



City of St. Helena
Special City Council Meeting
Monday, December 19, 2016 @ 6:00 PM
Vintage Hall Board Room - Second Floor
465 Main Street, St. Helena

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

Page

1. CALL TO ORDER

2. ROLL CALL

Mayor: Alan Galbraith

Vice Mayor: Peter White

City Council: Paul Dohring

Geoff Ellsworth

Mary Koberstein

3. PUBLIC COMMENT:

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.

4. REPORTS BY STAFF AND CITY COUNCIL, FUTURE AGENDA ITEMS, AND AB 1234 REPORTS:

4.1. Closed Session - Announce actions taken if any from December 19, 2016

5. PUBLIC HEARING

5.1. Consideration and proposed approval of a resolution granting the request by Our Town St. Helena (OTSH) for Tentative Subdivision Map approval and a waiver of the City's water neutrality requirement in the form of an in-lieu fee payment proposed to be paid from the City of St Helena Affordable Housing Trust Fund for an 8 unit affordable housing project on the property located at 684 McCorkle Avenue in the HR: High Density Residential district (File No. PL16-022). By a 3-0 vote, the Planning Commission recommended that the City Council approve the applicant's request for a tentative subdivision map and grant the applicant's request for an alternative method of meeting the City's water neutrality requirement.

3 - 117

CEQA Determination: Exempt pursuant to Section 15332

Prepared By: Aaron Hecock, Senior Planner

Reviewed By: Noah Housh, Planning and Community Improvement

Director
Recommendation: Adopt

[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)

6. ADJOURNMENT

The next Regular City Council meeting is scheduled for January 10, 2017, 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 December 16, 2016.

A handwritten signature in blue ink that reads "Cindy Black". The signature is written in a cursive, flowing style.

Cindy Black, City Clerk

In Compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the City Clerk's Office (707) 967-2792. Notification 72 hours prior to the meeting as required by Section 202 of the Americans with Disabilities Act will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



Report to the City Council
Council Meeting of December 19, 2016

Agenda Section: Public Hearing

Subject: Consideration and proposed approval of a resolution granting a request by Our Town St. Helena (OTSH) for Tentative Subdivision Map approval and approve payment in the amount of \$31,500 to the City's water conservation account to be paid from the City of St Helena Affordable Housing Trust Fund in-lieu of off-site retrofits for an 8 unit affordable housing project on the property located at 684 McCorkle Avenue in the HR: High Density Residential district (File No. PL16-022). By a 3-0 vote, the Planning Commission recommended that the City Council approve the applicant's request for a tentative subdivision map and grant the applicant's request for an alternative method of meeting the City's water neutrality requirement

CEQA Status: Exempt pursuant to Section 15332

Prepared By: Aaron Hecock, Senior Planner

Reviewed By: Noah Housh, Planning and Community Improvement Director

Approved By: Jennifer Phillips, City Manager

BACKGROUND

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

DISCUSSION

Tentative Subdivision Map

The applicant has requested tentative subdivision map approval in order to subdivide the property at 684 McCorkle into 9 individual lots to accommodate eight (8) attached townhomes and one (1) common area. The newly created parcels would range in size from 1,157-sf to 1,262-sf with an average size of 1,187-sf. An additional 11,901-sf parcel would be created for a common area which would be maintained through a homeowner's association.

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

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

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

Water Neutrality

The proposed project is subject to the requirements of the City's Water Neutrality Policy. According to the Water Use Analysis included in the report to the Planning Commission, the proposed project would result in an increase of approximately 968 gallons per day (29,040 gallons/month). Typically, the applicant would need to provide off-site retrofits in order to offset this projected future water use to meet the City's water neutrality requirement. However, due to the fact that this is an affordable housing project and funding is limited, the applicant believes this is an undue hardship and is asking

Item No: 5.1

that the City Council authorize a payment from the City's Affordable Housing Trust Fund in-lieu of providing off-site retrofits.

Staff Response: According to Municipal Code Section 13.12.050, if the City Council determines that actual retrofitting of existing residential or nonresidential buildings is impractical or constitutes an unusual hardship on an applicant, it may authorize the payment to the city of an in-lieu retrofit fee equivalent to the cost of retrofitting a sufficient number of existing homes. According to the attached calculation provided by the Public Works Department, it would cost approximately \$31,500 to provide the required off-site retrofits. The applicant is requesting that the required in-lieu fee payment come from the City's Affordable Housing Trust Fund (AHTF). The AHTF currently has a balance of \$1,305,706, however \$805,000 of that has been dedicated to existing projects including \$165,000 for this project. The remaining balance of \$500,706 is adequate to accommodate the applicant's in-lieu fee payment request.

Frontage Improvements

As new development occurs, the City requires improvements such as sidewalks and planter strips in areas where none exist, or repairs to such features where they exist but are in need of maintenance. The typical City standard for frontage improvements consists a curb followed by a planter strip and then a sidewalk. However, City Standard No. 315 provides two options for frontage improvements, one of which is a curb followed by a sidewalk and then a private planted area. The Public Works Department has conditioned the project to provide a sidewalk and planter strip and has requested that a planter strip be placed adjacent to the curb in order to be consistent with developments on the opposite side of McCorkle Avenue. For continuity with adjacent parcels, the applicant is asking for approval of the latter frontage requirement (curb-sidewalk-planting strip). The Planning Commission supported the applicant's approach but left the final decision to the City Council.

Staff Response: Staff has no issues with the frontage improvement proposed by the applicant as it is consistent with an established City standard and is was supported by the Planning Commission.

PLANNING COMMISSION ACTION

At the November 15, 2016 meeting of the City of St. Helena Planning Commission, the Commission took the following action:

1. Approved a demolition permit for demolition of the existing structures on-site;
2. Approved design review for the new homes;
3. Recommended that the City Council approve the applicant's request for a tentative subdivision map;
4. Recommended that the City Council grant the applicant's request to provide payment in-lieu of completing off-site retrofits in order to comply with the City's water neutrality requirements; and

Item No: 5.1

5. Recommended that the City Council approve the applicant's request for an alternative frontage improvement.

FISCAL IMPACT

Approval of the tentative subdivision map and water neutrality in-lieu fee would result in up to \$196,500 being drawn from the City's Affordable Housing Trust Fund to support the project. This figure includes \$165,000 previously approved by the City Council for application and building fees (between \$32,000 and \$65,000) and up to \$100,000 for the construction of two (2) very low income units. The remaining \$31,500 would provide for the applicant's water neutrality in-lieu fee. These amounts are above and beyond the City's donation of the property (valued at \$920,000 by the most recent appraisal).

RECOMMENDED ACTION

The Planning Commission recommends that the City Council grant the applicant's request for tentative subdivision map approval, authorize payment to the water conservation account in the amount of \$31,500 from the Affordable Housing Fund in lieu of offsite retrofits, and approve the applicant's requested frontage improvement design.

ATTACHMENTS

1. Resolution
2. Tentative Subdivision Map
3. In-lieu Fee Calculation
4. November 15, 2016 Planning Commission Report, Resolution and Project Plans

CITY OF ST. HELENA

RESOLUTION NO. 2016-

**GRANTING APPROVAL OF A TENTATIVE SUBDIVISION MAP AND
AUTHORIZING A PAYMENT TO THE WATER CONSERVATION
ACCOUNT IN THE AMOUNT OF \$31,500 IN-LIEU OF OFF-SITE
RETROFITS FOR AN 8 UNIT AFFORDABLE HOUSING PROJECT ON
THE PROPERTY LOCATED AT 684 McCORKLE AVENUE IN THE HR:
HIGH DENSITY RESIDENTIAL DISTRICT (PL16-022)**

PROPERTY OWNER: OUR TOWN ST. HELENA

APN: 009-502-007

RECITALS

1. The applicant (Our Town St. Helena) submitted applications for Tentative Subdivision Map, Demolition Permit and Design Review approval in order to demolish a dilapidated single-family home and accessory structures in order to construct 8 new, affordable, attached townhomes on the property located at 684 McCorkle Avenue in the HR: High Density Residential district;
2. As an affordable housing project, the applicant is asking the City to fund a payment to the water conservation account in the amount of \$31,500 from the Affordable Housing Fund in-lieu of off-site retrofits due to limited funding;
3. The applicant is asking for approval of the City's second frontage improvement standard (curb-sidewalk-planting strip);
4. The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on November 15, 2016; and
5. At the conclusion of the public hearing on November 15, 2016, having considered the record of the proceedings before it, the written evidence submitted prior to the close of the public hearing, and the testimony and other evidence submitted at the aforementioned public hearing and having deliberated the matter, the Planning Commission approved the Demolition Permit and Design Review for the project and recommended that the City Council approve the applicant's request for a tentative subdivision map, grant the applicant's request for a waiver from the City's water neutrality requirements, and approve the applicant's request for an alternative frontage improvement.
6. The City Council of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on December 13, 2016.

RESOLUTION

The City Council of the City of St. Helena, State of California, hereby (i) approves a tentative subdivision map, (ii) authorize payment to the water conservation account in the amount of \$31,500 from the Affordable Housing Fund in lieu of offsite retrofits, and (iii)

confirms the applicant's request for an alternative frontage improvement for the property located at 684 McCorkle Avenue, on the following basis:

- A. Incorporation of Recitals. The foregoing Recitals are true and correct and are incorporated herein and form a part of this Resolution.
- B. Compliance with CEQA. The City Council hereby finds that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15332, which exempts projects characterized as in-fill development when the project is consistent with the general plan and zoning; occurs within city limits on less than five acres; has no valuable habitat; won't cause any significant environmental effects; and can be served by existing public services.
- C. Findings.
 - 1. Pursuant to the Subdivision Ordinance, Section 16.16.080 of the City's Municipal Code, the City Council makes the following findings in recommending approval of the Tentative Subdivision Map to the City Council:
 - a. *The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable specific plan and other applicable provisions of the code in that the project is a permitted use in the High Density Residential district and that multi-family, infill development is consistent with multiple General Plan policies.*
 - b. *The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as described in the state Subdivision Map Act and any guidelines promulgated by the City Council in that the project was designed by a licensed architect based on the unique characteristics of the project site.*
 - 2. Pursuant to Municipal Code Section 13.12.050, the City Council determines that the retrofitting of existing residential or nonresidential buildings is impractical and constitutes an unusual hardship on an applicant, and authorizes a payment in the amount of \$31,500 to the City's water conservation account from the City's Affordable Housing Trust Fund in-lieu of off-site retrofits, the equivalent to the cost of retrofitting a sufficient number of existing homes.
 - 3. The frontage improvements requested by the applicant are consistent with City Standard No. 315 in that the improvements requested contain all required elements of the City Standard.

Approved at a Special Meeting of the St. Helena City Council on December 19, 2016, by the following vote:

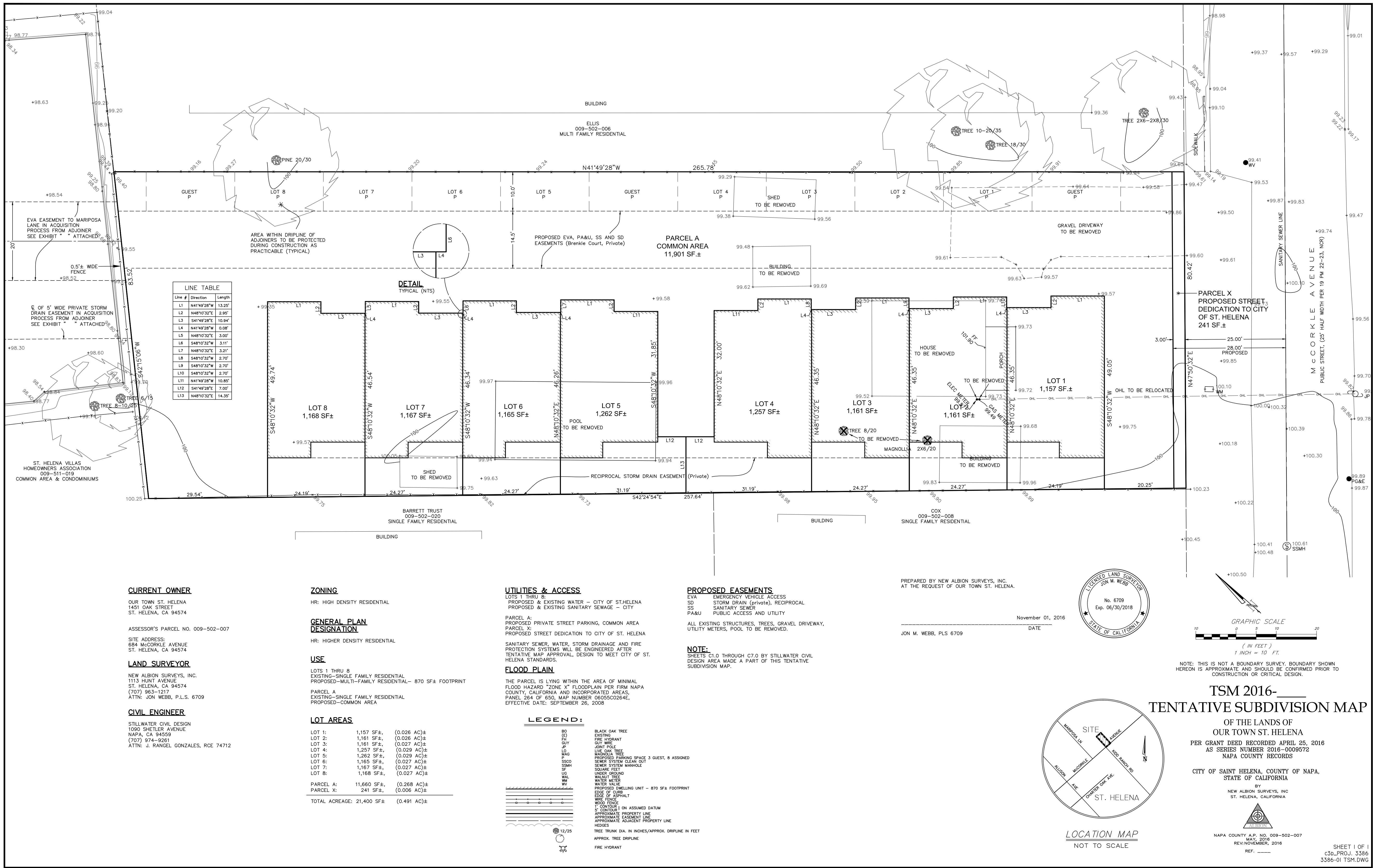
Mayor Galbraith:	_____
Vice Mayor White:	_____
Councilmember Crull:	_____
Councilmember Dohring:	_____
Councilmember Pitts:	_____

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Black, City Clerk



CURRENT OWNER

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

ASSESSOR'S PARCEL NO. 009-502-007

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

LAND SURVEYOR

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

CIVIL ENGINEER

STILLWATER CIVIL DESIGN
1080 SHELTER AVENUE
NAPA, CA 94559
(707) 974-9261
ATTN: J. RANGEL GONZALES, RCE 74712

ZONING

HR: HIGH DENSITY RESIDENTIAL

GENERAL PLAN DESIGNATION

HR: HIGHER DENSITY RESIDENTIAL

USE

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

PARCEL A
EXISTING-SINGLE FAMILY RESIDENTIAL
PROPOSED-COMMON AREA

LOT AREAS

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

PARCEL A: 11,660 SF± (0.268 AC)±
PARCEL X: 241 SF± (0.006 AC)±
TOTAL ACREAGE: 21,400 SF± (0.491 AC)±

UTILITIES & ACCESS

LOTS 1 THRU 8:
PROPOSED & EXISTING WATER - CITY OF ST. HELENA
PROPOSED & EXISTING SANITARY SEWAGE - CITY
PARCEL A:
PROPOSED PRIVATE STREET PARKING, COMMON AREA
PARCEL X:
PROPOSED STREET DEDICATION TO CITY OF ST. HELENA

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

FLOOD PLAIN

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

PROPOSED EASEMENTS

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

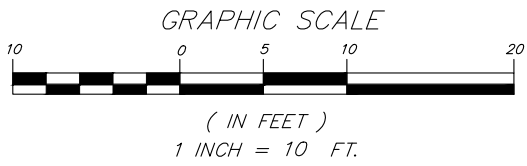
ALL EXISTING STRUCTURES, TREES, GRAVEL DRIVEWAY, UTILITY METERS, POOL TO BE REMOVED.

NOTE:

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

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

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



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

**TSM 2016-
TENTATIVE SUBDIVISION MAP**

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

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

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



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

SHEET 1 OF 1
C30-PROJ. 3356
3386-01 TSM.DWG

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

PROJECT INFORMATION

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

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

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

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

APN: 009-502-007

ZONING: RESIDENTIAL

DESIGNATED CAR PARKING SPACES = 19

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

GENERAL NOTES:

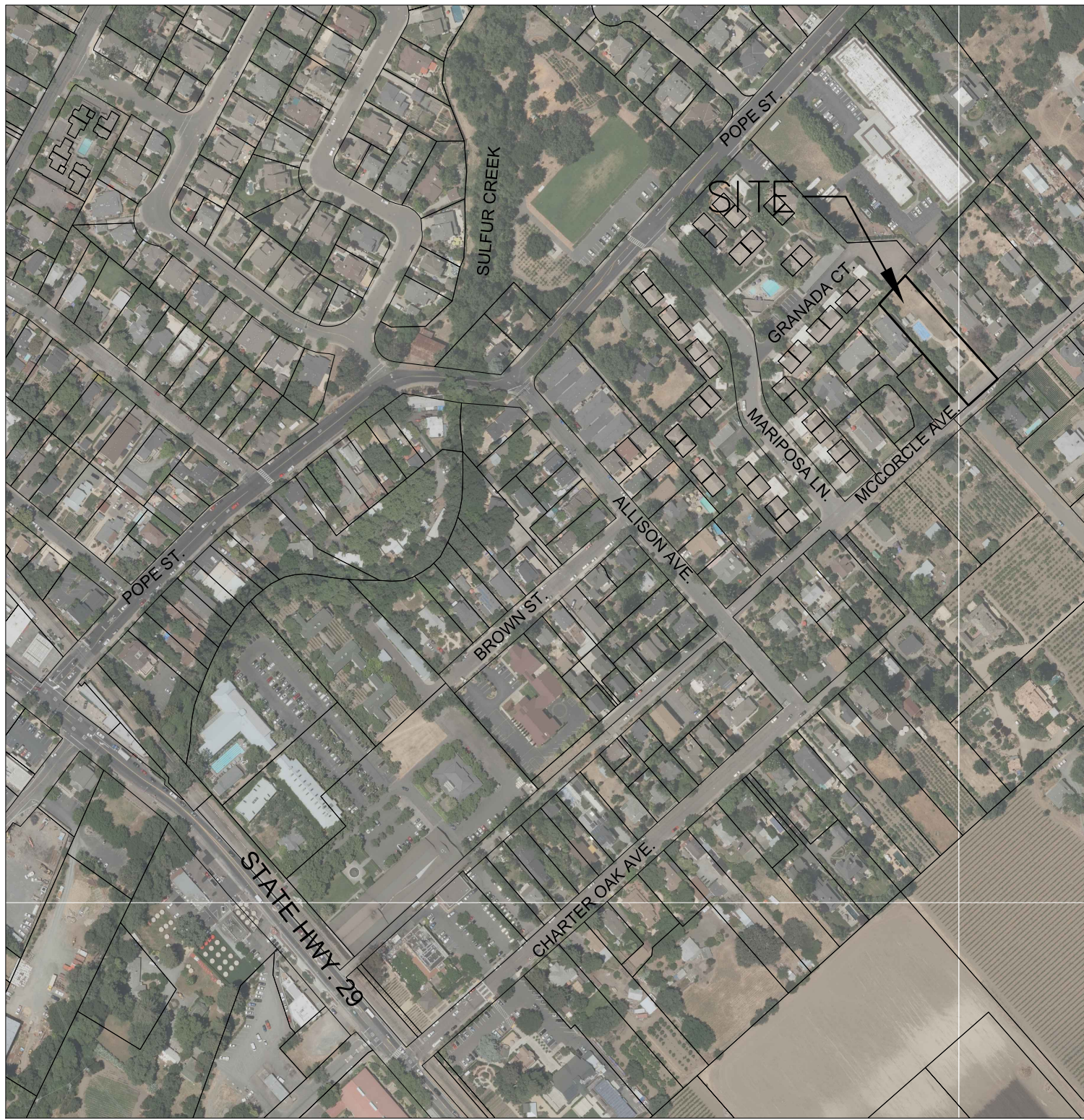
- THESE PLANS WERE COMPLETED TO INDICATE THE DESIGN INTENT FOR CIVIL SITE IMPROVEMENTS INCLUDING BUT NOT LIMITED TO GRADING, IMPROVEMENT LAYOUT, UTILITY LAYOUT AND STORM WATER MANAGEMENT. PROPERTY LINES, BUILDINGS AND STRUCTURES SHOWN ON THESE PLANS ARE SHOWN STRICTLY FOR REFERENCE. STILLWATER CIVIL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

UTILITY NOTES:

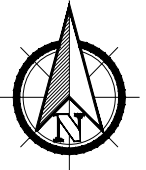
- ALL WORK SHALL BE DONE IN COMPLIANCE WITH APPLICABLE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (O.S.H.A.) STANDARDS AS SET FORTH BY THE FEDERAL DEPARTMENT OF LABOR AND/OR THE STATE OF CALIFORNIA. THE CONTRACTOR SHALL SECURE A TRENCH PERMIT FROM THE CALIFORNIA DIVISION OF INDUSTRIAL SAFETY PRIOR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

GRADING NOTES:

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



VICINITY MAP



SCALE: 1" = 250'

ABBREVIATION LEGEND

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

EROSION CONTROL NOTES:

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

SHEET INDEX

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

STILLWATER CIVIL DESIGN

1090 SHETLER AVE.
NAPA, CA 94559

(707) 974-9261

rangel@stillwatercivil.com



PREPARED UNDER THE DIRECTION OF:

J. RANGEL GONZALES R.C.E. 74712

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

COVER SHEET

CITY OF
ST. HELENA

C 1.0

10/25/16

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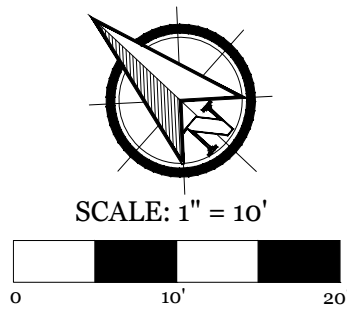
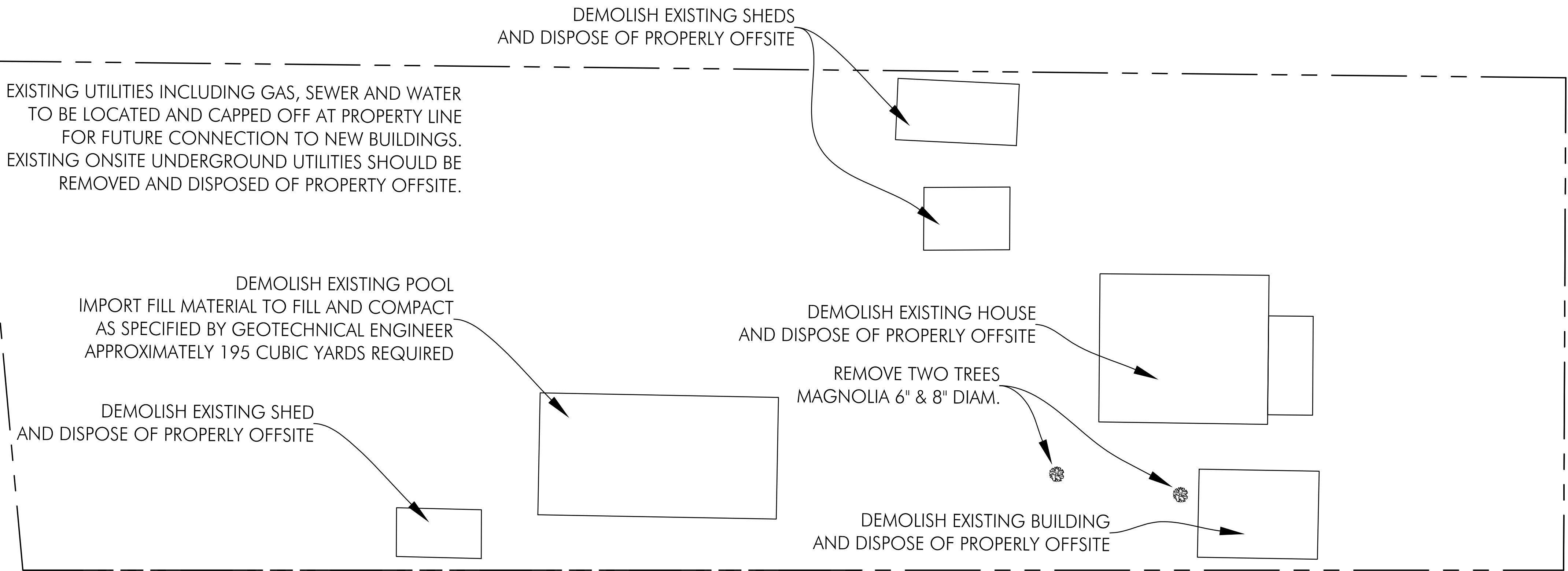
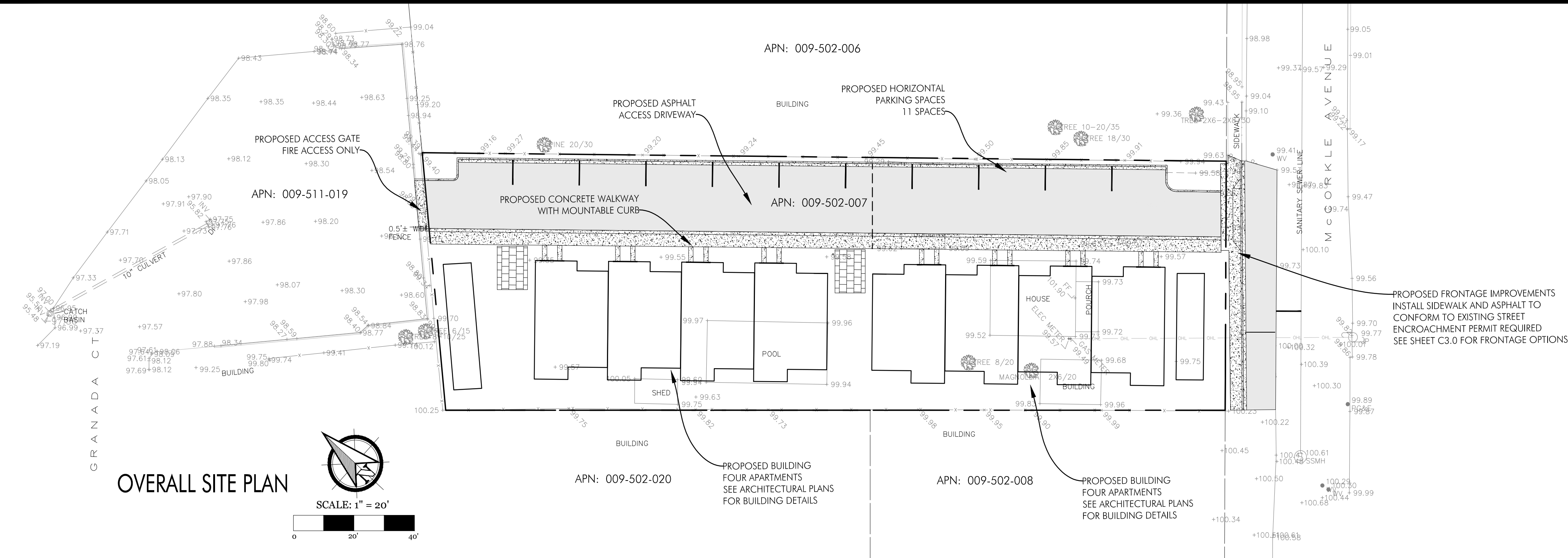
OUR TOWN ST. HELENA
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APN: 009-502-007

OVERALL SITE PLAN/DEMOLITION PLAN

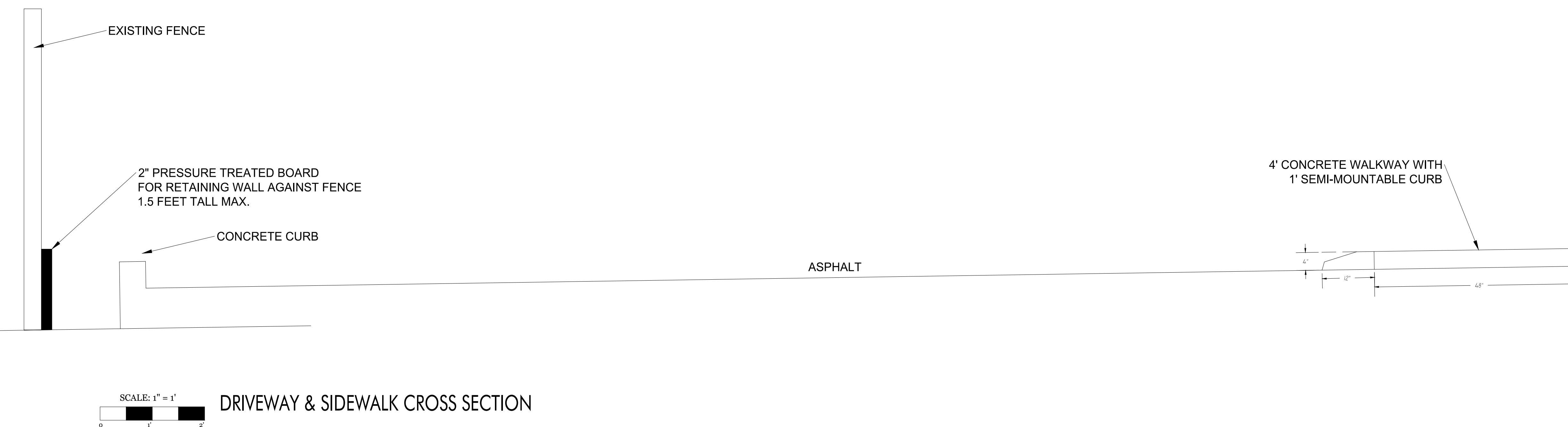
CITY OF
ST. HELENA

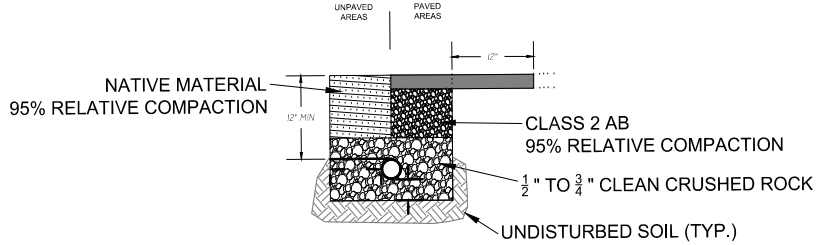
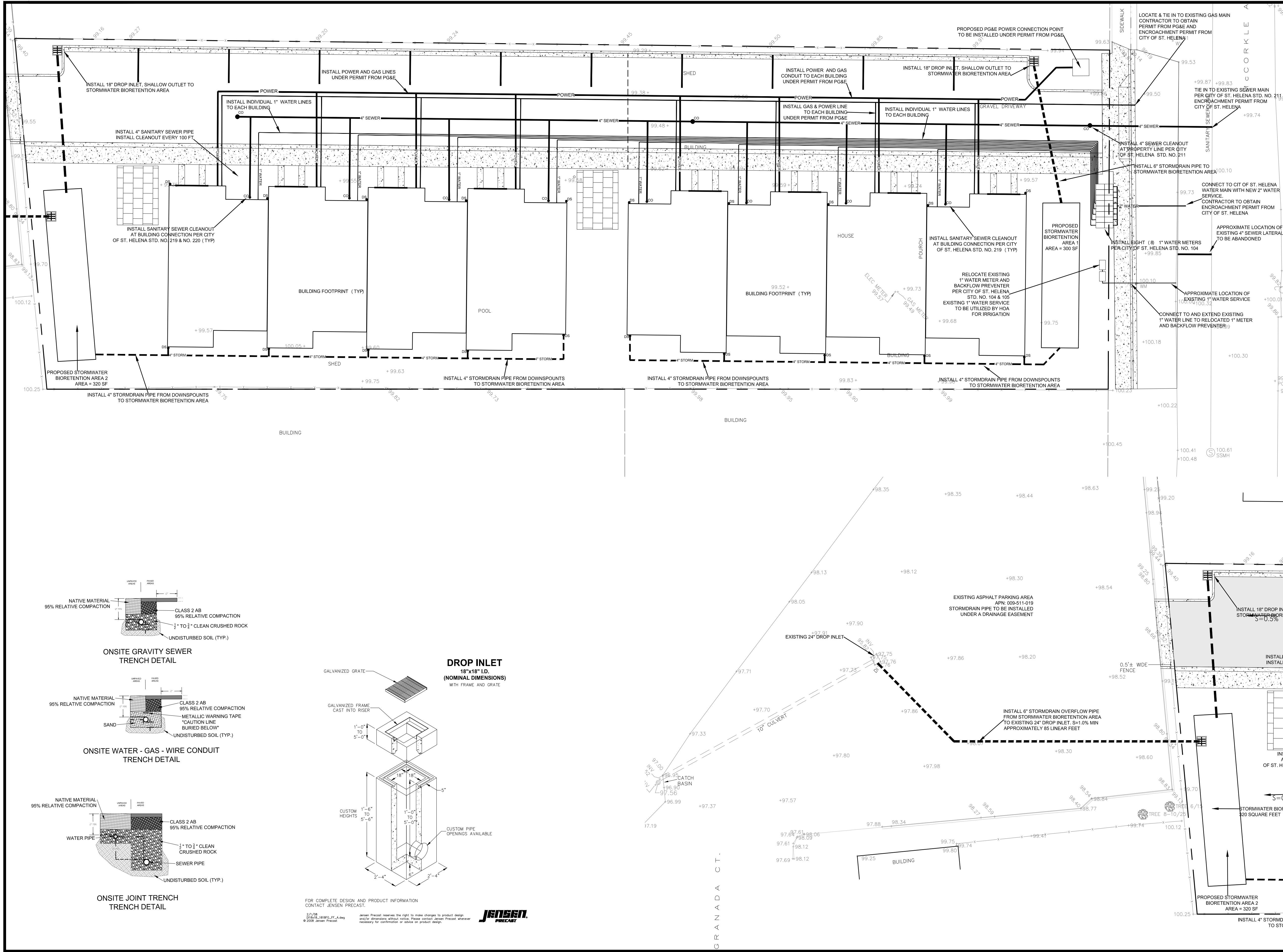
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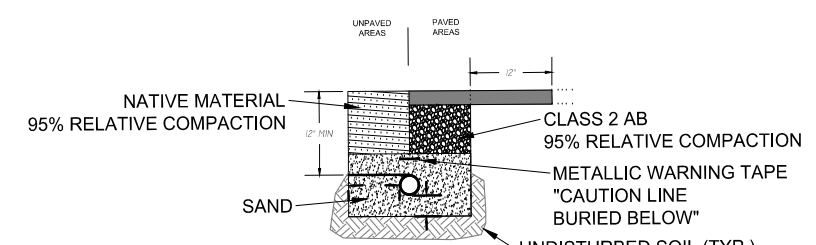


DEMOLITION PLAN

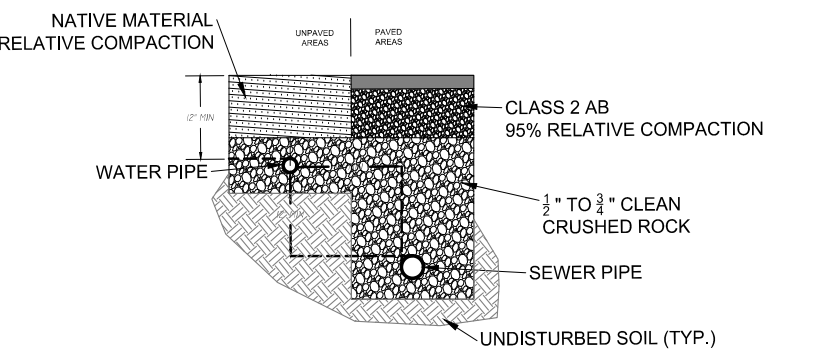




ONSITE GRAVITY SEWER TRENCH DETAIL

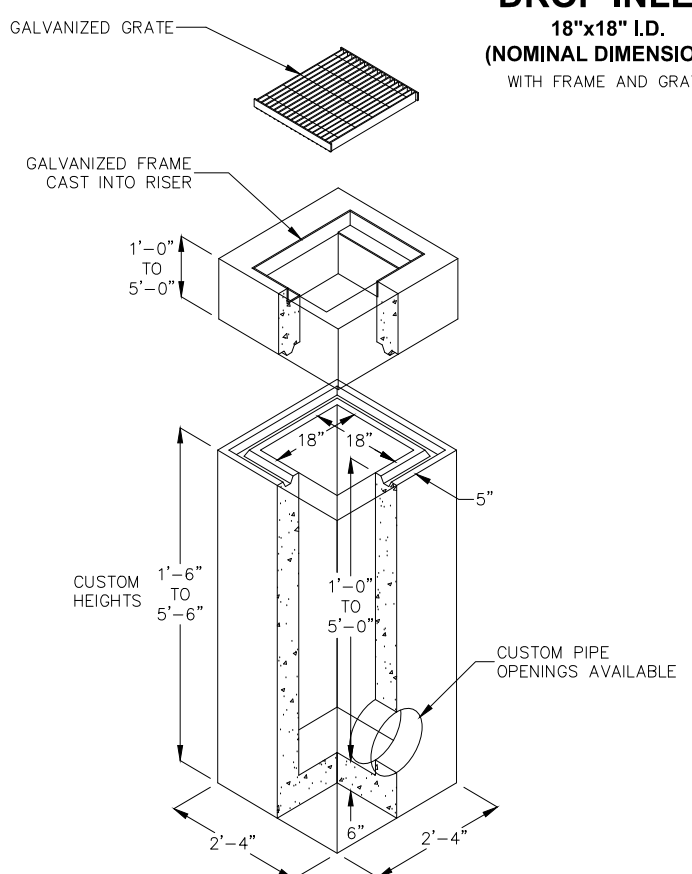


ONSITE WATER - GAS - WIRE CONDUIT TRENCH DETAIL



ONSITE JOINT TRENCH TRENCH DETAIL

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



FOR COMPLETE DESIGN AND PRODUCT INFORMATION
CONTACT JENSEN PRECAST.



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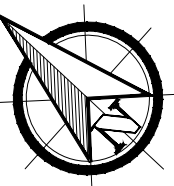
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ST. HELENA AFFORDABLE HOUSING
684 MCCORKLE AVE. - ST. HELENA, CA 94574
APN: 009-502-007

UTILITY PLAN

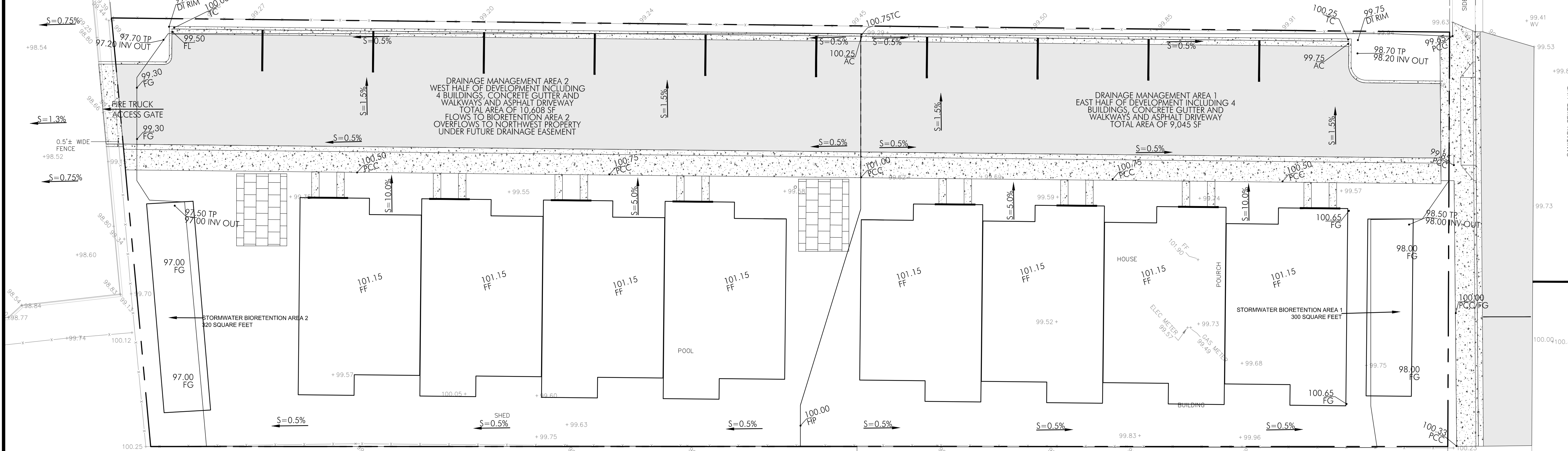
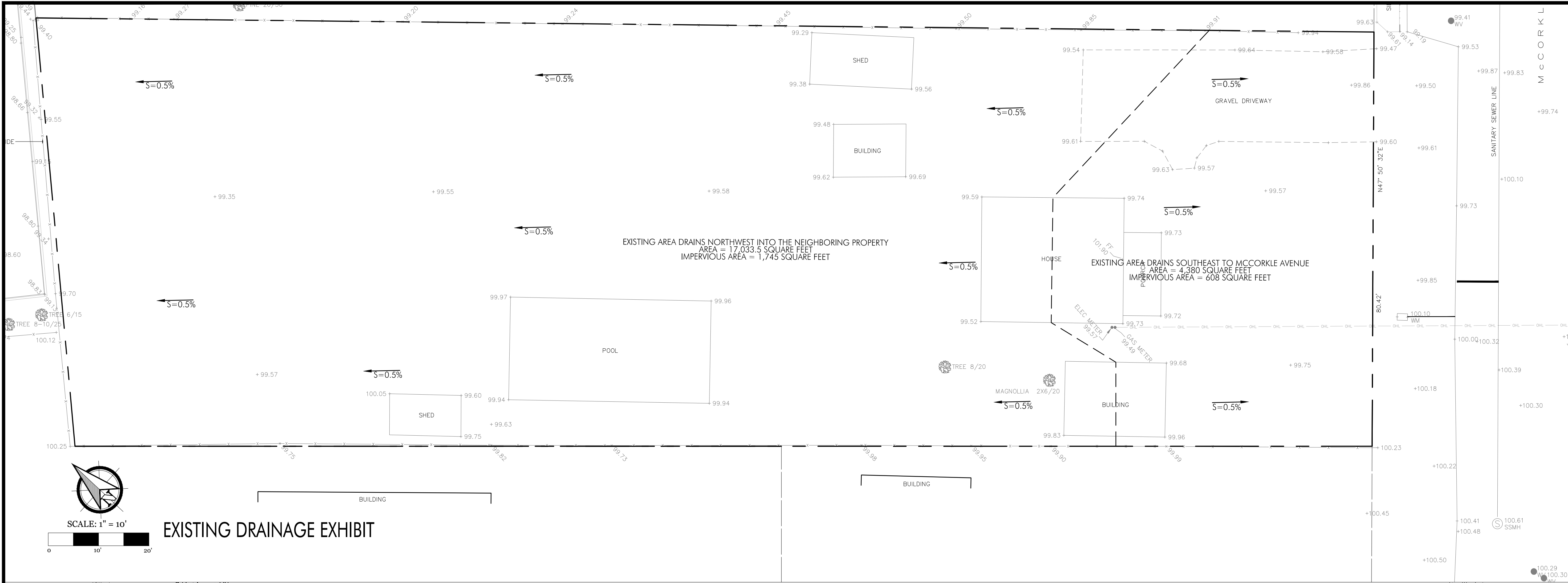
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ST. HELENA



