APPROACH
TO LAS ALCOBAS HOTEL DRIVEWAY –
UNSIGNALIZED INTERSECTION**

EXISTING + PROJECT CONDITIONS

MAXIMUM LENGTH	WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PM PEAK HOUR
50'	50'	25'	25'

Queue lengths determined based upon *Estimation of Maximum Queue Lengths at Unsignalized Intersections*, ITE Magazine, by John T. Gard, November 2001.

Compiled by: Crane Transportation Group

Table 7

**REQUIRED VEHICLE STORAGE LENGTH LEFT TURN LANE
ON NORTHBOUND SR 29 APPROACH
TO LAS ALCOBAS HOTEL DRIVEWAY –
UNSIGNALIZED INTERSECTION**

**YEAR 2030
CUMULATIVE + PROJECT CONDITIONS**

MAXIMUM LENGTH	WEEKDAY AM PEAK HOUR	WEEKDAY PM PEAK HOUR	SATURDAY PM PEAK HOUR
50'	50'	25'	25'

Queue lengths determined based upon *Estimation of Maximum Queue Lengths at Unsignalized Intersections*, ITE Magazine, by John T. Gard, November 2001.

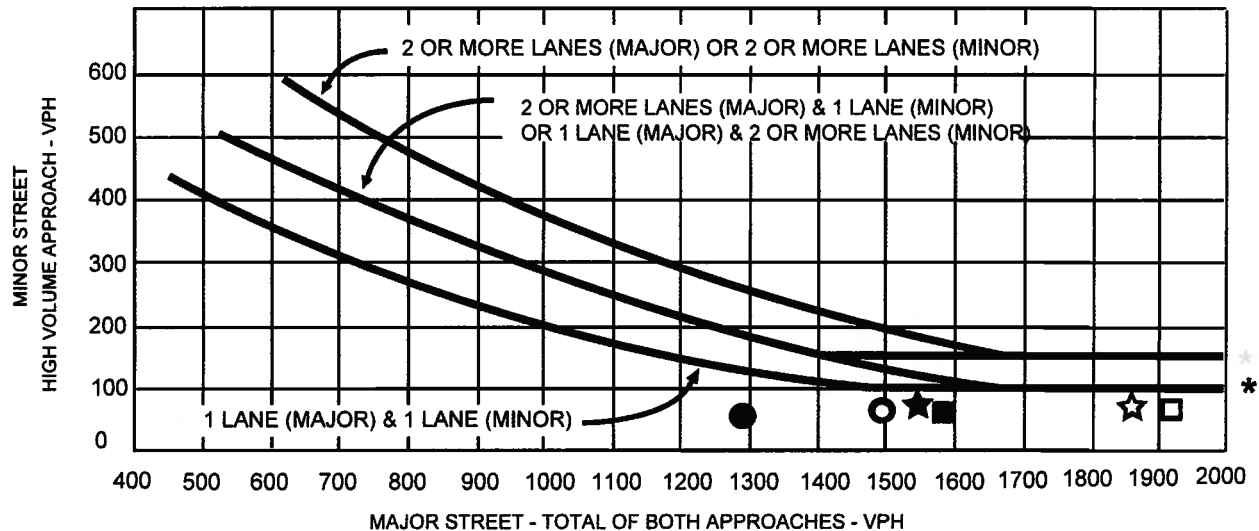
Compiled by: Crane Transportation Group

Appendix

Pratt Avenue/Main St (SR29-128)

PEAK HOUR VOLUME WARRANT #3

Urban Area



2015 Weekday AM Peak Hour with Project

● 57 vehicles minor approach
1292 vehicles major approaches

2030 Weekday AM Peak Hour with Project

○ 68 vehicles minor approach
1496 vehicles major approaches

2015 Weekday PM Peak Hour with Project

■ 56 vehicles minor approach
1581 vehicles major approaches

2030 Weekday PM Peak Hour with Project

□ 67 vehicles minor approach
1922 vehicles major approaches

2015 Saturday Peak Hour with Project

★ 66 vehicles minor approach
1559 vehicles major approaches

2030 Saturday Peak Hour with Project

☆ 79 vehicles minor approach
1884 vehicles major approaches

* NOTE

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2010 Manual on Uniform Traffic Control Devices, Federal Highway Administration



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Appendix Figure 1
Pratt Ave/Main St (SR29-128)
2015 & 2030 AM, PM and Saturday
With Project
Warrant #3

TECHNICAL APPENDIX

Capacity Worksheets

MITIG8 - 2015 AM Peak Hour Thu May 28, 2015 21:35:44

Page 1-1

with Project
& Signal

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Cycle (sec): 50 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 9 Average Delay (sec/veh): 9.1
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	17	503	46	16	703	7	8	3	8	28	5	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	503	46	16	703	7	8	3	8	28	5	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	18	524	48	17	732	7	8	3	8	29	5	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	524	48	17	732	7	8	3	8	29	5	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	524	48	17	732	7	8	3	8	29	5	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.95	0.95	0.91	0.96	0.96	0.89	0.89	0.89	0.92	0.92	0.92
Lanes:	1.00	0.92	0.08	1.00	0.99	0.01	0.42	0.16	0.42	0.48	0.09	0.43
Final Sat.:	398	1653	151	1736	1808	18	711	267	711	843	151	753

Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.01	0.41	0.41	0.01	0.01	0.01	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.52	0.52	0.52	0.10	0.62	0.62	0.10	0.10	0.10	0.10	0.20	0.20
Volume/Cap:	0.09	0.61	0.61	0.10	0.65	0.65	0.12	0.12	0.12	0.35	0.17	0.17
Delay/Veh:	6.2	9.6	9.6	20.7	7.4	7.4	20.8	20.8	20.8	22.2	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	9.6	9.6	20.7	7.4	7.4	20.8	20.8	20.8	22.2	16.8	16.8
LOS by Move:	A	A	A	C	A	A	C	C	C	C	B	B
HCM2k95thQ:	0	14	14	1	16	16	1	1	1	2	1	1

Note: Queue reported is the number of cars per lane.

MITIG8 - 2015 AM Peak Hour Thu May 28, 2015 21:37:51

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                        Level Of Service Computation Report
                2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 SR29-128/Pratt Ave
*****
Average Delay (sec/veh):      2.1      Worst Case Level Of Service: D[ 34.9]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      17 503 46      16 703 7      8 3 8      28 5 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 503 46      16 703 7      8 3 8      28 5 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 18 524 48      17 732 7      8 3 8      29 5 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 18 524 48      17 732 7      8 3 8      29 5 26
-----|-----|-----|-----|-----|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: 740 xxxx xxxxx 572 xxxx xxxxx 1378 1377 746 1368 1356 558
Potent Cap.: 858 xxxx xxxxx 991 xxxx xxxxx 123 146 417 125 151 533
Move Cap.: 858 xxxx xxxxx 991 xxxx xxxxx 110 141 413 116 145 529
Volume/Cap: 0.02 xxxx xxxx 0.02 xxxx xxxx 0.08 0.02 0.02 0.25 0.04 0.05
-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 9.3 xxxx xxxxx 8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 167 xxxxx xxxx 180 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.4 xxxxx xxxxx 1.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 29.4 xxxxx xxxxx 34.9 xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 29.4 34.9
ApproachLOS: * * D * * D
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - 2015 PM Peak Hour Thu May 28, 2015 21:40:59

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Cycle (sec): 50 Critical Vol./Cap.(X): 0.639

Loss Time (sec): 9 Average Delay (sec/veh): 10.4

Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	5		5		5	5		5		5	5		5		5	5		5		5
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	13	793	42	33	691	9	7	4	16	26	4	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	793	42	33	691	9	7	4	16	26	4	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	13	818	43	34	712	9	7	4	16	27	4	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	818	43	34	712	9	7	4	16	27	4	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	818	43	34	712	9	7	4	16	27	4	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.98	0.83	0.83	0.83	0.78	0.78	0.78
Lanes:	1.00	0.95	0.05	1.00	0.99	0.01	0.26	0.15	0.59	0.47	0.07	0.46
Final Sat.:	1769	1756	93	1769	1834	24	410	234	937	686	106	686

Capacity Analysis Module:

Vol/Sat:	0.01	0.47	0.47	0.02	0.39	0.39	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.62	0.62	0.10	0.57	0.57	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.05	0.75	0.75	0.19	0.68	0.68	0.18	0.18	0.18	0.39	0.39	0.39
Delay/Veh:	18.4	9.6	9.6	21.2	9.2	9.2	21.1	21.1	21.1	22.8	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	9.6	9.6	21.2	9.2	9.2	21.1	21.1	21.1	22.8	22.8	22.8
LOS by Move:	B	A	A	C	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	21	21	1	17	17	1	1	1	3	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: F[66.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	13	793	42	33	691	9	7	4	16	26	4	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	793	42	33	691	9	7	4	16	26	4	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	13	818	43	34	712	9	7	4	16	27	4	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	818	43	34	712	9	7	4	16	27	4	27

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	722	xxxx	xxxxxx	861	xxxx	xxxxxx	1676	1673	727	1671	1656	849
Potent Cap.:	880	xxxx	xxxxxx	781	xxxx	xxxxxx	76	97	427	77	99	364
Move Cap.:	880	xxxx	xxxxxx	781	xxxx	xxxxxx	65	91	424	68	93	361
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.11	0.05	0.04	0.40	0.04	0.07

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.2	xxxx	xxxxxx	9.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	142	xxxxxx	xxxx	112	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	2.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	36.3	xxxxxx	xxxxxx	66.9	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx		xxxxxx	xxxxxx		xxxxxx	36.3		xxxxxx	66.9		xxxxxx
ApproachLOS:	*		*	*		*	E		*	F		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Cycle (sec): 50 Critical Vol./Cap.(X): 0.613

Loss Time (sec): 9 Average Delay (sec/veh): 10.3

Optimal Cycle: 45 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 11 682 45 29 785 7 5 3 13 35 3 28

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 11 682 45 29 785 7 5 3 13 35 3 28

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 12 718 47 31 826 7 5 3 14 37 3 29

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 12 718 47 31 826 7 5 3 14 37 3 29

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 12 718 47 31 826 7 5 3 14 37 3 29

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.93 0.97 0.97 0.93 0.98 0.98 0.84 0.84 0.84 0.77 0.77 0.77

Lanes: 1.00 0.94 0.06 1.00 0.99 0.01 0.24 0.14 0.62 0.53 0.05 0.42

Final Sat.: 1769 1731 114 1769 1844 16 381 229 991 772 66 618

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.01 0.41 0.41 0.02 0.45 0.45 0.01 0.01 0.01 0.05 0.05 0.05

Crit Moves: **** **** ****

Green/Cycle: 0.10 0.58 0.58 0.14 0.62 0.62 0.10 0.10 0.10 0.10 0.10 0.10

Volume/Cap: 0.07 0.71 0.71 0.12 0.72 0.72 0.14 0.14 0.14 0.48 0.48 0.48

Delay/Veh: 20.5 9.9 9.9 19.0 8.8 8.8 20.9 20.9 20.9 23.7 23.7 23.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 20.5 9.9 9.9 19.0 8.8 8.8 20.9 20.9 20.9 23.7 23.7 23.7

LOS by Move: C A A B A A C C C C C C

HCM2k95thQ: 0 18 18 1 19 19 1 1 1 4 4 4

Note: Queue reported is the number of cars per lane.