SCALE: 1" = 10'
0 10' 20'

C 4.0

10/25/16



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

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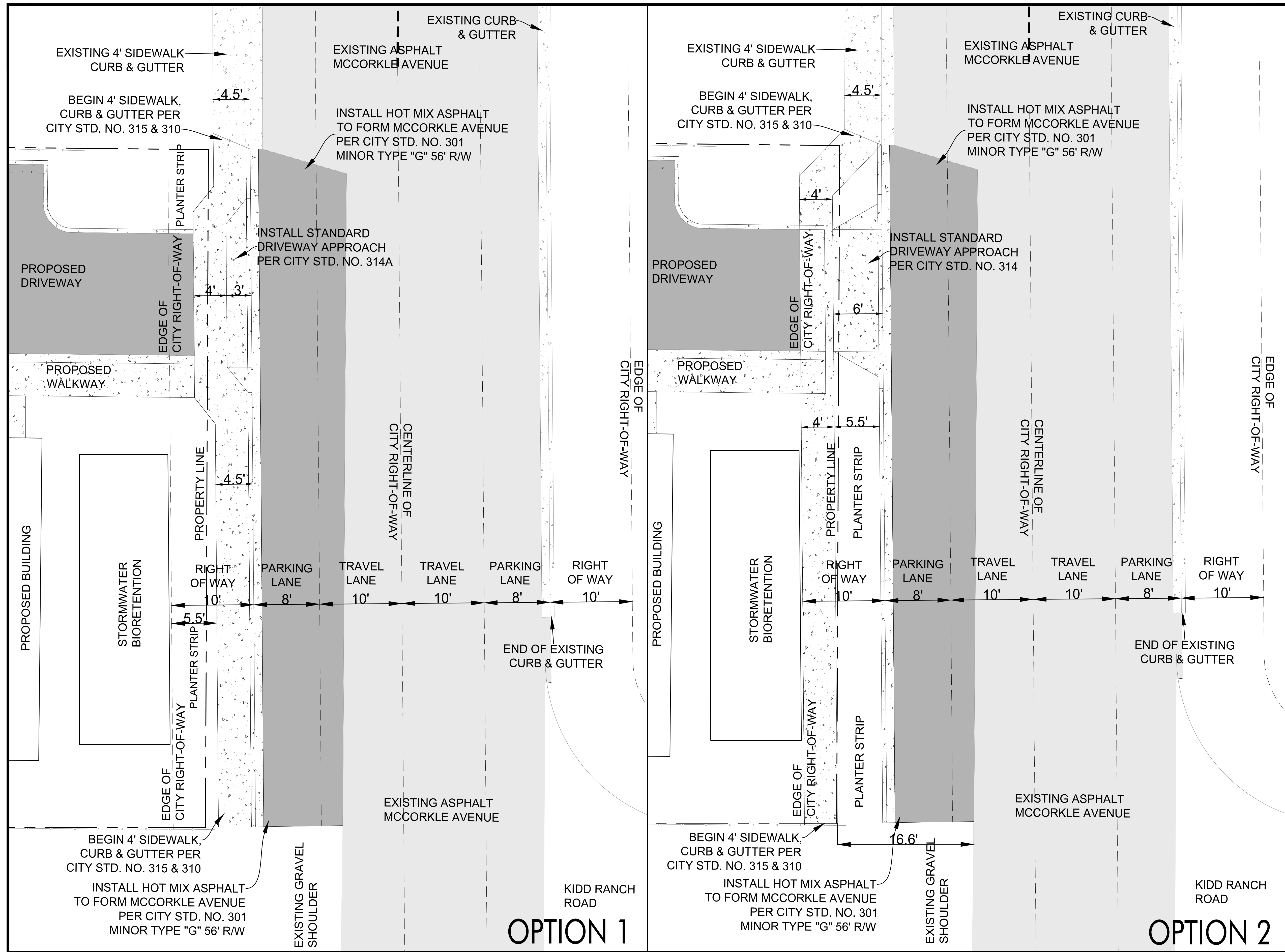
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STORMWATER CONTROL PLAN

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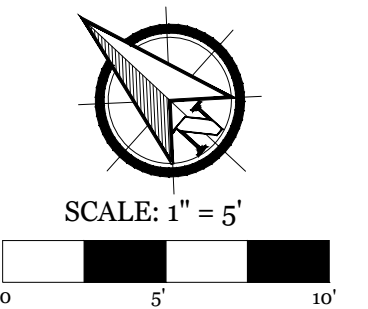


PREPARED UNDER THE DIRECTION OF:

JRG
J. RANGEL GONZALES, R.C.E. 74712

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

**CITY OF
ST. HELENA**



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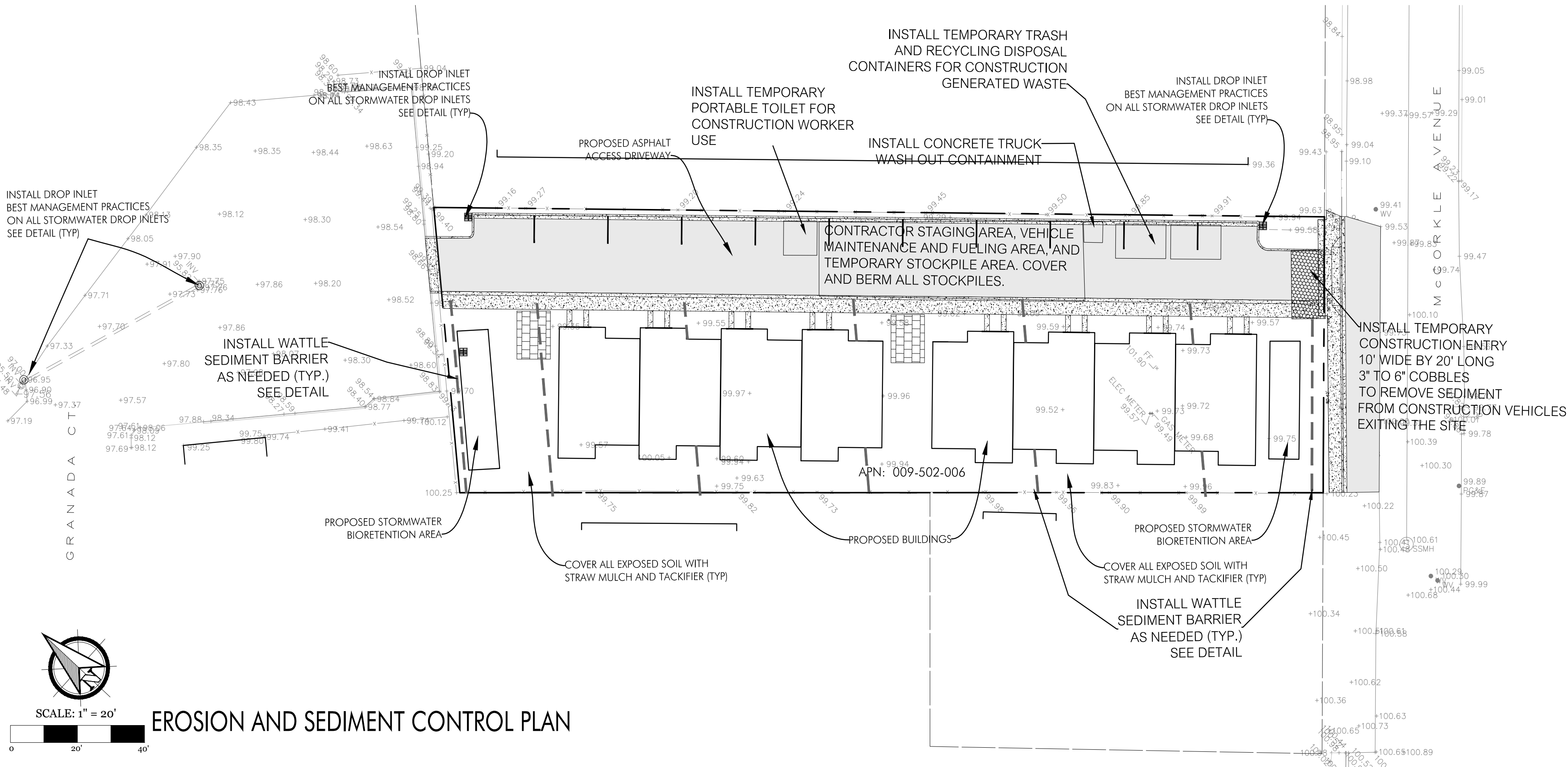
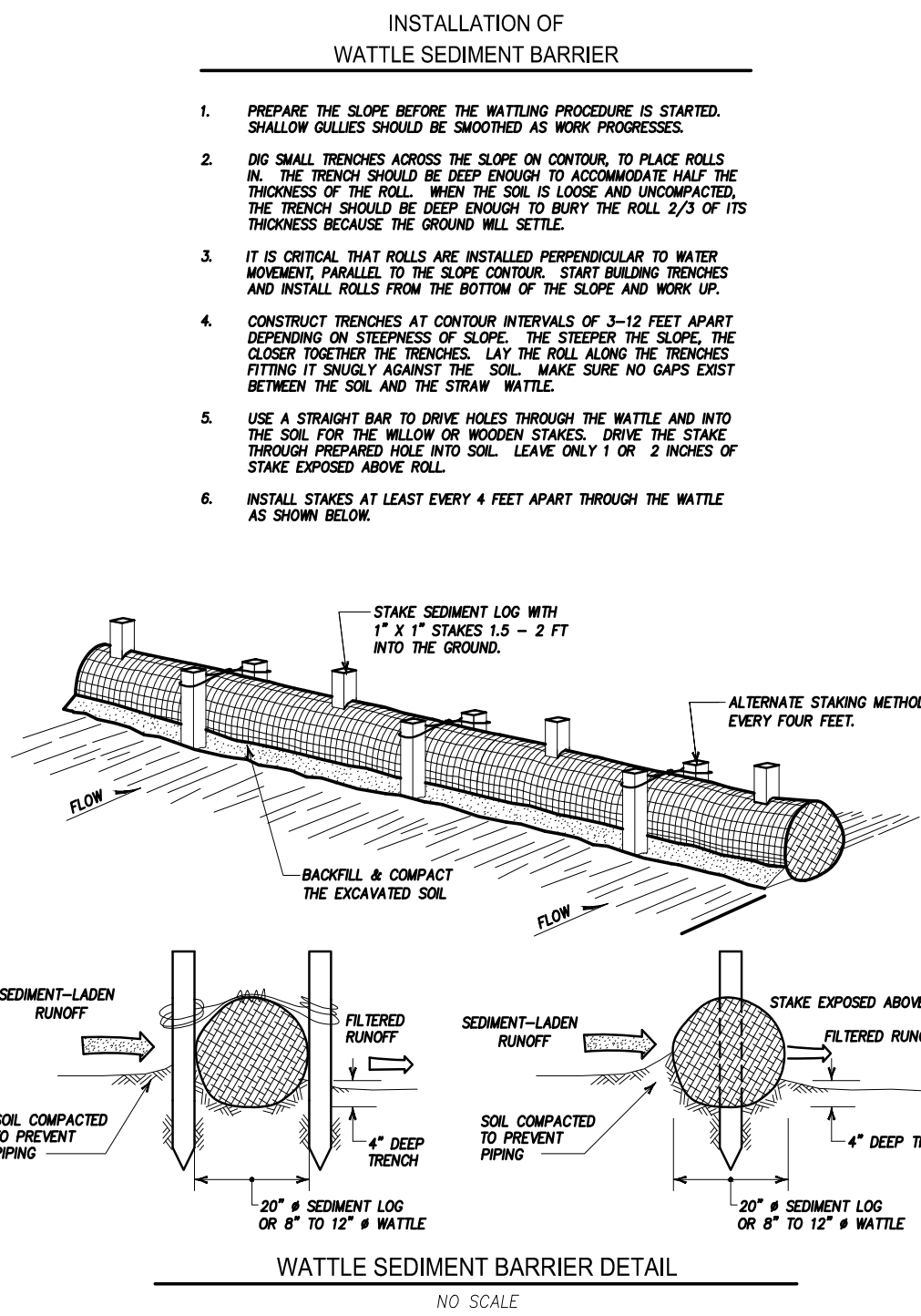
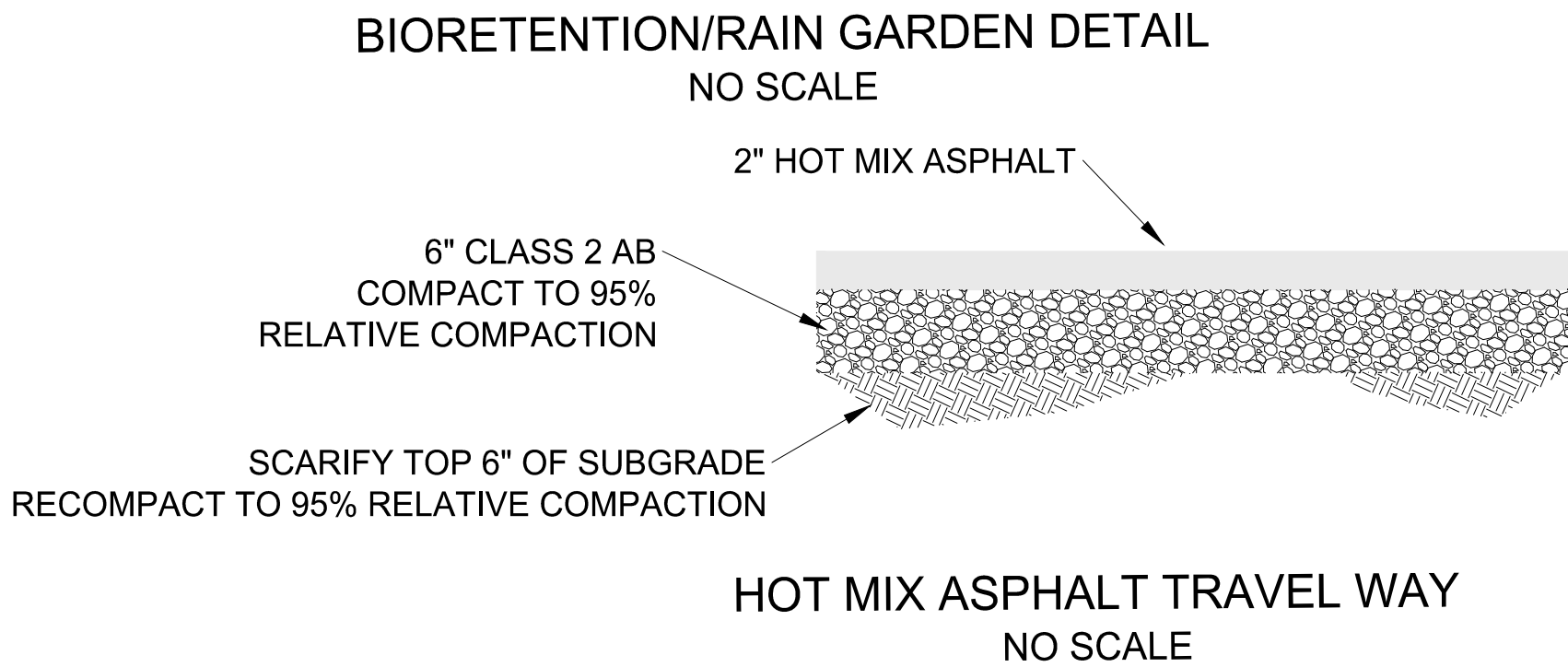
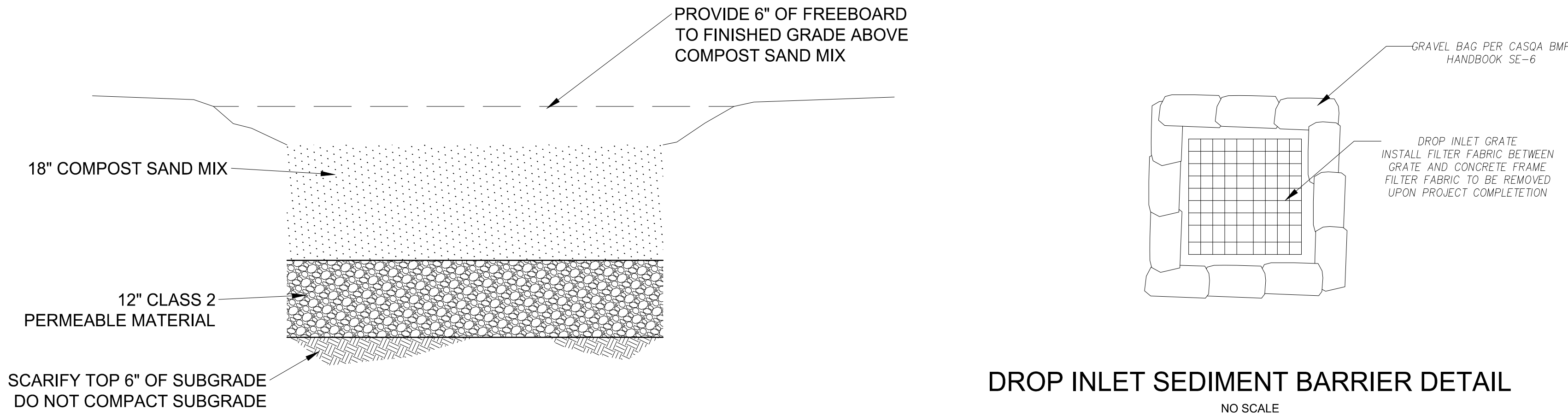
J. RANGEL GONZALEZ R.C.E. 74712

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EROSION AND SEDIMENT CONTROL PLAN &
CONSTRUCTION DETAILS

CITY OF
ST. HELENA

C 7.0

10/25/16



Water In-lieu Fee Calculations

Attachment 3

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

Material Cost per residence	Qty	*Cost per Unit	Total Cost
Toilet	2	\$ 305.00	\$ 610.00
Lavatory Faucet	2	\$ 155.00	\$ 310.00
Kitchen Faucet	1	\$ 135.00	\$ 135.00
Shower Head	1	\$ 207.00	\$ 207.00
Total estimated Material Cost per residence			\$ 1,262.00

Installation Cost per residence	Hour	Qty	*Cost per hour	Total Cost
Toilet	1.5	2	\$ 60.00	\$ 180.00
Lavatory Faucet	1.5	2	\$ 60.00	\$ 180.00
Kitchen Faucet	1.5	1	\$ 60.00	\$ 90.00
Shower Head	0.5	1	\$ 60.00	\$ 30.00
Total estimated Labor Cost per residence				\$ 480.00

Total estimated cost to retrofit each residence \$ 1,742.00

Number of residences to retrofit 18

Total In-Lieu Fee Retrofit Cost \$ 31,557.29

***2016 Costs**

Low Flow - Water Sense

Toilet - Kohler Cimmaron Comfort Height two-piece 1.28gpf with Aqua Piston Tech Model #K-3887-0

Lavatory Faucet - American Standard Tropic Centerset Model #7038201

Kitchen Faucet - American Standard Monterrey Model #6409170

Shower Head - American Standard Berwick Model #T430501

Source of Cost per hour: <http://www.angieslist.com/articles/how-much-does-it-cost-hire-handyman.htm>

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

NOVEMBER 15, 2016

AGENDA SECTION: Public Hearing

AGENDA ITEM: 5.1

FILE NUMBER: PL16-022

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

PREPARED BY: Aaron Hecock, Senior Planner

REVIEWED BY: Noah Housh, Planning Director

APPLICATION FILED: 05/02/16

ACCEPTED AS COMPLETE: 10/26/16

LOCATION OF PROPERTY: 684 McCorkle Avenue

APN: 009-502-007

GENERAL PLAN/ZONING: HR: High Density Residential

APPLICANT: Our Town St. Helena (OTSH)

PHONE: (707) 963-1548

BACKGROUND

McCorkle Property

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

684 McCorkle Avenue
Tentative Subdivision Map, Demolition Permit & Design Review
November 15, 2016
Page 1 of 9

Multi-family Housing in the High Density Residential District

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

Neighborhood Meeting

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

PROJECT DESCRIPTION

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

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

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

Self Help Housing

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

684 McCorkle Avenue
Tentative Subdivision Map, Demolition Permit & Design Review
November 15, 2016
Page 2 of 9

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

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

ANALYSIS

CEQA

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

GENERAL PLAN/ZONING

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

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

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

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

Development Standards

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

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

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

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

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

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

TRAFFIC AND CIRCULATION

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

Frontage Improvements

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

Parking

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

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

WATER

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

TENTATIVE SUBDIVISION MAP

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

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

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

DEMOLITION PERMIT

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

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

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

DESIGN REVIEW

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

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

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

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

CORRESPONDENCE

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

STAFF RECOMMENDATION

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

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

ATTACHMENTS

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

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

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

PROPERTY OWNER: Our Town St. Helena

APN: 009-502-007

Recitals

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

Resolution

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

684 McCorkle Avenue
Tentative Map, Demolition Permit and Design Review
November 15, 2016

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

- D. As provided in Municipal Code Section 17.164.050(E), the Planning Commission finds that the demolition permit can be supported based on the following findings:
- 1. That based on the public record and testimony presented at a public hearing, the buildings are determined not to be significant architectural or historical buildings given the age of construction, deteriorated condition of the structures, and lack of inclusion of the City's Historical Resources Master List.*
 - 2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood in that the existing structures are in a dilapidated condition and that the neighborhood is a mix of single-family and multi-family housing units.*
- E. In accordance with the design review criteria identified in Municipal Code Section 17.164.030, the Planning Commission finds that the project demonstrates the following:
- 1. Consistency and compatibility with applicable elements of the general plan in that a multi-family building is being constructed in the High Density Residential district;*
 - 2. Compatibility of design with the immediate environment of the site is supported in that modern building materials will be used in project construction typical of newly constructed residential buildings;*
 - 3. Relationship of the design to the site is found to be consistent in that the project was designed by a licensed architect in consideration of the unique characteristics of the site;*
 - 4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character is found as a residential structure will be constructed in a residential area and that there are no historic elements of the property or design;*
 - 5. That the design promotes harmonious transition in scale and character in areas between different designated land use is found in that the project is located in a residentially zoned district with varying densities and scales and that the project is consistent with said district and character;*
 - 6. Compatibility with future construction both on and off the site is supported as the project is a residential structure in a residential district that will not negatively impact future construction on or off site;*
 - 7. That the architectural design of structures and their materials and colors are appropriate to the function of the project is supported in that the project will use common construction materials and colors for residential development;*
 - 8. That the planning and siting of the various functions and buildings on the site create an internal sense of order and provide a desirable environment for occupants, visitors and the general community is found in that the site and buildings were designed to create privately owned homes in a townhome setting*

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

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

Planning Department Conditions of Approval

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

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

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

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

Public Works Department Conditions of Approval

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

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

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

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

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

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

Building Department Conditions of Approval

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

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

Fire Department Conditions of Approval

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

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

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

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

ATTEST:

Grace Kistner
Chair, Planning Commission

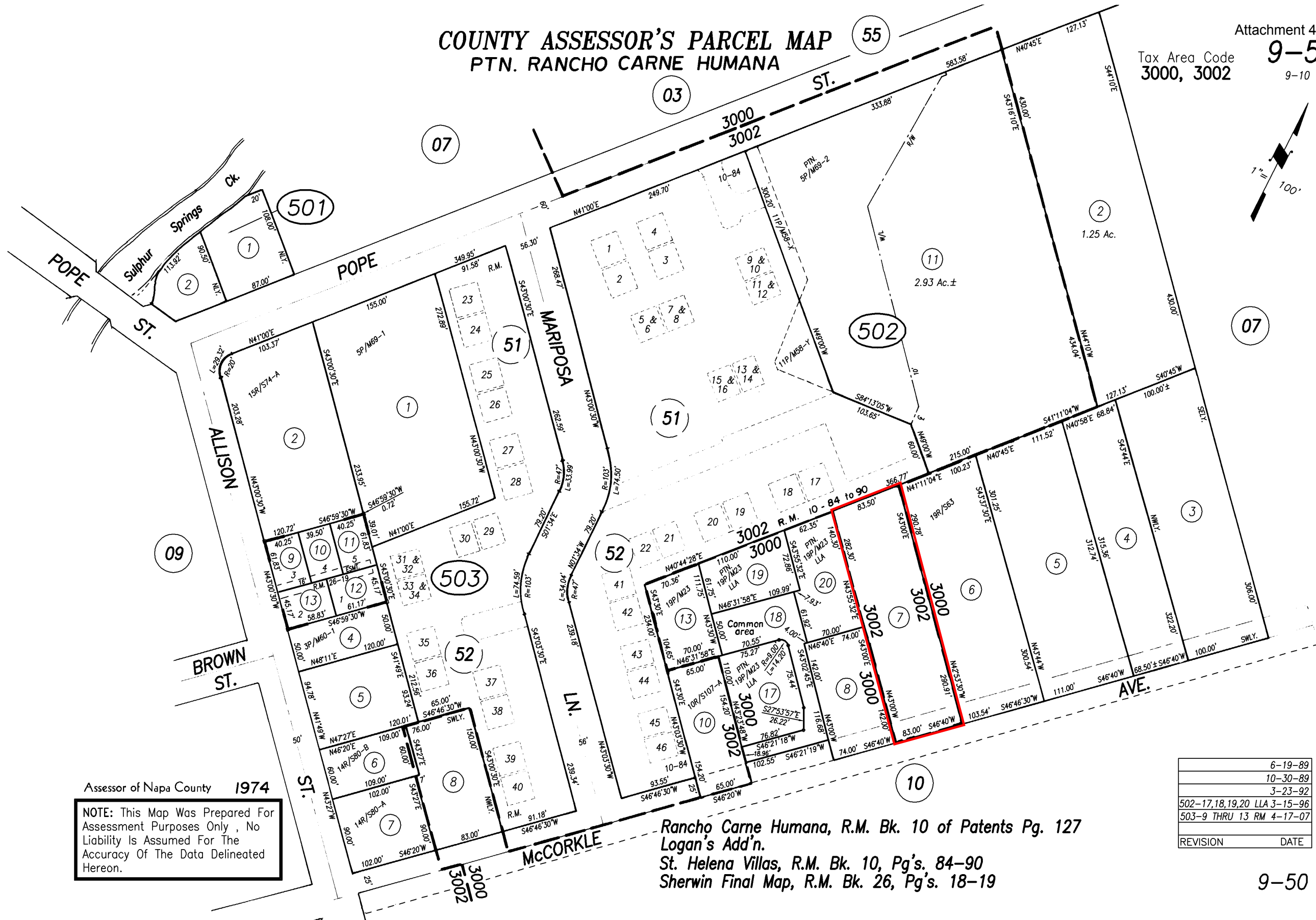
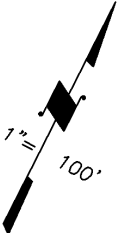
Noah Housh
Planning Director

COUNTY ASSESSOR'S PARCEL MAP

PTN. RANCHO CARNE HUMANA

Attachment 4

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



Assessor of Napa County 1974

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

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

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

9-50



684 McCorkle Ave, ST. HELENA, CA 94574 A.P.N. 009-502-007-000

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

1. Work shall conform to the requirements of the 2013 California Building Code as adopted by the County of Napa and local jurisdiction in which the work is done.
2. Electrical work shall comply with the latest edition of the National Electrical Code, as adopted by the County of Napa
3. Exterior electrical outlets and those in damp locations shall be protected by GFI circuits per the electrical code.
4. Plumbing work shall comply with the latest edition of the Uniform Plumbing Code, as adopted by the County of Napa
5. Mechanical work shall comply with the latest edition of the Uniform Mechanical Code, as adopted by the County of Napa
6. Exhaust vents shall be equipped with backdraft dampers per Title 24.
7. Contractor shall inspect and satisfy himself with respect to relevant conditions at the site prior to start of each phase of the work.

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

(EIGHT) TWO STORY RESIDENCES

USE: HIGH DENSITY RESIDENTIAL

CONSTRUCTION TYPE: 1HR

NON SEPARATED OCCUPANCIES

PROPOSED BUILDING HEIGHT: 23'-9"

CODES:

- THE CALIFORNIA RESIDENTIAL CODE - 2013
- THE CALIFORNIA PLUMBING CODE - 2013
- THE CALIFORNIA MECHANICAL CODE - 2013
- THE CALIFORNIA ELECTRICAL CODE - 2013
- CALIFORNIA GREEN BUILDING STANDARDS CODE (CGBSC) - 2013

ARCHITECTURAL

A1.2 DEMO PLAN

AT.3 VEGETATION MAP

A2.4 ROOF PLAN

A3.1 EXTERIOR ELEVATION

A3.4 SITE PHOTOS

L2 LANDSCAPE PLANTING PLAN

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



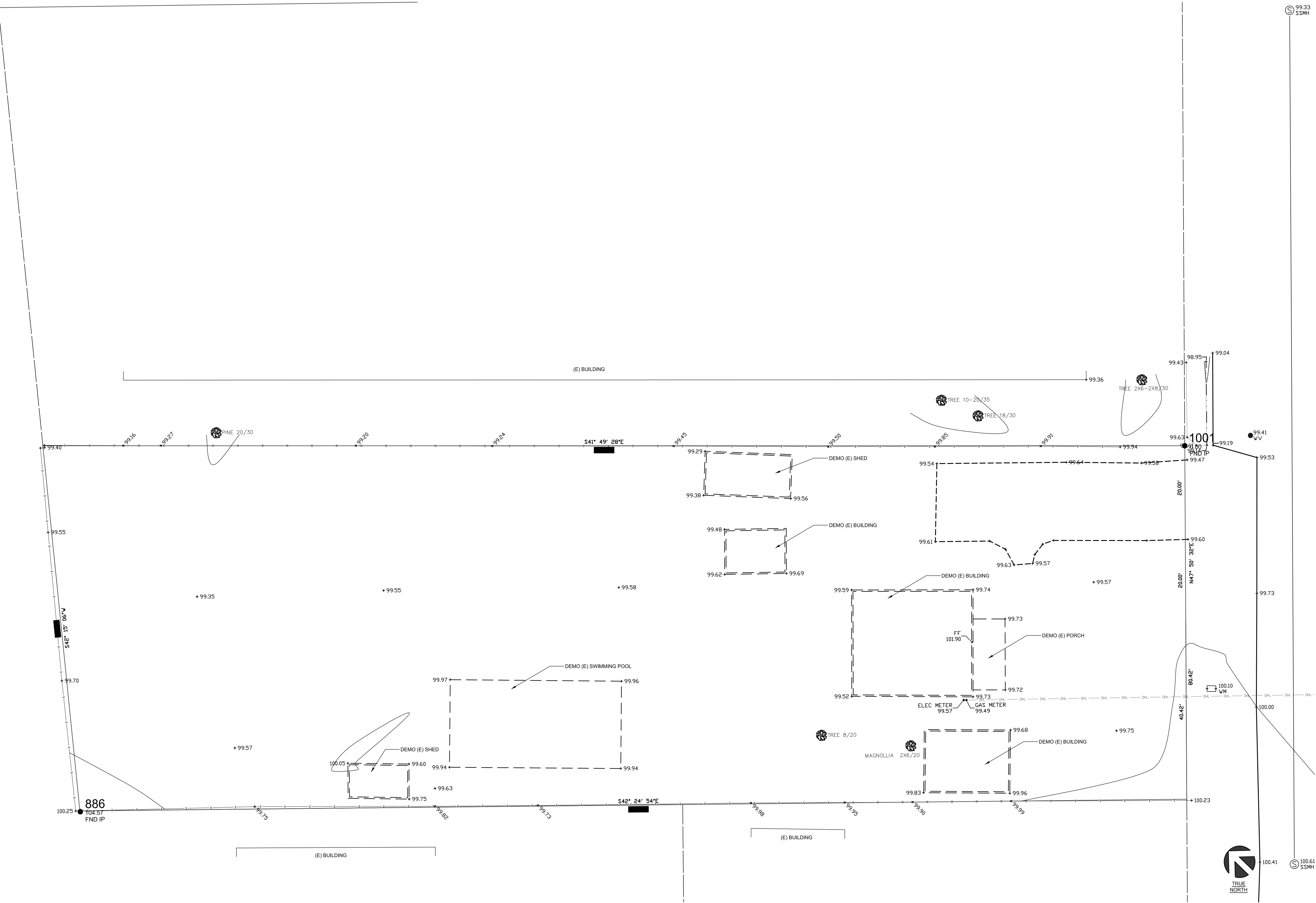
N.T.S.



N.T.S.



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



SITE DEMO PLAN

Scale: 1" = 10'-0"

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1560 RAILROAD AVENUE
ST. HELENA, CA 94574
Tel: 707.963.1406 • Fax: 707.963.9227
www.valleyarchitects.com

PROJECT

McCorkle Ave.
SELF-HELP
HOUSING

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

SHEET DESCRIPTION

SITE DEMO
PLAN

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

SHEET

A1.2

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PROJECT

McCorkle Ave.
SELF-HELP
HOUSING

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

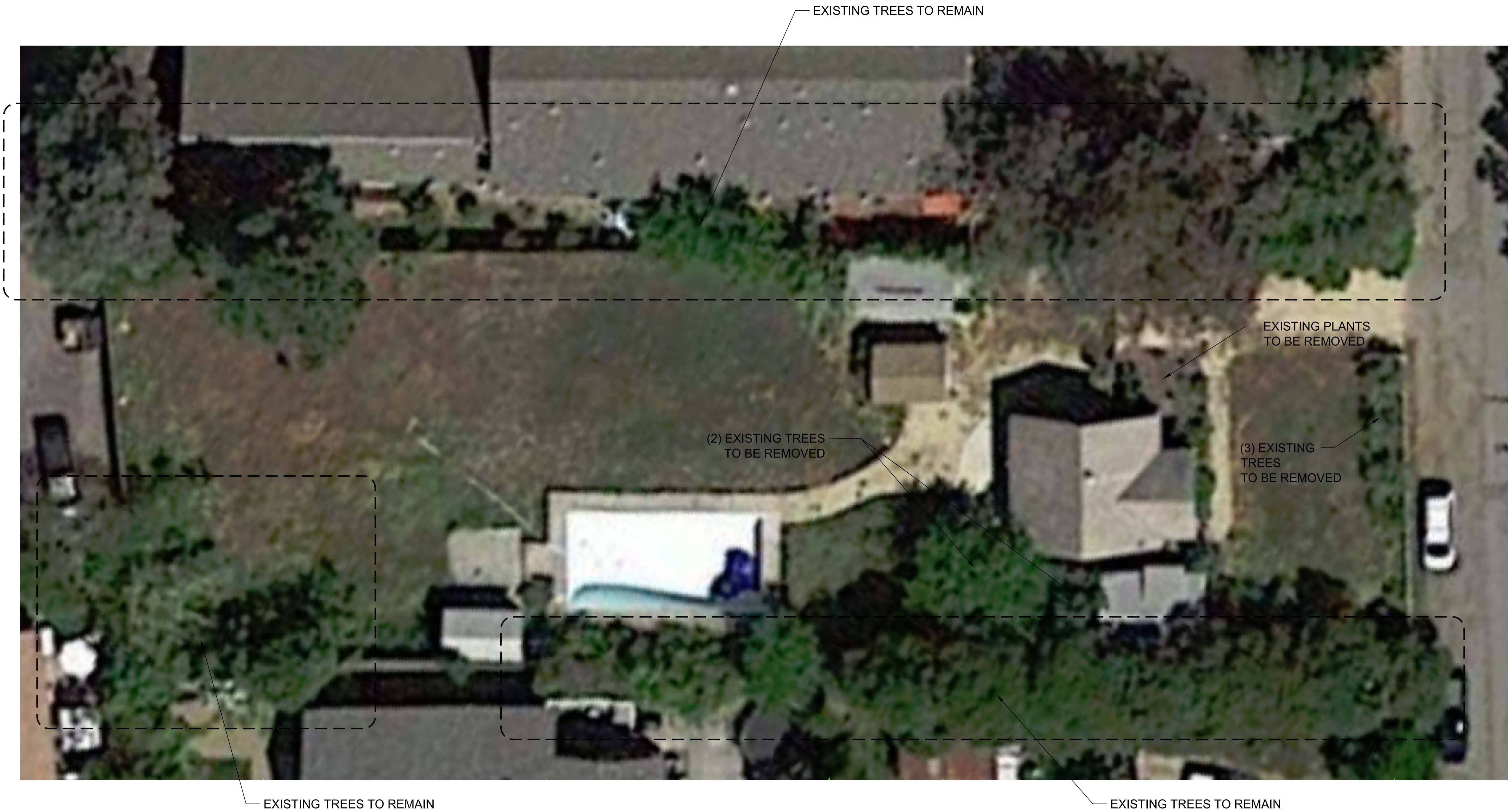
SHEET DESCRIPTION

EXISTING
VEGETATION
MAP

DRWN:	DC	DATE:	1-06-16
CHD:	TPF		

SHEET

A1.3



EXISTING VEGETATION MAP

Scale: 1" = 10'-0"



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PROJECT

McCorkle St.
SELF-HELP
HOUSING

684 MCCORKLE, AVE. HELENA, CA
APN 0000000000

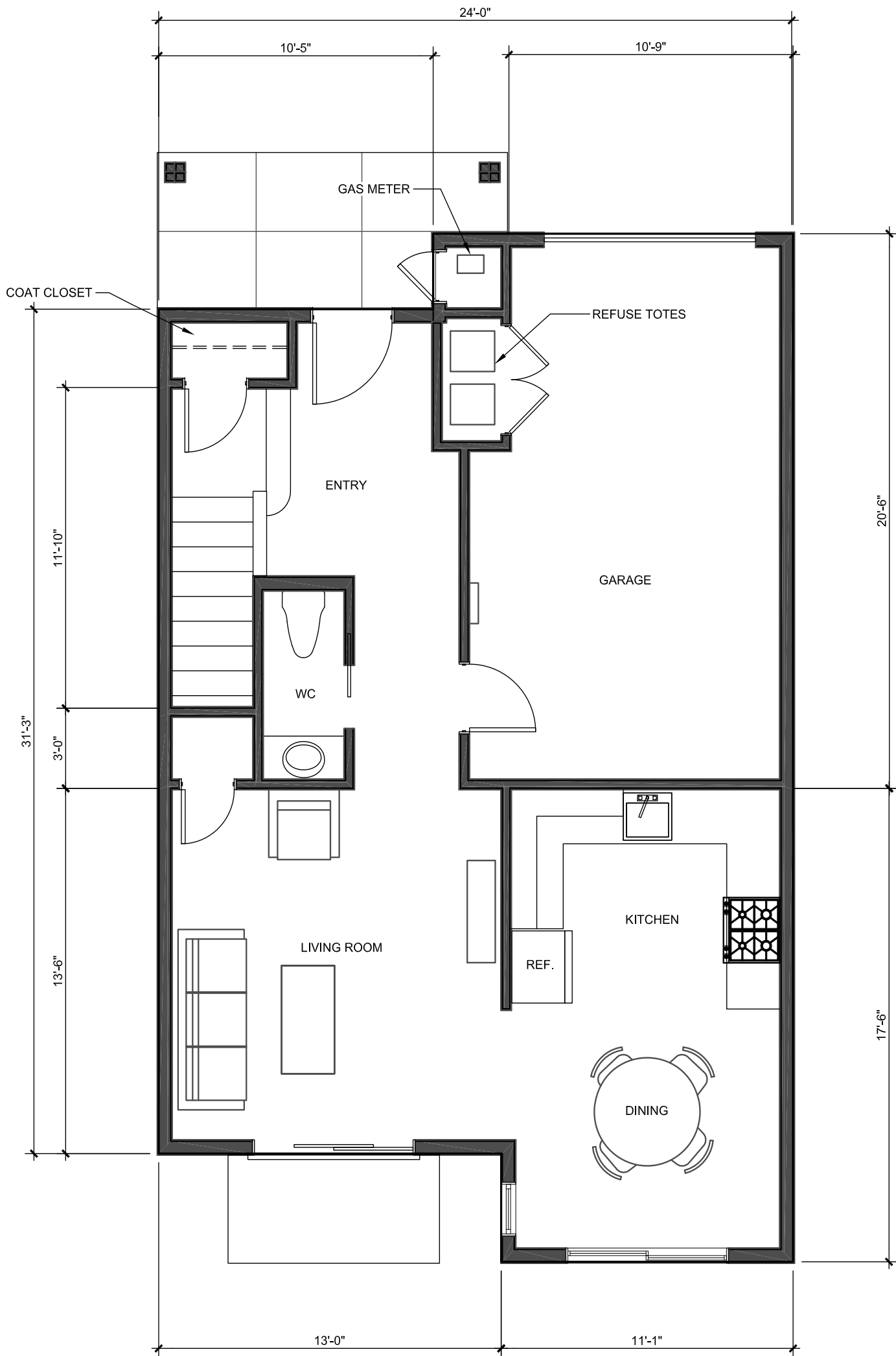
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FLOOR
PLANS