MITIG8 - 2015 Saturday

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: F[84.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	11	682	45	29	785	7	5	3	13	35	3	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	682	45	29	785	7	5	3	13	35	3	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	718	47	31	826	7	5	3	14	37	3	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	718	47	31	826	7	5	3	14	37	3	29

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	834	xxxx	xxxxx	765	xxxx	xxxxx	1682	1679	840	1674	1659	752
Potent Cap.:	799	xxxx	xxxxx	848	xxxx	xxxxx	76	96	368	77	99	414
Move Cap.:	799	xxxx	xxxxx	848	xxxx	xxxxx	65	91	365	69	94	410
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.08	0.03	0.04	0.54	0.03	0.07

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	145	xxxxx	xxxx	108	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	3.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.3	xxxxx	xxxxx	84.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	34.3			84.8		
ApproachLOS:	*	*	*	*	*	*	D			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Cycle (sec): 50 Critical Vol./Cap.(X): 0.658

Loss Time (sec): 9 Average Delay (sec/veh): 10.6

Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	17	550	50	18	856	7	8	3	8	34	4	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	550	50	18	856	7	8	3	8	34	4	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	17	561	51	18	873	7	8	3	8	35	4	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	561	51	18	873	7	8	3	8	35	4	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	561	51	18	873	7	8	3	8	35	4	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.91	0.96	0.96	0.82	0.82	0.82	0.77	0.77	0.77
Lanes:	1.00	0.92	0.08	1.00	0.99	0.01	0.42	0.16	0.42	0.50	0.06	0.44
Final Sat.:	1736	1655	150	1736	1811	15	656	246	656	736	87	649

Capacity Analysis Module:

Vol/Sat:	0.01	0.34	0.34	0.01	0.48	0.48	0.01	0.01	0.01	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.56	0.56	0.16	0.62	0.62	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.10	0.61	0.61	0.06	0.78	0.78	0.12	0.12	0.12	0.47	0.47	0.47
Delay/Veh:	20.7	8.6	8.6	17.8	10.5	10.5	20.9	20.9	20.9	23.6	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	8.6	8.6	17.8	10.5	10.5	20.9	20.9	20.9	23.6	23.6	23.6
LOS by Move:	C	A	A	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	14	14	1	22	22	1	1	1	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: F[54.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	17	550	50	18	856	7	8	3	8	34	4	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	550	50	18	856	7	8	3	8	34	4	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	17	561	51	18	873	7	8	3	8	35	4	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	561	51	18	873	7	8	3	8	35	4	31

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	881	xxxx	xxxxx	612	xxxx	xxxxx	1563	1561	887	1551	1539	597
Potent Cap.:	759	xxxx	xxxxx	957	xxxx	xxxxx	92	113	346	94	117	507
Move Cap.:	759	xxxx	xxxxx	957	xxxx	xxxxx	80	108	343	86	112	503
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.10	0.03	0.02	0.40	0.04	0.06

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	126	xxxxx	xxxx	138	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	2.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	38.6	xxxxx	xxxxx	54.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	38.6				54.7	
ApproachLOS:	*	*	*	*	*	*	E				F	

Note: Queue reported is the number of cars per lane.

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with Project

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Cycle (sec):	50	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	9	Average Delay (sec/veh):	16.0
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	5 5 5	5 5 5	5 5 5	5 5 5
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	13 969 51	36 844 9	7 4 16	32 4 31
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	13 969 51	36 844 9	7 4 16	32 4 31
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98
PHF Volume:	13 989 52	37 861 9	7 4 16	33 4 32
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	13 989 52	37 861 9	7 4 16	33 4 32
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	13 989 52	37 861 9	7 4 16	33 4 32

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.93 0.97 0.97	0.93 0.98 0.98	0.84 0.84 0.84	0.77 0.77 0.77
Lanes:	1.00 0.95 0.05	1.00 0.99 0.01	0.26 0.15 0.59	0.48 0.06 0.46
Final Sat.:	1769 1757 92	1769 1839 20	414 236 946	702 88 680

Capacity Analysis Module:

Vol/Sat:	0.01 0.56 0.56	0.02 0.47 0.47	0.02 0.02 0.02	0.05 0.05 0.05
Crit Moves:	****	****		****
Green/Cycle:	0.13 0.62 0.62	0.10 0.59 0.59	0.10 0.10 0.10	0.10 0.10 0.10
Volume/Cap:	0.06 0.91 0.91	0.21 0.79 0.79	0.17 0.17 0.17	0.46 0.46 0.46
Delay/Veh:	19.3 18.8 18.8	21.3 11.7 11.7	21.1 21.1 21.1	23.6 23.6 23.6
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	19.3 18.8 18.8	21.3 11.7 11.7	21.1 21.1 21.1	23.6 23.6 23.6
LOS by Move:	B B B	C B B	C C C	C C C
HCM2k95thQ:	0 33 33	2 23 23	1 1 1	3 3 3

Note: Queue reported is the number of cars per lane.