DRW:	DRAFTER	DATE
CHKD:	TPF	12-15-15

SHEET

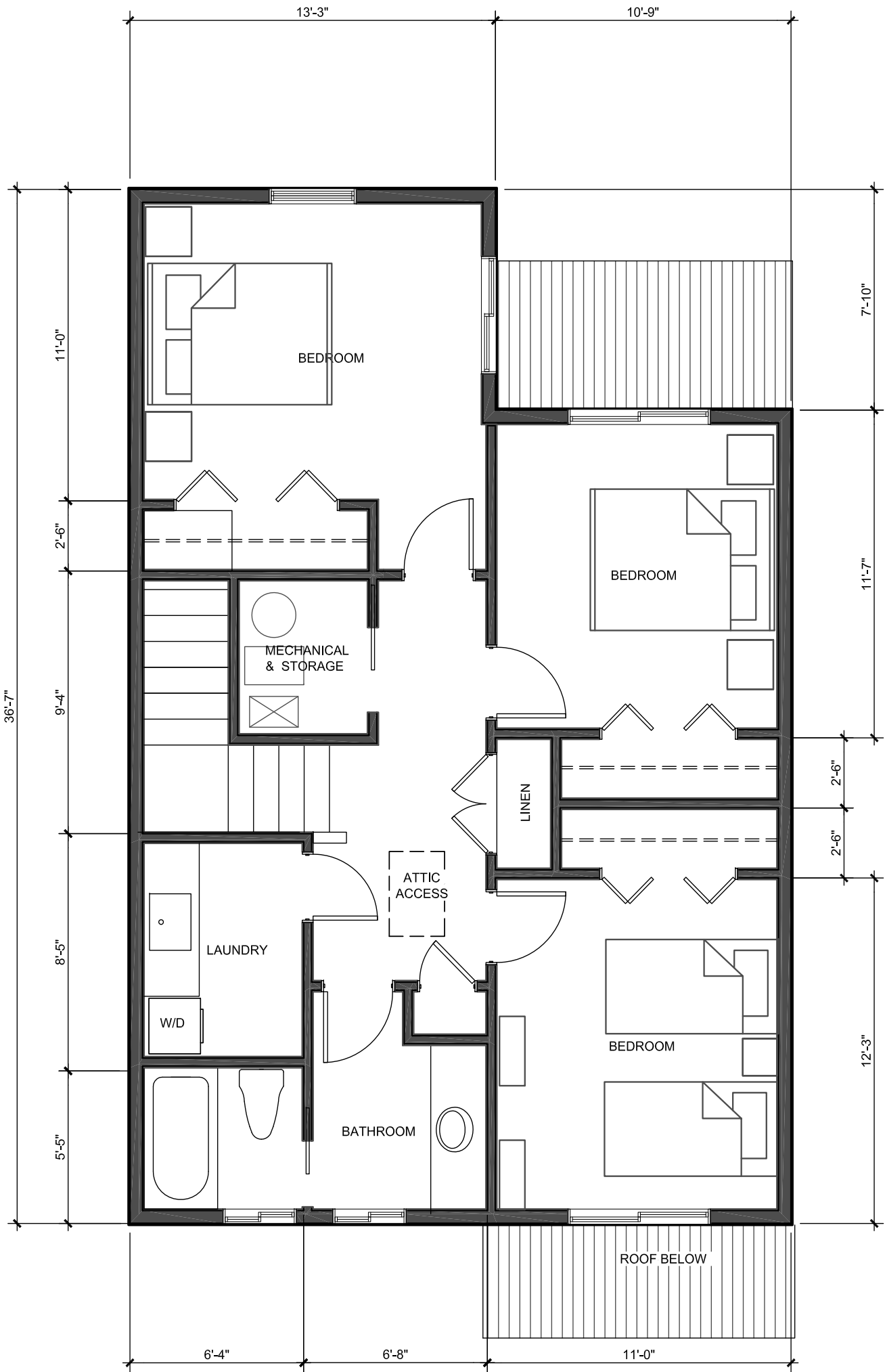
A2.1



FIRST FLOOR PLAN

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

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



SECOND FLOOR PLAN

796 SQ. FT.

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

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PROJECT

McCorkle St.
SELF-HELP
HOUSING

684 MCCORKLE, AVE. HELENA, CA
APN 0000000000

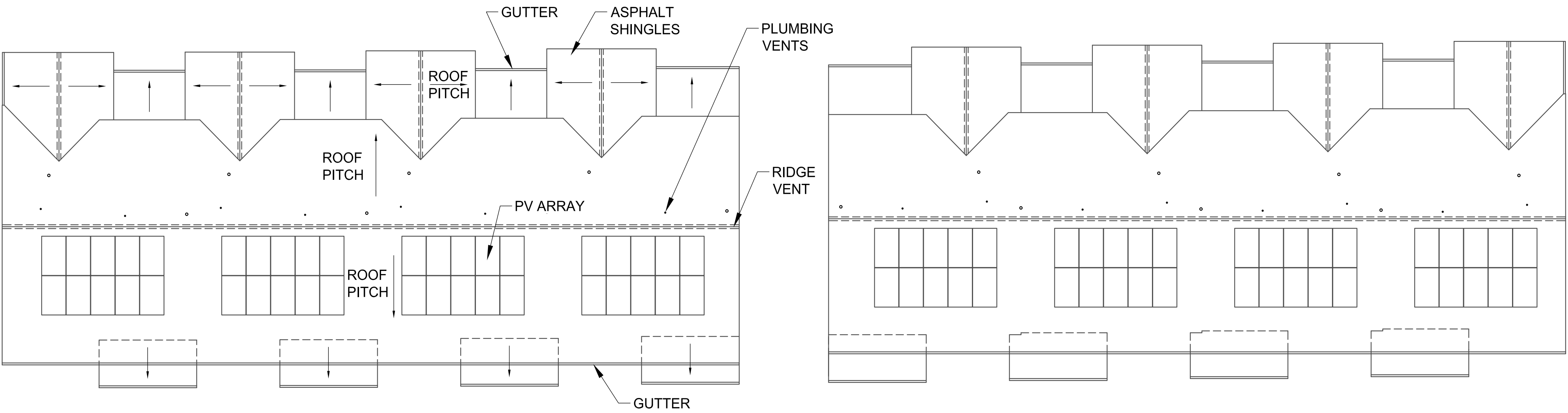
SHEET DESCRIPTION

ROOF PLAN

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

SHEET

A2.4



ROOF PLAN

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

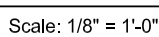
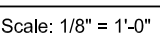
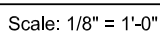
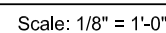
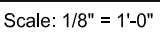


684 MCCORKLE, AVE. HELENA, CA
APN 0000000000

SHEET DESCRIPTION

SHEET

A3.1



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PROJECT

McCorkle St.
SELF-HELP
HOUSING

684 MCCORKLE, AVE. HELENA, CA
APN 0000000000

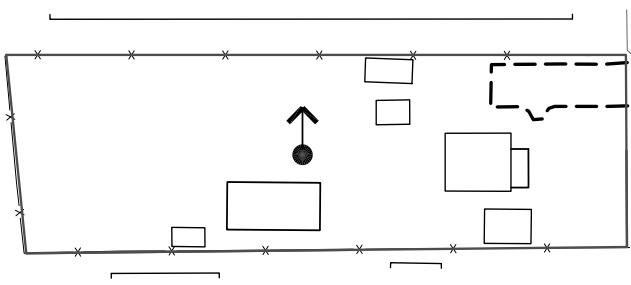
SHEET DESCRIPTION

SITE
PHOTOS

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

SHEET

A3.4



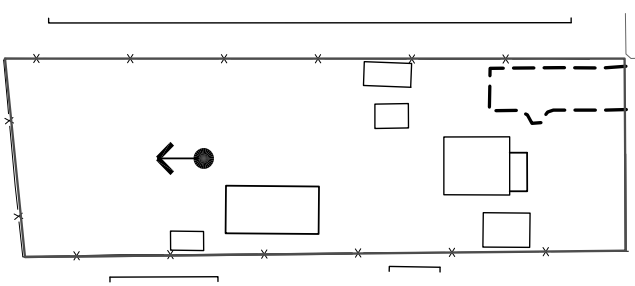
EXISTING VIEW TO NORTH

Scale: None



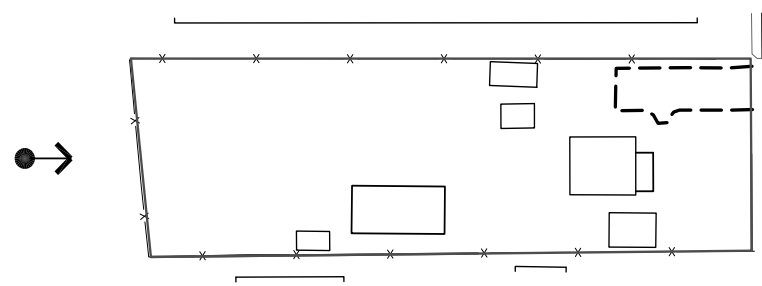
EXISTING WEST FENCE

Scale: None



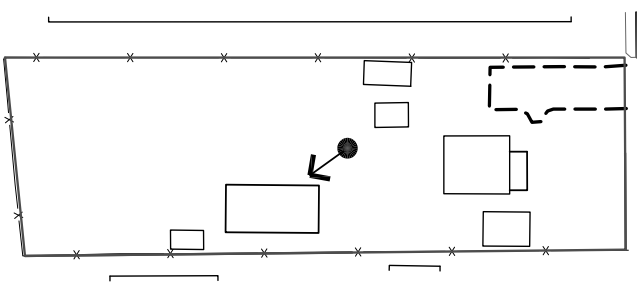
EXISTING FENCE FROM ADJACENT CUL-DE-SAC

Scale: None



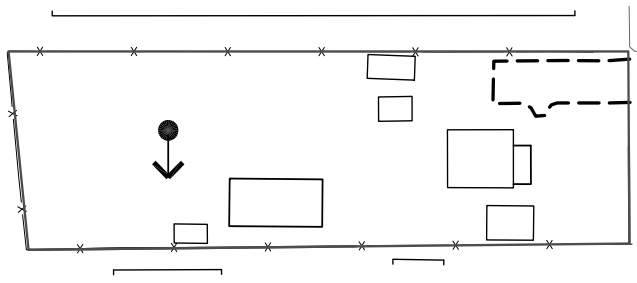
ADJACENT PROPERTY TO SOUTH

Scale: None



ADJACENT PROPERTY TO SOUTH

Scale: None





1560 RAILROAD AVENUE
ST. HELENA, CA 94574

PROJECT

684 MCCORKLE AVE., ST. HELENA, CA

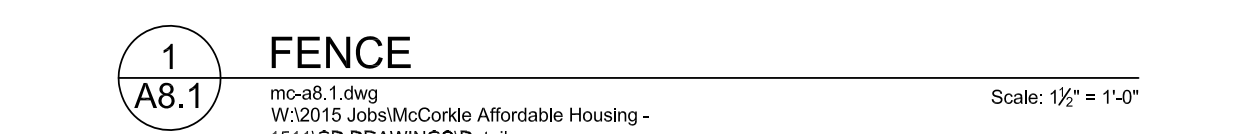
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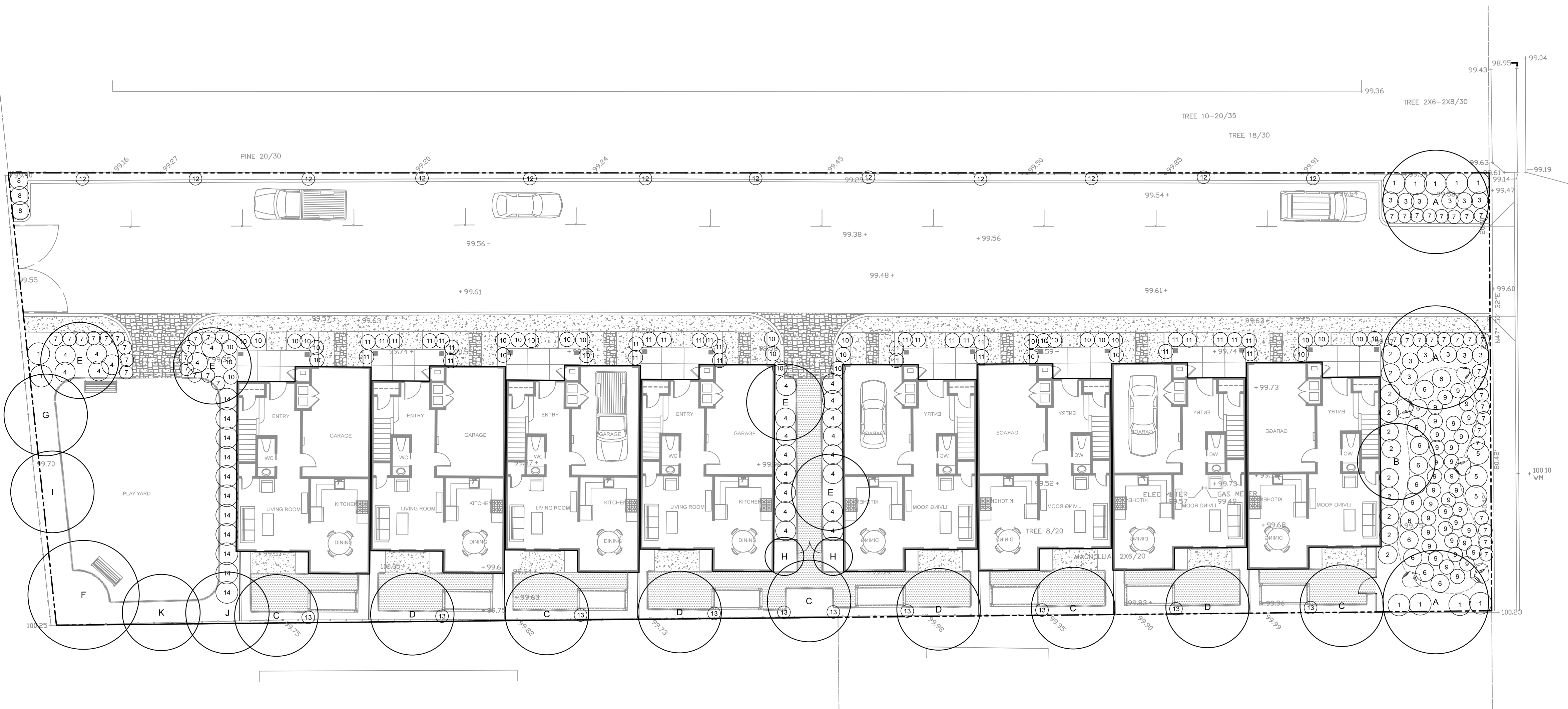
DRINK: DC

CHKD: TPF

SHEET

A8.1



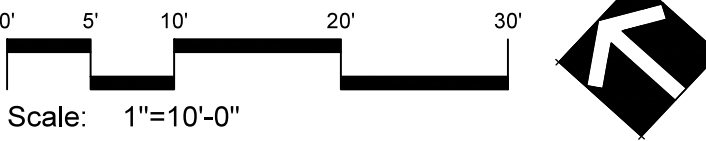


PLANTING NOTES

- CONTRACTOR TO BE RESPONSIBLE FOR COORDINATION WITH OWNER FOR LOCATION OF UNDERGROUND UTILITIES.
- PLANT LIST IS FOR CONVENIENCE OF CONTRACTOR. PLAN IS TO PREVAIL AND LANDSCAPE ARCHITECT AND OWNER TO MAKE FINAL ADJUSTMENTS AS NECESSARY.
- CONTRACTOR TO BE RESPONSIBLE FOR FULL IRRIGATION COVERAGE OF ALL PLANTED AREA.
- IRRIGATION TO BE COORDINATED WITH PLANTING PLAN.
- ALL PROPOSED PLANTING AREAS SHALL BE CLEARED OF ANY WEEDS AND DEBRIS PRIOR TO SOIL PREPARATION. IN CASE OF PERMANENT PERSONAL WEEDS, PULL ALL WEEDS BY HAND.
- NO SOIL PREPARATION SHALL TAKE PLACE IN AREAS WHERE SOIL IS CONTAMINATED WITH CEMENT, PLASTER, PAINT OR OTHER CONSTRUCTION DEBRIS. ALL CONTAMINATED SOIL SHALL BE REMOVED AND REPLACED WITH SANDY LOAM CAPABLE OF SUSTAINING HEALTHY PLANT LIFE.
- ALL PLANTS SHALL BE AMENDED WITH SONOMA ORGANIC HI-TEST COMPOST, TILL INTO TOP 12" OF NATIVE SOIL. PLANTING BACKFILL TO BE 50% NATIVE MIX SOIL AND 50% ORGANIC HI-TEST COMPOST. IN AREAS WHERE TOPSOIL IS NEEDED USE FEATHER LITE AMENDED SOIL & HI-TEST COMPOST BY SONOMA COMPOST COMPANY. (707.578.5459)
- PLANT MATERIAL MAY BE SUBJECT TO CHANGE AS PER OWNER OR LANDSCAPE ARCHITECT'S DISCRETION.
- ANY CLARIFICATION OR QUESTIONS ON PLANS, SPECIFICATIONS AND DETAILS SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT IMMEDIATELY BEFORE PROCEEDING WITH WORK.
- WALL PLANTER AREAS TO BE TOP DRESSED WITH SHROUDED ARBOR MULCH AT A DEPTH OF 2"-3".
- ALL TREES SHALL BE PLANTED IN DEEP ROOT BOXES. (TYP.) IF WITHIN 6FT. OF WALL, WALK, PATIO, PARKING CURB ETC.
- STANDARD TREES 15G AND SMALLER TO BE STAKED WITH 2-2" DIA. X 8' LODGEPOLE PINE TREE STAKES AND 2 TREE TIES. MULTI STEM TREES 24" AND LARGER TO BE GUIED WITH 3 WIRE/TURNBUCKLE/STAKE ASSEMBLIES PER TREE.
- THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL NEW PLANTINGS FOR THE DURATION OF SIX MONTHS. THE GUARANTEE PERIOD SHALL BEGIN AFTER THE FINAL INSPECTION AND APPROVAL. CONTRACTOR TO PROVIDE A 90 DAY ESTABLISHED MAINTENANCE PERIOD FROM THAT DATE.

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

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



CBH DESIGN INC.
LANDSCAPE ARCHITECTURE
SANTA BARBARA / NAPA VALLEY
2174 EUCLID AVE. NAPA, CA 94558
707.312.0021

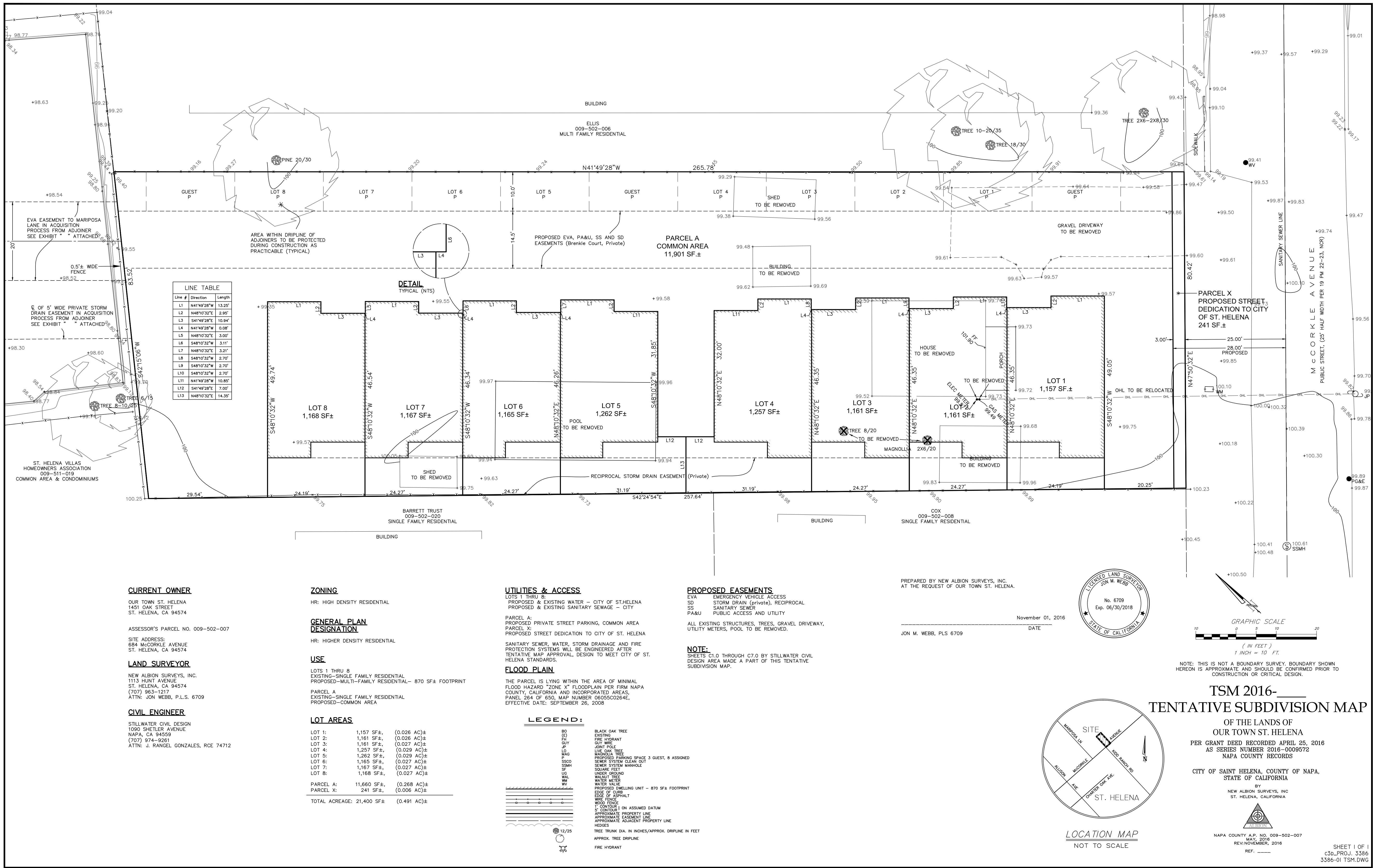


NO.	DATE	ISSUES AND REVISIONS BY
01	05/15/15	Permit Submittal
02		
03		
04		

LANDSCAPE PLANTING PLAN

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

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



CURRENT OWNER

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

ASSESSOR'S PARCEL NO. 009-502-007

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

LAND SURVEYOR

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

CIVIL ENGINEER

STILLWATER CIVIL DESIGN
1080 SHELTER AVENUE
NAPA, CA 94559
(707) 974-9261
ATTN: J. RANGEL GONZALES, RCE 74712

ZONING

HR: HIGH DENSITY RESIDENTIAL

GENERAL PLAN DESIGNATION

HR: HIGHER DENSITY RESIDENTIAL

USE

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

PARCEL A
EXISTING-SINGLE FAMILY RESIDENTIAL
PROPOSED-COMMON AREA

LOT AREAS

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

PARCEL A: 11,660 SF±, (0.268 AC)±
PARCEL X: 241 SF±, (0.006 AC)±
TOTAL ACREAGE: 21,400 SF± (0.491 AC)±

UTILITIES & ACCESS

LOTS 1 THRU 8:
PROPOSED & EXISTING WATER - CITY OF ST. HELENA
PROPOSED & EXISTING SANITARY SEWAGE - CITY
PARCEL A:
PROPOSED PRIVATE STREET PARKING, COMMON AREA
PARCEL X:
PROPOSED STREET DEDICATION TO CITY OF ST. HELENA

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

FLOOD PLAIN

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

PROPOSED EASEMENTS

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

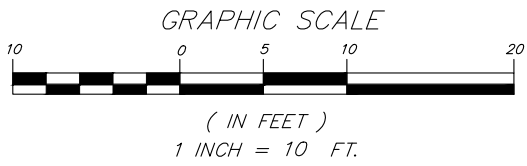
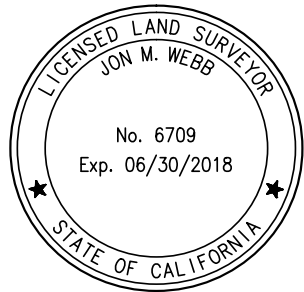
ALL EXISTING STRUCTURES, TREES, GRAVEL DRIVEWAY,
UTILITY METERS, POOL TO BE REMOVED.

NOTE:

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

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

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



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

**TSM 2016-
TENTATIVE SUBDIVISION MAP**

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

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

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



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

SHEET 1 OF 1
C30-PROJ. 3386
3386-01 TSM.DWG

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

PROJECT INFORMATION

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

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

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

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

APN: 009-502-007

ZONING: RESIDENTIAL

DESIGNATED CAR PARKING SPACES = 19

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

GENERAL NOTES:

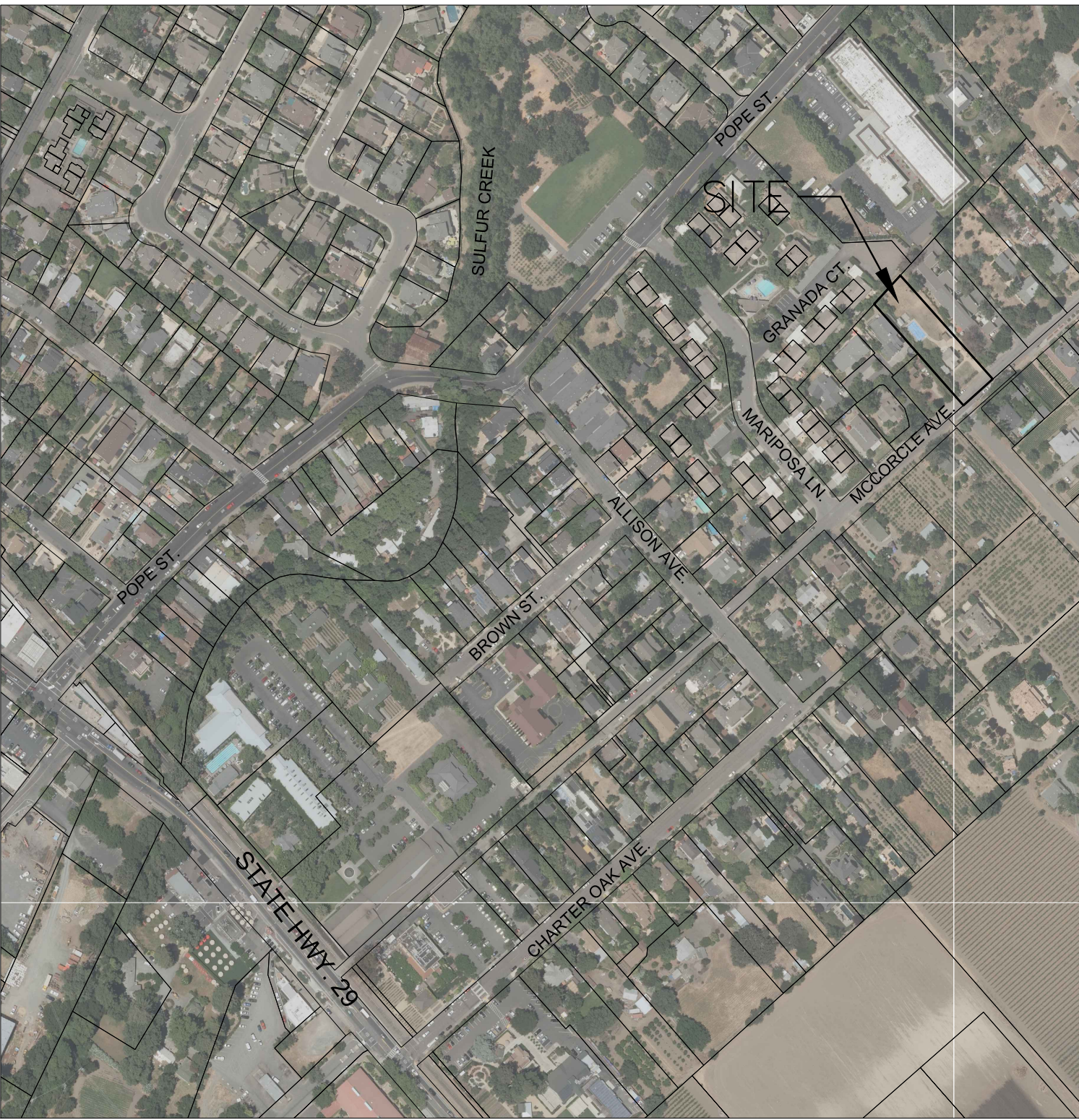
- THESE PLANS WERE COMPLETED TO INDICATE THE DESIGN INTENT FOR CIVIL SITE IMPROVEMENTS INCLUDING BUT NOT LIMITED TO GRADING, IMPROVEMENT LAYOUT, UTILITY LAYOUT AND STORM WATER MANAGEMENT. PROPERTY LINES, BUILDINGS AND STRUCTURES SHOWN ON THESE PLANS ARE SHOWN STRICTLY FOR REFERENCE. STILLWATER CIVIL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

UTILITY NOTES:

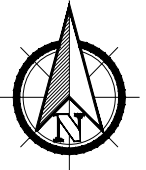
- ALL WORK SHALL BE DONE IN COMPLIANCE WITH APPLICABLE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (O.S.H.A.) STANDARDS AS SET FORTH BY THE FEDERAL DEPARTMENT OF LABOR AND/OR THE STATE OF CALIFORNIA. THE CONTRACTOR SHALL SECURE A TRENCH PERMIT FROM THE CALIFORNIA DIVISION OF INDUSTRIAL SAFETY PRIOR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

GRADING NOTES:

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



VICINITY MAP



SCALE: 1" = 250'

ABBREVIATION LEGEND

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

EROSION CONTROL NOTES:

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

SHEET INDEX

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

STILLWATER CIVIL DESIGN

1090 SHETLER AVE.
NAPA, CA 94559

(707) 974-9261

rangel@stillwatercivil.com



PREPARED UNDER THE DIRECTION OF:

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

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

COVER SHEET

CITY OF
ST. HELENA

C 1.0

10/25/16

STILLWATER
CIVIL DESIGN

1090 SHETLER AVE.
NAPA, CA 94559

(707) 974-9261

rangel@stillwatercivil.com



PREPARED UNDER THE DIRECTION OF:

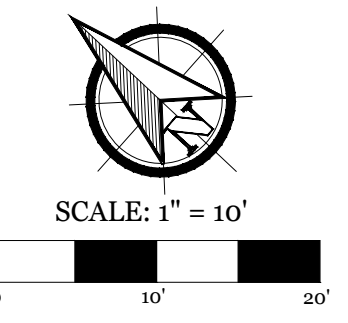
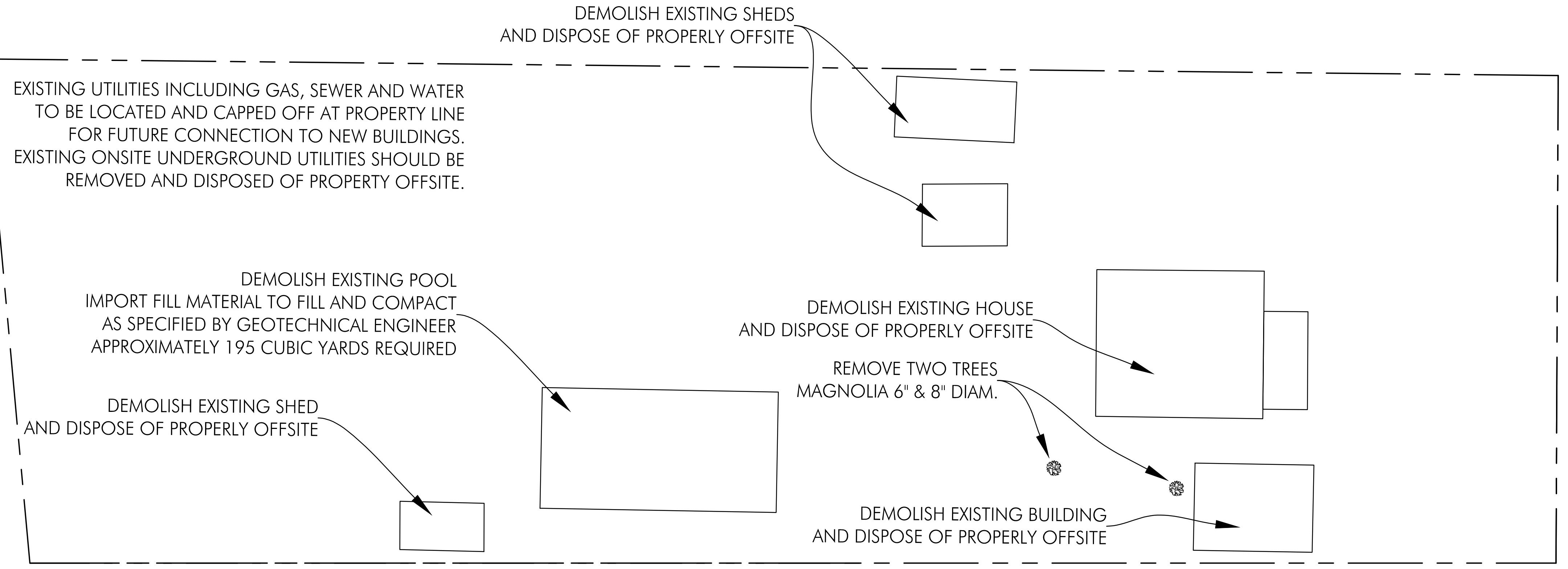
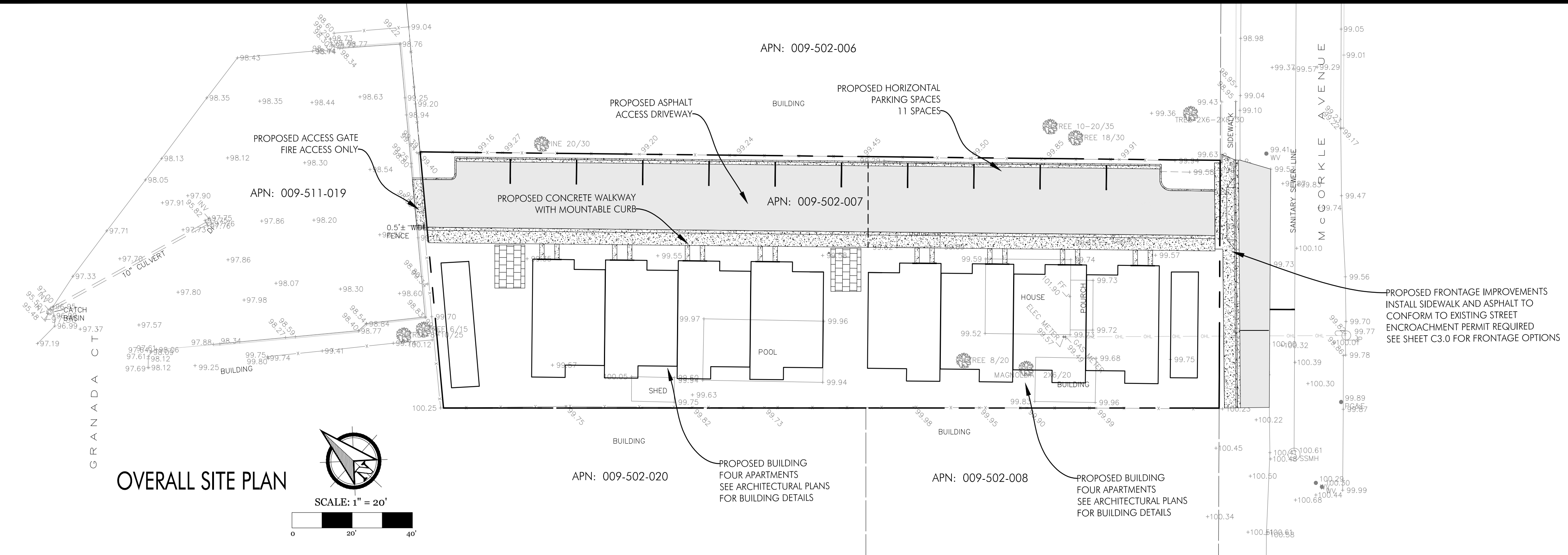
J. RANGEL GONZALES R.C.E. 74712

OUR TOWN ST. HELENA
SELF-HELP HOUSING
684 MCCORKLE AVE. - ST. HELENA, CA 94574
APN: 009-502-007
OVERALL SITE PLAN/DEMOLITION PLAN

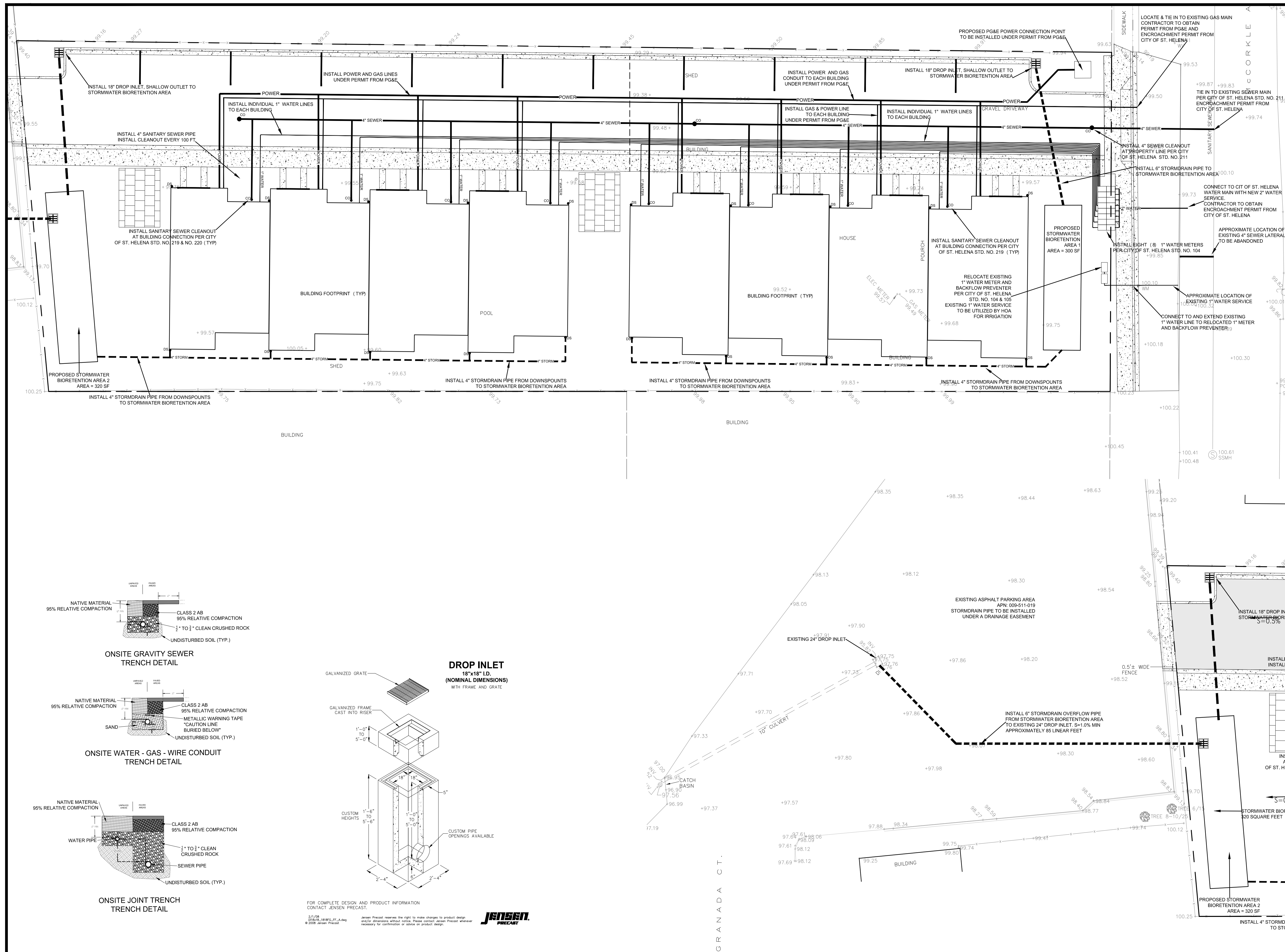
CITY OF
ST. HELENA

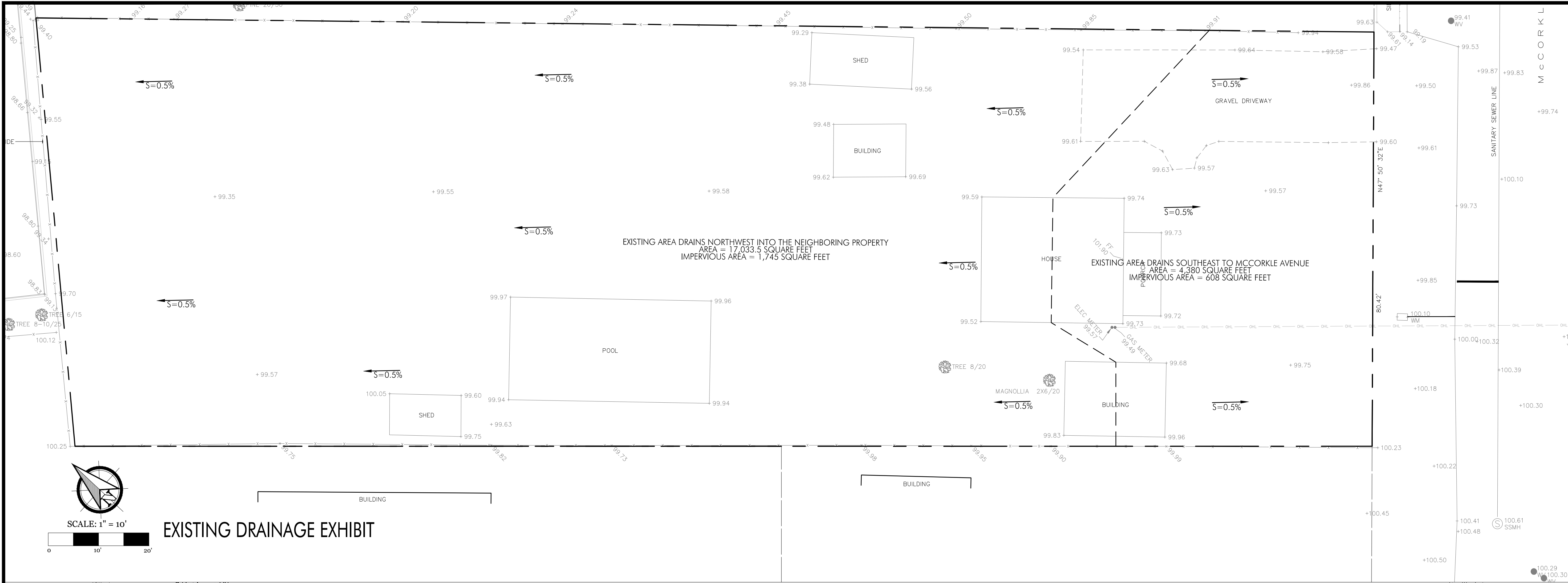
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10/25/16

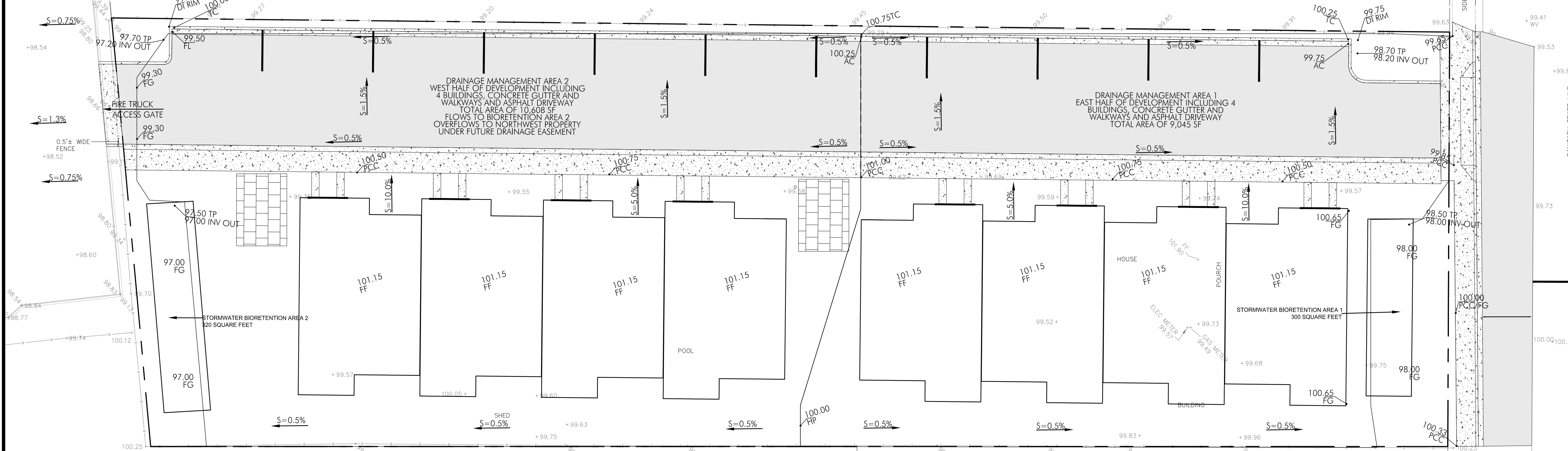


DEMOLITION PLAN





EXISTING DRAINAGE EXHIBIT



PROPOSED DRAINAGE EXHIBIT

STORMWATER CONTROL PLAN LEGEND (ALL UNITS IN SQUARE FEET)

DMA	ASPHALT	CONCRETE	BUILDINGS	TURNAROUND	TOTAL IMPERVIOUS	TOTAL AREA
DMA 1	2,579	669	3,360	0	6,608	9,045
DMA 2	3,240	814	3,360	280	7,694	10,608

STILLWATER CIVIL DESIGN

1090 SHETLER AVE.
NAPA, CA 94559

(707) 974-9261

rangel@stillwatercivil.com



PREPARED UNDER THE DIRECTION OF:

J. RANGEL GONZALEZ, R.C.E. 74712

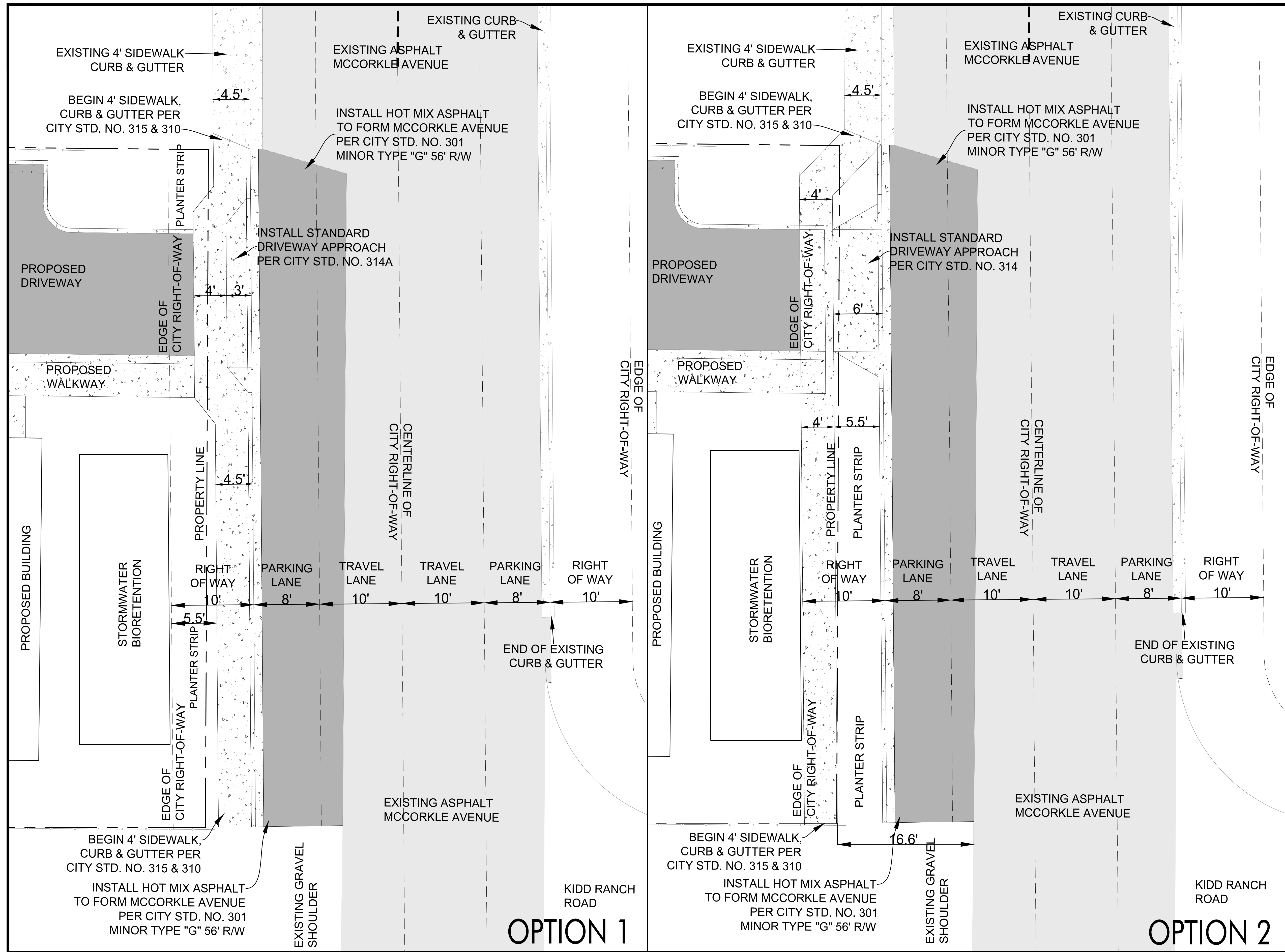
OUR TOWN ST. HELENA
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684 MCCORKLE AVE. - ST. HELENA, CA 94574
APN: 009-502-007

STORMWATER CONTROL PLAN

CITY OF
ST. HELENA

C 5.0

10/25/16



STILLWATER CIVIL DESIGN

1090 SHETLER AVE.
NAPA, CA 94559

(707) 974-9261

rangel@stillwatercivil.com

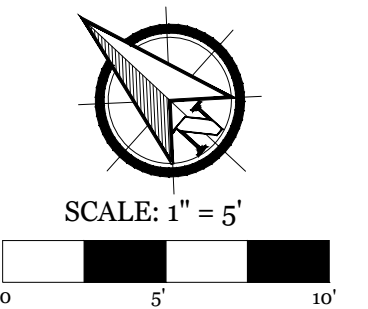


PREPARED UNDER THE DIRECTION OF:

JRG
J. RANGEL GONZALEZ, R.C.E. 74712

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

**CITY OF
ST. HELENA**



C 6.0

10/25/16

(707) 974-9261



RANGEL GONZALEZ R.C.F. 7471

ST. HELENA
AVE. - ST. HELENA
APN: 009-502-007

584

C 7.0

10/25/16



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

SCALE: 1" = 20'

Attachment 4

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

I. INDENTIFICATION AND JUSTIFICATION OF REQUESTED EXEMPTIONS

A. Water Neutrality

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

Attachment 4

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

B. Sidewalk Configuration

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

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

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

Water Use Calculations

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

Baseline Water Use

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

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

Proposed Water Use with Retrofits

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

Total = 213 gpd

Eight (8) proposed homes:

Total = $209 \times 8 = 1,702$ gpd
= 51,055 gal/month

Conclusion

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

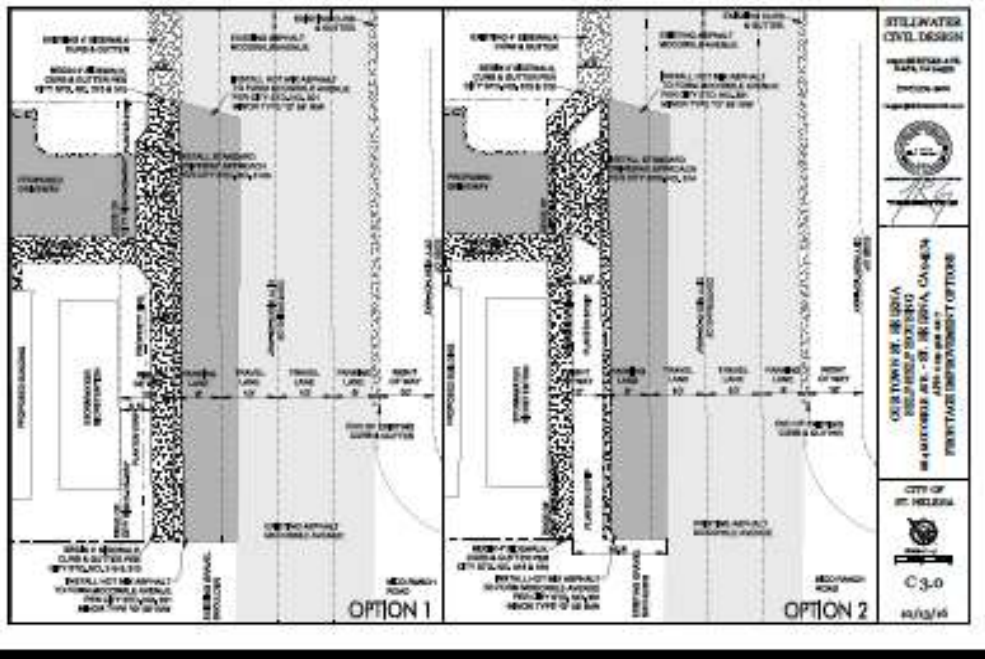
An offset of 966 gpm (28,150 gal/month) is required to comply with the City's Water Neutral Policy.

Note: Acceptable theoretical demand for residential flows/uses:

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

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

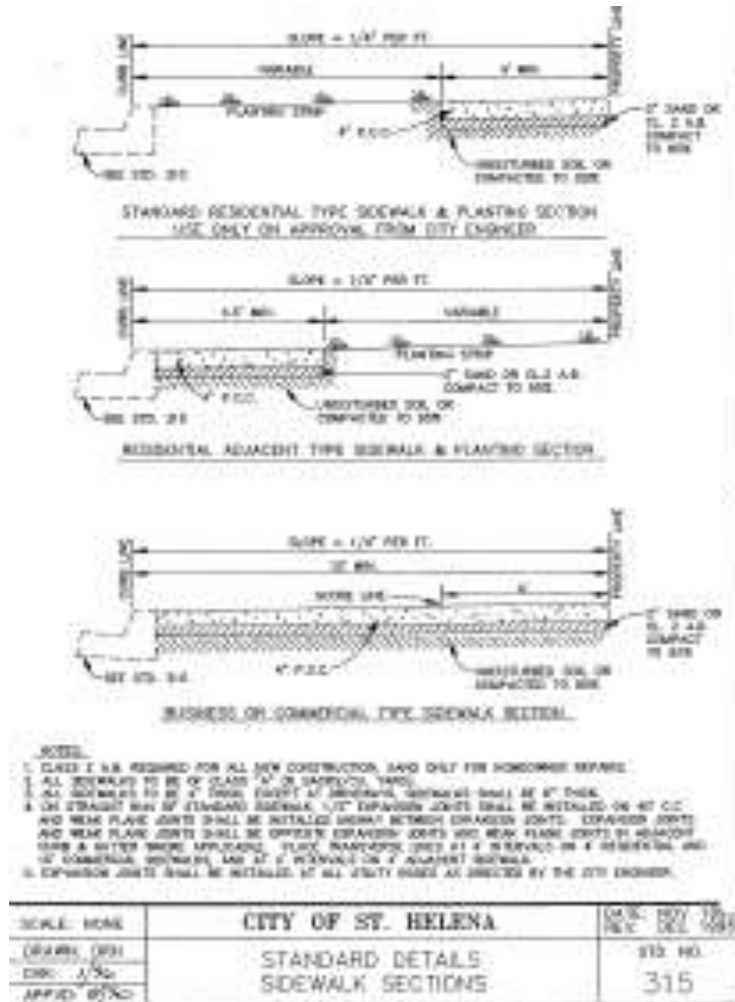
Exhibit 1.B – Sidewalk Configuration Options
OTSH Requests Option 1 on the Left Side



(Larger Format Graphic Included in Electronic Packet)

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

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





August 8, 2016

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

Dear Noah,

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

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

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

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

1. Water Neutrality

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

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

8/8/16

1

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

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

2. Sunday Work Hours

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

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

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

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

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

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

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

Sincerely,

Howard Siegel
Project Manager

8/8/16

3

Water Use Calculations

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

Baseline Water Use

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

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

Proposed Water Use with Retrofits

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

Total = **213** gpd

Eight (8) proposed homes:

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

Conclusion

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

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

Note: Acceptable theoretical demand for residential flows/uses:

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

Final Report

**TRAFFIC IMPACT ANALYSIS FOR
BRENKLE COURT PROJECT**

Prepared for

City of St. Helena

Prepared by

Transpedia Consulting Engineers

613 Fourth Street, Suite 205

Santa Rosa, CA 95404

(707) 527-6300

June 24, 2016



TABLE OF CONTENTS

SECTION	PAGE
1 INTRODUCTION.....	1-1
Project Description.....	1-1
Study Scope.....	1-1
Approach and Methodology	1-4
Standards of Significance.....	1-5
2 EXISTING CONDITIONS	2-1
Existing Roads.....	2-1
Intersection Operations	2-1
3 IMPACTS AND MITIGATION	3-1
Trip Generation	3-1
Trip Distribution.....	3-2
Existing Plus Project Scenario	3-4
Existing Plus Project Plus Approved Projects Scenario	3-6
Alternative Transportation	3-10
Site Access and Circulation.....	3-10
Conclusions and Recommendations	3-11

FIGURES

1 Site Location and Vicinity.....	1-2
2 Project Site Plan.....	1-3
3 Existing Intersection Geometries and Turning Movements.....	2-2
4 Project Weekday Am and PM Peak Hour Trips.....	3-3
5 Existing Plus Project Scenario Weekday AM and PM Peak Hour Volumes.....	3-5
6 Approved Project Weekday AM and PM Peak Hour Trips	3-7
7 Existing Plus Project Plus Approved Projects Scenario Weekday AM and PM Hour Volumes.....	3-9

TABLES

1 Level of Service Definitions for Signalized Intersections	1-4
2 Level of Service Definitions for Unsignalized Intersections	1-5
3 Intersection Operations- Existing Scenario	2-3
4 Project Trip Generation.....	3-2
5 Project Trip Distribution	3-2
6 Intersections Operations- Existing Plus Project Scenario.....	3-4
7 Approved Projects Trip Generation	3-6
8 Intersection Operations- Existing Plus Project Plus Approved Projects Scenario.....	3-8

APPENDIX

A Intersection Capacity Analysis Worksheets

SECTION 1

INTRODUCTION

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

PROJECT DESCRIPTION

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

STUDY SCOPE

The traffic analysis focuses on the following study intersections:

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

Traffic impacts are evaluated for the following traffic scenarios:

- Existing
- Existing plus project
- Existing plus future projects

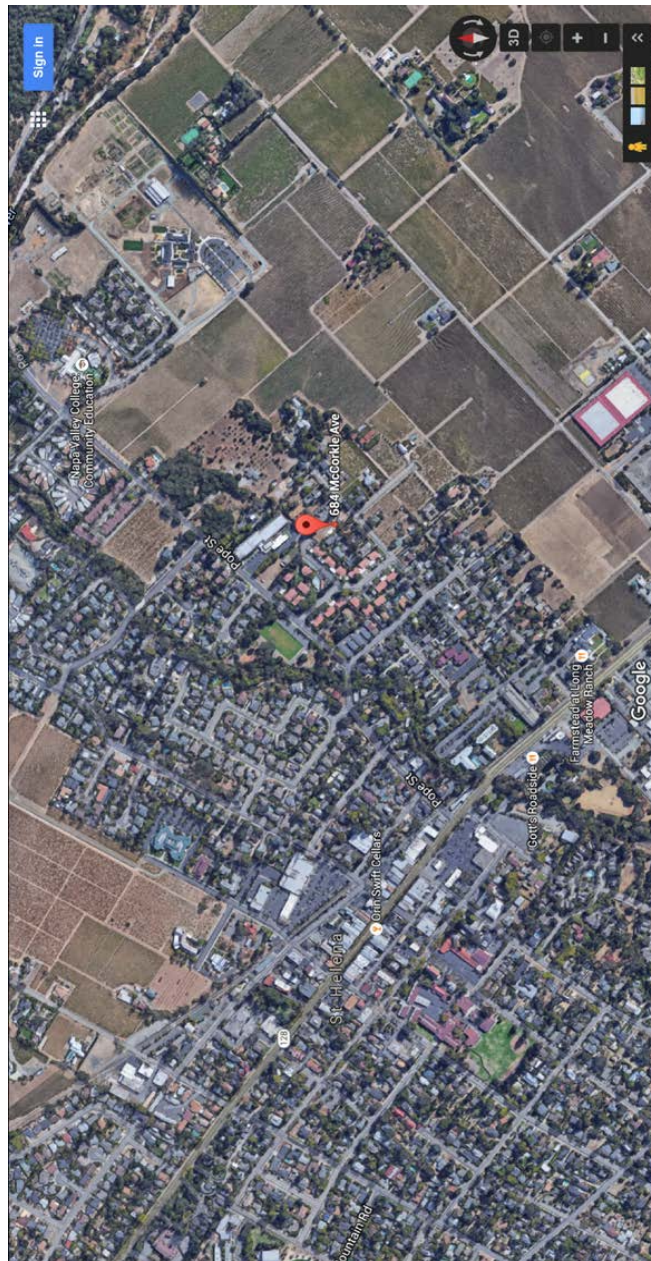


Figure 1 – Site Location and Vicinity.



APPROACH AND METHODOLOGY

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

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

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

Table 1- Level of Service Definitions for Signalized Intersections.

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

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

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

Table 2- Level of Service Definitions for Unsignalized Intersections

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

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

STANDARDS OF SIGNIFICANCE

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

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

SECTION 2

EXISTING CONDITIONS

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

EXISTING ROADS

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

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

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

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

INTERSECTION OPERATIONS

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

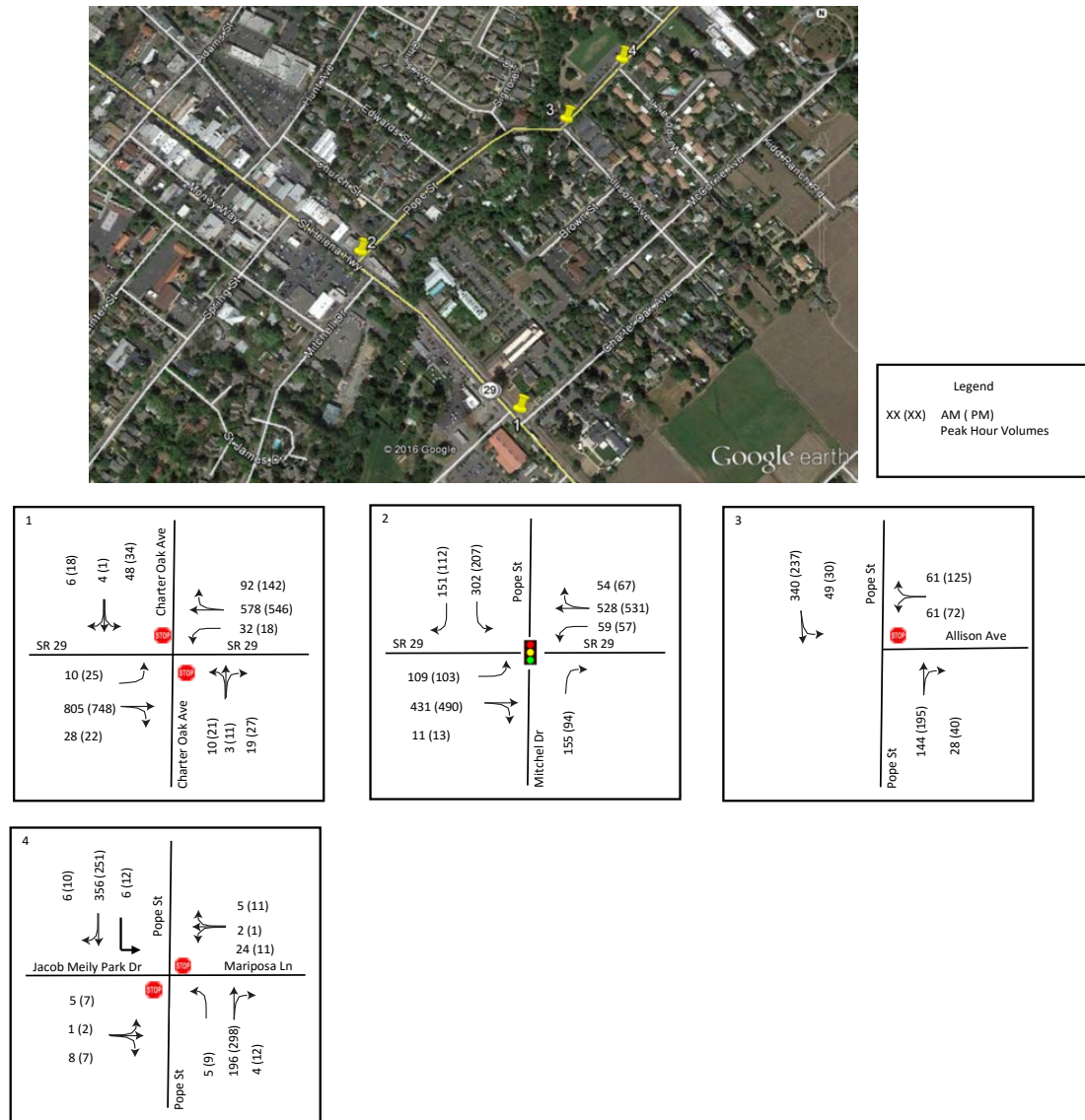


Figure 3 – Existing Intersection Geometries and Turning Movements.

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

Table 3- Intersection Operations- Existing Scenario.

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

Source: Transpedia Consulting Engineers, 2016.

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

SECTION 3

IMPACTS AND MITIGATION

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

- Existing Plus Project
- Existing Plus Project Plus Approved Projects

TRIP GENERATION

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

Table 4- Project Trip Generation.

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

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

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

TRIP DISTRIBUTION

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

Table 5- Project Trip Distribution.

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

Source: Transpedia Consulting Engineers, 2016.



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

EXISTING PLUS PROJECT SCENARIO

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

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

Table 6- Intersection Operations- Existing Plus Project Scenario

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

Source: Transpedia Consulting Engineers, 2016.