MITIG8 - 2030 PM Peak Hour Thu May 28, 2015 21:47:29

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with Project
SSSC

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                        Level Of Service Computation Report
                2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 SR29-128/Pratt Ave
*****
Average Delay (sec/veh):      8.7      Worst Case Level Of Service: F[228.5]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----
Volume Module:
Base Vol:      13 969 51      36 844 9      7 4 16      32 4 31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 13 969 51      36 844 9      7 4 16      32 4 31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 13 989 52      37 861 9      7 4 16      33 4 32
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 13 989 52      37 861 9      7 4 16      33 4 32
-----
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
-----
Capacity Module:
Cnflct Vol: 870 xxxx xxxxx 1041 xxxx xxxxx 2008 2007 876 2001 1985 1025
Potent Cap.: 774 xxxx xxxxx 668 xxxx xxxxx 45 60 351 45 62 288
Move Cap.: 774 xxxx xxxxx 668 xxxx xxxxx 35 56 348 38 58 286
Volume/Cap: 0.02 xxxx xxxx 0.05 xxxx xxxx 0.20 0.07 0.05 0.86 0.07 0.11
-----
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 9.7 xxxx xxxxx 10.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * B * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 85 xxxxx xxxx 66 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 1.2 xxxxx xxxxx 5.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 66.2 xxxxx xxxxx 229 xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 66.2 228.5
ApproachLOS: * * F F
*****
Note: Queue reported is the number of cars per lane.
*****

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MITIG8 - 2030 Saturday

Thu May 28, 2015 21:49:58

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with Project
& Signal

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Cycle (sec): 50 Critical Vol./Cap.(X): 0.717

Loss Time (sec): 9 Average Delay (sec/veh): 14.3

Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	11	840	55	29	942	7	5	3	13	42	3	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	840	55	29	942	7	5	3	13	42	3	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	11	866	57	30	971	7	5	3	13	43	3	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	866	57	30	971	7	5	3	13	43	3	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	866	57	30	971	7	5	3	13	43	3	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.98	0.85	0.85	0.85	0.77	0.77	0.77
Lanes:	1.00	0.94	0.06	1.00	0.99	0.01	0.24	0.14	0.62	0.53	0.04	0.43
Final Sat.:	1769	1732	113	1769	1846	14	385	231	1002	774	55	626

Capacity Analysis Module:

Vol/Sat:	0.01	0.50	0.50	0.02	0.53	0.53	0.01	0.01	0.01	0.06	0.06	0.06
Crit Moves:	****			****						****		
Green/Cycle:	0.10	0.60	0.60	0.12	0.62	0.62	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.06	0.83	0.83	0.14	0.85	0.85	0.13	0.13	0.13	0.56	0.56	0.56
Delay/Veh:	20.5	13.6	13.6	20.0	13.7	13.7	20.9	20.9	20.9	26.3	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	13.6	13.6	20.0	13.7	13.7	20.9	20.9	20.9	26.3	26.3	26.3
LOS by Move:	C	B	B	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	0	26	26	1	27	27	1	1	1	4	4	4

Note: Queue reported is the number of cars per lane.

MITIG8 - 2030 Saturday

Thu May 28, 2015 21:51:04

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with Project
SSSC

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave

Average Delay (sec/veh): 11.9 Worst Case Level Of Service: F[279.2]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:

Base Vol:	11	840	55	29	942	7	5	3	13	42	3	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	840	55	29	942	7	5	3	13	42	3	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	11	866	57	30	971	7	5	3	13	43	3	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	866	57	30	971	7	5	3	13	43	3	35

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	978	xxxx	xxxxx	923	xxxx	xxxxx	1981	1980	985	1970	1955	904
Potent Cap.:	705	xxxx	xxxxx	740	xxxx	xxxxx	47	62	304	47	65	338
Move Cap.:	705	xxxx	xxxxx	740	xxxx	xxxxx	38	59	301	41	61	335
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.14	0.05	0.04	1.05	0.05	0.10

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.2	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	93	xxxxx	xxxx	68	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	6.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	54.9	xxxxx	xxxxx	279	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	54.9	xxxxxx	xxxxxx	279.2	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	*

Note: Queue reported is the number of cars per lane.

MITIGATION AND MONITORING REPORTING PROGRAM FOR THE GRANDVIEW PROJECT

August 2010

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
I. AESTHETICS				
1. The applicant shall be required to prepare a lighting plan for review and approval by the Planning Commission prior to receipt of a building permit authorizing construction on the site. This lighting plan shall identify the type and placement of all exterior light fixtures on the site. Unless otherwise approved by the Planning Commission, all exterior lighting shall be designed to be directed downward or shielded to prevent glare visible from adjacent properties and the public right-of-way.	The City shall approve the lighting plan prior to receipt of a building permit.	Planning	Building Permit Issuance	
II. AGRICULTURAL RESOURCES				
NO MITIGATIONS				
III. AIR QUALITY				
1. To mitigate impacts related to GHG emissions from the built environment, the building construction and remodeling shall be done in compliance with the California Green Building Code and other Green Building practices that have been adopted by the City of St. Helena at the time of submittal of building permit.	City shall review construction drawings.	Building	Plan Check	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
2. To mitigate impacts related to GHG emissions from transportation, the hotel management shall provide hybrid or electric vehicle shuttle transportation between the hotel and destinations within a minimum 3 mile radius of the hotel.	Applicant shall submit schedule	Planning	Prior to occupancy	
3. 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.	City shall inspect construction activities.	Building	Project Construction	
4. Grading and excavation activities shall not occur during windy periods to avoid unnecessary exportation of dust and similar materials that can degrade air quality.	City shall inspect construction activities.	Building	Project Construction	
5. Exposed soil surfaces shall be sprinkled at least twice daily with non-potable water to retard dust and disturbed areas shall be fully landscaped upon completion of the project.	City shall inspect construction activities.	Building	Project Construction	
6. 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.	City shall inspect construction activities.	Building	Project Construction	
7. To the extent practicable, reusable materials shall be recycled.	City shall inspect construction activities.	Building	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
8. Grinding of broken asphalt, concrete, wood or other materials on the site prior to their removal shall be prohibited to avoid degrading the ambient air quality in the area.	City shall inspect construction activities.	Building	Project Construction	
9. The collection of materials, such as construction debris and loose dirt, within the public right-of-way adjacent to the site shall be prohibited.	City shall inspect construction activities.	Building	Project Construction	
10. Although the exporting of excavated materials from the site is not anticipated as a part of this project, where this could occur trucks shall maintain adequate freeboard and shall be covered when leaving the site to minimize release of materials into the air.	City shall inspect construction activities.	Building	Project Construction	
11. Hydroseeding or other non-toxic soil stabilizers shall be applied to construction areas that remain inactive for a period of 10 days or more to reduce the accumulation of dust particles in the air.	City shall inspect construction activities.	Building	Project Construction	
12. The property owner shall comply with the requirements of BAAQMD Regulation 11, Rule 2 and the City's Demolition Permit requirements, which require that prior to commencing removing structures on the site approved for demolition, the property owner shall obtain all necessary permits BAAQMD permits.	Prior to building permit issuance.	Public Works/Building	Demolition or Building Permit Issuance	
IV. BIOLOGICAL RESOURCES				
1. Any modifications to the bank of York Creek shall require submission of plans for review and approval by the City Engineer and the California Department of Fish and Game, and where required by the Army Corps of Engineers.	City shall review and approve plans prior to issuance of a grading or Building Permit.	Planning/Public Works	Grading or Building Permit Issuance	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
2. The incorporation of the grading and drainage plan shall be subject to review and approval by the Public Works Director prior to issuance of a grading or building permit on the site.	City shall review and approve plans prior to issuance of a grading or Building Permit.	Public Works	Grading or Building Permit Issuance	
3. Since construction activity will result in the disturbance of one (1) acre or more total land area, the project applicant and/or developer shall obtain all required permits from the California Regional Water Quality Control Board prior to grading of construction activity.	City shall review and approve plans prior to issuance of a grading or Building Permit.	Public Works	Grading or Building Permit Issuance	
4. Developer shall meet the requirements of discharging to a public storm drainage system as required to ensure compliance by the City with all state and federal laws and regulations related to storm water as stipulated in the Clean Water Act. Developer shall meet the requirements of the National Pollutant Discharge Elimination System ("NPDES") permit in effect prior to completion of project construction for storm water discharges from the municipal storm water system operated by the City of St. Helena. Developer shall comply with the Storm Water Pollution Mitigation Plan ("SWPMP") submitted by Developer as part of its application as (modified and) approved by the Director of Public Works.	City shall review and approve plans prior to issuance of a grading or Building Permit.	Public Works	Grading or Building Permit Issuance through Project Construction	
5. To protect water quality, appropriate best management practices (BMPs) shall be incorporated into the design of the project to the maximum extent practicable, including the measures identified below: a. Trash enclosures and dumpster areas shall be covered and protected from roof and surface drainage. b. Commercial Kitchen Grease Control: Kitchens associated with food service facilities must be	City shall review and approve plans prior to issuance of a grading or Building Permit.	(a) Public Works for design and (b) Building for inspection	Grading or Building Permit Issuance through Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
designed with contained area for cleaning mats, containers and sinks connected to a sanitary sewer. Grease must be collected in a contained area and removed regularly in conformance with the City of St. Helena Municipal code (Section 13.24.100). c. Outdoor Storage Controls: All materials that could cause water pollution (oils, fuels, solvents, coolants, pool chemicals) and/or other chemicals stored outdoors in containers must be protected from drainage by secondary containment structures such as berms and roofs. Bulk material stored outdoors must also be protected from drainage with berms and covers. Process equipment stored outdoors must be inspected for proper function and leaks and stored on impervious surfaces with cover. Storage areas must implement a regular approved program of sweeping, and litter control and a spill cleanup plan. Amounts of chemicals stored shall be regulated by the Fire Department. All discarded material and any accidental spills shall be removed and disposed of at an approved disposal site. d. Efficient irrigation, appropriate landscape design and property maintenance shall be implemented to reduce irrigation runoff, promote surface filtration, and minimize use of fertilizers, herbicides and pesticides. e. Parking Lot and Driveway Sweeping: The collection of materials, such as construction debris and dirt shall be prohibited within the public right-of-way adjacent to the site and shall				