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

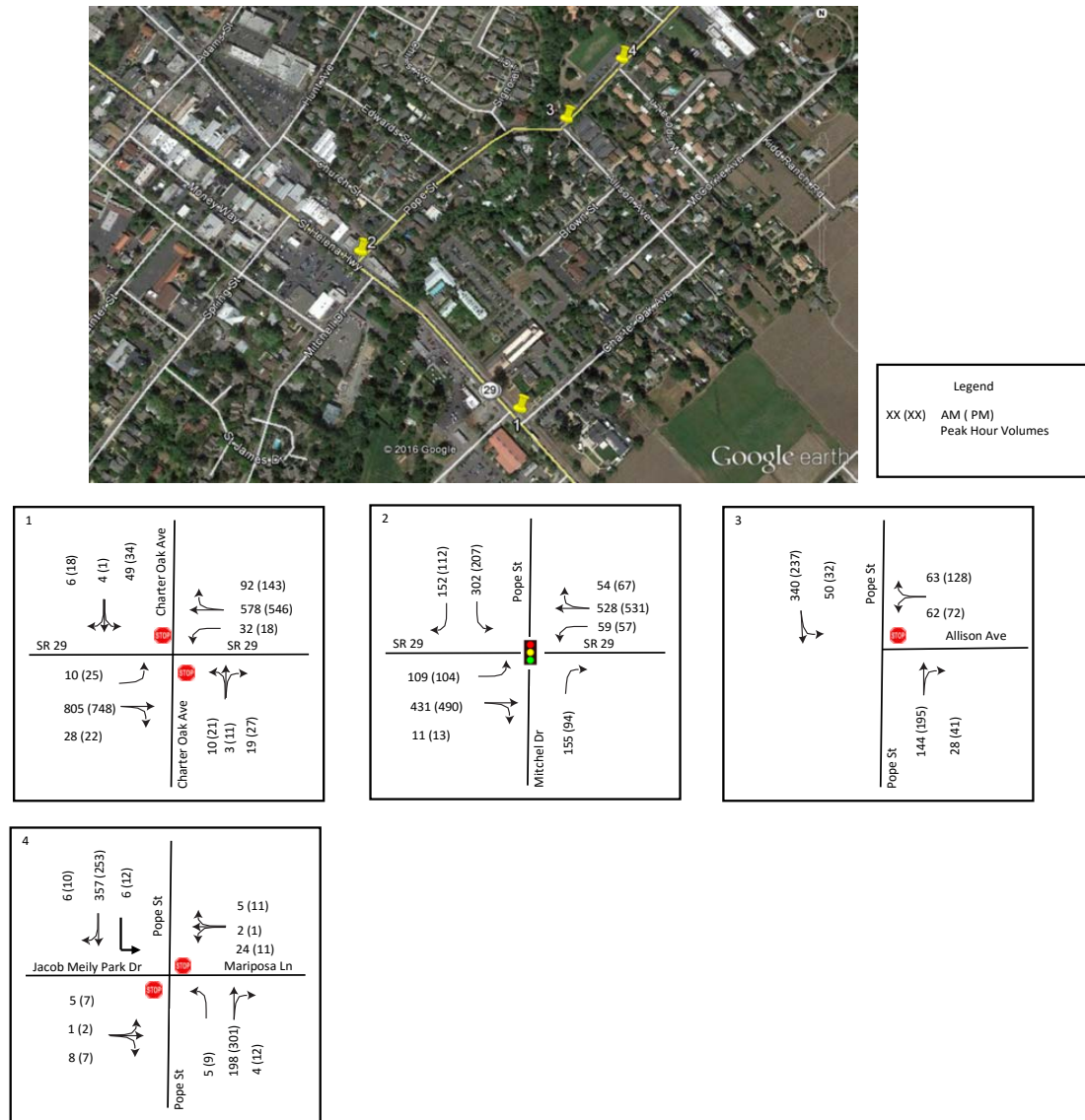


Figure 5 – Existing Plus Project Scenario Weekday AM and PM Hour Volumes.

EXISTING PLUS PROJECT PLUS APPROVED PROJECTS SCENARIO

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

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

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

Table 7- Approved Projects Trip Generation.

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

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

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

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

MFA = Multi-Family Apartments (ITE Land Use Code 220) – daily = 6.65, AM = 0.51, PM = 0.62 trips/DU.

St. Helena Custom Crush Project's trips were estimated using the Redmon Winery trip estimates.

NA= not available or applicable.

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

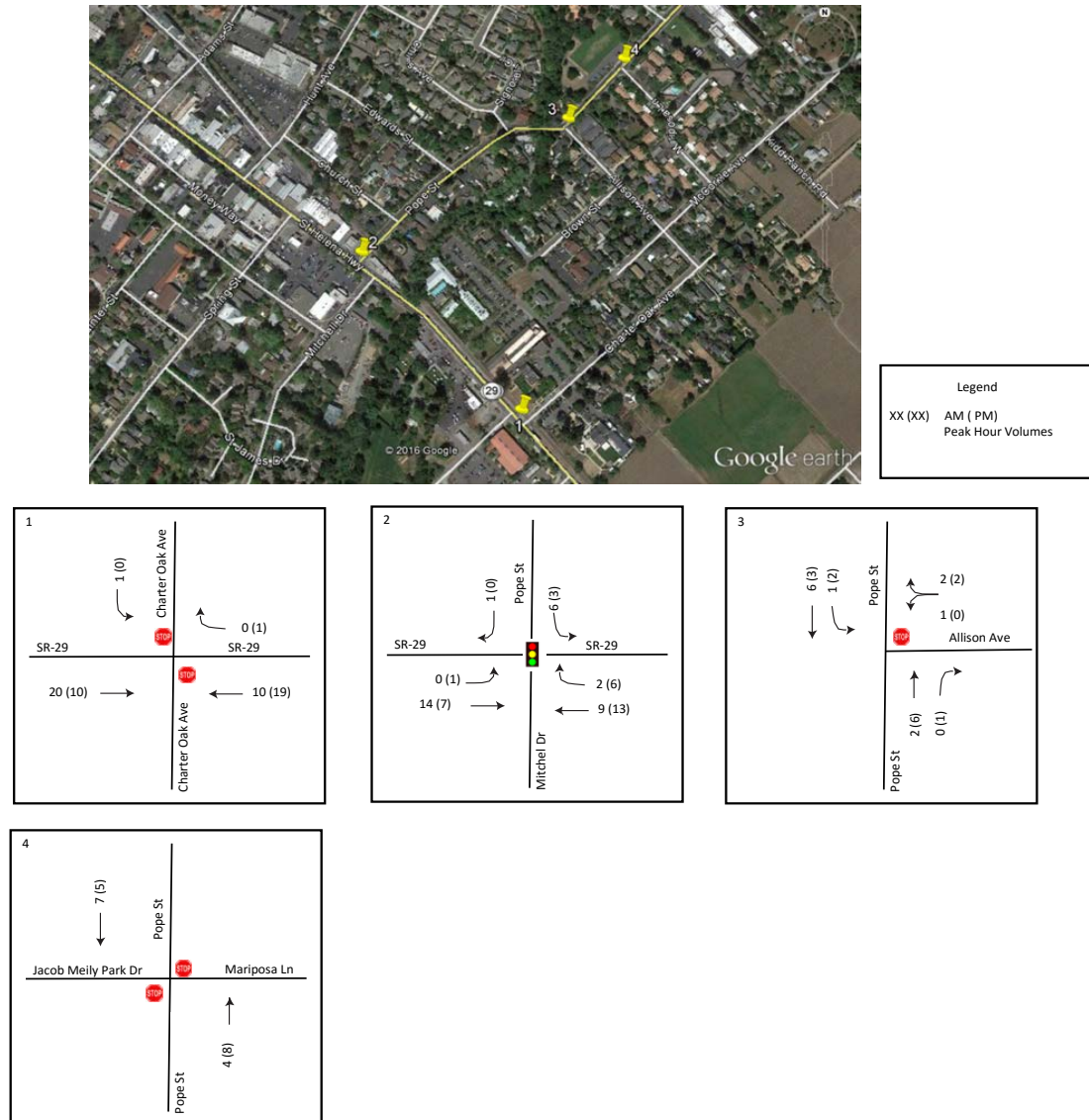


Figure 6 – Approved Projects Weekday AM and PM Peak Hour Trips.

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

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

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

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

Source: Transpedia Consulting Engineers, 2016.

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

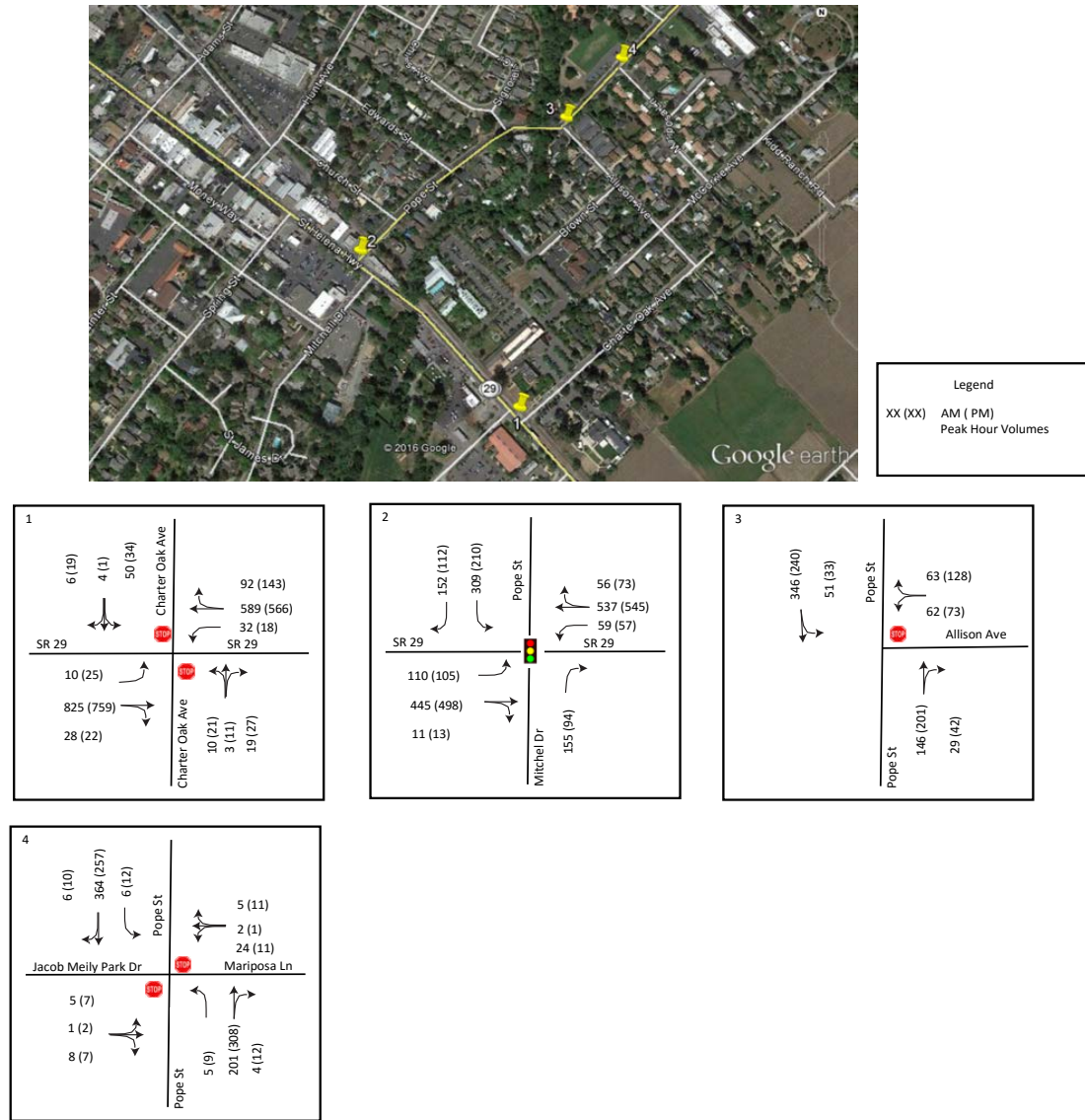


Figure 7 – Existing Plus Project Plus Approved Projects Scenario Weekday AM and PM Hour Volumes.

ALTERNATIVE TRANSPORTATION

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

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

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

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

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

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

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

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

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

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

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

SITE ACCESS AND CIRCULATION

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

CONCLUSIONS AND RECOMMENDATIONS

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

APPENDIX A

Intersection Capacity Analysis Worksheets

HCM Unsignalized Intersection Capacity Analysis
1: SR-29 & Charter Oak Ave

Attachment 4
Existing AM
6/16/2016

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

HCM Signalized Intersection Capacity Analysis
2: SR-29 & Pope St

Attachment 4
Existing AM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	431	11	59	528	54	0	0	155	302	0	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Fr't	1.00	1.00		1.00	0.99				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1653				1450	1593		1425
Flt Permitted	0.27	1.00		0.40	1.00				1.00	0.95		1.00
Satd. Flow (perm)	446	1670		665	1653				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	468	12	64	574	59	0	0	168	328	0	164
RTOR Reduction (vph)	0	2	0	0	7	0	0	0	114	0	0	111
Lane Group Flow (vph)	118	478	0	64	626	0	0	0	54	328	0	53
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	21.4	21.4		21.4	21.4				14.1	14.1		14.1
Effective Green, g (s)	21.4	21.4		21.4	21.4				14.1	14.1		14.1
Actuated g/C Ratio	0.49	0.49		0.49	0.49				0.32	0.32		0.32
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	219	822		327	813				470	516		462
v/s Ratio Prot		0.29			c0.38							
v/s Ratio Perm	0.26			0.10					0.04	c0.21		0.04
v/c Ratio	0.54	0.58		0.20	0.77				0.12	0.64		0.12
Uniform Delay, d1	7.6	7.9		6.2	9.0				10.3	12.5		10.3
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	2.5	1.1		0.3	4.4				0.1	2.6		0.1
Delay (s)	10.2	8.9		6.5	13.5				10.4	15.1		10.4
Level of Service	B	A		A	B				B	B		B
Approach Delay (s)		9.2			12.8			10.4			13.5	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM Average Control Delay			11.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			43.5			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			69.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
3: Allison Ave & Pope St

Attachment 4
Existing AM
6/16/2016

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

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

Attachment 4
Existing AM
6/16/2016

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

HCM Unsignalized Intersection Capacity Analysis
1: SR-29 & Charter Oak Ave

Attachment 4
Existing PM
6/16/2016

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

HCM Signalized Intersection Capacity Analysis
2: SR-29 & Pope St

Attachment 4
Existing PM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	103	490	13	57	531	67	0	0	94	207	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Fr't	1.00	1.00		1.00	0.98				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1648				1450	1593		1425
Flt Permitted	0.32	1.00		0.39	1.00				1.00	0.95		1.00
Satd. Flow (perm)	531	1670		658	1648				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	533	14	62	577	73	0	0	102	225	0	122
RTOR Reduction (vph)	0	2	0	0	8	0	0	0	79	0	0	95
Lane Group Flow (vph)	112	545	0	62	642	0	0	0	23	225	0	27
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	22.5	22.5		22.5	22.5				8.7	8.7		8.7
Effective Green, g (s)	22.5	22.5		22.5	22.5				8.7	8.7		8.7
Actuated g/C Ratio	0.57	0.57		0.57	0.57				0.22	0.22		0.22
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	305	959		378	946				322	354		316
v/s Ratio Prot		0.33			c0.39							
v/s Ratio Perm	0.21			0.09					0.02	c0.14		0.02
v/c Ratio	0.37	0.57		0.16	0.68				0.07	0.64		0.09
Uniform Delay, d1	4.5	5.3		3.9	5.8				12.1	13.8		12.1
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	0.8	0.8		0.2	1.9				0.1	3.7		0.1
Delay (s)	5.3	6.1		4.1	7.8				12.1	17.5		12.2
Level of Service	A	A		A	A				B	B		B
Approach Delay (s)		5.9			7.5			12.1			15.7	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM Average Control Delay			8.7			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			39.2			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			64.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
3: Allison Ave & Pope St

Attachment 4
Existing PM
6/16/2016

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

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

Attachment 4
Existing PM
6/16/2016

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

HCM Unsignalized Intersection Capacity Analysis
1: SR-29 & Charter Oak Ave

Attachment 4
Existing + Project AM
6/24/2016

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

HCM Signalized Intersection Capacity Analysis
2: SR-29 & Pope St

Attachment 4
Existing + Project AM
6/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	431	11	59	528	54	0	0	155	302	0	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Fr't	1.00	1.00		1.00	0.99				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1653				1450	1593		1425
Flt Permitted	0.27	1.00		0.40	1.00				1.00	0.95		1.00
Satd. Flow (perm)	446	1670		665	1653				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	468	12	64	574	59	0	0	168	328	0	165
RTOR Reduction (vph)	0	2	0	0	7	0	0	0	114	0	0	112
Lane Group Flow (vph)	118	478	0	64	626	0	0	0	54	328	0	53
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	21.4	21.4		21.4	21.4				14.1	14.1		14.1
Effective Green, g (s)	21.4	21.4		21.4	21.4				14.1	14.1		14.1
Actuated g/C Ratio	0.49	0.49		0.49	0.49				0.32	0.32		0.32
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	219	822		327	813				470	516		462
v/s Ratio Prot		0.29			c0.38							
v/s Ratio Perm	0.26			0.10					0.04	c0.21		0.04
v/c Ratio	0.54	0.58		0.20	0.77				0.12	0.64		0.12
Uniform Delay, d1	7.6	7.9		6.2	9.0				10.3	12.5		10.3
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	2.5	1.1		0.3	4.4				0.1	2.6		0.1
Delay (s)	10.2	8.9		6.5	13.5				10.4	15.1		10.4
Level of Service	B	A		A	B				B	B		B
Approach Delay (s)		9.2			12.8			10.4			13.5	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM Average Control Delay			11.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			43.5			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			69.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
3: Allison Ave & Pope St

Attachment 4
Existing + Project AM
6/24/2016

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

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

Attachment 4
Existing + Project AM
6/24/2016

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

HCM Unsignalized Intersection Capacity Analysis
1: SR-29 & Charter Oak Ave

Attachment 4
Existing + Project PM
6/24/2016

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

HCM Signalized Intersection Capacity Analysis
2: SR-29 & Pope St

Attachment 4
Existing + Project PM
6/24/2016

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

HCM Unsignalized Intersection Capacity Analysis
3: Allison Ave & Pope St

Attachment 4
Existing + Project PM
6/24/2016

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

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

Attachment 4
Existing + Project PM
6/24/2016

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

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects AM 1: SR-29 & Charter Oak Ave

6/16/2016

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

HCM Signalized Intersection Capacity Analysis
2: SR-29 & Pope St

Attachment 4
Existing + Project + Approved Projects AM
6/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	445	11	59	537	56	0	0	155	309	0	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Fr't	1.00	1.00		1.00	0.99				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1653				1450	1593		1425
Flt Permitted	0.26	1.00		0.38	1.00				1.00	0.95		1.00
Satd. Flow (perm)	431	1670		642	1653				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	484	12	64	584	61	0	0	168	336	0	165
RTOR Reduction (vph)	0	2	0	0	7	0	0	0	114	0	0	111
Lane Group Flow (vph)	120	494	0	64	638	0	0	0	54	336	0	54
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	21.8	21.8		21.8	21.8				14.3	14.3		14.3
Effective Green, g (s)	21.8	21.8		21.8	21.8				14.3	14.3		14.3
Actuated g/C Ratio	0.49	0.49		0.49	0.49				0.32	0.32		0.32
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	213	826		317	817				470	517		462
v/s Ratio Prot		0.30			c0.39							
v/s Ratio Perm	0.28			0.10					0.04	c0.21		0.04
v/c Ratio	0.56	0.60		0.20	0.78				0.12	0.65		0.12
Uniform Delay, d1	7.8	8.0		6.3	9.2				10.5	12.8		10.5
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	3.4	1.2		0.3	4.9				0.1	2.8		0.1
Delay (s)	11.2	9.2		6.6	14.1				10.6	15.6		10.6
Level of Service	B	A		A	B				B	B		B
Approach Delay (s)		9.6			13.4			10.6			13.9	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM Average Control Delay			12.1			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			44.1			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			71.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects AM3: Allison Ave & Pope St

6/16/2016

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

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects AM 4: Jacob Meily Park Dr & Pope St

6/16/2016

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

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects PM 1: SR-29 & Charter Oak Ave

6/24/2016

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

HCM Signalized Intersection Capacity Analysis
2: SR-29 & Pope St

Attachment 4
Existing + Project + Approved Projects PM
6/24/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	498	13	57	545	73	0	0	94	210	0	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Fr't	1.00	1.00		1.00	0.98				0.86	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00	0.95		1.00
Satd. Flow (prot)	1593	1670		1593	1647				1450	1593		1425
Flt Permitted	0.30	1.00		0.38	1.00				1.00	0.95		1.00
Satd. Flow (perm)	504	1670		645	1647				1450	1593		1425
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	541	14	62	592	79	0	0	102	228	0	122
RTOR Reduction (vph)	0	2	0	0	8	0	0	0	79	0	0	94
Lane Group Flow (vph)	114	553	0	62	663	0	0	0	23	228	0	28
Turn Type	Perm			Perm					custom	custom		custom
Protected Phases	4			8								
Permitted Phases	4			8					2	6		6
Actuated Green, G (s)	23.1	23.1		23.1	23.1				9.1	9.1		9.1
Effective Green, g (s)	23.1	23.1		23.1	23.1				9.1	9.1		9.1
Actuated g/C Ratio	0.57	0.57		0.57	0.57				0.23	0.23		0.23
Clearance Time (s)	4.0	4.0		4.0	4.0				4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3.0	3.0		3.0
Lane Grp Cap (vph)	290	960		371	946				328	361		323
v/s Ratio Prot		0.33			c0.40							
v/s Ratio Perm	0.23			0.10					0.02	c0.14		0.02
v/c Ratio	0.39	0.58		0.17	0.70				0.07	0.63		0.09
Uniform Delay, d1	4.7	5.4		4.0	6.1				12.2	14.0		12.3
Progression Factor	1.00	1.00		1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	0.9	0.8		0.2	2.4				0.1	3.6		0.1
Delay (s)	5.6	6.3		4.2	8.5				12.3	17.6		12.4
Level of Service	A	A		A	A				B	B		B
Approach Delay (s)		6.2			8.1			12.3			15.8	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM Average Control Delay			9.1			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			40.2			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			66.2%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Attachment 4

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects PM
 3: Allison Ave & Pope St 6/24/2016

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

HCM Unsignalized Intersection Capacity Analysis Existing + Project + Approved Projects PM 4: Jacob Meily Park Dr & Pope St

6/24/2016

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



October 13, 2016

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

Subject: Biological Assessment for 684 McCorkle Ave.

Dear Mr. Siegel:

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

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

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

Please contact me with any questions.

Sincerely,

A handwritten signature in blue ink, which appears to read 'Joseph P. Sullivan', is written over a light blue circular stamp.

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

Aaron Hecock

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

Dear Councilmembers, Planners and Staff

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

Please stop the unacceptable development on McCorkle Avenue.

Sincerely,
Christine Hayne
710 McCorkle Avenue

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

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

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

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

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

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

RESOLUTION

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

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

Mayor Galbraith:

yes

Vice Mayor White:

yes

Councilmember Crull:

yes

Councilmember Dohring:

yes

Councilmember Pitts:

yes

APPROVED:


Alan Galbraith, Mayor



ATTEST:


Cindy Black, City Clerk