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
be monitored on a regular basis and cleaned with water sweepers when material is present to avoid degrading the ambient air quality in the area. Such materials shall not be washed down into the storm water system. A parking lot and driveway sweeping program shall be implemented that at a minimum provides for sweeping immediately prior to October 1, and once during the storm season (October 1st to May 1st) and shall include the following: • sweep, collect, and dispose of debris and trash in a property container; • do not sweep debris onto City streets or into catch basins; • use dry methods of sweeping and vacuuming to clean parking lots and driveways rather than hosing, pressure washing or steam cleaning; • if water is used for cleaning, collect wash water and dispose of as a hazardous waste or place on site where it can evaporate; and • catch basins in parking lots and driveways shall be cleaned every 6 to 12 months, or whenever a sump, if located on the site, is half full.				
6. Developer shall record a plan for long-term private maintenance acceptable to the Director of Public Works and the City Attorney for any structural storm water pollution removal devices or treatment control BMP incorporated as part of the project. The plan shall comply with City and SWRCB requirements including, but not limited to, a detailed description of responsible parties, inspections,	City shall review and approve plans prior to issuance of a grading or Building Permit.	Public Works	Grading or Building Permit Issuance through Project Construction and Post-Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
maintenance procedures for the detention system, including monitoring and documentation of annual report to the Public Works Department and procedures for enforcement. Appropriate easements or other arrangements satisfactory to the Public Works Director and City Attorney necessary or convenient to ensure the feasibility of the scheme and fulfillment of maintenance responsibilities shall be secured and recorded prior to approval of the final map or issuance of a building permit, whichever comes first.				
7. Permanent erosion control measures shall be placed on all slopes. Until permanent vegetation can be established, temporary erosion control measures shall be implemented through the first winter. The project applicant shall prepare and implement an erosion and sediment control program using approved and appropriately applied BMPs. Unless otherwise approved by the City, the project application shall ensure that grading or excavation activities shall be limited to the period between April 1 and October 15. The project applicant shall provide an erosion and sediment control plan and a schedule for implementation of the approved measures to the City Engineer for approval. No such grading or excavation shall be performed except in accordance with the approved plan and schedule.	City shall review and approve plans prior to issuance of a Building Permit.	Public Works/Building	Building Permit Issuance through Project Construction	
8. 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 ground water. The Developer shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials into the storm water drainage system.	City shall review and approve plans prior to issuance of a Building Permit and City shall inspect construction activities.	Public Works	Building Permit Issuance and Project Construction	
9. 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	City shall inspect construction activities.	Public Works	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
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.				
10. Consistent with the applicant's revised submittal, the retaining wall shown on the plans located between the Laurel Cottage and Palm Buildings shall either be eliminated or relocated completely outside of the creek bank.	City shall inspect construction activities.	Building Inspector and Public Works	Project Construction	
V. CULTURAL RESOURCES				
1. The applicant shall comply with all recommendations contained in the Architectural Resources Group (ARG) Historic Resources Assessment (August 2005) for the Grandview property as part of development of the project site.	City shall inspect construction activities.	Planning/ Building	Project Construction	
2. In the event that previously unknown paleontological artifacts or archeological materials or objects are unearthed during excavation or grading, all work in 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 and determine avoidance measures to lessen the impacts in accordance with State and Federal guidelines. The developer shall comply with all mitigation recommendations of the qualified archeologist prior to commencing work in the discovery area and shall be responsible for all costs associated with these activities.	City shall inspect construction activities.	Planning/ Building	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
VI. GEOLOGY AND SOILS				
1. A Soils Investigation/Geotechnical Report prepared by the developer's representative shall be prepared and accepted as complete by the City, and the improvement plans for construction on the site shall incorporate all design and construction criteria specified in the report. The project geotechnical engineer shall approve and sign the improvement plans as conforming to his/her recommendations prior to final approval, assume responsibility for inspection of the work, and certify to the City, prior to acceptance of the work, that the work performed is adequate and complies with his/her recommendations.	City shall review and approve plans prior to issuance of a Building Permit and City shall inspect construction activities.	Public Works/Building	Grading or Building Permit Issuance and Project Construction	
2. The incorporation of the final grading and drainage plan shall be subject to review and approval by the Public Works Director prior to issuance of a grading or building permit on the site. All project-related grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the approved plan.	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Public Works/Building	Grading or Building Permit Issuance and Project Construction	
3. Storm water runoff on the site should be directed to a subsurface or a properly surfaced in-street storm drainage system to avoid runoff of topsoil and soil erosion.	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Public Works	Submittal of first improvement plans and Project Construction	
4. All construction activities shall meet the Building Code regulations for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets, etc.).	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Building	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
5. Permanent erosion control measures shall be placed on all slopes. Until permanent vegetation can be established, temporary erosion control measures shall be implemented through the first winter. The project applicant shall prepare and implement an erosion and sediment control program using approved and appropriately applied BMPs.	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Public Works/Building	Grading or Building permit issuance and Project Construction	
6. Unless otherwise approve by the City, the project application shall ensure that grading or excavation activities shall be limited to the period between April 1 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.	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Public Works/Building	Grading or Building permit issuance and Project Construction	
VII. HAZARDS AND HAZARDOUS MATERIALS				
1. No hazardous materials (e.g. fuel, oil, paints and solvents, fertilizer, growth inhibitors, etc.) shall be stored on the site without first providing a plan to the City and receiving approval of said plan by the City, which includes, but is not limited to, identification of the type of materials, their intended use during construction, a schedule for use on the site, and the method of enclosed storage in areas that are not susceptible to infiltration by water.	City shall inspect construction activities.	Building/Public Works	Project Construction	
2. In the event of a hazardous spill both the City's Fire Department and the State Office of Emergency Service (OES) shall be contacted.	City shall inspect construction activities.	Building/Fire Department	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
VIII. HYDROLOGY AND WATER QUALITY				
1. To insure adequate drainage control, the Developer of any project which introduces new impervious surfaces (i.e. roof, driveways, patios, etc.) that will change the rate of absorption of drainage or surface run-off shall submit a drainage and grading plan for review and approval by the City Engineer, which shall reduce the increase in storm water runoff resulting from the project.	Prior to issuance of a Grading or Building Permit.	Public Works	Grading or Building Permit Issuance	
2. Given the potential for flooding in the basement level of the Palm Buildings, use of this area shall be limited to non-residential space such as storage, mechanical equipment and laundry facilities. No storage of materials or equipment shall be permitted outside of the building on the basement level. Essential mechanical equipment in the basement area to be flood proofed since the building is being remodeled and a flood could affect its habitability.	City shall inspect construction activities.	Building	Project Construction	
3. The Developer shall file a Notice of Intent (NOI) with the California Regional Water Quality Control Board ("SWRCB") prior to any grading or construction activity and shall provide the City with a copy of the signed NOI from the SWRCB and a copy of the project storm water pollution prevention plan (SWPPP).	Prior to issuance of a Grading or Building Permit	Public Works	Grading or Building Permit	
4. The Developer shall ensure that no construction materials (e.g., cleaning fresh concrete from equipment) 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 into the storm water drainage system.	City shall inspect construction activities.	Building	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
5. 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.	City shall inspect construction activities.	Building	Project Construction	
6. 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 ground water. The Developer shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials into the storm water drainage system.	City shall inspect construction activities.	Building/	Project Construction	
7. Developer shall meet the requirements of discharging to a public storm drainage system as required to ensure compliance by the City with all state and federal laws and regulations related to storm water as stipulated in the Clean Water Act. Developer shall meet the requirements of the National Pollutant Discharge Elimination System ("NPDES") permit in effect prior to completion of project construction for storm water discharges from the municipal storm water system operated by the City of St. Helena. Developer shall comply with the Storm Water Pollution Mitigation Plan ("SWPMP") submitted by Developer as part of its application as (modified and) approved by the Public Works Director.	City shall review and approve plans prior to issuance of Grading or Building Permit and City shall inspect construction activities.	Public Works/Building	Grading or Building Permit issuance and Project Construction	
8. Developer shall mark all new storm drain inlets with permanent markings, which state "No Dumping—Flows to River." This work shall be shown on improvement plans.	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Public Works/Building	Building Permit issuance and Project Construction	
9. Developer shall record a plan for long-term private maintenance of	Prior to Grading or Building Permit	Public Works	Grading or Building	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
any structural storm water pollution removal devices or treatment control BMP incorporated as part of the project, acceptable to the Public Works Director. The plan shall comply with City and SWRCB requirements including, but not limited to, a detailed description of responsible parties, inspections, maintenance procedures for the detention system, including monitoring and documentation of annual report to the Public Works Department and procedures for enforcement. Appropriate easements or other arrangements satisfactory to the Public Works Director necessary or convenient to ensure the feasibility of the scheme and fulfillment of maintenance responsibilities shall be secured and recorded prior to approval of the final map or issuance of a building permit, whichever comes first.	Issuance		permit issuance	
10. As a basis for preparing a SWPMP, it is recommended that the developer review and utilize where applicable "Start at the Source," which is a design guidance manual for storm water quality protection prepared for the San Francisco Bay Areas Storm Water Management Agencies Association. To protect water quality, appropriate best management practices (BMPs) shall be incorporated in the design of the project, including the measures identified below: a. Trash enclosures and dumpster areas shall be covered and protected from roof and surface drainage. b. Kitchen Grease Control: Kitchens associated with food service facilities must be designed with contained area for cleaning mats, containers and sinks connected to a sanitary sewer. Grease must be collected in a contained area and removed regularly in conformance with the City of St. Helena Municipal Code (Section 13.24.100). c. Outdoor Storage Controls: Oils, fuels, solvents, coolants, pool chemicals, and or other chemicals stored outdoors in containers must be protected from drainage by secondary containment structures such as berms and roofs. Bulk material stored outdoors must also be protected from	City shall inspect construction activities.	Public Works/Building	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
drainage with berms and covers. Process equipment stored outdoors must be inspected for proper function and leaks and stored on impervious surfaces with cover. Storage areas must implement a regular approved program of sweeping, and litter control and a spill cleanup plan. Amounts of chemicals stored shall be regulated by the Fire Department. d. Efficient irrigation, appropriate landscape design and property maintenance shall be implemented to reduce irrigation runoff, promote surface filtration, and minimize use of fertilizers, herbicides and pesticides. e. Parking Lot and Driveway Sweeping: A parking lot and driveway sweeping program shall be implemented that at a minimum provides for sweeping immediately prior to October 1, and once during the storm season (October 1st to May 1st). Sweep, collect, and dispose of debris and trash in a property container. Do not sweep debris onto City streets or into catch basins. Use dry methods of sweeping and vacuuming to clean parking lots and driveways rather than hosing, pressure washing or steam cleaning. If water is used for cleaning, collect wash water and dispose of as a hazardous waste or place on site where it can evaporate. Catch basins in parking lots and driveways shall be cleaned every 6 to 12 months, or whenever debris is collected which could affect their use.				
11. Drainage facilities shall be designed as required by adopted City standards.	Prior to Grading or Building Permit issuance and the City shall inspect construction activities.	Building/Public Works	Prior to Grading or Building Permit and throughout Project Construction	
12. 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	City shall inspect construction activities.	Building	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
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.				
13. The collection of materials, such as construction debris and dirt, within the public right-of-way adjacent to the site on Main Street shall be prohibited.	City shall inspect construction activities.	Building	Project Construction	
14. Hydroseeding or other non-toxic soil stabilizers shall be applied to construction areas that remain inactive for a period of 10 days or more to reduce the accumulation of dust particles in the air.	City shall inspect construction activities.	Building	Project Construction	
IX. LAND USE AND PLANNING				
NO MITIGATIONS				
X. MINERAL RESOURCES				
NO MITIGATIONS				
XI. NOISE				
1. To reduce disturbance of residents in the project vicinity, construction activities, which generate noise that can be heard at the	City shall inspect construction activities.	Building	Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
property line of any parcel of real property within the City limits, 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 demolition of this structure 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.				
2. Construction equipment must have state-of-the-art muffler systems required by current law. Muffler systems shall be properly maintained.	City shall inspect construction activities.	Building	Project Construction	
3. Noisy stationary construction equipment, such as compressors, shall be placed away from developed areas off-site and/or provided with acoustical shielding.	City shall inspect construction activities.	Building	Project Construction	
4. Grading and construction equipment shall be shut down when not in use.	City shall inspect construction activities.	Building	Project Construction	
XII. POPULATION AND HOUSING				
1. The owner/applicant shall pay a housing impact fee of	Building shall notify Planning of	Planning/	Prior to issuance of	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
approximately \$40,000 (the exact amount shall be calculated at the time of issuance building permit) to mitigate the housing impact of the jobs that are generated by the hotel use.	permit submittal	Building	building permits.	
2. To mitigate the loss of 22 affordable studio apartments that were to be located on-site, the owner/ applicant shall make a \$750,000 contribution to the City of St. Helena Housing Trust Fund prior to issuance of building permits for the project. The preference is that the contribution be earmarked for a not for profit housing developer who has an approved project to build affordable housing in St. Helena	Building shall notify Planning of permit submittal.	Planning	Prior to issuance of building permits.	
3. To mitigate the impact upon lower income households that will be displaced by the loss of the rental housing at Grandview, the owner/applicant shall provide relocation assistance equal to three months rent to any tenant household that is living in any unit at Grandview the time of submittal for building permits.	Details to be agreed upon with staff and owner shall show verification of payments.	Planning	Prior to issuance of building permits.	
XIII. PUBLIC SERVICES				
NO MITIGATIONS				
XIV. RECREATION				
NO MITIGATIONS				
XV. TRANSPORTATION/TRAFFIC				
1. All required public frontage and street improvements shall be	City shall review and approve plans	Public Works	Prior to Grading or	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
designed and built in accordance with an approval by the City of St. Helena Public Works Department.	prior to issuance of a Grading or Building Permit and City shall inspect construction activities.		Building permit issuance and Project Construction	
2. To mitigate the impact of the traffic generated by the land use at 1915 Main Street (Grandview Inn) on the intersection of Main Street and Pratt Avenue, the applicant shall enter into a deferred improvement agreement with the City that would require future participation of the design and installation of a traffic signal at the intersection of Pratt Avenue and Main Street, should one be necessary and constructed in the future.	City shall review and approve plans prior to issuance of a Grading or Building Permit.	Public Works	Prior to Grading or Building Permit issuance	
3. The improvements identified in the Crane Transportation Group Traffic Impact Report (November 2003) and Addendum (February 2005) are determined to be accepted in this Initial Study and shall be implemented as part of the project prior to receipt of a final permit.	City shall review and approve plans prior to issuance of a Grading or Building Permit and ensure installation prior to final inspection	Public Works/Planning	Shown on the plans prior to Grading or Building Permit issuance and at final inspection	
4. The applicant shall provide no less than 57 parking spaces on the site based on a minimum of 1 space/inn room and 1 space/residential unit with two extra spaces, the final location of which shall be reviewed for their compliance with the dimensional requirements of the City's parking ordinance and for their potential impact on trees, as determined by the Planning Director and the City's Consulting Arborist. All parking shall be shown on the construction plans proposed as part of the building permit application and approved by the City prior to issuance of the permit.	City shall review and approve plans prior to issuance of a Grading or Building Permit and ensure installation prior to final inspection	Planning	Shown on the plans prior to Grading or Building Permit issuance and at final inspection	
5. To minimize an impacts resulting from vehicles associated with construction activities on the site, including trucks hauling fill materials, a Traffic Control Plan will be required, subject to	City shall review and approve plans prior to issuance of Building Permit	Public Works/ Building	Grading or Building permit issuance and throughout project	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
approval by the City, prior to issuance of a building or grading permit.			construction	
XVI. UTILITIES AND SERVICE SYSTEMS				
1. Prior to construction within existing roadway areas, the property owner shall ascertain the location of all underground utility systems and shall design any proposed subsurface utility extensions to avoid disrupting the services of such systems.	City shall review and approve plans prior to issuance of a Grading or Building Permit.	Public Works/Building	Prior to Grading or Building Permit Issuance	
2. Water and energy conservation measures shall be incorporated into project design and construction in accordance with applicable codes and ordinances.	City shall review and approve plans prior to issuance of Building Permit.	Building	Prior to Building Permit Issuance	
3. The project shall be connected to the City's potable water and sanitary sewer services in conformance with City standards and specifications.	City shall review and approve plans prior to issuance of Building Permit	Building	Building Permit Issuance	
4. The project shall be designed and built in accordance with the City standards regarding the adequate conveyance of storm waters.	City shall review and approve plans prior to issuance of a Grading or Building Permit	Public Works/Building	Grading or Building permit issuance and Project Construction	
5. All faucets in sinks and lavatories, including showerheads, faucets and toilets, shall be equipped with faucet water conserving fixtures.	City shall review and approve plans prior to issuance of Building Permit	Building	Building permit issuance and Project Construction	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
6. During the construction / demolition/renovation period of the project, the property owner shall use the franchised garbage hauler for the service area in which the project is located to remove all wastes generated during project development, unless Developer transports project waste. If the property owner transports the project's waste, property owner shall use the appropriate landfill for the service area in which the project is located.	City shall inspect construction activities.	Building	Project Construction	
7. The property owner shall provide for the source separation of wood waste for recycling. The property owner shall use the franchised garbage hauler for the service area in which it is located for collection of such wood waste, unless the property owner transports such wood waste to a location where wood waste is recycled.	City shall inspect construction activities.	Building	Project Construction	
8. The property owner shall submit to, and receive approval from the Building Official of a source reduction plan that meets the City's requirements.	City shall review and approve plans prior to issuance of Building Permit	Building	Building permit issuance	
9. A recycling/solid waste enclosure shall be provided in accordance with City standards for all common solid waste facilities.	City shall review and approve plans prior to issuance of Building Permit and the City shall inspect construction activities.	Building	Building permit issuance and throughout project construction	
10. The applicant shall be required to pay all water and sewer impact fees associated with any increase in water use or the generation of wastewater treatment demand on the City's facilities.	City shall review and approve plans prior to issuance of Grading or Building Permit	Building	Prior to grading or building permit	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
11. The applicant shall be required to mitigate the increase in wastewater generation on the downstream sewer system by constructing a new 6" force main with 10" containment pipe from Crinella pump station to existing sewer system at intersection of Railroad Avenue and Fulton Avenue (1/4 1,210 linear feet) at the developer's expense.	City shall review and approve plans prior to issuance of a Grading or Building Permit	Public Works	Prior to grading or building permit	
XVII. Mandatory Findings of Significance.				
NO MITIGATIONS				

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